TOWN COMMISSION MEETING AGENDA

June 27, 2023 at 6:30 PM

COMMISSION CHAMBERS - 202 E. MAIN STREET, DUNDEE, FL 33838

Phone: 863-438-8330 | www.TownofDundee.com

CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION

RECOGNITION OF SERGEANT AT ARMS

ORDINANCE #13-08, PUBLIC SPEAKING INSTRUCTIONS

ROLL CALL

DELEGATIONS-QUESTIONS & COMMENTS FROM THE FLOOR

(Each speaker shall be limited to three (3) minutes)

APPROVAL OF CONSENT AGENDA: CONSENT AGENDA FOR JUNE 27, 2023

- **A. A. Minutes**
  1. **Planning & Zoning December 15, 2023**
  2. **Planning & Zoning January 19, 2023**
  3. **Planning & Zoning February 16, 2023**

APPROVAL OF AGENDA

PROCLAMATIONS, RECOGNITIONS AND DESIGNATIONS

1. **PROCLAMATION, PRIDE MONTH**

NEW BUSINESS

2. **RESOLUTION 23-08, PERMIT FEE REDUCTION FUND**

3. **PRESENTATION, AUDITOR'S REPORTS FOR FY 2021-2022**

4. **DISCUSSION AND ACTION, TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION**

5. **RESOLUTION 23-11, TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION**

6. **DISCUSSION AND ACTION, FDOT AGREEMENT**

REPORTS FROM OFFICERS

Polk County Sheriff's Office
Dundee Fire Department
Town Attorney
Town Manager
Commissioners
Mayor

ADJOURNMENT

PUBLIC NOTICE: *Please be advised that if you desire to appeal from any decisions made as a result of the above hearing or meeting, you will need a record of the proceedings and in some cases, a verbatim record is required. You must make your own arrangements to produce this record. (Florida statute 286.0105)*

If you are a person with disability who needs any accommodations in order to participate in this proceeding, you are entitled, at no cost to you, to the provision of certain assistance. Please contact the town clerk's office at 202 east main street, Dundee, Florida 33838 or phone (863) 438-8330 within 2 working days of your receipt of this meeting notification; if you are hearing or voice impaired, call 1-800-955-8771.

TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE: Approval of the Commission Consent Agenda

SUBJECT: The Town Commission will consider the items of the consent agenda as provided for by the Town Code Article IIA, Sec. 2-33(e). Items in the consent agenda are routine business or reports. All items in the consent agenda are approved in one motion. Any item in the consent agenda may be pulled by a member of the Town Commission for separate consideration.

STAFF ANALYSIS: The consent agenda for the meeting of June 27, 2023 contains the following:

MINUTES

1. Planning & Zoning December 15, 2022
2. Planning & Zoning January 19, 2023
3. Planning & Zoning February 16, 2023

STAFF RECOMMENDATION: Staff recommends approval

ATTACHMENTS:

Planning & Zoning December 15, 2022
Planning & Zoning January 19, 2023
Planning & Zoning February 16, 2023

PLANNING & ZONING BOARD MEETING MINUTES

December 15, 2022 at 5:30 PM

COMMISSION CHAMBERS - 202 E. MAIN STREET, DUNDEE, FL 33838

Phone: 863-438-8330 | www.TownofDundee.com

CALL TO ORDER at 5:30 P.M. by Chair Hall

PLEDGE OF ALLEGIANCE- Chair Hall

ROLL CALL- Town Clerk, Jenn Garcia

MEMBERS PRESENT:

Ron Hall
Suzetta Henson
Jill Kitto
Ray Hunt
Jeff Gunter

MEMBERS ABSENT:

None

STAFF PRESENT:

Jenn Garcia, Town Clerk
Seth Claytor, Assistant Town Attorney
John Vice, Public Works Director
Lorraine Peterson, Town Planner
Jorge Rodriguez, Code Enforcement Officer

DELEGATIONS-QUESTIONS & COMMENTS FROM THE FLOOR

(Each speaker shall be limited to three (3) minutes)

Chair Hall opened the floor for public comments, seeing no public come forth the floor was closed.

Lorraine Peterson, Town Planner, introduced the new Code Enforcement Officer, Jorge Rodriguez.

Jorge Rodriguez, Code Enforcement Officer, greeted the board.

1. **APPROVAL OF MINUTES**

MOTION TO APPROVE the September 15, 2022 Planning and Zoning Board meeting minutes. Motion made by Kitto, Seconded by Henson. Passed Unanimously.
Voting Yea: Henson, Hunt, Kitto, Gunter, Hall

PUBLIC HEARINGS

2. Right-of-Way Vacation- Portion of Helicopter Road

Town Planner, Lorraine Peterson, gave the presentation.

This is an applicant-initiated request for approval of a right–of- way vacation of a portion of Helicopter Road between Dekle Road and Tindel Camp Road, a total of 0.5 miles (2,634 feet).

Assistant Town Attorney gave the background and history of the TECO Solar Farm project.

Member Henson expressed concern about this issue and how it can negatively impact the Town in the future.

Member Kitto stated that it would have been best if the unincorporated Polk County portions of this project were annexed into Dundee.

Assistant Town Attorney Claytor explained that with the current situation, there is no development in that area. The same owner owns the property on both sides of the unpaved and undeveloped right-of-way. He further explained that what the board is considering for purposes of this request is whether the request satisfies the requirements of the Town of Dundee Land Development Code; whether the request isconsistent with the policies set forth by the 2030 Comprehensive Plan; and whether the vacation would deprive any person of their legal right of egress or ingress to any property as it is currently situated.

Shelton Rice, Peterson & Meyer Law Firm, 225 East Lemon St., Lakeland, addressed the board on behalf of the applicant requesting a favorable vote.

Kevin Kitto, 150 Kitto Lane, Dundee, recommended approval of the right of way vacation if the applicant commits to turning Tindel Camp Road into four lanes.

Assistant Attorney Claytor stated that Tindel Camp Road is a county road. He further advised that the board should not recommend conditional approval on an element of a development that is outside of the jurisdiction of the Town.

Chair Hall stated he is not in favor of vacating the Helicopter Road right-of-way or any other right of ways within the Town.

MOTION TO RECOMMEND APPROVAL of the Right-of-Way vacation of a portion of Helicopter Road to the Town Commission made by Hunt. Seconded by Gunter. Motion Passed 3 to 2.
Voting Yea: Hunt, Hall, Gunter
Voting Nay: Henson, Kitto

3. **2022 Annual Update to the Comprehensive Plan's Capital Improvement Element (CIE)**

Town Planner, Lorraine Peterson, gave the analysis.

The CIE has been reviewed and updated in accordance with Section 163.3187 or Section 163.3185. The Capital Improvement Element Amendment and the updated 5-year Capital Improvements Plan schedule of capital improvements is included in the update.

Tracy Mercer, Public Services Director/Special Projects, made a presentation of the CIE to the board.

MOTION TO RECOMMEND APPROVAL as presented of the 2022 Annual Update to the Comprehensive Plan's Capital Improvement Element to the Town Commission made by Hunt, Seconded by Henson. Motion passed unanimously.
Voting Yea: Henson, Hunt, Kitto, Gunter, Hall

4. **Special Exception- Xtreme Car Center Inc.**

Lorraine Peterson, Town Planner, gave the presentation.

This is an applicant-initiated request for approval for a Special Exception for a minor automotive repair and automotive sales shop with a zoning designation of General Retail Commercial (CC) at 217 Dundee Road. Staff recommends approval with conditions, a Concurrency Developer's Agreement and Water Supply Allocation Agreement.

Member Henson stated that it would be beneficial if the entrance driveway were shared with the gas station next door to the location.

Member Kitto questioned if they are prepared to begin building.

Town Planner Peterson responded that the reason the last special exception expired was because of constraints caused by COVID 19.

Town planner Peterson confirmed to Chair Hall that there will be no work performed on vehicles outside of the designated work area.

David Prado, the applicant representative, addressed the board requesting a favorable vote.

MOTION TO RECOMMEND APPROVAL to the Town Commission for a Special Exception with stated conditions for Xtreme Car Center Inc made by Gunter. Seconded by Hunt.
Voting Yea: Henson, Hunt, Kitto, Gunter, Hall

REPORTS FROM OFFICERS

Planning Department Comments

Board Comments:

Henson: Inquired of the status of the US 27 Trucking Company code violations and lack of a business license.

Kitto: Questioned Town requirements for food trucks.

Requested maps that were promised at the last meeting.

Expressed frustration the US 27 Trucking Company is still actively conducting business although they are violating the Town's Code.

Assistant Attorney Claytor advised against discussing the open code cases at the board meeting.

Hall: Welcomed new member, Jeffery Gunter. Appreciated the efforts of the Town Attorney and Planning to ensure that the board members are properly informed.

ADJOURNMENT at 7:07 P.M.

Respectfully Submitted,

Jenn Denson-Garcia

Jenn Garcia, Town Clerk

PLANNING & ZONING BOARD MEETING MINUTES

January 19, 2023 at 5:30 PM

COMMISSION CHAMBERS - 202 E. MAIN STREET, DUNDEE, FL 33838

Phone: 863-438-8330 | www.TownofDundee.com

CALL TO ORDER by Chair Hall at 5:30pm

PLEDGE OF ALLEGIANCE led by Chair Hall

ROLL CALL taken by Jenn Garcia

MEMBERS PRESENT:

Ron Hall
Suzetta Henson
Jill Kitto
Jeff Gunter

MEMBERS ABSENT:

Ray Hunt

Assistant Town Manager Garcia informed the board that Board Member Ray Hunt submitted his resignation from the board on January 17, 2023.

MOTION TO ACCEPT the resignation of Ray Hunt *made by Jill Kitto, Seconded by Ron Hall. Passed Unanimously.*

Voting Yea: Henson, Kitto, Gunter, Hall

STAFF PRESENT:

Jenn Garcia, Assistant Town Manager/Town Clerk
Seth Claytor, Assistant Town Attorney
John Vice, Public Works Director
Lorraine Peterson, Town Planner

APPOINTMENT OF CHAIR

MOTION TO NOMINATE Jeff Gunter as Chair *of the Planning and Zoning Board made by Board Member Kitto. Seconded by Jeff Gunter. Motion carried 3 to 1.*

Board Member Hall initially voted "AYE" and then requested to change his vote to "NAYE".

AYES: Gunter, Henson, Kitto

NAYES: Hall

APPOINTMENT OF VICE-CHAIR

MOTION TO NOMINATE Board Member Henson as Vice Chair *by Member Kitto, Seconded by Gunter.*

Board Member Henson declined the nomination.

MOTION TO NOMINATE Ron Hall as Vice Chair *made by Member Hall, Seconded by Member Henson. Motion failed due to a tie vote.*

AYES: Henson, Hall

NAYES: Gunter, Kitto

MOTION TO NOMINATE Jill Kitto as Vice Chair *made by Member Kitto, Seconded by Chair Gunter. Motion carried 3 to 1.*

AYES: Gunter, Henson, Kitto

NAYS: Hall

DISCUSSION ITEMS

1. **Discussion Item-Town Parks and Recreation Areas Operating Hours**

   Town Planner, Lorraine Peterson, gave the analysis.

   This is a Town-initiated request for approval of Text Amendment to the Town of Dundee Code of Ordinances as it relates to Town Parks and Recreation Areas Operating Hours.

   There was discussion among the board members regarding language that should and should not be included in the text amendment.

   Kevin Kitto, 150 Kitto Lane, Dundee, recommended that the lighted parks can be open later for some of the leagues and such.

   Ms. Peterson will investigate the parks with lighting to be opened later.

MOTION TO RECOMMEND APPROVAL *of the Town Parks and Recreation Areas Operation Hours text amendment as presented to the Town Commission made by Gunter, seconded by Kitto.*

Voting Yea: Henson, Kitto, Gunter
Voting Nay: Hall

Board Member Henson requested that staff place a discussion item on the next Planning and Zoning Board meeting related to the Town's noise ordinance.

Assistant Attorney Claytor recommended a motion with a vote of the board to place a discussion item on the next Planning and Zoning Board Agenda related to the Town's noise ordinance.

No motion was made.

2. Fee-in-Lieu, Developments, Account Balance, and Allocation of Funds

Town Planner Peterson and Assistant Attorney Claytor informed the Board that this request that was made by Member Hall, individually, and is therefore considered a public records request and the Town Clerk will fulfill the request to him.

3. **Discussion Item-Traffic Maps**

Town Planner, Lorraine Peterson, provided maps, as requested, for the board's information.

Assistant Attorney Claytor advised the board that, upon completion, the Traffic Study Determination and Recommendations will come before the board in the near future.

DELEGATIONS-QUESTIONS & COMMENTS FROM THE FLOOR

Chair Gunter opened the floor for delegation comments, having no one come forward the floor was closed.

REPORTS FROM OFFICERS

Planning Department Comments: Planning Department reported that there is a Level of Service amendment to the 2030 Comprehensive Plan which will provide a change in the water gallons per day (140 gpd to 115 gpd) and same will be brought to the Board for consideration.

Assistant Town Attorney Comments: Assistant Town Attorney reported that there are updates to the CIP levels of service that will be brought back before the board. The traffic study results are close to completion and will be brought before the board in the near future.

Board Member Comments

Board Member Kitto reassured member Hall that her nominations were for new representation on the board.

Board Member Hall shared concerns with the newest member of the board being the board chair.

ADJOURNMENT at 6:15pm

Respectfully Submitted,

Jenn Denson-Garcia

Jenn Garcia, Town Clerk

PLANNING & ZONING BOARD MEETING MINUTES

February 16, 2023 at 5:30 PM

COMMISSION CHAMBERS - 202 E. MAIN STREET, DUNDEE, FL 33838

Phone: 863-438-8330 | www.TownofDundee.com

CALL TO ORDER by Chair Gunter at 5:31pm

Chair Gunter thanked member Hall for staying on the board.

PLEDGE OF ALLEGIANCE led by Chair Gunter

ROLL CALL: Interim Town Clerk, Trevor Douthat

MEMBERS PRESENT:
Ron Hall
Suzetta Henson
Jill Kitto
Annette Wilson
Jeff Gunter

DELEGATIONS-QUESTIONS & COMMENTS FROM THE FLOOR
(Each speaker shall be limited to three (3) minutes)

Town Clerk Jenn Garcia announced her resignation from the Town and that Trevor Douthat would be taking her place as Interim Town Clerk.

Assistant Town Attorney Claytor advised the chair that because there is no delegation present that there is no need to open discussion to delegation.

New board member Annette Wilson introduced herself and thanked the board for the opportunity to serve.

APPROVAL OF MINUTES

1. Planning & Zoning October 20, 2022 Meeting Minutes

MOTION TO APPROVE made by Kitto, Seconded by Hall.
Voting Yea: Hall, Henson, Kitto, Wilson, Gunter

PUBLIC HEARINGS

2. ORDINANCE 23-02, TOWN-INITIATED REQUEST FOR A 2030 COMPREHENSIVE PLAN TEXT AMENDMENT- LEVEL OF SERVICE

Town Planner Peterson gave the presentation.

The Level of Service quantifies the types and number of services customers receive. The established Level of Service helps the Town plan for future development by ensuring enough water will be available for that development. The Town proposes to update the Level of Service for potable water to reflect current needs and requirements from the South Florida Water Management District.

Member Hall questioned why the reduction.

Town Planner Peterson explained we are required to reduce usages to bring the Town into compliance with the Town's Comprehensive Plan.

Member Henson posed questions about using reclaimed water

Special Projects Manager Tracy Mercer explained that some newer subdivisions are installing reclaimed water systems.

Motion to recommend approval to the Town Commission made by Kitto, Seconded by Henson. Voting Yea: Hall, Henson, Kitto, Wilson, Gunter

3. ORDINANCE 23-03, 2022 ANNUAL UPDATE TO THE 2030 COMPREHENSIVE PLAN'S CAPITAL IMPROVEMENT ELEMENT (CIE)

Town Planner Peterson gave the analysis:

The Florida Statutes mandates that local governments should update and adopt the Capital Improvement Element (CIE) (including the CIE 5-Year Schedule of Improvements) after adoption of the Annual Budget and CIE. This update includes fiscal years 2021/2022 through 2025/2026. The 5-year Schedule of Capital Improvements consists of items identified in the Capital Improvement Program portion of the Town's Operating Budget that implement specific objectives and policies contained in the Comprehensive Plan.

The CIE must be reviewed on an annual basis and modified as necessary in accordance with Section 163.3187 or Section 163.3185, Florida Statutes, in order to maintain a financially feasible 5-Year schedule of capital improvements. CIE amendments require only a single public hearing before the governing board which shall be an adoption hearing.

Assistant Town Attorney Claytor clarified that this is just a housekeeping matter. The Board previously reviewed and recommended the updated CIE for approval however, the CIE required must reflect the appropriate LOS.

Assistant Town Attorney Claytor stated, "Let the record reflect that the chair is not asking for delegation comments because there is no delegation present."

Motion to recommend approval to the Town Commission made by Kitto, Seconded by Hall.
Voting Yea: Hall, Henson, Kitto, Wilson, Gunter

DISCUSSION ITEMS

Member Kitto advised that she prefers to have all minutes up to date at each meeting for reference on discussed matters; asked about the traffic study and for clarification on whether or not Lk Hamilton doing a traffic study affects the Town's.

Member Hall can the Town get leverage for issues with US 27

Assistant Town Attorney Claytor responded that the Town's study is comprehensive and looks at all relevant factors.

Member Henson questioned having a light at Frederick Ave and how that is determined. Also, about the Winn Dixie turn in.

Assistant Town Attorney Claytor provided an update related to the Winn Dixie turn in.

Member Hall asked about the current state of Lake Dell

Public Works Director gave the update.

REPORTS FROM OFFICERS
Planning Department Comments
Town Attorney Comments
Board Member Comments
Chairperson Comments

ADJOURNMENT
Motion to adjourn made by Kitto, Seconded by Henson.
Voting Yea: Hall, Henson, Kitto, Wilson, Gunter

Adjournment at 6:14PM

Respectfully Submitted,

Trevor Douthat

Trevor Douthat, Interim Town Clerk

APPROVAL DATE: _____

TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE:	PROCLAMATION, PRIDE MONTH
SUBJECT:	The Town Commission will consider support for June 2023 as PRIDE Month
STAFF ANALYSIS:	In support of celebrating the richness and diversity in Dundee and promoting equality amongst all peoples in our global community and in an effort to dispel hate and discrimination, the Town Commission will be presenting members of Polk Pride with the Pride Month Proclamation.
FISCAL IMPACT:	None
STAFF RECOMMENDATION:	Staff recommends support
ATTACHMENTS:	PRIDE Month Proclamation

PROCLAMATION
Town of Dundee, Florida

WHEREAS, Dundee, Florida, is part of a global community in which people of diverse cultures, races, creeds, genders and sexual identities must work together toward peace and understanding; and,

WHEREAS, the LGBTQ+ residents, students, city employees and business owners within Dundee contribute to this vibrant, innovative, culturally-inclusive, world-class community and to its diversity; and,

WHEREAS, various advancements have been made with respect to equal rights and protections for all peoples including the LGBTQ+ community throughout the State of Florida and the United States; and,

WHEREAS, members of the LGBTQ+ communities still face ongoing discrimination based on their innate status, resulting in immeasurable human tragedy, loss of life, community isolation and abuse; and,

WHEREAS, PFLAG of Polk County envisions a world where diversity is celebrated and all people are respected, valued, and affirmed inclusive of their sexual orientation, gender identity, and gender expression; and,

WHEREAS, the Lakeland Youth Alliance provides a safe space for LGBTQ+ youth and their straight allies of Polk County; and,

WHEREAS, to celebrate the richness and diversity of Dundee, Polk Pride, PFLAG of Polk County and the Lakeland Youth Alliance, conducts various cultural, educational and entertainment activities, to focus attention on the importance of acceptance and respect for diversity among us.

NOW THEREFORE, I, Sam Pennant, Mayor of The Town of Dundee, do hereby proclaim June 2023, as

LGBTQ+ PRIDE MONTH

in Dundee, Florida, in honor of freedom from prejudice and bias in any form, and in recognition and praise of those members of our community who constantly fight the battle for equal treatment for all citizens regardless of sexual orientation, gender identity, gender expression, race, color, creed, ethnic origin or religion.

PASSED AND DULY ADOPTED in regular session this 23rd day of May 2023.

TOWN OF DUNDEE, FLORIDA ATTEST:

_____ _____

Trevor Douthat, Town Clerk/IT Specialist Samuel E. Pennant, Mayor

TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE: RESOLUTION 23-08, PERMIT FEE REDUCTION FUND

SUBJECT: The Town Commission will consider approval of Resolution 23-08

STAFF ANALYSIS: Section 553.80(7) of the Florida Statutes allows local governments to carry forward unspent building permit fees to be used in subsequent years for allowable activities. The carry forward amount cannot exceed the average of its operating budget for enforcing the Florida Building Code for the previous 4 fiscal years. The Town has been working with legal to create a "rebate" type program which will allow a discount for the year which an overage may occur. This will allow the Town to stay within the guidelines of the carry forward requirement.

FISCAL IMPACT: None

STAFF RECOMMENDATION: Staff recommends approval

ATTACHMENTS:

Resolution 23-08

Exhibit A

RESOLUTION NO. 23-08

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA; PROVIDING FOR THE INCORPORATION OF RECITALS; MAKING FINDINGS; AND APPROVING THE ESTABLISHMENT OF THE BUILDING PERMIT FEE REDUCTION FUND; AND ADOPTING POLICIES AND PROCEDURES RELATED TO THE IMPLEMENTATION OF THE BUILDING PERMIT FEE REDUCTION FUND ESTABLISHED HEREIN; AND AUTHORIZING THE TOWN MANAGER TO TAKE ALL NECESSARY FURTHER ACTIONS TO EFFECTUATE THE INTENT OF THIS RESOLUTION; PROVIDING FOR THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERRORS; PROVIDING FOR THE REPEAL OF ALL RESOLUTIONS IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Dundee (the "Town") is a Florida municipal corporation vested with home rule authority pursuant to the Municipal Home Rule Powers Act (F.S. Chapter 166) and Article VIII, §2 of the Florida Constitution; and

WHEREAS, pursuant to Section 2(b), Article VIII of the Florida Constitution and Chapter 166, Florida Statutes, the Town is vested with governmental, corporate and proprietary powers to enable it to conduct municipal government, perform municipal functions, and render municipal services, including the general exercise of any power for municipal purposes; and

WHEREAS, the Town Commission of the Town of Dundee desires to establish a Building Permit Fee Reduction Fund in order to designate certain "excess" building permit fee revenue(s) to be utilized for reducing any excess building permit fee revenues; and

WHEREAS, prior to July 1, 2019, Section 553.80 of the Florida Statutes authorized local governments to collect building permit fees and, at the discretion of the governing body, either refund the excess amounts collected or allocate the excess amounts collected to legislatively authorized future activities; and

WHEREAS, Section 553.80 of the Florida Statutes, as amended, requires local governments to provide a schedule of reasonable fees for carrying out the local government's responsibilities in enforcing the Florida Building Code; and

WHEREAS, Chapter 633 of the Florida Statutes sets forth the Florida Fire Prevention Code and the Life Safety Code which the Town deems a part of the Building Code enforcement activities conducted by the Town; and

WHEREAS, pursuant to Section 553.80 of the Florida Statutes, as amended, a local government is prohibited from carrying forward an amount of funds generated by Building Code enforcement activities that exceeds the four-year rolling average of its operating budget for Building Code enforcement; and

WHEREAS, Section 553.80 of the Florida Statutes, as amended, defines "*operating budget*" and expressly states that the term . . . "*does not include reserve amounts*"; and

WHEREAS, pursuant to Section 553.80 of the Florida Statutes, as amended, a local government must use any excess funds that it is prohibited from carrying forward to reduce fees, or to pay for the construction of a building or structure that houses a local government's building code enforcement agency or the training programs for building officials, inspectors, or plans examiners associated with the enforcement of the Florida Building Code and Florida Fire Prevention Code and Life Safety Code; and

WHEREAS, Section 553.80 of the Florida Statutes, as amended, requires that any excess funds reserved and/or used for construction related to an authorized building or structure must be designated for such purpose by the local government and may not be carried forward for more than four (4) consecutive years; and

WHEREAS, pursuant to Section 553.80 of the Florida Statutes and applicable Florida law, in collecting building permit fees and allocating revenues from the collection of building permit fees, the Town of Dundee uses recognized management, accounting, and oversight practices; and

WHEREAS, pursuant to Section 553.80 of the Florida Statutes and applicable Florida law, the Town Commission of the Town of Dundee authorizes and directs that any building permit fees collected in excess of the amount(s) which it may carry forward be allocated to the designated building permit fee reserve account maintained by the Town; and

WHEREAS, the Town Commission hereby establishes the Town of Dundee Building Permit Fee Reduction Fund; and

WHEREAS, in the best interests and to promote the health, safety and general welfare of the citizens, residents, and businesses of the Town of Dundee, Florida, the Town Commission of the Town of Dundee hereby authorizes and approves the Building Permit Fee Reduction Fund Policy attached hereto as **Exhibit "A"** and authorizes and directs the Town Manager or his/her designee to take all necessary actions in order to implement same.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA:

Section 1. **Incorporation of Recitals.** The above recitals are hereby incorporated herein and serve as a factual and material basis for the passage of this Resolution.

Section 2. **Adoption.** The Town Commission of the Town of Dundee, Florida, does hereby establish a Building Permit Fee Reduction Fund. Further, the Town Commission also adopts and approves the Town of Dundee Building Permit Fee Reduction Fund Policy which is attached hereto as **Exhibit "A"** and incorporated herein by reference.

Section 3. **Authorization.** The Town Manager or his/her designee is hereby authorized and directed to take all actions necessary to effectuate the intent of this Resolution and to implement the Town of Dundee Building Permit Fee Reduction Fund Policy attached hereto and established herein, which includes but is not limited to any actions relating to the adoption of this Resolution, in accordance with this Resolution and applicable Florida law.

Section 4. **Administrative Correction of Scrivener's Errors.** Any provision in this Resolution may be renumbered or re-lettered and the correction of typographical and/or scrivener's errors which do not affect the intent may be authorized by the Town Manager or

his/her designee, without need of consideration by the Town Commission, by filing a corrected or recodified copy of same with the Town Clerk.

Section 5. **Conflicts.** All Resolutions in conflict with this Resolution are repealed to the extent necessary to give this Resolution full force and effect.

Section 6. **Severability**. If any section, subsection, sentence, clause, phrase of this Resolution, or the application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby. The Town of Dundee Town Commission hereby declares that it would have passed this Resolution, and each section, subsection, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses and phrases be declared unconstitutional.

Section 7. **Effective Date.** This Resolution shall take effect immediately upon passage.

READ, PASSED AND ADOPTED at a duly called meeting of the Town Commission of the Town of Dundee, Florida assembled on the 27th day of June, 2023.

TOWN OF DUNDEE

_____
Samuel Pennant, Mayor

ATTEST WITH SEAL:

_____
Trevor Douthat, Town Clerk

Approved as to form:

_____
Frederick J. Murphy, Jr., Town Attorney

Resolution No. 23-08
Exhibit "A"

TOWN OF DUNDEE
BUILDING PERMIT FEE REDUCTION FUND
POLICY

I. *Definitions:*

Excess Funds means the collected Building Permit Fee amount(s) that are in excess of the maximum allowable *Operating Fund* amount that are held in the building permit fee reserve account that may be utilized to reduce building permit fees; or to pay for construction related to a building or structure that houses a local government's *Building Code Enforcement Agency* within four (4) years of being designated for such purpose.

Operating Fund means the amount of collected building permit fee(s) that is equal to or less than the average operating budget, which excludes any amount(s) held in the building permit fee reserve account, for the enforcement of the Florida Building Code and Fire Prevention and Life Safety Code for the previous four (4) years that may be carried forward.

Department means the division of the Town of Dundee dedicated to the enforcement of the Florida Building Code and Fire Prevention and Life Safety Code.

Building Code Enforcement Agency means the operations, facilities, and personnel and portions thereof attributable to the enforcement by the Town of Dundee of the Florida Building Code and Fire Prevention and Life Safety Code.

Building Permit Fee Reduction Fund means the portion of *Excess Funds*, if any, that are not allocated to pay for construction related to a building or structure that houses the *Town's Building Code Enforcement Agency* within four (4) years of being designated for such purpose that may be utilized for the reduction of permit fees.

II. *Building Permit Fee Reduction Fund:*

In furtherance of the delegated authority set forth by Section 553.80 of the Florida Statutes (2022) and applicable Florida law, the Town hereby establishes a *Building Permit Fee Reduction Fund*. Excess Funds as defined herein will be held in the *Building Permit Fee Reduction Fund* established herein and may be used to reduce Building Permit fees.

Excess Funds that are held in the *Building Permit Fee Reduction Fund* may be reduced as follows:

Excess Funds divided by the average operating budget (as defined by Section 553.80, Florida Statutes (2022), divided by ten (10) will equal the annual reduction, if any, to the established Town Building Permit Fee rates.

For example, if the average operating budget of the Department is $200,000 (and the Town maintains an operating balance to carry forward of $200,000) and the Town collects $500,000 in Building Permit Fee revenue for that fiscal year, then the Excess Funds would be equal to $300,000.

Resolution No. 23-08
Exhibit "A"

$300,000 / $200,000 = 150% / 10 = 15% reduction to the established Town of Dundee Building Permit Fee rate(s).

A recalculation and reapportionment will be made every year to the average operating budget, the amount of Excess Funds, the Operating Fund, the amounts dedicated to pay for construction related to a building for the department, and the *Building Permit Fee Reduction Fund* and included in the Building Permit and Inspection Utilization Report.

The Building Permit and Inspection Utilization Report with the recalculated and reapportioned amounts shall be posted on the Town's website by December 31st and be based upon the most recently completed financial audit. The calculated Building Permit Fee reduction percentage, if any, shall apply to permits paid for and/or issued in the following calendar year.

TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE:	PRESENTATION FROM BRYNJULFSON, CPA FY 2021 – 2022 COMPREHENSIVE ANNUAL FINANCIAL REPORT
SUBJECT:	Auditor's presentation from Brynjulfson, C.P.A. on the Annual Financial Report for 2021-2022 Fiscal Year.
STAFF ANALYSIS:	Mike Brynjulfson, C.P.A. will present the Comprehensive Annual Financial Report for the Fiscal Year that ended on September 30, 2022.
FISCAL IMPACT:	None
STAFF RECOMMENDATION:	N/A
ATTACHMENTS:	Financial Statements & Auditor's Reports FY 2021-2022

Town of Dundee

Town of Dundee

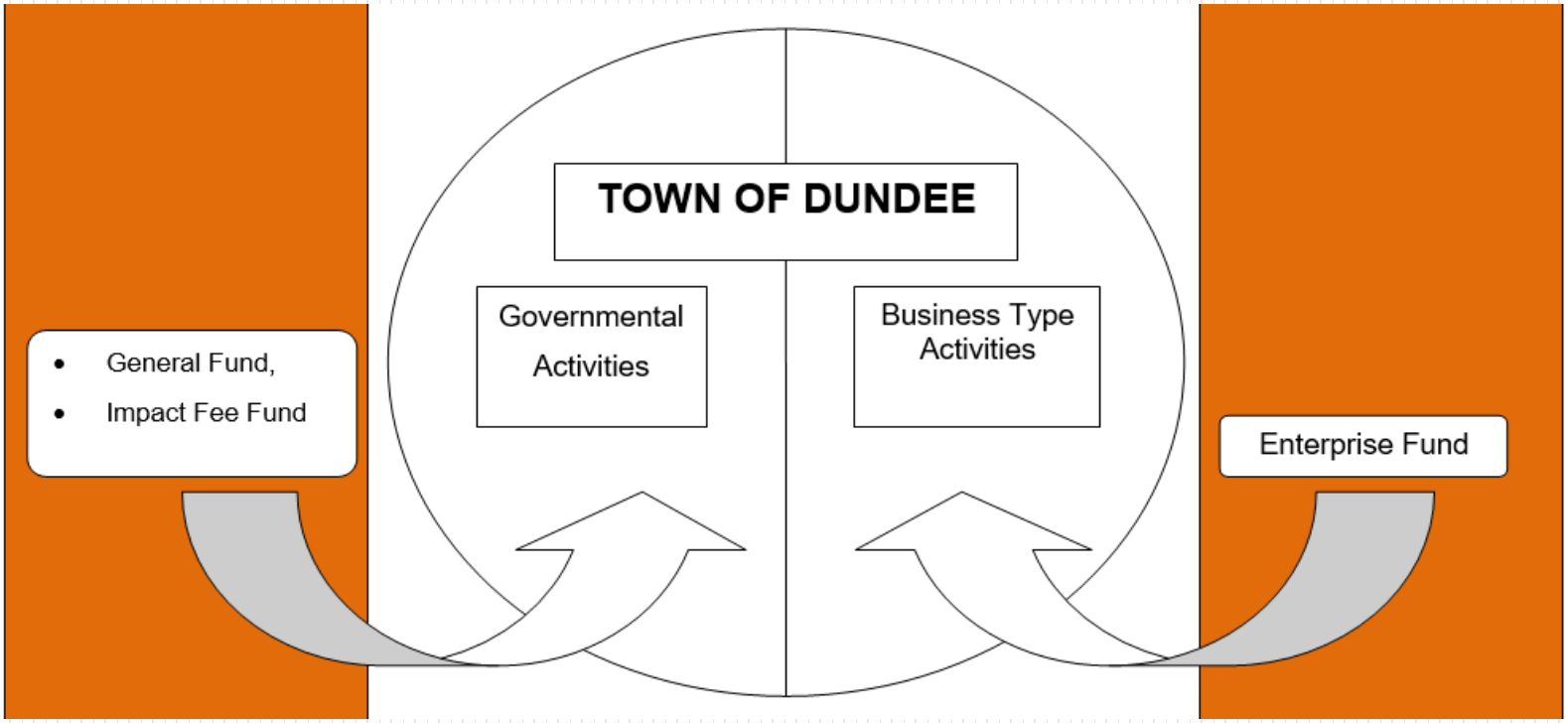
Financial Statements & Auditor's Reports
For the year ended September 30, 2022

Prepared by: BRYNJULFSON CPA, P.A. CERTIFIED PUBLIC ACCOUNTANTS

Summary of Audit Results

Report on the Financial Statements (page 1-2)	• Unmodified ("Clean") Audit Opinion • The financial statements are a fair reflection of what actually happened. • No Material Errors
Report on Internal Control & Compliance (pages 70-71)	• Two material weaknesses and one significant deficiencies in internal control reported. • No instances of noncompliance reported.
Management Letter (pages 72-73)	• Six findings. • No deteriorating financial conditions or financial emergencies noted
Compliance Report with Section 218.415, Florida Statutes (page 74)	• No instances of noncompliance with Section 218.415, Florida Statutes – Local Government Investment Policies.
Report to the Town Commission (separate letter)	• No disagreements with management. • No difficulties encountered while performing our audit. • No uncorrected misstatements. • No material audit adjustments.

Fund Level Financial Statements



Governmental Funds

Balance Sheet

Page 14

TOWN OF DUNDEE, FLORIDA
Balance Sheet – Governmental Funds
September 30, 2022

	General Fund	Impact Fee Special Revenue Fund	Total
ASSETS			
Cash and cash equivalents	$ 2,501,292	$ 3,829,459	$ 6,330,751
Receivables, net:			
Franchise and public service taxes	99,850	-	99,850
Intergovernmental	128,209	-	128,209
Leases	41,040	-	41,040
Due from other funds	160,635	-	160,635
Restricted assets:			
Cash and cash equivalents	2,937,235	-	2,937,235
TOTAL ASSETS	$ 5,868,261	$ 3,829,459	$ 9,697,720
LIABILITIES			
Accounts payable	270,128	-	270,128
Construction costs payable	156,552	-	156,552
Accrued payroll	28,197	-	28,197
Due to other governments	23,100	-	23,100
Due to other funds	-	264,679	264,679
Unearned revenue	2,526,306	-	2,526,306
Customer deposits	32,074	-	32,074
TOTAL LIABILITIES	3,036,357	264,679	3,301,036
DEFERRED INFLOWS OF RESOURCES			
Leases	40,701	-	40,701
FUND BALANCE			
Restricted for:			
Transportation infrastructure - gas taxes	$ 72,628	$ -	$ 72,628
Parks	76,092	-	76,092
Building code enforcement	262,209	-	262,209
Recreation improvements (impact fees)	-	142,140	142,140
Library improvements (impact fees)	-	478,467	478,467
Law enforcement improvements (impact fees)	-	328,802	328,802
Roads improvements (impact fees)	-	1,521,574	1,521,574
Fire improvements (impact fees)	-	181,655	181,655
Water system improvements (impact fees)	-	625,972	625,972
Sewer system improvements (impact fees)	-	286,170	286,170
Unassigned	2,380,274	-	2,380,274
TOTAL FUND BALANCE	2,791,203	3,564,780	6,355,983
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE	$ 5,868,261	$ 3,829,459	$ 9,697,

Unassigned and Assigned Fund Balance as a % of Total Expenditures

GOVERNMENTAL UNASSIGNED+ASSIGNED FUND BALANCE TO TOTAL EXPENDITURES

Warning Trend:

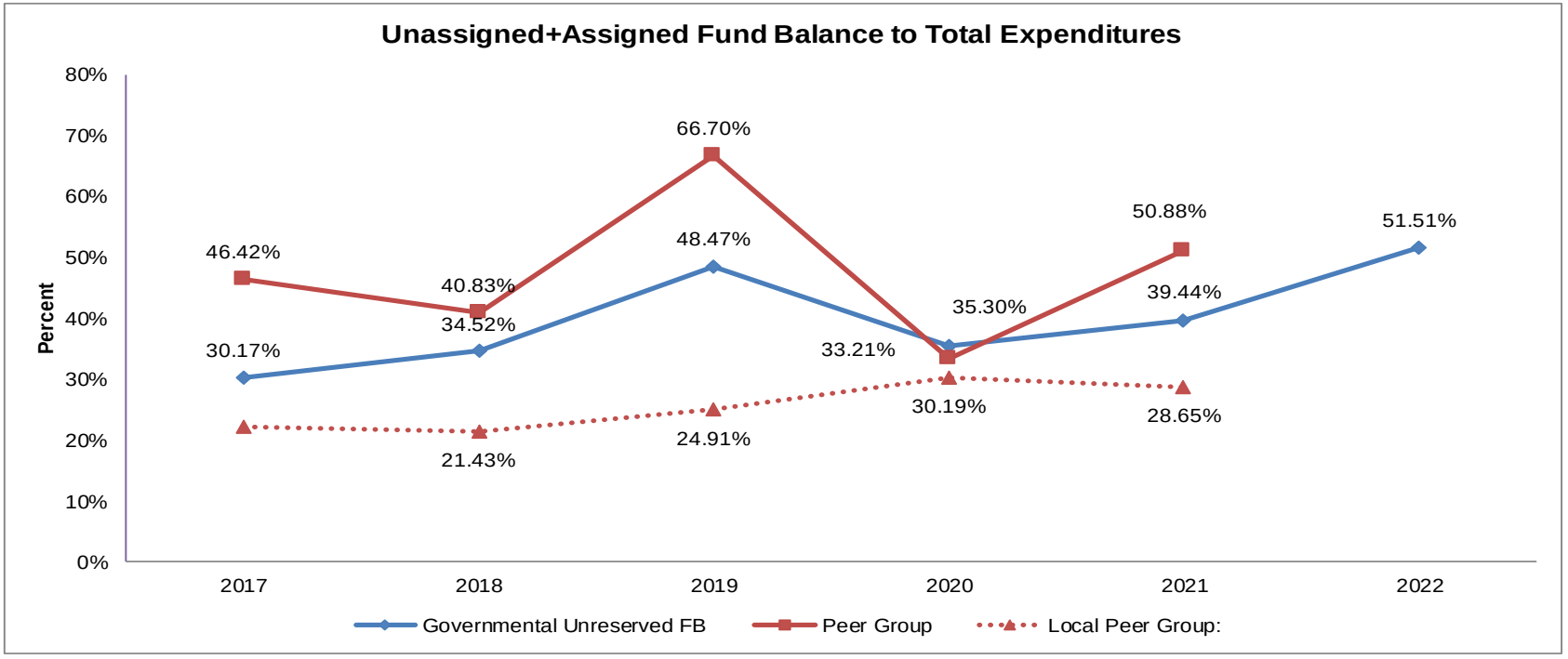
Decreasing Unassigned + Assigned Fund Balance as a Percent of Total Expenditures

Formulation:

$$\frac{\text{Governmental Unassigned+Assigned Fund Balance}}{\text{Total Expenditures}}$$

Description:

Unreserved equity reflect changes in reserves expenditable for future periods. Increasing unreserved equity can indicate that the entity is saving prior period surpluses for future expenditures. In addition, if decreases are occurring which cannot be explained, spending or the use of unreserved surpluses may indicate declining productivity - spending more to deliver the same level of service.



Peer Group:

Unassigned+Assigned FB to Expenditures	50.88%
Local Peer Group:	28.65%

Current Year Actual:

Unassigned+Assigned FB to Expenditures	51.51%

Local peers consist of Lake Alfred, Mulberry and Davenport

Enterprise Fund

Statement of Net Position

Page 18

TOWN OF DUNDEE, FLORIDA
Statement of Net Position – Proprietary Fund
September 30, 2022

	Enterprise Fund
ASSETS	
Current assets:	
Cash and cash equivalents	$ 313,307
Customer accounts receivable, net	277,659
Due from other governments	4,381
Due from other funds	104,044
Total current assets	699,391
Noncurrent assets:	
Restricted assets:	
Cash and cash equivalents	494,240
Capital assets:	
Non-depreciable	906,863
Depreciable, net	15,182,953
Total noncurrent assets	16,584,056
TOTAL ASSETS	17,283,447
LIABILITIES	
Current liabilities:	
Accounts payable	149,912
Accrued payroll	13,070
Due to other governments	8,155
Compensated absences, current	1,331
Leases payable, current	37,420
Long-term debt current	121,436
Total current liabilities	331,324
Noncurrent liabilities:	
Compensated absences, noncurrent	11,975
Unearned revenue	381,713
Liabilities payable from restricted assets:	
Customer deposits	207,989
Accrued interest payable	13,212
Long-term debt, noncurrent	4,104,082
Total noncurrent liabilities	4,718,971
TOTAL LIABILITIES	5,050,295
NET POSITION	
Net investment in capital assets	12,055,340
Restricted for:	
Debt service	273,039
Unrestricted	(95,227)
TOTAL NET POSITION	$ 12,233,152

Unrestricted Net Position as % of Revenue

NET POSITION

Warning Trend:

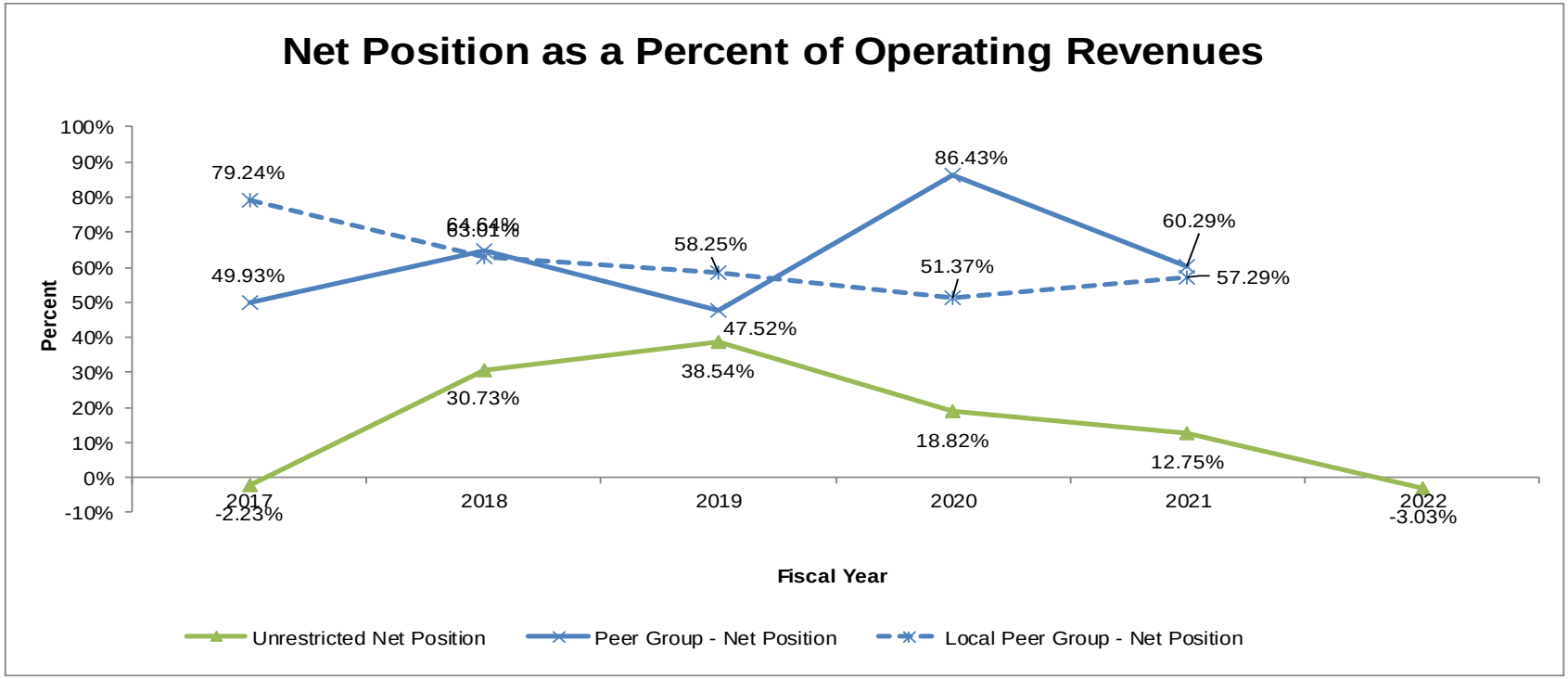
Decreasing Unrestricted Net Position as a Percent of Operating Revenues

Formulation:

$$\frac{\text{Unrestricted Net Position}}{\text{Operating Revenue}}$$

Description:

Most communities maintain some type of reserves in order to meet unforseen contingencies. There exist no set rules for determining at what levels these reserves should be maintained. Much depends on such factors as the kind of natural disasters or hardships the City is subject to, the flexibility of the City's revenue base, national economic conditions, and the City's overall financial health.



Peer Group:

Unrestricted Net Position	60.29%	Unrestricted Net Position	-3.03%

Local Peer Group:

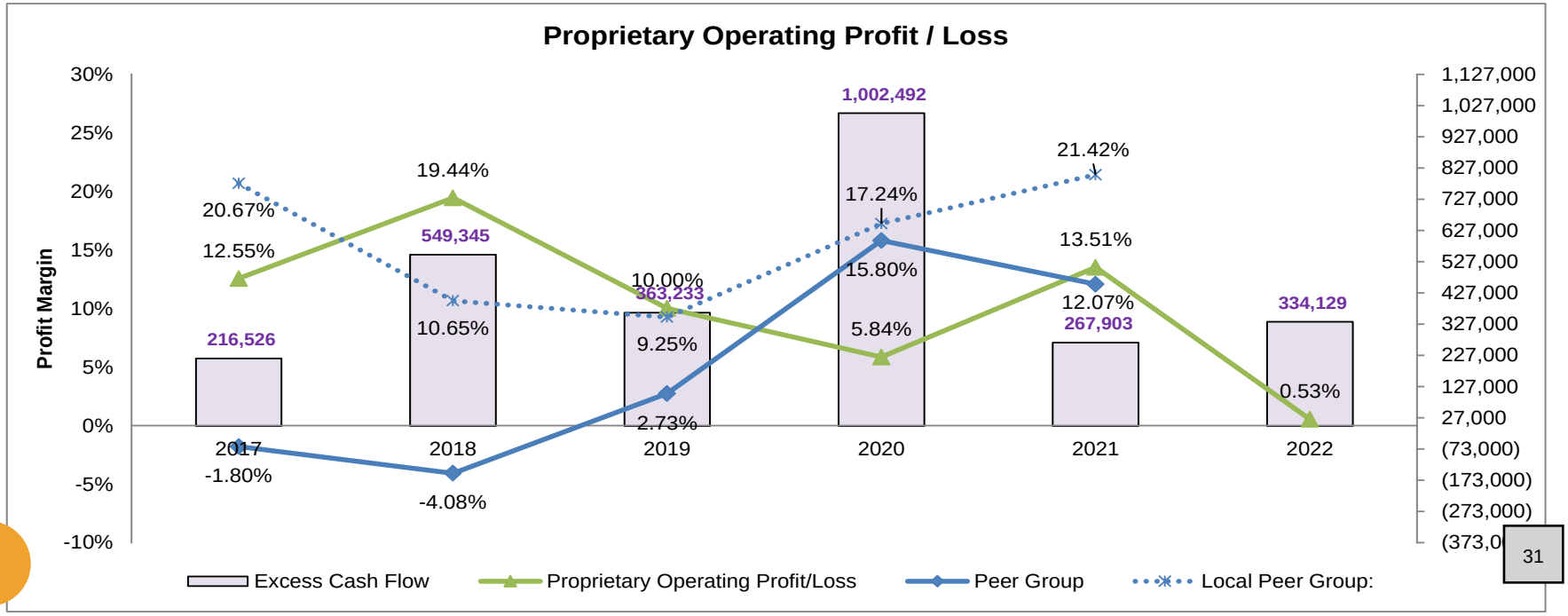
Unrestricted Net Position	57.29%

Local peers consist of Lake Alfred, Mulberry and Davenport

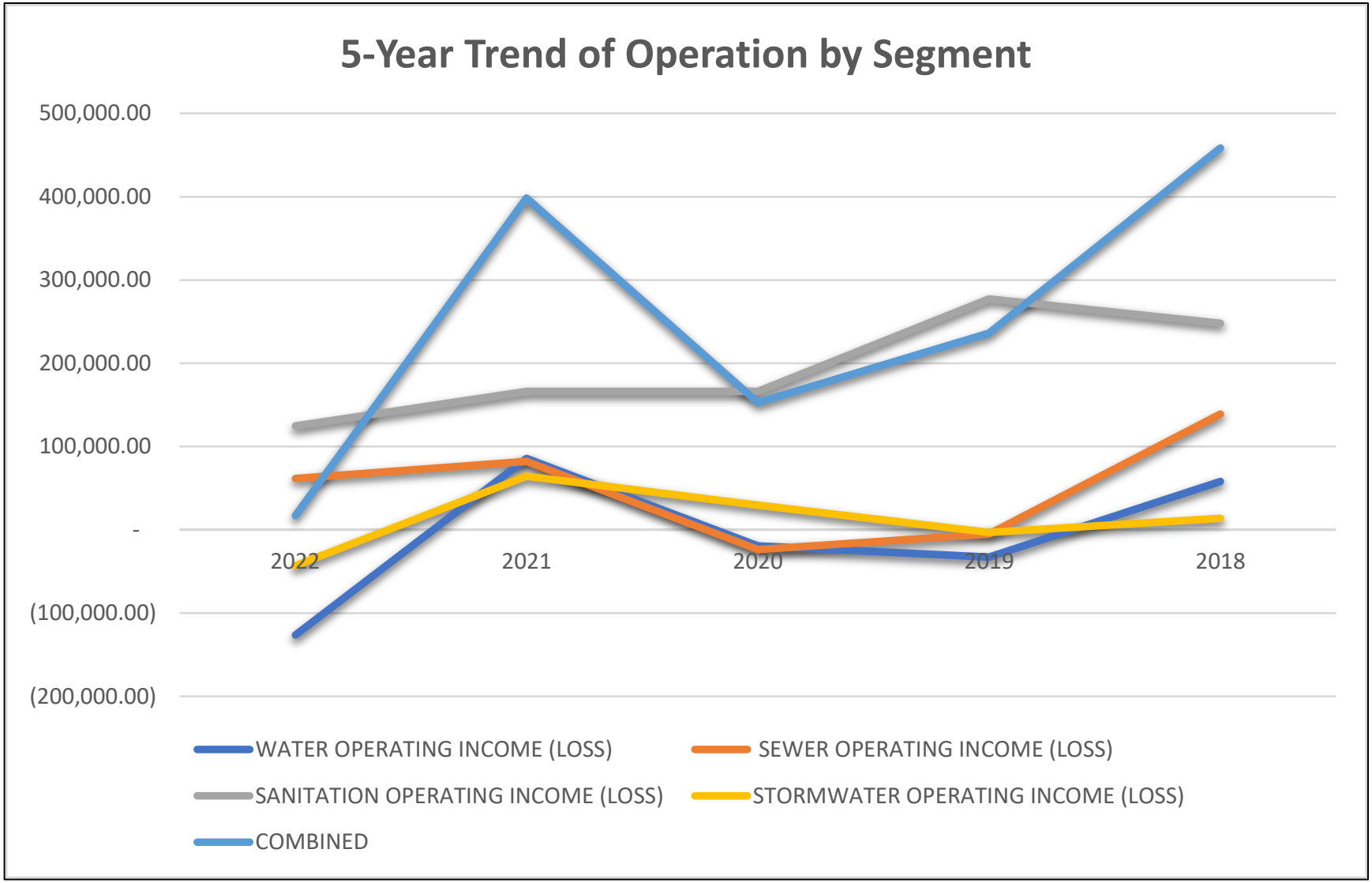
Town of Dundee, FL
Enterprise Fund – Revenues and Expenses
Years ended September 30, 2021 and 2022

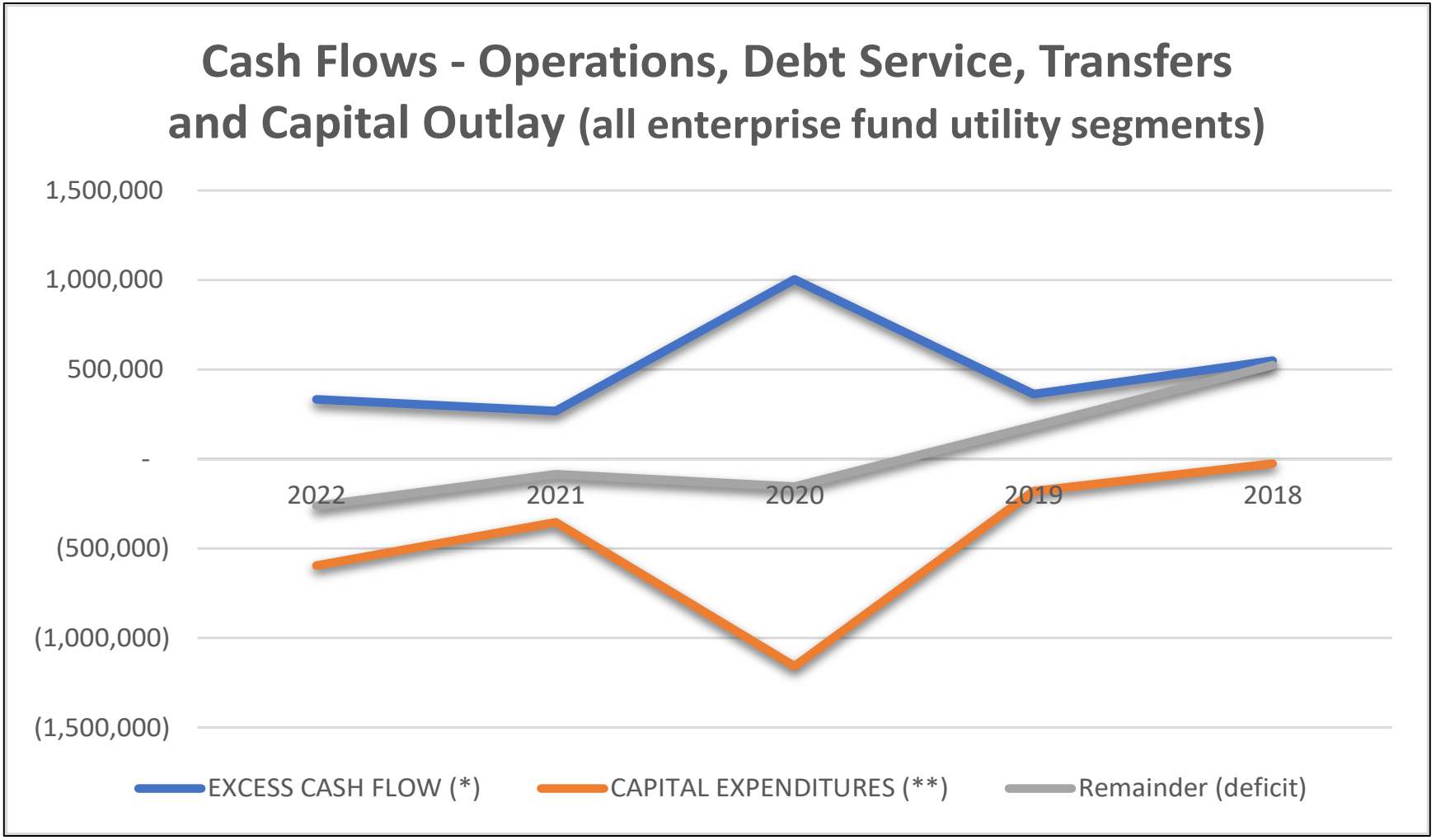
		2021	2022	Change	
1	**Operating Revenue**	$2,950,986	$3,140,049	189,063	6%
2	**Operating Expenses**	(2,552,416)	(3,123,261)	570,845	22%
3	**Operating Income**	$ 398,570	$ 16,788	(381,782)	-96%
4	**Interest Expense**	(190,900)	(192,214)	1,314	-1%
5	Profit (Loss) after Interest Expense	$ 207,670	$ (175,426)	$ 383,096	184%
6	Operating Profit Margin	13.51%	0.53%		
7	Interest Expense as % of Op. Revenue	6.47%	6.12%		

from page 19 of the Town of Dundee Audited Financial Statements for the year ended September 30, 2022



5-YEAR OPERATING PROFIT (LOSS) BY UTILITY SEGMENT AND OVERALL

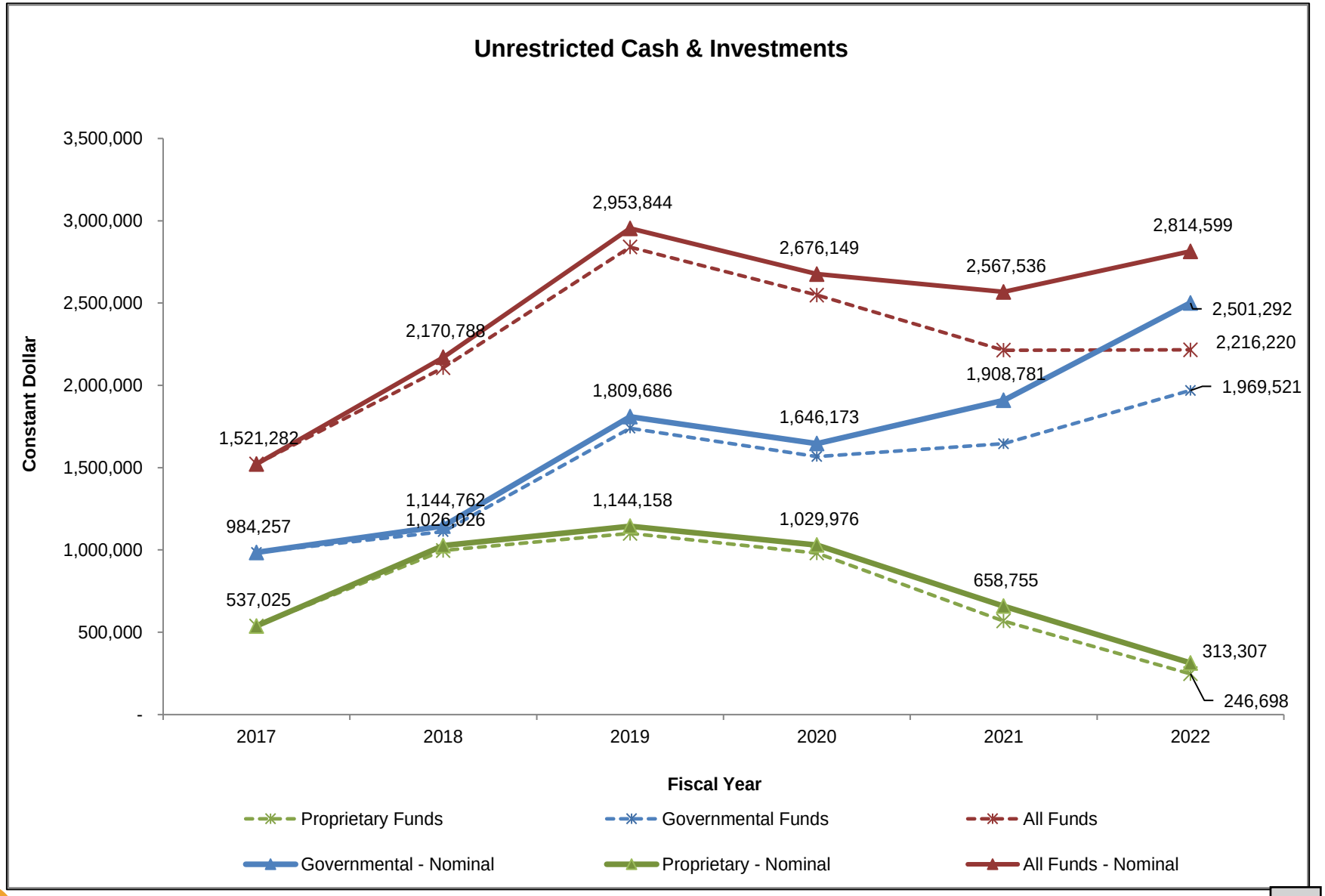




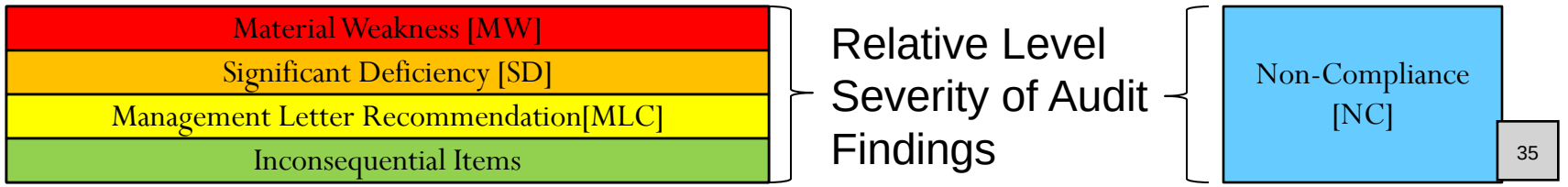
(*) - Net cash flows from operations minus debt service and interfund transfers.

(**) - Cash paid for capital expenditures net of any related grants or loans received.

Unrestricted Cash



Prior Year Recommendations - *Uncorrected*	**Severity**
2020-001: Bank Reconciliations	MW
2020-002: Internal Control over Financial Reporting	MW
2020-004: Building Permit Fees	NC
Current Year Recommendations	**Severity**
2022-001: Restricted Cash Monitoring	NC
2022-002: Budgetary Compliance	NC
2022-003: Fringe Benefit Reporting	NC
2022-004: Water Loss	MLC
2022-005: Developer Deposits	NC
2022-006: Accounts Receivable and Customer Deposit Reconciliation	SD



Town of Dundee, Florida

Data portrayed in this graphic presentation was derived from the Town's financial statements which were audited by Brynjulfson CPA, P.A., whose unmodified report thereon is rendered. The following data should be taken in conjunction with the Town's financial statements and the auditor's report thereon.

Any Questions or Comments?

TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE:	DISCUSSION AND ACTION, TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION
SUBJECT:	The Town Commission will consider the traffic analysis presentation.
STAFF ANALYSIS:	Alex Anaya from ESRP Corporation will present the findings from the townwide traffic analysis.
FISCAL IMPACT:	N/A
STAFF RECOMMENDATION:	Staff recommends approval
ATTACHMENTS:	Traffic presentation

Town of Dundee
Townwide Traffic Analysis and Adequacy Determination Technical Report

Subtask of :

Town of Dundee Transportation Impact Fee Study & Fee Schedule Update

June 2023

Prepared for:
Town of Dundee

Prepared by:

ESRP CORPORATION
Engineering | Science | Research | Planning

DOCUMENT NAME:

TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION – TECHNICAL REPORT

DATE:

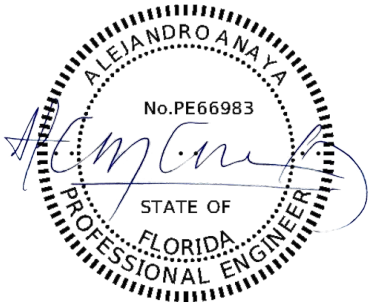
June 23, 2023 – FINAL REPORT

PREPARED FOR:

TOWN OF DUNDEE, FLORIDA

PREPARED BY:

ESRP CORPORATION
10213 Wilsky Boulevard, Suite 107
Tampa, FL 33625
www.esrpcorp.com



PREPARER'S CONTACT INFORMATION:

Alejandro (Alex) Anaya, PE, PTOE
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10213 Wilsky Boulevard, Suite 107, Tampa, FL 33625
a.anaya@esrpcorp.com
813.381.5017 - Ext 101

Town of Dundee
Townwide Traffic Analysis and Adequacy Determination Technical Report

June 2023

TABLE OF CONTENTS

LIST OF FIGURES

PAGE

LIST OF TABLES

PAGE

LIST OF APPENDICES

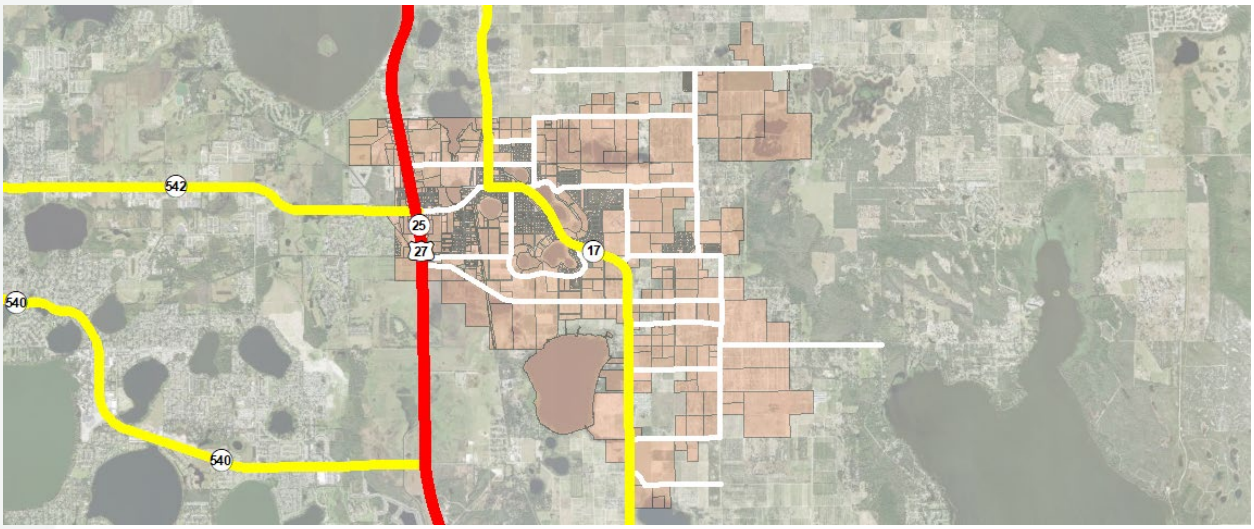
LIST OF MAPS

PAGE

LIST OF ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
CF	Cost Feasible (it refers to the geometry of a roadway network)
E+C	Existing Plus Committed (it refers to the geometry of a roadway network)
Class	Roadway characteristic that depends on the posted speed of an arterial facility
CPP	Central Polk Parkway
D1RPM	Florida Department of Transportation - District 1 Regional Planning Model
DDHV	Directional Design Hour Volume
Dir. Factor	The percentage of the two-way peak hour traffic that occurs in the peak direction
Facility Type	Describes the type of flow on a roadway facility (which affects the capacity)
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FSUTMS	Florida Standard Urban Transportation Model Structure
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
K Factor	The proportion of AADT that occurs during the peak hour
LOS	Level of Service
PA	Property Appraiser
Peak Dir.	Peak direction of travel(the road segment direction with more vehicles per hour)
SF	Square Foot / Square Feet
Std. Capacity	The maximum capacity at which a road operates at the standard level of service
Std. LOS	Standard level of service assigned to a road segment
TAZ	Traffic Analysis Zone
TD	Travel-Demand
TPO	Transportation Planning Organization
Unint. Flow	Uninterrupted Flow (Facility Type)

1. INTRODUCTION



This technical report provides the methodology, assumptions, relevant data, findings and recommendations in connection with a townwide traffic analysis that ESRP Corporation has carried out for the Town of Dundee, Florida. The results of this analysis will be used for a Transportation Impact-Fee Study and the corresponding update of the Town's transportation impact-fee schedule.

The Town of Dundee intends to implement a Transportation Concurrency Management System (TCMS). This topic is discussed in Section 9 of this report which offers comprehensive insights into the definition of a TCMS, its core components, and the advantages of its implementation. Moreover, the analysis carried out to develop this report yielded several essential components that can be used as a foundation for a Town of Dundee TCMS.

Existing and future traffic conditions on the Town's roadway network were analyzed based on available traffic data, recently collected traffic counts, trip-generation estimates, and future-traffic estimates that were developed using the Florida Department of Transportation (FDOT) District 1 Regional Planning Model (D1RPM) which is a travel-demand model widely-used for transportation planning purposes throughout the State of Florida. Travel-demand models depend on socioeconomic (SE) data. As a result, the quality of the output they produce depends on the quality of such data. The analysis described here included a thorough review of the model's SE data as well as measures taken to improve the quality of the model output. These measures are described in the sections below.

2. SCENARIOS

Existing conditions as well as several future scenarios were analyzed in order to determine roadway capacity deficiencies and reasonable improvement recommendations to mitigate them. The following scenarios were analyzed:

- **Existing (2022):** This scenario is based on the existing roadway network and current traffic volumes. The traffic counts used for this analysis were collected in 2022 and early 2023.

- **Short-Term (2027):** This scenario is based on existing-traffic data, including traffic counts collected in 2022 and early 2023, as well as trip-generation estimates that represent the expected traffic volumes that will be generated by all the new development projects constructed between now and the end of 2027. The roadway network for this scenario includes proposed/recommended roadway segments that are shown in the Town's Comprehensive Plan and were added to the network based on discussions with Town of Dundee staff members. Based on the data and analysis provided for herein, it is recommended to include these segments in the Town's Capital Improvement Plan as it was assumed that they will be constructed by the end of 2027. If some of the proposed/recommended roadway segments are not constructed by the end of 2027, the roadway network should be updated accordingly.

- **Midterm (2035):** This scenario is based on the travel-demand model's Existing + Committed (E+C) network and 2035 traffic-volume estimates. The E+C network includes funded improvements that are currently under construction or will start construction within the current Capital Improvement Plan (CIP) cycle. Several collector roads that currently are (or will become) important links of the Town's roadway network were added to the model's E+C network, including the aforementioned proposed roadway segments shown in the Town's Comprehensive Plan. This allowed for model-based traffic assignment throughout the network of arterials and main collectors, the "thoroughfare network", that is being proposed as a foundation for the Transportation Concurrency Management System mentioned in the previous section of this document (detailed information about this topic is provided within the following sections).

- **Long-Term (2045):** This scenario is based on the travel-demand model's Existing + Committed (E+C) network with the modifications for the Midterm scenario, as described above, and 2045 traffic-volume estimates.

3. METHODOLOGY

As part of the methodology followed for the analyses presented here, data from various sources were used to develop Directional Design Hour Volumes (DDHV) necessary to evaluate peak-hour traffic conditions. The analysis for the Existing (2022) scenario was mainly based on traffic counts, collected in 2022 and early 2023, as well as traffic data from the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database together with Florida Department of Transportation (FDOT) AADT data. For the Short-Term (2027) scenario, the analysis included the existing traffic data as well as trip-generation estimates of the traffic that will be produced by all new development projects, within Town of Dundee limits, to be constructed between now and the end of 2027. The analyses for the Midterm and Long-Term scenarios used certain factors derived from some of the data mentioned above. However, these analyses were largely based on D1RPM output. The preparation and use of the D1RPM involves many aspects that are described in the sections below.

In general, the analysis methodology was focused on directional capacity of roadway segments within the study area. Section 6.01.06 of the Town of Dundee Land Development Code (LDC) was used to determine the standard levels of service for each of the roadway segments included in the Town's roadway network. Standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific characteristics of each segment. Peak-hour directional traffic volumes were developed for each specific scenario as described in Section 6 below. Capacity analyses were conducted to determine the level of service of each roadway segment and deficient segments were identified for each scenario. Recommendations to meet level-of-service standards, under each scenario, are provided within this document.

4. STUDY MAPS

Most of the data, findings and recommendations of this study are summarized and illustrated on 22 maps provided under Appendix 1. As a result, all mentions or remarks about any of these maps (from Map 01 through Map 22) are referencing the corresponding map or maps from Appendix 1. The following list provides the complete names of all maps included in Appendix 1:

- MAP 01 - Traffic Analysis Zones (TAZs)
- MAP 02A - Study Area Roadway Segments
- MAP 02B - Proposed Functional Classification of Roadway Segments

- MAP 03A - Future Development Within Town of Dundee Limits (Residential Projects)
- MAP 03B - Future Development Expected By 2027 (Residential Projects)
- MAP 04 - 2022 AADT (Annual Average Daily Traffic)
- MAP 05 - 2027 AADT (Annual Average Daily Traffic)
- MAP 06 - 2035 AADT (Annual Average Daily Traffic)
- MAP 07 - 2045 AADT (Annual Average Daily Traffic)
- MAP 08 - 2022 DDHV (Directional Design Hour Volume) - PM Peak Hour
- MAP 09 - 2027 DDHV (Directional Design Hour Volume) - PM Peak Hour
- MAP 10 - 2035 DDHV (Directional Design Hour Volume) - PM Peak Hour
- MAP 11 - 2045 DDHV (Directional Design Hour Volume) - PM Peak Hour
- MAP 12 - Number of Lanes & Deficiencies Within Study Area (Assumed E+C Network)
- MAP 13 - 2022 Level of Service - PM Peak Hour
- MAP 14 - 2027 Level of Service - PM Peak Hour
- MAP 15 - 2035 Level of Service - PM Peak Hour
- MAP 16 - 2045 Level of Service - PM Peak Hour
- MAP 17 - 2027 LOS with Recommended Improvements - PM Peak Hour
- MAP 18 - 2035 LOS with Recommended Improvements - PM Peak Hour
- MAP 19 - 2045 LOS with Recommended Improvements - PM Peak Hour
- MAP 20 - Locations for Future Operational/Safety and/or Signal Warrant Analysis

5. TRAVEL-DEMAND FORECASTING

Travel-demand forecasting was used to estimate future traffic volumes for the Midterm (2035) and Long-Term (2045) scenarios mentioned above. The underlying data used for this purpose were thoroughly reviewed and modified in order to ensure reasonable results consistent with the existing level of development as well as the anticipated growth and trends.

5.1. Travel-Demand Model

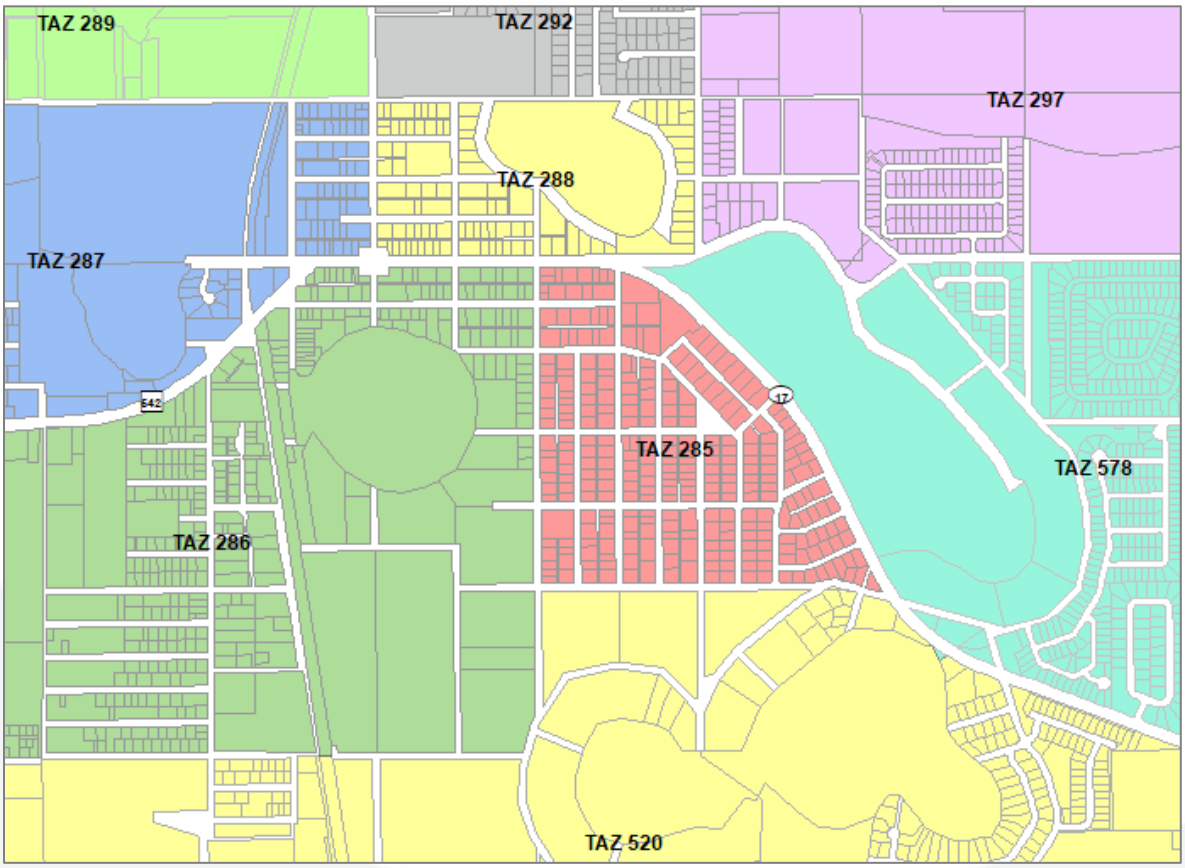
The main tool selected to forecast 2035 and 2045 traffic conditions was the FDOT District 1 Regional Planning Model (D1RPM). This model has been used for all the 2015-2045 Long-Range Transportation Plans (LRTPs) prepared by Metropolitan Planning Organizations (MPOs) within FDOT District 1. The D1RPM covers an area of approximately 12,400 square miles which includes twelve counties and makes it one the largest regional travel-demand models in Florida. This model uses socioeconomic data in order to reproduce the travel patterns of a large segment of the state population (approximately 5 million) split among many traffic analysis zones (TAZs).

5.2. Traffic Analysis Zones (TAZs)

The area covered by the D1RPM is divided into 5,275 small areas of relatively homogeneous characteristics which are called Traffic Analysis Zones or TAZs. To estimate future traffic conditions, the model uses socioeconomic data (SE data) which includes the population, employment and school/university enrollment within each TAZ. The D1RPM's SE data are based on Household data from the 2015 American Community Survey (US Census) supplemented with National Household Travel Survey Data from Florida as well as Property Appraiser Parcel Data. Other data sources include the Florida Department of Education, the Florida Department of Business and Professional Regulations and the InfoUSA employer database. The current version of the D1RPM includes 2045 SE data that are used to forecast future traffic conditions.

The Town of Dundee is almost completely included within an area of approximately 18,074 acres which is covered by 15 D1RPM TAZs. The total area covered by the Town of Dundee is approximately 43.3% of the area covered by these 15 TAZs (7,817 acres). Map 01, which is included under Appendix 1, shows the boundaries of the aforementioned TAZs as well as the Town boundaries. Figure 1 shows Town of Dundee parcels within their respective TAZs.

Figure 1 – Town of Dundee Parcels and TAZs



5.3. Roadway Network

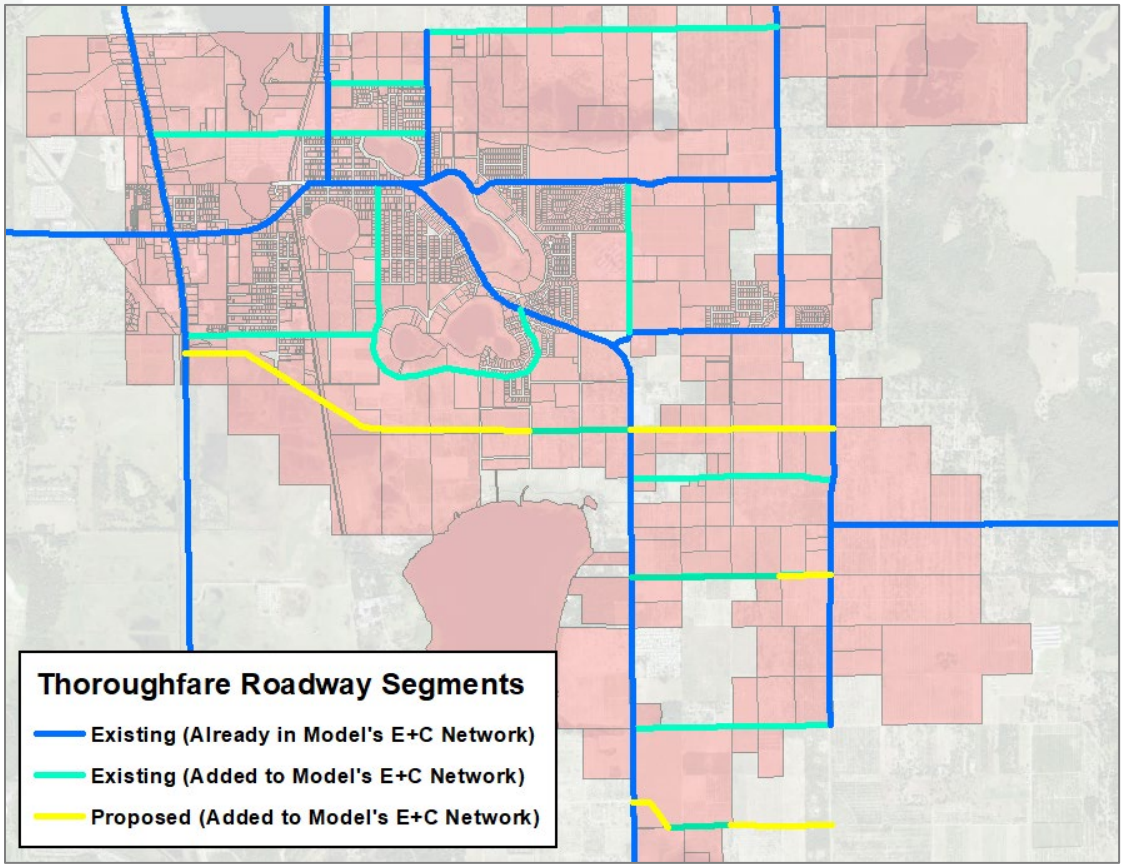
Another key component of the travel-demand modeling process is the roadway network. Within an urban area, the model network normally includes only the main arterials and collectors. As a metropolitan area grows, new connections are developed and roadway segments that previously were not considered relevant for traffic-analysis and modeling purposes, become important links within the network. In order to model future travel patterns in a reliable fashion, those new connections and recently-relevant roadway segments should be added to the base/input model network. Since this study is a townwide analysis, all the main arterials and collectors within Town limits were included in the study area. The Polk TPO 2022 Roadway Network Database which, within Town of Dundee limits matches the E+C D1RPM network, was the starting point. However, a detailed review of the Town's roadway network and the local future development trends showed several additional links that are or will become relevant, in terms of roadway travel, during the next several years. As a result, those additional links were added to the study area and to the model base/input networks. Map 02A (included under Appendix 1) shows the study-area roadway segments and highlights the segments that are not included in the Polk TPO 2022 Roadway Network Database. It is important to point out that some of the roads that were added to the study area (and the model networks) are non-existing segments shown as "proposed roads" in the Town's Comprehensive Plan. The following links were added to the study area:

- *4th St S from Florida Ave to SR 17 (Main St)*
- *Almburg Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd*
- *Camp Endeavor Blvd from Lincoln Ave to Dr Welch Rd*
- *Camp Endeavor Blvd from Lincoln Ave to Florida Ave*
- *Dekle Rd from Waverly Rd to Lake Mabel Loop Rd* *[Includes proposed new road segment]*
- *Edwards Rd from Alford Rd to H.L. Smith Rd*
- *Frederick Ave from US 27 to SR 17 (Center St)*
- *Frederick Ave from SR 17 (Center St) to 8th St*
- *Lake Trask Rd from Lake Mabel Loop Rd to Lake Marie Dr*
- *Lincoln Ave from US 27 to Camp Endeavor Blvd*
- *Race Rd from Dr Welch Rd to SR 17 (Scenic Hwy)*
- *Ridgewood Ave from SR 17 (Center St) to 8th St*
- *Stalnaker Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd* *[Includes proposed new road segment]*

- *Tindel Camp Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd*
- *Waverly Rd from SR 17 (Scenic Hwy) to Dekle Rd [Proposed new road]*
- *Weiberg Rd from 8th St to Alford Rd*
- *Welsh Rd from US 27 to Dr Welch Rd [Proposed new road]*
- *Welsh Rd from Dr Welch Rd to SR 17 (Scenic Hwy)*
- *Welsh Rd from SR 17 (Scenic Hwy) to Lake Mabel Loop Rd [Proposed new road]*

Figure 2 shows the segments listed above which were added to the model's E+C network.

Figure 2 – Town of Dundee Thoroughfare Network



The complete list of study-area roadway segments and their existing characteristics are provided in Table 1. The proposed functional classification is based on FDOT District One Functional Classification and Urban Boundary maps as well as the Polk TPO 2022 Roadway Network Database. Map 02B shows the proposed functional classification of all roadway segments included in the Town's thoroughfare network. Existing deficiencies are discussed later in this report.

Table 1 – Study Area Roadway Segments (Thoroughfare Network)

Road Name	From	To	Area	Facility Type[1]	Proposed Functional Classification	Posted Speed Limit	Class	Lanes[2] (1 Dir)	Std. LOS	Std. Capacity	MOCF[3]
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Urban	Arterial / Collector	Principal Arterial	60	I	3D	C	2,940	0.96
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Urban	Arterial / Collector	Principal Arterial	60	I	3D	C	2,940	0.96
US 27	SR 542 (Dundee Rd)	Frederick Ave	Urban	Arterial / Collector	Principal Arterial	50	I	3D	C	2,940	0.96
US 27	Frederick Ave	W Main St (Lake Hamilton)	Urban	Arterial / Collector	Principal Arterial	50	I	3D	C	2,940	0.96
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	Urban	Arterial / Collector	Urban Major Collector	55	I	1U	D	880	0.97
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	Urban	Arterial / Collector	Urban Major Collector	45	I	1U	D	880	0.97
SR 17 (Main St)	Lake Marie Dr	4th St S	Urban	Arterial / Collector	Urban Major Collector	45	I	1U	D	880	0.97
SR 17 (Main St)	4th St S	Center St	Urban	Arterial / Collector	Urban Major Collector	30	II	1U	D	750	0.97
SR 17 (Center St)	Main St	Frederick Ave	Urban	Arterial / Collector	Urban Major Collector	35	II	1U	D	750	0.97
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	Urban	Unint. Flow Hwy	Urban Major Collector	45	N/A	1U	D	1,200	0.97
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	Urban	Unint. Flow Hwy	Urban Major Collector	45	N/A	1U	D	1,200	0.97
SR 542 (Dundee Rd)	Overlook Dr	US 27	Urban	Arterial / Collector	Minor Arterial	45	I	2D	D	2,000	0.97
Dundee Rd	US 27	Main St	Urban	Arterial / Collector	Urban Major Collector	30	II	1U	D	675	0.97
Main St	Dundee Rd	SR 17 (Center St)	Urban	Arterial / Collector	Urban Major Collector	30	II	1U	D	638	0.97
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	Urban	Unint. Flow Hwy	Urban Major Collector	55	N/A	1U	D	1,200	0.97
Frederick Ave	US 27	SR 17 (Center St)	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
Frederick Ave	SR 17 (Center St)	8th St	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
8th St	Lake Marie Dr	Frederick Ave	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
8th St	Frederick Ave	Ridgewood Ave	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
8th St	Ridgewood Ave	Weiberg Rd	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
Weiberg Rd	8th St	Alford Rd	Urban	Arterial / Collector	Urban Minor Collector	35	II	1U	D	525	0.97
Edwards Rd	Alford Rd	H.L. Smith Rd	Urban	Arterial / Collector	Urban Minor Collector	45	I	1U	D	616	0.97
Main St	SR 17 (Scenic Hwy)	8th St	Urban	Arterial / Collector	Urban Minor Collector	40	I	1U	D	616	0.97
Lake Marie Dr	8th St	Lake Trask Rd	Urban	Arterial / Collector	Urban Minor Collector	40	I	1U	D	616	0.97
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	616	0.97
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	638	0.97
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	638	0.97
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	Trans.	Arterial / Collector	Rural Minor Collector	40	I	1U	D	560	0.97
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	Trans.	Arterial / Collector	Rural Minor Collector	40	I	1U	D	560	0.97
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	Trans.	Arterial / Collector	Rural Minor Collector	40	I	1U	D	560	0.97
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	Urban	Unint. Flow Hwy	Urban Minor Collector	45	N/A	1U	D	1,200	0.97
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	Trans.	Unint. Flow Hwy	Rural Minor Collector	45	N/A	1U	D	1,160	0.97
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	Trans.	Unint. Flow Hwy	Rural Minor Collector	45	N/A	1U	D	1,160	0.97
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	25	II	1U	D	525	0.97
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	Trans.	Unint. Flow Hwy	Rural Minor Collector	55	N/A	1U	D	1,160	0.97
Canal Rd	Town Boundary Line	Timberlane Road	Trans.	Unint. Flow Hwy	Rural Minor Collector	55	N/A	1U	D	1,160	0.97
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Trans.	Unint. Flow Hwy	Rural Minor Collector	45	N/A	1U	D	1,160	0.97
Ridgewood Ave	SR 17 (Center St)	8th St	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
Lincoln Ave	US 27	Camp Endeavor Blvd	Urban	Arterial / Collector	Urban Minor Collector	25	II	1U	D	525	0.97
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	525	0.97
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	525	0.97
4th St S	Florida Ave	SR 17 (Main St)	Urban	Arterial / Collector	Urban Minor Collector	30	II	1U	D	525	0.97
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	Urban	Arterial / Collector	Urban Minor Collector	30*	II	1U	D	525	0.97
Welsh Rd	US 27	Dr Welch Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	616	0.97
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	748	0.97
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Urban Minor Collector	40*	I	1U	D	616	0.97
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	Urban	Arterial / Collector	Rural Minor Collector	35*	II	1U	D	525	0.97
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	Trans.	Arterial / Collector	Rural Minor Collector	40*	I	1U	D	680	0.97
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	Trans.	Arterial / Collector	Rural Minor Collector	45*	I	1U	D	560	0.97

[1] *Facility Type was used to determine the standard level of service (Std. LOS) / Uninrerrupted flow highways have average spacing between stop signs or signals greater than 2 miles.*

[2] *Number of lanes per direction / D = Divided, U = Undivided*

[3] *MOCF = Model Output Conversion Factor*

** Assumed posted speed limit (usually for unpaved roads and proposed new roads shown in the Town of Dundee 2030 Comprehensive Plan).* *5/5/2023*

Some of the Polk TPO 2022 Roadway Network Database segments located within the Town of Dundee area, represent long sections of roadway that should not be analyzed as one segment due to changes in posted speed, geometric characteristics and/or traffic patterns. Because of this, several segments (already in the Polk TPO database) were split into two or more segments order to make sure that each segment of the network has consistent characteristics. The length of some of the segments was also an issue when looking at Polk TPO traffic volumes because traffic counts from a particular count station are typically applied to the entire length of the segment. When segments are too long, this can lead to unreasonable traffic volumes assigned to certain parts of the network.

5.4. Socioeconomic (SE) Data

A detailed review of the most-recent version (Version 2.0) of the D1RPM 2045 socioeconomic data that corresponds to the 15 TAZs shown on MAP 01 was conducted. This review showed inconsistencies based on a comparison with 2022 socioeconomic data that were developed, based on Polk County Property Appraiser building data, as part of the analysis conducted for this study. The Polk County Property Appraiser building data were thoroughly reviewed and matched with the parcels located within each TAZ (see Figure 1) in order to obtain the corresponding actual land uses and land-use sizes. The property Appraiser data are updated on a regular basis and are very detailed. Approximately 150 different land-use types from these data were matched with the SE-data categories used by the D1RPM. The following are the main SE-data categories used by the model:

- *Single Family Units*
- *Multi-Family Units*
- *Industrial Employment*
- *Commercial Employment*
- *Service Employment*
- *School Enrollment*
- *University Enrollment*

Information that shows the Property Appraiser land-use types assigned to each of the D1RPM SE-data categories listed above is provided under Appendix 2.

The next step was to use Florida Standard Urban Transportation Model Structure (FSUTMS) standard rates to develop 2022 SE data based on the Property Appraiser data mentioned above. Even though this process required a significant effort, the resulting SE-data allowed for a direct comparison intended to find and correct the D1RPM data deficiencies within the 15 TAZs

mentioned above. Table 2 shows a summary of the resulting 2022-SE data and Table 3 details the school-enrollment figures.

Table 2 – 2022 SE Data Based On Polk Co Property Appraiser Building Data

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	277	23	0	0	0	0	0
286	260	39	128	482	301	0	0
287	87	26	561	152	107	0	0
288	63	0	47	42	210	59	0
289	190	4	631	50	80	0	0
292	119	0	29	28	22	637	0
297	270	0	2	0	33	0	0
520	421	35	337	0	112	0	0
531	232	0	134	0	21	0	0
560	1099	14	21	12	83	0	0
577	145	0	442	0	0	0	0
578	506	0	1	20	88	812	0
579	152	0	22	0	24	0	0
580	314	1	661	282	148	0	0
583	113	4	0	0	32	0	0
	4248	146	3015	1068	1264	1508	0

Table 3 – Existing Dundee Schools

Name	Enrollment	Capacity	Remaining Capacity	TAZ
Dundee Elementary Academy	637	650	13	292
Dundee Ridge Middle Academy	812	850	38	578
Donald E Woods Center	15	250	235	288
Wallens Academy (Childcare & Preschool)	44	44	0	288

Future Development - The Town of Dundee provided specific information in connection with incoming residential projects that are at different stages of the permitting process. This information was aggregated by TAZ in order to be able to combine it and compare it with the 2022 SE Data from Table 2 and the model's SE data. Table 4 shows the Town of Dundee incoming-development projects, all of which are residential, and the corresponding TAZs. Map 03A (provided under Appendix 1) shows the exact location of these future developments as well as the existing and future school sites. The significant growth in population that will come with the materialization of the incoming-development projects will trigger the need for additional schools. Since the Town of Dundee has already designated the future school sites, it was possible to model

the anticipated additional school enrollment within the correct TAZs. Table 5 shows the Town of Dundee incoming-development figures aggregated by TAZ and includes school-enrollment numbers based on the anticipated population growth.

Table 4 – Incoming Development - Town of Dundee

Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
1	Grands at Lake Hamilton	580	105	
2	Crystal Lake Preserve	289	236	
3	Weiberg West	292	286	
4	Landings at Lake Trask - Phase 1	297	404	
5	Landings at Lake Trask - Phase 2	297	169	
6	Alford Ridge	297	178	
7	Seasons at Hilltop	297	74	
8	Shores of Lake Dell	287	41	
9	Dundee Lakes - Phases 1 & 2	297	419	
9	Dundee Lakes - Remaining Phases	297	441	
10	Tea Groves	560	200	
11	Bella Vista - Phase 1	520	78	
11	Bella Vista - Phase 2	286	33	
12	Sol Vista - Phases 1 & 2	520		121
13	Vista Del Lago - Phase 4	520	32	
14	Woodland Ranch Estates - Phases 1 & 2	560	36	
15	Woodland Ranch Estates - Phase 3	579	308	
16	Valencia Ridge Reserve	531	576	
17	Landings at Lake Mable Loop - All Phases	531	217	
18	Legacy Hill of Dundee	531	476	
19	Weiberg West [Future Phase]	292	210	
			4,519	**121**

The D1RPM 2045 SE data, for the 15 Town-of-Dundee TAZs, are summarized in Table 6, as shown at the bottom of the table, this data set reveals significant inconsistencies when compared to the 2022 SE data developed based on Property Appraiser data. The most evident issue is the significant difference in Industrial Employment between 2022 and 2045.

Moreover, when adding the existing (2022) number of single-family units and the total number of incoming-development single-family units, it is easy to realize that the development of the model data did not take into account the significant level growth that the Town of Dundee and its immediate vicinity will experience between now and the year 2045. For this reason, it was necessary to revise the D1RPM 2045 SE data in order to reflect the current population, employment and school enrollment as well as the effects of the incoming development and the additional growth that will occur within the Dundee area, and its vicinity, during the next 13 and 23 years.

Table 5 – Incoming Development Aggregated by TAZ

TAZ	SF Units	MF Units	Addl. School Enrollment
285	0	0	0
286	33	0	0
287	41	0	0
288	0	0	235
289	236	0	0
292	496	0	13
297	1685	0	0
520	110	121	0
531	1269	0	1500
560	236	0	0
577	0	0	0
578	0	0	38
579	308	0	0
580	105	0	0
583	0	0	0
	4519	121	1786

Table 6 – D1RPM 2045 SE Data

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	341	38	71	25	13	283	0
286	355	149	43	587	473	0	0
287	142	109	564	113	210	0	0
288	74	6	3	20	87	127	0
289	301	35	140	85	253	0	0
292	213	11	0	0	141	512	0
297	496	132	20	153	108	284	0
520	1498	179	36	436	523	0	0
531	671	385	2	171	187	0	0
560	2020	648	20	16	58	19	0
577	425	189	37	29	67	0	0
578	341	98	0	7	263	677	0
579	327	69	5	0	0	284	0
580	547	101	117	252	378	0	0
583	214	80	0	41	101	0	0
	7965	2229	1058	1935	2862	2186	0
2022-2045 Growth:	87.5%	1426.7%	-64.9%	81.2%	126.4%	45.0%	- -
Avg Annual Growth:	3.8%	62.0%	-2.8%	3.5%	5.5%	2.0%	- -

Additional analysis was carried out to use all the available information in order to revise the 2045 SE data. The estimated additional growth, between 2022 and 2045, was estimated on a TAZ-by-TAZ basis. Table 7 summarizes the results of this step. This analysis resulted in the following 2022-to-2045 average annual population growth rates: 8.1% for single-family households, 62% for multi-family households, 1.5% for industrial employment, 4.1% for commercial employment, 6.1% for service employment, and 7.9% for school enrollment. These growth rates are compatible with the expected levels of development. The significantly high multi-family growth rate is due to the low number of existing multifamily units within the 15 TAZs included in the analysis. The revised 2045 SE data are shown in Table 8. These are the SE data that were used to forecast traffic volumes for the 2045 scenario.

Data for the Midterm (2035) scenario were developed taking into account the existing SE data (2022) and the 2045 revised SE data from Table 8. it was assumed that approximately 90% of the incoming Single-Family Detached Units (SFDUs) will be constructed by the end of 2035. Based on the most recent and localized data, the estimated total number of incoming SFDU's is 4,519. As a result, our analysis assumes that approximately 4,067 new SFDU's will be constructed by the end of 2035.

Table 7 – Estimated Additional 2022-2045 Growth

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	0	0	0	0	0	0	0
286	0	0	124	0	0	0	0
287	0	0	0	39	0	0	0
288	0	0	64	22	123	235	0
289	236	0	717	0	0	0	0
292	496	0	42	28	0	138	0
297	1685	0	0	0	0	0	0
520	0	0	439	0	0	0	0
531	1269	0	193	0	0	1500	0
560	0	0	1	0	25	0	0
577	0	0	591	0	0	0	0
578	165	0	2	13	0	173	0
579	308	0	25	0	24	0	0
580	0	0	794	30	0	0	0
583	0	0	0	0	0	0	0
	4159	0	2993	132	172	2046	0

Table 8 – Revised 2045 SE Data

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	341	38	71	25	13	283	0
286	355	149	167	587	473	0	0
287	142	109	564	152	210	0	0
288	74	6	67	42	210	362	0
289	537	35	857	85	253	0	0
292	709	11	42	28	141	650	0
297	2181	132	20	153	108	284	0
520	1498	179	475	436	523	0	0
531	1940	385	195	171	187	1500	0
560	2020	648	21	16	83	19	0
577	425	189	628	29	67	0	0
578	506	98	2	20	263	850	0
579	635	69	30	0	24	284	0
580	547	101	911	282	378	0	0
583	214	80	0	41	101	0	0
	12124	2229	4051	2067	3034	4232	0
2022-2045 Growth:	185.4%	1426.7%	34.3%	93.6%	140.1%	180.6%	- -
Avg Annual Growth:	8.1%	62.0%	1.5%	4.1%	6.1%	7.9%	- -

Table 9 – 2022-2035 Growth

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	33	8	40	14	7	146	0
286	49	62	22	59	97	0	0
287	28	47	2	0	58	0	0
288	6	3	11	0	0	156	0
289	179	18	128	20	98	0	0
292	305	6	8	0	67	7	0
297	987	75	10	86	42	147	0
520	556	113	78	246	232	0	0
531	882	218	34	97	94	775	0
560	476	358	0	2	0	10	0
577	145	107	105	16	38	0	0
578	0	55	0	0	99	20	0
579	249	39	4	0	0	147	0
580	120	57	141	0	130	0	0
583	52	43	0	23	39	0	0
	4068	1209	585	565	1001	1407	0

For the other land-use categories, growth was forecasted assuming linear growth between 2022 (existing conditions) and 2045. The expected growth between 2022 and 2035 was also estimated on a TAZ-by-TAZ basis verifying consistency with the previously developed 2045 estimates. Table 9 details the 2022-to-2035 growth figures and Table 10 provides the 2035 SE data that were used for the Midterm Scenario analysis.

Table 10 – 2030 SE Data

TAZ	SF Units	MF Units	Industrial Employment	Commercial Employment	Service Employment	School Enrollment	University Enrollment
285	310	31	40	14	7	146	0
286	309	101	150	541	398	0	0
287	115	73	563	152	165	0	0
288	69	3	58	42	210	215	0
289	369	22	759	70	178	0	0
292	424	6	37	28	89	644	0
297	1257	75	12	86	76	147	0
520	977	148	415	246	344	0	0
531	1114	218	168	97	115	775	0
560	1575	372	21	14	83	10	0
577	290	107	547	16	38	0	0
578	506	55	2	20	187	832	0
579	401	39	26	0	24	147	0
580	434	58	802	282	278	0	0
583	165	47	0	23	71	0	0
	8316	1355	3600	1633	2265	2915	0
2022-2035 Growth:	95.8%	827.8%	19.4%	52.9%	79.2%	93.3%	- -
Avg Annual Growth:	7.4%	63.7%	1.5%	4.1%	6.1%	7.2%	- -

Based on the revised socioeconomic data developed as described above, the percentage of residential growth between 2022 and 2045 as well as the percentage of residential growth between 2022 and 2035 were calculated for each of the Town of Dundee incoming-development projects included in this study[1]. The resulting percentages are provided in Table 11. The results of this analysis indicate that these incoming-development projects will account for approximately 49.6% of the total residential development, between now and 2045, within the 15-TAZ area that includes the Town of Dundee. Based on the assumptions used to develop the 2035 SE data, approximately 90% of the incoming-development single-family detached units (SFDUs) will be completed by the end of 2035. As shown in Table 11, all the incoming-development residential

[1] The percentages of residential growth discussed above only take into account proposed developments with open and active applications for development orders and/or development permits at the time of this study.

units, based on the most recent and localized data, will account for 94.4% of the residential growth between 2022 and 2035. As a result, some additional residential developments are anticipated before 2035[2].

Table 11 – Incoming Development as a % of Residential Growth

Map ID	Proposed Development Name	TAZ	Single Family Attached	Single Family Detached	Estimated Population for TD Model	% of 2022-2045 Residential Growth	% of 2022-2035 Residential Growth
1	Grands at Lake Hamilton	580	105		315	1.13%	2.15%
2	Crystal Lake Preserve	289	236		708	2.55%	4.84%
3	Weiberg West	292	286		858	3.09%	5.87%
4	Landings at Lake Trask - Phase 1	297	404		1,212	4.36%	8.29%
5	Landings at Lake Trask - Phase 2	297	169		507	1.82%	3.47%
6	Alford Ridge	297	178		534	1.92%	3.65%
7	Seasons at Hilltop	297	74		222	0.80%	1.52%
8	Shores of Lake Dell	287	41		123	0.44%	0.84%
9	Dundee Lakes - Phases 1 & 2	297	419		1,257	4.52%	8.60%
9	Dundee Lakes - Remaining Phases	297	441		1,323	4.76%	9.05%
10	Tea Groves	560	200		600	2.16%	4.10%
11	Bella Vista - Phase 1	520	78		234	0.84%	1.60%
11	Bella Vista - Phase 2	286	33		99	0.36%	0.68%
12	Sol Vista - Phases 1 & 2	520		121	242	0.87%	1.66%
13	Vista Del Lago - Phase 4	520	32		96	0.35%	0.66%
14	Woodland Ranch Estates - Phases 1 & 2	560	36		108	0.39%	0.74%
15	Woodland Ranch Estates - Phase 3	579	308		924	3.32%	6.32%
16	Valencia Ridge Reserve	531	576		1,728	6.22%	11.82%
17	Landings at Lake Mable Loop - All Phases	531	217		651	2.34%	4.45%
18	Legacy Hill of Dundee	531	476		1,428	5.14%	9.77%
19	Weiberg West [Future Phase]	292	210		630	2.27%	4.31%
			4,519	**121**	**13,799**	**49.6%**	**94.4%**

- All incoming-development projects included in the analysis will account for 94.4% of the residential growth between 2022 and 2035.
- It was assumed that 90% of the incoming SFD units will be constructed by 2035.
- Some additional residential developments are anticipated before 2035.

6. TRAFFIC VOLUMES

Data from the sources mentioned above (which include FDOT and the Polk TPO), collected traffic counts and travel-demand-model output were used to develop the traffic volumes used in the analysis.

[2] Residential development in addition to the proposed projects shown in Table 4 is anticipated before 2035.

6.1. Daily Traffic Volumes

Annual Average Daily Traffic (AADT) volumes for the 2022 scenario were developed based on existing counts, K factors, traffic data from the Polk TPO 2022 Roadway Network Database as well as FDOT AADT data. For most segments, the existing traffic volumes and corresponding K factors were used. These K factors are based on Polk TPO data and FDOT standard values.

For the 2027 scenario, trip-generation estimates that represent the traffic that will be generated by the anticipated new development to be completed between now and the end of 2027 (within Town of Dundee boundaries) were added to the 2022 traffic volumes and the same K factors were used to estimate AADT volumes. The Town of Dundee provided detailed information regarding the new projects that will more likely than not be completely or partially developed before the end of 2027. Table 12 summarizes this information.

Table 12 – Incoming Development To Be Completed by 2027

Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
2	Crystal Lake Preserve	289	236	
3	Weiberg West	292	286	
4	Landings at Lake Trask - Phase 1	297	202	
7	Seasons at Hilltop	297	74	
8	Shores of Lake Dell	287	41	
9	Dundee Lakes - Phases 1 & 2	297	419	
11	Bella Vista - Phase 1	520	78	
12	Sol Vista - Phases 1 & 2	520		121
17	Landings at Lake Mable Loop - Phases 1 & 2	531	144	
			1,480	**121**

As shown in Table 12, nine projects that will construct approximately 1,480 single-family detached units and 121 single-family attached units, between now and the end of 2027, are anticipated. Map 03B (included under Appendix 1) shows the exact location of the projects listed in Table 12. The traffic volumes that will be generated by each of these projects (by the end of 2027) were estimated based on ITE[3] rates and equations. Table 13 provides a summary of the 2027 trip-generation estimates. Multiple select-zone analyzes were performed, using the travel-demand model (D1RPM), in order to determine the trip distribution for each project. The expected number of project trips on each roadway segment was calculated using the trip-generation estimates provided in Table 13.

[3] ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.

Table 13 – Estimated 2027 New-Development Trips (by project)

Project	LU Code	Land Use	Size	Weekday In	Weekday Out	AM-Peak Hr In	AM-Peak Hr Out	PM-Peak Hr In	PM-Peak Hr Out
Crystal Lake Preserve	210	Single-Family	236 DUs	1,113	1,112	41	124	140	83
Weiberg West	210	Single-Family	286 DUs	1,348	1,349	50	150	169	100
Landings at Lake Trask (Phase 1)	210	Single-Family	202 DUs	963	964	35	106	121	71
Seasons at Hilltop	210	Single-Family	74 DUs	382	383	14	43	47	28
Shores of Lake Dell	210	Single-Family	41 DUs	222	222	8	25	27	16
Dundee Lakes (Phases 1 & 2)	210	Single-Family	419 DUs	1,976	1,975	73	220	248	146
Bella Vista (Phase 1)	210	Single-Family	78 DUs	401	402	15	44	50	29
Sol Vista (Phases 1 & 2)	215	Single-Family	121 DUs	436	436	15	43	41	28
Landings at Lake Mable Loop (Phases 1 & 2)	210	Single-Family	144 DUs	706	705	26	78	88	52
			Net New Trips:	**7,547**	**7,548**	**277**	**833**	**931**	**553**

Trip-generation estimates are based on the ITE Trip-Generation Manual, 11th Edition

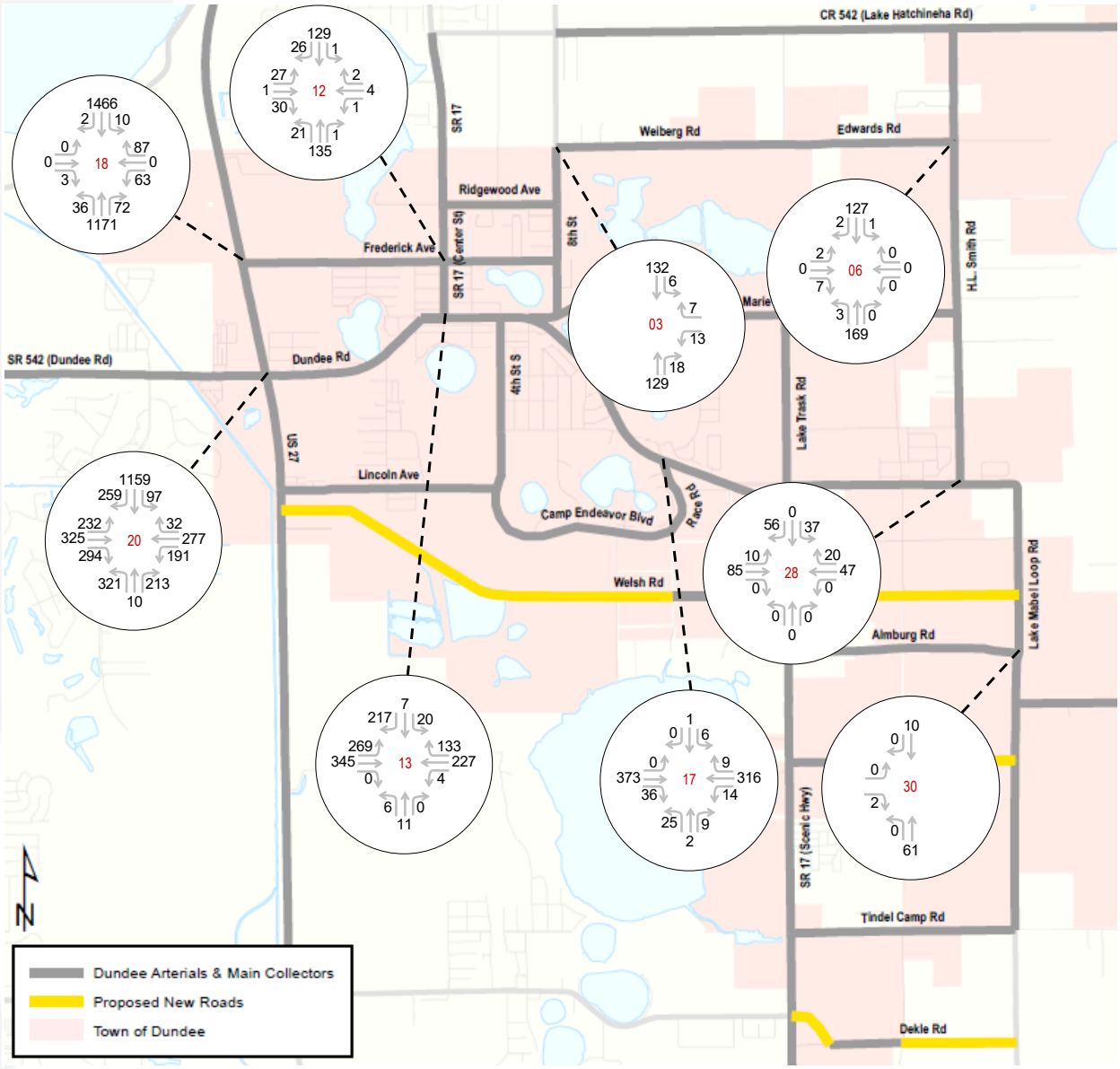
Map 04 and Map 05 (included under Appendix 1) show the estimated 2022-AADT and 2027-AADT volumes within the study area.

Annual Average Daily Traffic (AADT) volumes for the 2035 and 2045 scenarios were developed based on D1RPM forecasted traffic volumes. The model was run using the E+C network, for both scenarios, with the modifications described in Section 5.3 above. The 2035 SE data and 2045 revised SE data developed as described in Section 5.4 of this report, were used as model input. The model output and resulting daily volumes were used to estimate AADT volumes for each study-network segment. FDOT Model Output Conversion Factors (MOCF) from the 2021 FDOT Peak Season Category Report were used for this analysis. For study-network segments with multiple model segments, the average volume was calculated. Maps 06 and 07 (included under Appendix 1) show the AADT volumes for the 2035 and 2045 scenarios.

6.2. Peak-Hour Volumes

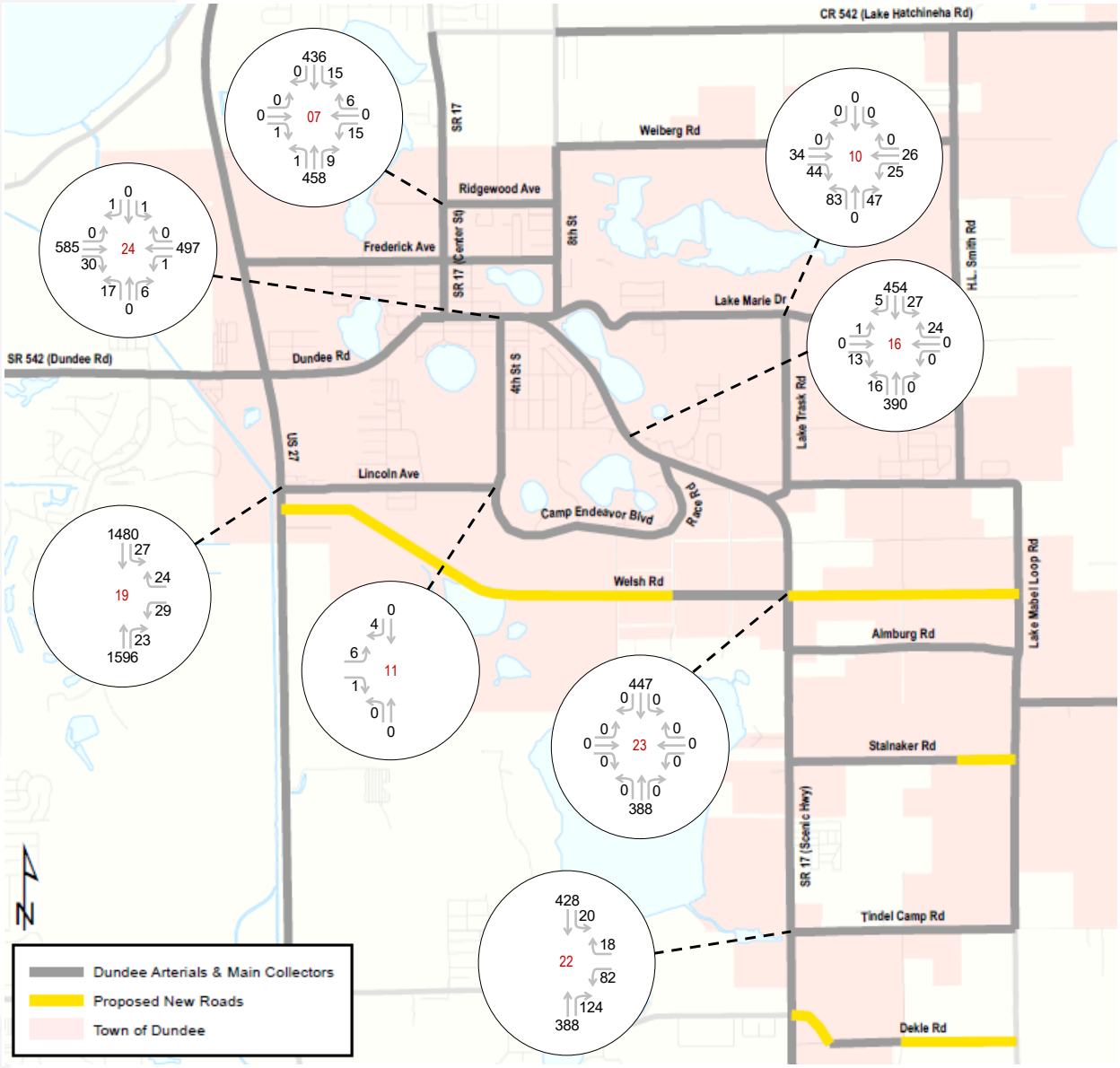
Traffic counts at multiple locations within the study area were collected in 2022 and early 2023. The raw counts were adjusted to the peak season using FDOT peak-season factors. Copies of the turning movement counts are included in Appendix 3. Figures 3 and 4 show the existing peak-hour traffic volumes collected at multiple locations within Town of Dundee Limits. Figures that show the approach-volume percentage distribution of existing trips as well as directional segment volumes are provided under Appendix 4.

Figure 3 – Peak Hour Traffic Volumes at Intersections



Directional Design Hour Volumes (DDHV) were developed for all the analysis scenarios. These volumes represent peak-hour traffic conditions and are used to perform capacity analyses. For segments on which peak-hour traffic counts were collected, the 2022 DDHV were directly derived from the count data.

Figure 4 – Peak Hour Traffic Volumes at Intersections (Cont'd)



The 2027 DDHV were obtained by adding project-trip estimates for each of the nine projects included in Table 12 to the existing traffic volumes on each segment of the Town's thoroughfare network. As discussed above, the 2027 project-trip estimates were developed based on multiple select-zone analyses. Table 14 summarizes the results of these analyses.

Table 14 – 2027 Project Trips on Dundee's Thoroughfare-Network Segments

Road Name	From	To	Project Number (Map ID)*									Total Trips
			2	3	4	7	8	9	11	12	17	
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	31	24	12	3	8	19	16	9	11	**133**
US 27	Lincoln Ave	SR 542 (Dundee Rd)	32	6	3	0	9	0	29	29	43	**151**
US 27	SR 542 (Dundee Rd)	Frederick Ave	100	27	15	3	10	0	7	12	19	**193**
US 27	Frederick Ave	W Main St (Lake Hamilton)	53	43	21	4	8	58	11	11	17	**226**
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	1	8	6	5	0	57	1	5	26	**109**
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	1	10	7	6	0	62	1	6	36	**129**
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	2	11	7	6	0	65	2	6	36	**135**
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	5	16	7	6	1	74	3	8	36	**156**
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	7	19	7	6	1	81	4	9	0	**134**
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	9	21	9	7	1	100	5	9	18	**179**
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	9	21	0	1	2	10	6	15	17	**81**
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	9	22	0	0	2	0	0	6	12	**51**
SR 17 (Main St)	Lake Marie Dr	4th St S	9	26	12	4	3	104	11	0	6	**175**
SR 17 (Main St)	4th St S	Center St	15	0	0	2	4	90	13	4	5	**133**
SR 17 (Center St)	Main St	Frederick Ave	18	48	29	7	5	0	12	3	4	**126**
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	29	60	32	8	5	9	6	3	4	**156**
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	19	21	0	0	3	15	5	2	3	**68**
SR 542 (Dundee Rd)	Overlook Dr	US 27	58	55	32	10	13	73	19	15	22	**297**
Dundee Rd	US 27	Main St	2	46	27	9	17	88	0	0	0	**189**
Main St	Dundee Rd	SR 17 (Center St)	3	48	29	10	9	90	1	1	1	**192**
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	3	5	5	16	1	7	1	1	2	**41**
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	1	3	7	10	0	10	0	1	2	**34**
Frederick Ave	US 27	SR 17 (Center St)	109	77	42	9	0	69	6	0	0	**312**
Frederick Ave	SR 17 (Center St)	8th St	12	68	41	9	1	82	0	0	0	**213**
8th St	Lake Marie Dr	Frederick Ave	6	57	16	0	0	117	6	5	5	**212**
8th St	Frederick Ave	Ridgewood Ave	6	125	58	9	1	35	6	5	5	**250**
8th St	Ridgewood Ave	Weiberg Rd	13	56	94	19	2	19	6	4	3	**216**
Weiberg Rd	8th St	Alford Rd	11	20	133	23	1	0	1	0	1	**190**
Edwards Rd	Alford Rd	H.L. Smith Rd	4	9	49	24	1	15	0	0	6	**108**
Main St	SR 17 (Scenic Hwy)	8th St	1	50	14	4	1	106	10	6	5	**197**
Lake Marie Dr	8th St	Lake Trask Rd	4	6	1	4	1	224	4	1	0	**245**
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	1	1	11	15	0	13	1	2	0	**44**
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	0	0	9	9	0	110	1	5	1	**135**
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	0	0	9	10	0	113	0	3	1	**136**
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	0	0	11	5	0	0	0	0	13	**29**
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	0	0	24	20	0	52	1	2	13	**112**
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	1	3	17	44	0	25	1	2	6	**99**
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	0	0	0	0	0	0	1	2	0	**3**
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	0	0	11	5	0	0	1	1	17	**35**
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	0	0	11	5	0	0	0	0	11	**27**
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	2	2	4	2	0	7	1	1	11	**30**
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	0	0	2	1	0	0	0	0	5	**8**
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	0	0	2	1	0	0	0	0	5	**8**
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	3	2	0	7	1	1	18	**36**
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	2	2	2	1	0	7	1	1	6	**22**
Canal Rd	Town Boundary Line	Timberlane Road	1	1	1	0	0	3	0	0	3	**9**
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	1	1	0	0	0	2	0	0	0	**4**
Ridgewood Ave	SR 17 (Center St)	8th St	9	86	35	9	1	14	0	0	1	**155**
Lincoln Ave	US 27	Camp Endeavor Blvd	0	18	9	2	0	21	45	39	1	**135**
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	3	4	2	1	0	9	8	43	3	**73**
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	6	26	12	1	0	13	55	5	0	**118**
4th St S	Florida Ave	SR 17 (Main St)	6	26	12	1	0	13	24	4	0	**86**
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	0	0	0	1	0	10	6	22	3	**42**
Welsh Rd	US 27	Dr Welch Rd	0	0	0	0	0	0	0	0	44	**44**
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	0	0	1	2	0	14	0	0	49	**66**
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	1	2	0	0	0	3	0	0	67	**73**
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	3	0	0	0	5	1	1	0	**12**
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	0	0	0	0	0	1	0	0	0	**1**
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	0	0	0	0	0	1	0	0	0	**1**

** Project Number corresponds to the "Map ID" values from Table 12, Map 03A and Map 03B.*

- Project trips were estimated based on D1RPM's select-zone analyses and trip-generation estimates using ITE rates and equations.

- Most of the roadway segments above are represented by several segments in the travel-demand model (D1RPM) network. Project trips are average 2-way peak-hour volumes.

- In close proximity of a project access point, the actual distribution of project trips may change based on the access configuration and the number of access points.

- Detailed traffic studies are recommended to conduct traffic-operations and safety analyzes within the study area of each proposed project. 5/6/2023

In a few cases, for which count data were not available, directional factors and/or K factors from the Polk TPO 2022 Roadway Network Database, or standard K factors from the FDOT Project Traffic Forecasting Handbook, were used to develop existing and/or short-term DDHV estimates.

The DDHV for the 2022 and 2027 scenarios are shown on Map 08 and Map 09 which are included under Appendix 1. Directional factors for the 2035 and 2045 scenarios were developed based on D1RPM peak-period traffic assignment. The split of directional volumes for the afternoon-peak period was used to determine the D factor for each roadway segment. This process was performed separately for each scenario. The DDHV for the 2035 and 2045 scenarios are shown on Map 10 and Map 11 which are included under Appendix 1.

7. EXISTING & SHORT-TERM CONDITIONS

7.1. Existing Segment Deficiencies

In Section 5.3 above, it was explained that several segments were added to the study area. However, it is important to note that most of these segments currently have certain deficiencies related to physical roadway conditions. In other words, most of these segments are “substandard roads”. The needed improvements to address these deficiencies are not triggered by capacity-related issues caused by traffic (i.e., unacceptable levels of service) because the existing traffic volumes on these facilities are very low.

Since the existing deficiencies are not related to insufficient roadway capacity or level-of-service standards, they are not caused by development-generated trips. However, a new development could have a significant impact on a substandard road. In order to address situations like this, the Town may implement “Substandard Road” regulation by amending the Town’s Land Development Code. The “Substandard Road” regulation could mandate substandard-road assessments, prepared by licensed engineers, and could also provide a funding mechanism for mitigation of significant impacts on substandard roads and upgrading of substandard facilities to meet the applicable Town standards.

Regardless, improving the substandard segments will enable the Town to be well-equipped to meet the rising demand for travel resulting from the expected growth. To this end, it is recommended to include the improvements needed to address the aforementioned deficiencies in the Town’s Capital Improvement Plan (CIP). Further analysis may be needed to determine the scope of CIP improvement projects and their corresponding funding sources. Table 15 includes detailed information regarding the existing substandard roadway segments within the Town of Dundee thoroughfare network.

Table 15 – Existing Substandard Roadway Segments

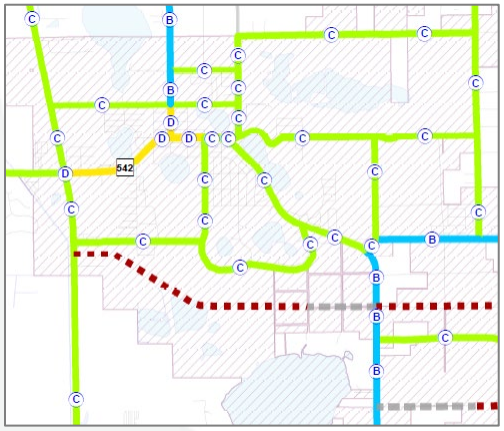
Road Name	From	To	Existing Lanes	Future Lanes	Existing Deficiencies
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Partially Unpaved Segment / Narrow Lanes
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	2	2	Unpaved Segment
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	2	2	Unpaved Segment
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	2	2	Unpaved Segment
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	2	2	Poor Pavement Condition
Lincoln Ave	US 27	Camp Endeavor Blvd	2	2	Partially Unpaved Segment
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Unpaved Segment + Proposed New Road Segment (Town's Network)
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	2	2	Proposed New Road Segment (Town's Network)
Welsh Rd	US 27	Dr Welch Rd	N/A	2	Proposed New Road Segment (Town's Network)
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	N/A	2	Proposed New Road Segment (Town's Network)
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	N/A	2	Unpaved Segment
4th St S	Florida Ave	SR 17 (Scenic Hwy)	2	2	Faded Striping

- Proposed new roadway segments are part of the Town of Dundee's network of arterials and main collectors (and are shown in the town's Comprehensive Plan).

6/16/2023

The proposed new roads shown in Table 15 were not included in the 2022 scenario because they have not been constructed yet. However, it was assumed that these segments will be constructed by the end of 2027. As a result, they were included in all the future scenarios. Moreover, it was assumed that all the existing deficiencies listed in Table 15 will be addressed by the end of 2027. As a result, the segments from Table 15 were included in the future analysis scenarios with standard capacities for two-lane collectors. If deficiencies identified in Table 15 are not addressed by the end of 2027, this study as well as the Transportation Concurrency Management System that will be implemented by the Town should be updated accordingly. Map 12 (included under Appendix 1) shows the substandard segments and corresponding deficiencies discussed above.

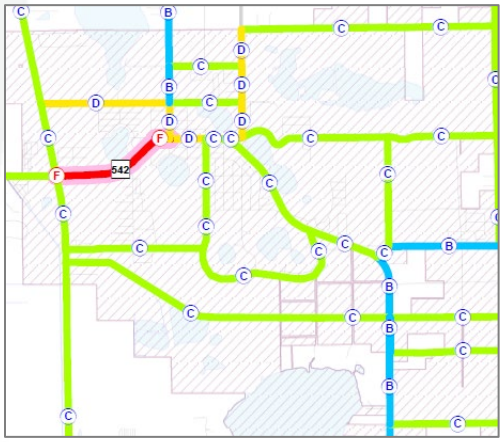
7.2. Existing (2022) Level of Service



The 2022 Directional Design Hour Volumes (DDHV) shown on Map 08 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 16 shows the existing volumes on the roadway segments included in the Town's thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 13 (included under Appendix 1) shows the existing level of service for all the study-area roadway segments. As explained above, some of the segments present existing deficiencies that are

not triggered by traffic volumes. These deficiencies are related to existing physical characteristics such as pavement condition, lane width, etc. The existing traffic volumes on these "substandard segments" are very low so capacity is not a concern at the moment. Nonetheless, certain deficiencies can reduce the roadway-segment standard capacity which is defined as the maximum number of vehicles that can pass through a segment of road during a period of time. Since deficiencies could reduce the operating speed of a roadway and/or cause unexpected delays, they can decrease the maximum number of vehicles that can pass through a segment of road and, therefore, reduce its standard capacity. Even though this is not a concern for the 2022 scenario (due to very low traffic volumes), it can be a concern for the future scenarios. As explained above, this study assumes that all the existing deficiencies will be addressed by the end of 2027. If substandard segments identified in Table 15 are not upgraded (to meet acceptable standards as required by the Town of Dundee) by this date, the future (2027, 2035 and 2045) standard roadway capacities included in this study as well as the corresponding information to be used in the Transportation Concurrency Management System (that the Town of Dundee intends to implement) should be updated accordingly.

7.3. Short-Term (2027) Level of Service



The 2027 Directional Design Hour Volumes (DDHV) shown on Map 09 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 17 shows the 2027 volumes on the roadway segments included in the Town's thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 14 (included under Appendix 1) shows the 2027 level of service for all the thoroughfare-network (study area) roadway segments.

Table 16 – 2022 Traffic Volumes and Levels of Service

Road Name	From	To	Std LOS	Std Capacity	2022 AADT	2022 Dir. Factor	2022 Peak Dir.	K Factor	2022 DDHV	2022 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	34,760	0.52	N	0.09	1,619	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	35,290	0.50	N	0.09	1,601	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	31,320	0.54	S	0.09	1,524	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	31,480	0.56	S	0.09	1,575	C
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	11,360	0.50	N	0.09	512	B
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	11,360	0.50	N	0.09	512	B
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	9,380	0.53	S	0.09	448	B
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	9,380	0.53	S	0.09	448	B
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	9,380	0.53	S	0.09	448	B
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	8,680	0.53	S	0.09	418	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	8,680	0.53	S	0.09	418	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	10,220	0.54	S	0.09	501	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	10,220	0.54	E	0.09	501	C
SR 17 (Main St)	4th St S	Center St	D	750	11,440	0.57	E	0.09	585	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	9,870	0.50	N	0.09	445	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	9,870	0.50	N	0.09	445	B
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	10,170	0.51	N	0.09	464	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	18,980	0.50	W	0.09	857	C
Dundee Rd	US 27	Main St	D	675	12,610	0.56	E	0.09	635	D
Main St	Dundee Rd	SR 17 (Center St)	D	638	11,860	0.58	E	0.09	617	D
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	7,300	0.51	W	0.09	335	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,300	0.51	W	0.09	335	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	3,660	0.54	E	0.09	179	C
Frederick Ave	SR 17 (Center St)	8th St	D	525	1,210	0.53	E	0.09	58	C
8th St	Lake Marie Dr	Frederick Ave	D	525	3,520	0.50	S	0.09	160	C
8th St	Frederick Ave	Ridgewood Ave	D	525	3,400	0.51	N	0.09	156	C
8th St	Ridgewood Ave	Weiberg Rd	D	525	3,400	0.51	N	0.09	156	C
Weiberg Rd	8th St	Alford Rd	D	525	490	0.55	E	0.09	24	C
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	160	0.64	E	0.09	9	C
Main St	SR 17 (Scenic Hwy)	8th St	D	616	5,500	0.51	W	0.09	252	C
Lake Marie Dr	8th St	Lake Trask Rd	D	616	2,080	0.58	W	0.09	109	C
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	1,470	0.61	E	0.09	81	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	4,100	0.51	N	0.09	188	C
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	2,210	0.65	N	0.09	130	C
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	2,400	0.57	N	0.09	123	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	3,400	0.56	N	0.09	172	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	3,340	0.57	N	0.09	171	C
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	3,230	0.65	E	0.09	188	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	1,960	0.64	N	0.09	113	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	1,960	0.64	N	0.09	113	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	1,840	0.63	S	0.09	105	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	1,800	0.51	S	0.09	83	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,800	0.51	S	0.09	83	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	20	1.00	E	0.09	2	C
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	2,400	0.51	W	0.09	110	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	2,400	0.51	W	0.09	110	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	2,710	0.59	E	0.09	144	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	500	0.53	E	0.09	24	C
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	1,140	0.51	W	0.09	53	C
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	10	1.00	E	0.09	1	C
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	110	0.60	N	0.09	6	C
4th St S	Florida Ave	SR 17 (Main St)	D	525	600	0.57	S	0.09	31	C
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	970	0.59	S	0.09	51	C
Welsh Rd	US 27	Dr Welch Rd	D	616	*Proposed new road*					
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	*No significant existing traffic*					
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	*Proposed new road*					
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	*No significant traffic / incl. proposed new road segment*					
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	*Proposed new road*					
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	*No significant traffic / incl. proposed new road segment*					

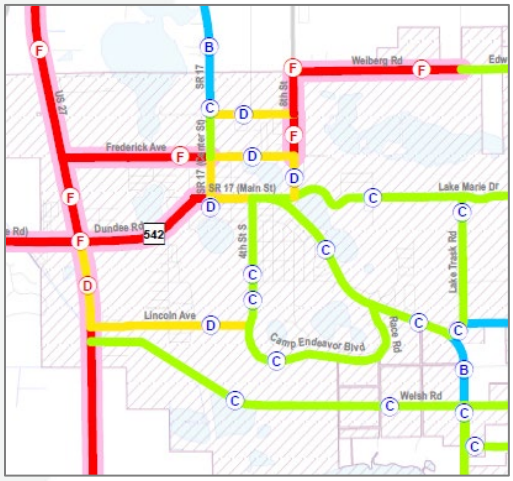
- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.

- Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

5/7/2023

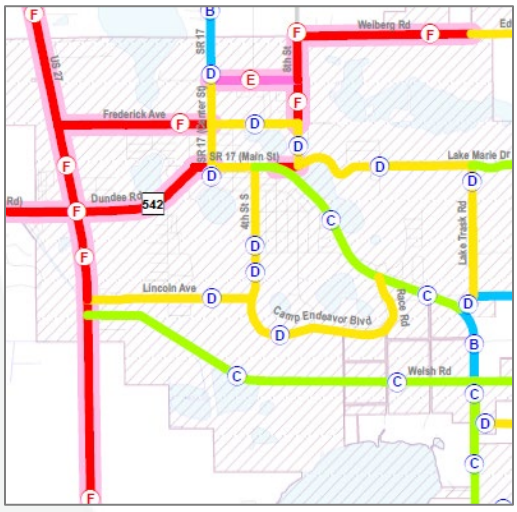
8. MIDTERM & LONG-TERM CONDITIONS

8.1. Midterm (2035) Level of Service



The 2035 Directional Design Hour Volumes (DDHV) shown on Map 10 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 17 shows the 2035 volumes on the roadway segments included in the Town's thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 15 (included under Appendix 1) shows the 2035 level of service for all the study-area roadway segments.

8.2. Long-Term (2045) Level of Service



The 2045 Directional Design Hour Volumes (DDHV) shown on Map 11 were used to perform PM peak-hour roadway-segment capacity analyses for the roadway segments included in the study area. The standard levels of service were based on Section 6.01.06 of the Town of Dundee Land Development Code. The standard peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook and the specific segment characteristics. Table 18 shows the 2045 volumes on the roadway segments included in the Town's thoroughfare network (study area) as well as the corresponding service volumes and levels of service. Map 16 (included under Appendix 1) shows the 2045 level of service for all the study-area roadway segments.

Table 17 – 2027 Traffic Volumes and Levels of Service

Road Name	From	To	Std LOS	Std Capacity	2027 AADT	2027 Dir. Factor	2027 Peak Dir.	K Factor	2027 DDHV	2027 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	36,230	0.52	N	0.09	1,703	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	36,970	0.51	N	0.09	1,696	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	33,460	0.55	S	0.09	1,646	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	33,990	0.56	S	0.09	1,718	C
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	12,570	0.51	N	0.09	581	C
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	12,790	0.52	N	0.09	594	C
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	10,880	0.54	S	0.09	533	B
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	11,120	0.55	S	0.09	546	B
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	10,870	0.54	S	0.09	532	B
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	10,670	0.55	S	0.09	531	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	9,580	0.54	S	0.09	469	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	10,790	0.55	S	0.09	533	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	12,170	0.56	E	0.09	611	C
SR 17 (Main St)	4th St S	Center St	D	750	12,920	0.58	E	0.09	669	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	11,270	0.52	N	0.09	525	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	11,600	0.52	N	0.09	544	B
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	10,920	0.52	N	0.09	507	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	22,280	0.52	W	0.09	1,045	C
Dundee Rd	US 27	Main St	D	675	14,710	0.57	E	0.09	755	F
Main St	Dundee Rd	SR 17 (Center St)	D	638	13,990	0.59	E	0.09	738	F
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	7,760	0.52	W	0.09	361	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,680	0.52	W	0.09	357	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	7,120	0.59	E	0.09	376	D
Frederick Ave	SR 17 (Center St)	8th St	D	525	3,580	0.60	E	0.09	193	C
8th St	Lake Marie Dr	Frederick Ave	D	525	5,880	0.55	S	0.09	294	D
8th St	Frederick Ave	Ridgewood Ave	D	525	6,180	0.56	N	0.09	313	D
8th St	Ridgewood Ave	Weiberg Rd	D	525	5,800	0.56	N	0.09	292	D
Weiberg Rd	8th St	Alford Rd	D	525	2,600	0.61	E	0.09	144	C
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	1,360	0.63	E	0.09	78	C
Main St	SR 17 (Scenic Hwy)	8th St	D	616	7,690	0.54	W	0.09	377	C
Lake Marie Dr	8th St	Lake Trask Rd	D	616	4,800	0.61	W	0.09	264	C
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	1,960	0.62	E	0.09	109	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	5,600	0.54	N	0.09	274	C
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	3,720	0.64	N	0.09	216	C
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	2,720	0.58	N	0.09	142	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	4,640	0.58	N	0.09	243	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	4,440	0.58	N	0.09	234	C
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	3,270	0.65	E	0.09	190	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	2,350	0.64	N	0.09	135	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	2,260	0.64	N	0.09	130	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	2,180	0.63	S	0.09	124	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	1,890	0.52	S	0.09	88	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,890	0.52	S	0.09	88	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	420	0.65	E	0.09	25	C
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	2,640	0.52	W	0.09	125	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	2,500	0.51	W	0.09	116	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	2,760	0.59	E	0.09	147	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	2,220	0.61	E	0.09	122	C
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	2,640	0.58	W	0.09	139	C
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	820	0.64	E	0.09	47	C
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	1,420	0.63	N	0.09	81	C
4th St S	Florida Ave	SR 17 (Main St)	D	525	1,560	0.61	S	0.09	86	C
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	1,430	0.60	S	0.09	78	C
Welsh Rd	US 27	Dr Welch Rd	D	616	490	0.63	E	0.09	28	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	730	0.63	W	0.09	42	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	810	0.63	E	0.09	46	C
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	130	0.63	E	0.09	8	C
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	10	0.63	E	0.09	1	C
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	10	0.63	E	0.09	1	C

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.

- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.

- Directional Factors are based on existing traffic counts and the Polk Transportation Planning Organization (TPO) 2022 Roadway Network Database.

5/7/2023

Table 18 – 2035 Traffic Volumes and Levels of Service

Road Name	From	To	Std LOS	Std Capacity	2035 AADT	2035 Dir. Factor	2035 Peak Dir.	K Factor	2035 DDHV	2035 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	58,190	0.60	N	0.09	3,148	F
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	58,700	0.57	N	0.09	3,014	D
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	60,660	0.62	N	0.09	3,387	F
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	60,370	0.61	N	0.09	3,328	F
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	14,950	0.60	N	0.09	807	C
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	16,030	0.61	N	0.09	878	C
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	15,150	0.59	N	0.09	801	C
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	13,150	0.52	N	0.09	612	C
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	16,010	0.50	N	0.09	724	C
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	9,490	0.56	N	0.09	478	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	5,920	0.54	S	0.09	287	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	3,730	0.61	S	0.09	206	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	11,270	0.66	E	0.09	673	C
SR 17 (Main St)	4th St S	Center St	D	750	8,740	0.64	E	0.09	502	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	11,890	0.51	N	0.09	550	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	16,440	0.56	N	0.09	822	C
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	7,760	0.63	N	0.09	438	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	50,550	0.58	E	0.09	2,647	F
Dundee Rd	US 27	Main St	D	675	16,390	0.59	E	0.09	866	F
Main St	Dundee Rd	SR 17 (Center St)	D	638	16,060	0.60	E	0.09	871	F
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	11,580	0.53	W	0.09	547	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,470	0.72	E	0.09	487	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	13,940	0.60	E	0.09	755	F
Frederick Ave	SR 17 (Center St)	8th St	D	525	8,350	0.63	E	0.09	472	D
8th St	Lake Marie Dr	Frederick Ave	D	525	8,770	0.50	N	0.09	397	D
8th St	Frederick Ave	Ridgewood Ave	D	525	11,350	0.60	N	0.09	610	F
8th St	Ridgewood Ave	Weiberg Rd	D	525	18,280	0.56	N	0.09	913	F
Weiberg Rd	8th St	Alford Rd	D	525	14,110	0.57	E	0.09	721	F
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	9,990	0.59	E	0.09	530	C
Main St	SR 17 (Scenic Hwy)	8th St	D	616	9,620	0.63	E	0.09	546	C
Lake Marie Dr	8th St	Lake Trask Rd	D	616	9,380	0.63	E	0.09	535	C
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	5,520	0.71	E	0.09	355	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	5,060	0.64	N	0.09	291	C
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	4,060	0.65	N	0.09	236	C
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	1,640	0.60	N	0.09	88	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	5,910	0.72	N	0.09	381	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	8,690	0.76	N	0.09	596	F
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	680	0.61	E	0.09	37	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	4,010	0.67	N	0.09	242	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	2,400	0.60	N	0.09	129	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	4,490	0.51	S	0.09	207	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	3,990	0.75	N	0.09	270	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	1,450	0.70	N	0.09	91	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	4,160	0.56	E	0.09	209	C
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	7,060	0.66	E	0.09	420	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	6,310	0.72	E	0.09	409	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	3,890	0.60	E	0.09	211	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	9,830	0.52	W	0.09	464	D
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	5,480	0.61	E	0.09	303	D
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	3,020	0.56	E	0.09	152	C
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	4,230	0.64	N	0.09	245	C
4th St S	Florida Ave	SR 17 (Main St)	D	525	4,050	0.64	N	0.09	234	C
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	1,850	0.59	N	0.09	99	C
Welsh Rd	US 27	Dr Welch Rd	D	616	7,240	0.65	E	0.09	425	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	8,510	0.65	E	0.09	500	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	3,800	0.73	E	0.09	250	C
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	6,250	0.65	E	0.09	365	D
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	1,060	0.53	E	0.09	51	C
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	1,150	0.54	E	0.09	55	C

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.

- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.

- Directional Factors are based on peak-period traffic assignment of the Florida Department of Transportation (FDOT) - District 1 Regional Planning Model.

5/7/2023

Table 19 – 2045 Traffic Volumes and Levels of Service

Road Name	From	To	Std LOS	Std Capacity	2045 AADT	2045 Dir. Factor	2045 Peak Dir.	K Factor	2045 DDHV	2045 LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	C	2,940	60,430	0.61	N	0.09	3,300	F
US 27	Lincoln Ave	SR 542 (Dundee Rd)	C	2,940	63,130	0.55	N	0.09	3,136	F
US 27	SR 542 (Dundee Rd)	Frederick Ave	C	2,940	61,480	0.61	N	0.09	3,366	F
US 27	Frederick Ave	W Main St (Lake Hamilton)	C	2,940	61,920	0.60	N	0.09	3,365	F
SR 17 (Scenic Hwy)	CR 17A (Masterpiece Rd)	Waverly Rd	D	1,200	16,210	0.56	N	0.09	821	C
SR 17 (Scenic Hwy)	Waverly Rd	Tindel Camp Rd	D	1,200	18,620	0.57	N	0.09	948	D
SR 17 (Scenic Hwy)	Tindel Camp Rd	Stalnaker Rd	D	1,200	17,100	0.53	N	0.09	823	C
SR 17 (Scenic Hwy)	Stalnaker Rd	Almburg Rd	D	1,200	15,270	0.51	N	0.09	703	C
SR 17 (Scenic Hwy)	Almburg Rd	Welsh Rd	D	1,200	18,710	0.51	S	0.09	855	C
SR 17 (Scenic Hwy)	Welsh Rd	Lake Trask Rd	D	1,200	11,310	0.56	N	0.09	569	B
SR 17 (Scenic Hwy)	Lake Trask Rd	Race Rd	D	880	8,190	0.61	S	0.09	450	C
SR 17 (Scenic Hwy)	Race Rd	Lake Marie Dr	D	880	4,530	0.53	N	0.09	217	C
SR 17 (Main St)	Lake Marie Dr	4th St S	D	880	13,210	0.59	E	0.09	700	C
SR 17 (Main St)	4th St S	Center St	D	750	10,130	0.57	E	0.09	516	D
SR 17 (Center St)	Main St	Frederick Ave	D	750	13,170	0.53	N	0.09	627	D
SR 17 (Center St)	Frederick Ave	Ridgewood Ave	D	1,200	18,630	0.56	N	0.09	943	D
SR 17	Ridgewood Ave	CR 542 (Lake Hatchineha Rd)	D	1,200	9,560	0.60	N	0.09	512	B
SR 542 (Dundee Rd)	Overlook Dr	US 27	D	2,000	52,700	0.57	E	0.09	2,704	F
Dundee Rd	US 27	Main St	D	675	17,580	0.55	E	0.09	865	F
Main St	Dundee Rd	SR 17 (Center St)	D	638	17,370	0.56	E	0.09	881	F
CR 542 (Lake Hatchineha Rd)	8th St	H.L. Smith Rd	D	1,200	12,050	0.51	W	0.09	552	B
CR 542 (Lake Hatchineha Rd)	H.L. Smith Rd	Tyner Rd	D	1,200	7,870	0.70	E	0.09	495	B
Frederick Ave	US 27	SR 17 (Center St)	D	525	16,940	0.57	E	0.09	865	F
Frederick Ave	SR 17 (Center St)	8th St	D	525	9,980	0.57	E	0.09	511	D
8th St	Lake Marie Dr	Frederick Ave	D	525	9,570	0.51	N	0.09	440	D
8th St	Frederick Ave	Ridgewood Ave	D	525	13,190	0.56	N	0.09	667	F
8th St	Ridgewood Ave	Weiberg Rd	D	525	19,630	0.55	N	0.09	974	F
Weiberg Rd	8th St	Alford Rd	D	525	19,080	0.54	E	0.09	936	F
Edwards Rd	Alford Rd	H.L. Smith Rd	D	616	12,110	0.55	E	0.09	597	D
Main St	SR 17 (Scenic Hwy)	8th St	D	616	11,360	0.62	E	0.09	635	F
Lake Marie Dr	8th St	Lake Trask Rd	D	616	11,270	0.61	E	0.09	614	D
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	D	616	6,330	0.67	E	0.09	380	C
Lake Trask Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	638	7,430	0.68	N	0.09	454	D
Lake Trask Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	638	5,480	0.70	N	0.09	347	D
H.L. Smith Rd	Lake Mabel Loop Rd	Lake Marie Dr	D	560	2,830	0.61	N	0.09	155	C
H.L. Smith Rd	Lake Marie Dr	Edwards Rd	D	560	7,500	0.70	N	0.09	474	C
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	D	560	8,550	0.74	N	0.09	569	F
Lake Mabel Loop Rd	Lake Trask Rd	H.L. Smith Rd	D	1,200	1,050	0.55	W	0.09	52	B
Lake Mabel Loop Rd	H.L. Smith Rd	Welsh Rd	D	1,200	6,290	0.65	N	0.09	370	B
Lake Mabel Loop Rd	Welsh Rd	Almburg Rd	D	1,200	4,180	0.60	N	0.09	227	B
Lake Mabel Loop Rd	Almburg Rd	Canal Rd	D	1,200	5,480	0.50	N	0.09	247	B
Lake Mabel Loop Rd	Canal Rd	Stalnaker Rd	D	1,160	4,290	0.71	N	0.09	273	B
Lake Mabel Loop Rd	Stalnaker Rd	Tindel Camp Rd	D	1,160	2,580	0.80	N	0.09	186	B
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	5,350	0.56	E	0.09	269	D
Canal Rd	Lake Mabel Loop Rd	Town Boundary Line	D	1,160	7,950	0.62	E	0.09	443	B
Canal Rd	Town Boundary Line	Timberlane Road	D	1,160	6,560	0.69	E	0.09	409	B
Tindel Camp Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	1,160	4,420	0.62	E	0.09	247	B
Ridgewood Ave	SR 17 (Center St)	8th St	D	525	10,770	0.54	E	0.09	526	E
Lincoln Ave	US 27	Camp Endeavor Blvd	D	525	7,300	0.69	E	0.09	455	D
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	D	525	5,320	0.73	E	0.09	351	D
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	D	525	5,270	0.59	N	0.09	279	D
4th St S	Florida Ave	SR 17 (Main St)	D	525	5,060	0.59	N	0.09	267	D
Race Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	525	3,690	0.80	N	0.09	267	D
Welsh Rd	US 27	Dr Welch Rd	D	616	9,480	0.63	E	0.09	537	C
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	D	748	11,570	0.63	E	0.09	658	C
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	616	5,580	0.65	E	0.09	327	C
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	D	525	7,440	0.52	E	0.09	349	D
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	D	680	1,530	0.57	E	0.09	79	C
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	D	560	1,660	0.58	E	0.09	86	C

- Highlighted rows depict roadway segments expected to operate below the standard level of service (Std. LOS) with the existing geometry.

- Standard capacity is based on Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook.

- Directional Factors are based on peak-period traffic assignment of the Florida Department of Transportation (FDOT) - District 1 Regional Planning Model.

5/7/2023

9. RECOMMENDED IMPROVEMENTS

Section 7 of this report describes several substandard roadway segments that require significant improvements to ensure that the Town's thoroughfare network can support the anticipated growth. Table 20 provides the recommended improvements to address each existing deficiency.

Table 20 – 2022 Recommended Improvements

Road Name	From	To	Existing Lanes	Future Lanes	Existing Deficiencies	Recommended Improvements
Almburg Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Partially Unpaved Segment / Narrow Lanes	Reconstruct to provide standard roadway width and pave the whole segment.
Camp Endeavor Blvd	Lincoln Ave	Dr Welch Rd	2	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment.
Camp Endeavor Blvd	Lincoln Ave	Florida Ave	2	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment.
Dekle Rd	Waverly Rd	Lake Mabel Loop Rd	2	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment.
Lake Marie Dr	Lake Trask Rd	H.L. Smith Rd	2	2	Poor Pavement Condition	Ensure that roadway-design standards are met and resurface the whole segment.
Lincoln Ave	US 27	Camp Endeavor Blvd	2	2	Partially Unpaved Segment	Ensure that roadway-design standards are met and pave from Pine St to Camp Endeavor Blvd.
Stalnaker Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	2	2	Unpaved Segment + Proposed New Road Segment (Town's Network)	Ensure that roadway-design standards are met and pave from SR 17 to approximately 1,400 feet west of Lake Mabel Loop Rd. Construct new roadway segment from approximately 1,400 feet west of Lake Mabel Loop Rd to Lake Mabel Loop Rd.
Waverly Rd	SR 17 (Scenic Hwy)	Dekle Rd	2	2	Proposed New Road Segment (Town's Network)	Construct new roadway segment.
Welsh Rd	US 27	Dr Welch Rd	N/A	2	Proposed New Road Segment (Town's Network)	Construct new roadway segment.
Welsh Rd	SR 17 (Scenic Hwy)	Lake Mabel Loop Rd	N/A	2	Proposed New Road Segment (Town's Network)	Construct new roadway segment.
Welsh Rd	Dr Welch Rd	SR 17 (Scenic Hwy)	N/A	2	Unpaved Segment	Ensure that roadway-design standards are met and pave the whole segment.
4th St S	Florida Ave	SR 17 (Scenic Hwy)	2	2	Faded Striping	Inspect condition of pavement markings and restripe if needed.

- Proposed new roadway segments are part of the Town of Dundee's network of arterials and main collectors (and are shown in the town's Comprehensive Plan).
- Recommended improvements are related to existing roadway-segment physical conditions and are not triggered as a result of traffic volumes.
- Further analysis may be needed to define the specific scopes of improvement projects.

6/16/2023

Further analysis may be needed to define the detailed scope of some of these improvements. As mentioned earlier in this document, some or all of these improvements could be added to the Town's Capital Improvement Plan (CIP).

The Town could also implement "Substandard Road" regulation by amending the Town's Land Development Code. The "Substandard Road" regulation could mandate substandard-road

assessments and could also provide a funding mechanism for mitigation of impacts on and upgrading of substandard facilities.

As shown on Maps 14, 15 and 16, there are multiple study area segments that may not be able to meet LOS standards under one or more future scenarios. A detailed analysis for each of these segments was conducted to determine the most reasonable mitigation approaches in order to meet level-of-service standards under future conditions. Recommended improvements and/or strategies were proposed on a case-by-case basis. Tables 21, 22 and 23 summarize the improvement recommendations and provide the levels of service that will be achieved with the proposed improvements.

Table 21 – 2027 Recommended Improvements

Road Name	From	To	2027 Recommended Improvements	2027 Improved Std. LOS	2027 Improved Capacity	2027 Peak Dir. Volume	2027 Improved LOS
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	755	D
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	738	D

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2027 traffic conditions.
- Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

5/6/2023

Table 22 – 2035 Recommended Improvements

Road Name	From	To	2035 Recommended Improvements	2035 Improved Std. LOS	2035 Improved Capacity	2035 Peak Dir. Volume	2035 Improved LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Widen to 8 lanes (divided).	C	3,970	3,148	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Widen to 8 lanes (divided).	C	3,970	3,014	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	Widen to 8 lanes (divided).	C	3,970	3,387	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	Widen to 8 lanes (divided).	C	3,970	3,328	C
SR 542 (Dundee Rd)	Overlook Dr	US 27	Widen to 6 lanes (divided).	D	3,020	2,647	C
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	866	D
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	871	D
Frederick Ave	US 27	SR 17 (Center St)	Widen to 4 lanes (undivided).	D	1,060	755	D
8th St	Frederick Ave	Ridgewood Ave	Provide left-turn lanes at main intersections.	D	638	610	D
8th St	Ridgewood Ave	Weiberg Rd	Widen to 4 lanes (undivided).	D	1,060	913	D
Weiberg Rd	8th St	Alford Rd	Widen to 4 lanes (undivided).	D	1,060	721	D
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	Provide right-turn lanes at main intersections.	D	600	596	D

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2035 traffic conditions.
- Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

5/6/2023

Table 23 – 2045 Recommended Improvements

Road Name	From	To	2045 Recommended Improvements	2045 Improved Std. LOS	2045 Improved Capacity	2045 Peak Dir. Volume	2045 Improved LOS
US 27	SR 540 (Cypress G. Blvd)	Lincoln Ave	Widen to 8 lanes (divided).	C	3,970	3,300	C
US 27	Lincoln Ave	SR 542 (Dundee Rd)	Widen to 8 lanes (divided).	C	3,970	3,136	C
US 27	SR 542 (Dundee Rd)	Frederick Ave	Widen to 8 lanes (divided).	C	3,970	3,366	C
US 27	Frederick Ave	W Main St (Lake Hamilton)	Widen to 8 lanes (divided).	C	3,970	3,365	C
SR 542 (Dundee Rd)	Overlook Dr	US 27	Widen to 6 lanes (divided).	D	3,020	2,704	C
Dundee Rd	US 27	Main St	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	865	D
Main St	Dundee Rd	SR 17 (Center St)	Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.	D	1,060	881	D
Frederick Ave	US 27	SR 17 (Center St)	Widen to 4 lanes (undivided).	D	1,060	865	D
8th St	Frederick Ave	Ridgewood Ave	Widen to 4 lanes (undivided).	D	1,060	667	D
8th St	Ridgewood Ave	Weiberg Rd	Widen to 4 lanes (undivided).	D	1,060	974	D
Weiberg Rd	8th St	Alford Rd	Widen to 4 lanes (undivided).	D	1,060	936	D
Main St	SR 17 (Scenic Hwy)	8th St	Provide right-turn lanes at main intersections.	D	660	635	D
H.L. Smith Rd	Edwards Rd	CR 542 (Lake Hatchineha Rd)	Provide right-turn lanes at main intersections.	D	600	569	D
Ridgewood Ave	SR 17 (Center St)	8th St	Provide right-turn lanes at main intersections.	D	563	526	D

- Recommended improvements are the minimum necessary to meet standard level of service (Std. LOS) under 2045 traffic conditions.
- Actual improvements may depend on specific conditions, including but not limited to, site access configuration, number of access points, geometry of adjacent segments, etc. For this reason, more detailed traffic analyses that evaluate traffic operations and safety at specific locations may be needed.

5/6/2023

Maps 17, 18 and 19 (provided under Appendix 1) show the affected roadway segments as well as the recommended improvements and the levels of service that will be achieved with those improvements.

10. FUTURE INTERSECTION ANALYSIS

As roadway segments approach their standard capacities, main intersections on these segments can become problematic in terms of capacity, safety and/or operations. As a result, improvements such as turn lanes, turn-lane extensions, signalization, etc. could be warranted. Decisions in connection with this kind of improvements typically require detailed analyses that look at operations, safety, signal-warrants, etc. These types of analyses are not part of the scope of this study. However, a preliminary analysis was conducted (based on the future roadway conditions presented in Section 8 of this report) in order to identify study-area intersections that could require improvements of this nature once the anticipated future development reaches significant levels. Map 20 (provided under Appendix 1) shows the intersection locations that were identified.

11. CONCURRENCY MANAGEMENT SYSTEM

The Town of Dundee intends to implement a Transportation Concurrency Management System (TCMS). This section offers comprehensive insights into the definition of a TCMS, its core components, and the advantages of implementing one. The analysis carried out to develop this report yielded several essential components that can be used as a foundation for a Town of Dundee TCMS. This section also discusses those components.

Transportation concurrency management is used to ensure that adequate transportation infrastructure is in place to support the anticipated growth within a local jurisdiction. A transportation concurrency management system (TCMS) is a simple tool used to track the capacity of transportation-facility segments. The main goal of a TCMS is to make sure that all segments of the transportation network operate below their standard capacity and, as a result, maintain at an adequate level-of service.

To achieve the TCMS objectives, the travel-demand created by new developments is estimated and assigned to the transportation network. The existing traffic volumes on each segment of the network, the reserved capacities (assigned to recently approved but not-built-yet developments) as well as the available capacities are periodically updated in a database so that the jurisdiction can know, on a timely manner, if the traffic generated by a proposed new development would trigger any deficiencies in the transportation network.

If it is determined that a proposed development would create network deficiencies, the additional capacity required to support the development's travel demand must be provided (normally, in the form of transportation improvements) concurrent with the approval of the development. This guarantees that all network segments continue operating below their standard capacity.

A TCMS is important to ensure that a local jurisdiction can maintain a "healthy" transportation network. The time between periodic updates of reserved capacities and available capacities will depend on the development activity within the local jurisdiction. It is recommended to monitor and update the existing traffic volumes on an annual basis.

The TCMS information discussed above is consistent with the Town of Dundee Land Development Code (LDC). The LDC provides a more-general description of a concurrency management system and also mentions a monitoring system.

Key elements of a TCMS include:

- **Thoroughfare Network:** This is normally the network of arterials and main collectors within a local jurisdiction. Future roadway segments expected to become significant network links should be included so that future-condition analyses can take them into account. This report proposes a Town of Dundee Thoroughfare Network which is shown on Map 02A (provided under Appendix 1).
- **Functional Classification of Roadway Segments:** The functional classification of roads normally affects design standards and certain traffic characteristics. As a result, the standard level of service can vary according the functional classification. This report proposes a functional classification of thoroughfare-network segments which is provided in Map 02B (provided under Appendix 1). The proposed functional classification is based on FDOT District One Functional Classification and Urban Boundary maps as well as the Polk TPO 2022 Roadway Network Database.
- **Thoroughfare Network Database:** This is a database that includes all the thoroughfare-network segments and must be capable of tracking the existing traffic volumes, reserved capacities, and available capacities as well as the development traffic by project and by segment.
- **Existing Traffic Volumes:** Annually updated traffic counts are vital to ensure that the TCMS accounts for potential variations in travel patterns that are not influenced by recent development. This report provides network-wide existing traffic volumes mainly based on data collected in 2022 and early 2023.
- **Standard capacities of Thoroughfare-Network Segments:** These standard capacities can vary between local jurisdictions depending on sources, adopted methodologies and policy. For this study, the standard daily and peak-hour capacities for each roadway segment were determined based on the FDOT 2020 Quality / Level of Service Handbook, the Town of Dundee Land Development Code (LDC), and the specific segment characteristics. Table 1, provided under Section 5.3 of this report, includes the peak-hour capacities used in the analysis.
- **Transportation Concurrency Management Plan (TCMP):** The TCMP is a policy document that outlines the overall strategy for managing transportation concurrency in the community. It can include concurrency-related guidelines, accepted types of mitigation measures, etc. Language from this document can be used to create proposed/needed LDC text amendments.

As part of the analysis presented in this document, ESRP carried out multiple select-zone analyzes, based on the travel-demand model (D1RPM). The main purpose of this effort was to determine the trip distribution for each of the nine projects listed in Table 12. These projects are expected to be partially or fully-completed by the end of 2027. The trip distributions and trip-

generation estimates, based on ITE[4] rates and equations, were used to calculate the number of 2027 project trips on each segment of the Town's thoroughfare network. These trips, which are provided in Table 14, represent the estimated amount of network-segment capacity that will be consumed by new developments (to be constructed between now and the end of 2027) within Town limits. The data provided in Table 14 will be very useful for a Town of Dundee TCMS.

In summary, the adoption and implementation of the proposed TCMS will more likely than not assist the Town of Dundee in delivering proper transportation planning and ensuring that the essential transportation infrastructure is available on time to prevent or minimize traffic congestion.

12. CONCLUSIONS

The analysis described in this report evaluated the existing and future performance, in terms of roadway capacity, of the main arterials and collectors located within the Town of Dundee in Polk Conty, Florida. A network of main Town arterials and collectors, also called "thoroughfare network" in this report, was proposed based on a detailed analysis of the Town's existing roadway network, the existing and future development patterns, the location of activity centers, the Town of Dundee 2030 Comprehensive Plan, and coordination with Town staff members. Map 02A (provided under Appendix 1) shows the proposed thoroughfare network which is the traffic-analysis study area.

Capacity analyses were conducted for all roadway segments included in the study area under existing and future-traffic conditions based on existing traffic counts and directional design-hour volumes (DDHV) developed for each scenario. Existing conditions (2022) as well as three future scenarios were analyzed, including Short-Term (2027), Midterm (2035) and Long-Term (2045). Based on the findings of this study, the following conclusions are reached:

- Existing conditions:
  - Several of the Town's thoroughfare-network segments currently have certain deficiencies related to physical roadway conditions and are considered "substandard roads". Table 20 provides the recommended improvements to address each existing deficiency. The needed improvements to address these

[4] ITE = Institute of Transportation Engineers. ITE produces trip-generation rates and equations based on data collected nationwide.

deficiencies are not triggered by capacity-related issues caused by traffic (i.e., unacceptable levels of service) because the existing traffic volumes on these facilities are very low.

- Since the existing deficiencies are not related to insufficient roadway capacity or level-of-service standards, they are not caused by development-generated trips. However, a new development could have a significant impact on a substandard road. In order to address situations like this, the Town may implement "Substandard Road" regulation by amending its Land Development Code. The "Substandard Road" regulation could mandate substandard-road assessments and could also provide a funding mechanism for mitigation of impacts on and upgrading of substandard facilities.
- No level-of-service deficiencies were identified. Based on existing traffic volumes, all the Town's thoroughfare-network segments meet the standard levels of service.

- Under Midterm (2027) traffic conditions:
  - There will be 2 segments of the Town's thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 17 and shown on Map 14. The recommended improvements to meet level-of-service standards are provided in Table 21. The levels of service that will be achieved with the recommended improvements are shown on map 17.
  - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.

- Under Long-Term (2035) traffic conditions:
  - There will be 12 segments of the Town's thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 18 and shown on Map 15. The recommended improvements to meet level-of-service standards are provided in Table 22. The levels of service that will be achieved with the recommended improvements are shown on map 18.
  - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.

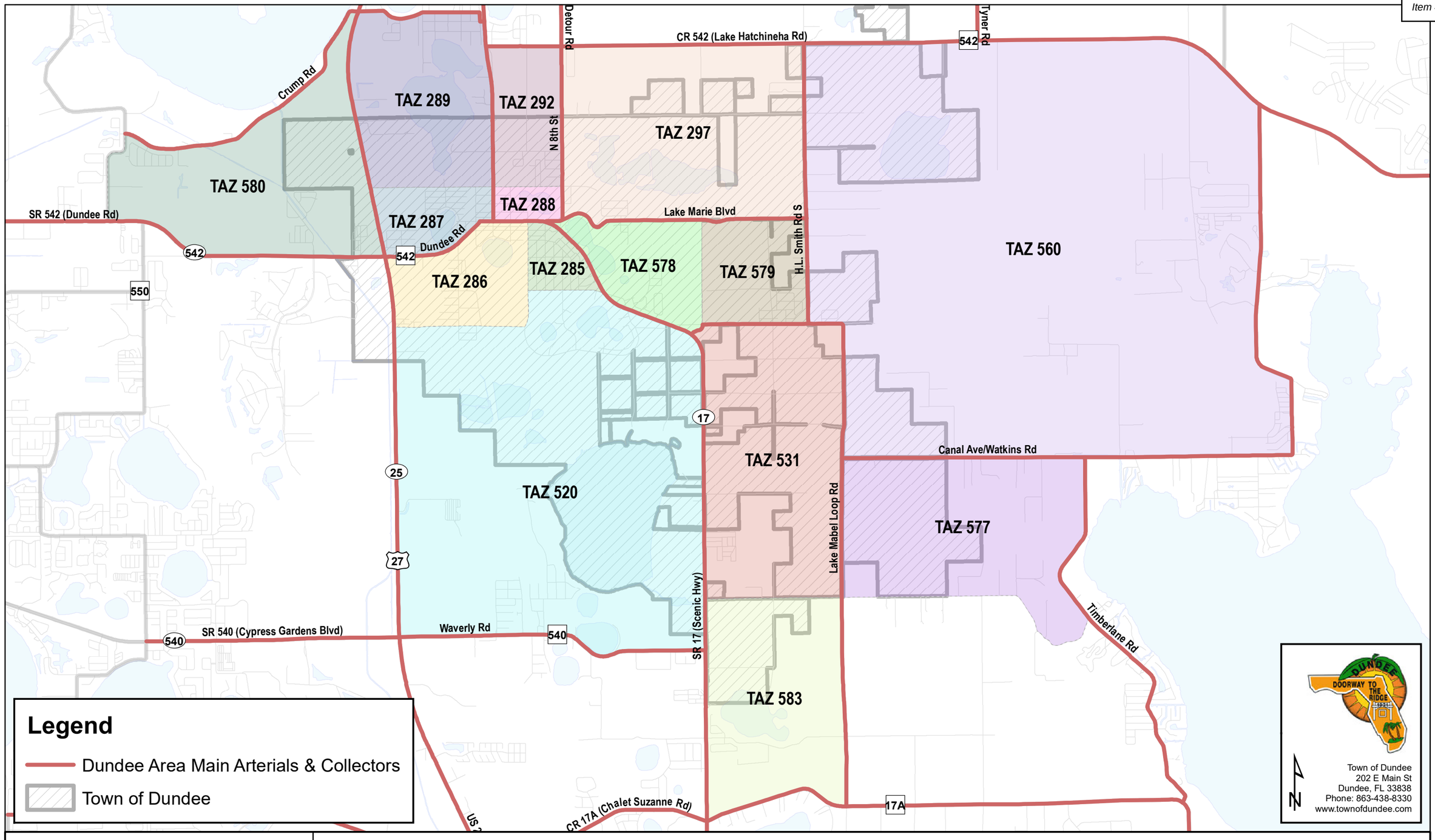
- Under Long-Term (2045) traffic conditions:

  - There will be 14 segments of the Town's thoroughfare-network that will not be able to meet level-of-service standards. The expected levels of service on these segments are provided in Table 19 and shown on Map 16. The recommended improvements to meet level-of-service standards are provided in Table 23. The levels of service that will be achieved with the recommended improvements are shown on map 19.
  - All other thoroughfare-network roadway segments are expected to meet their corresponding standard levels of service.

- The analysis presented here did not take into account the use of Community Development District (CDD) facilities, for recreational purposes, by Town residents . For future updates of this traffic study, it is recommended to conduct traffic counts and data analysis to evaluate the potential impact that additional trips attracted to CDD facilities may have on roadway capacity.

- The Town of Dundee intends to implement the proposed updated Transportation Concurrency Management System. The analysis carried out to develop this report yielded several essential components that can be used as a foundation for this system. These elements include a proposed Town's thoroughfare network, a proposed functional classification of roadway segments, the existing traffic volumes, the standard capacities of the proposed Town's thoroughfare-network segments, and the estimated amount of network-segment capacity that will be consumed by new developments (to be constructed between now and the end of 2027) within Town limits.

APPENDIX 1 – Maps



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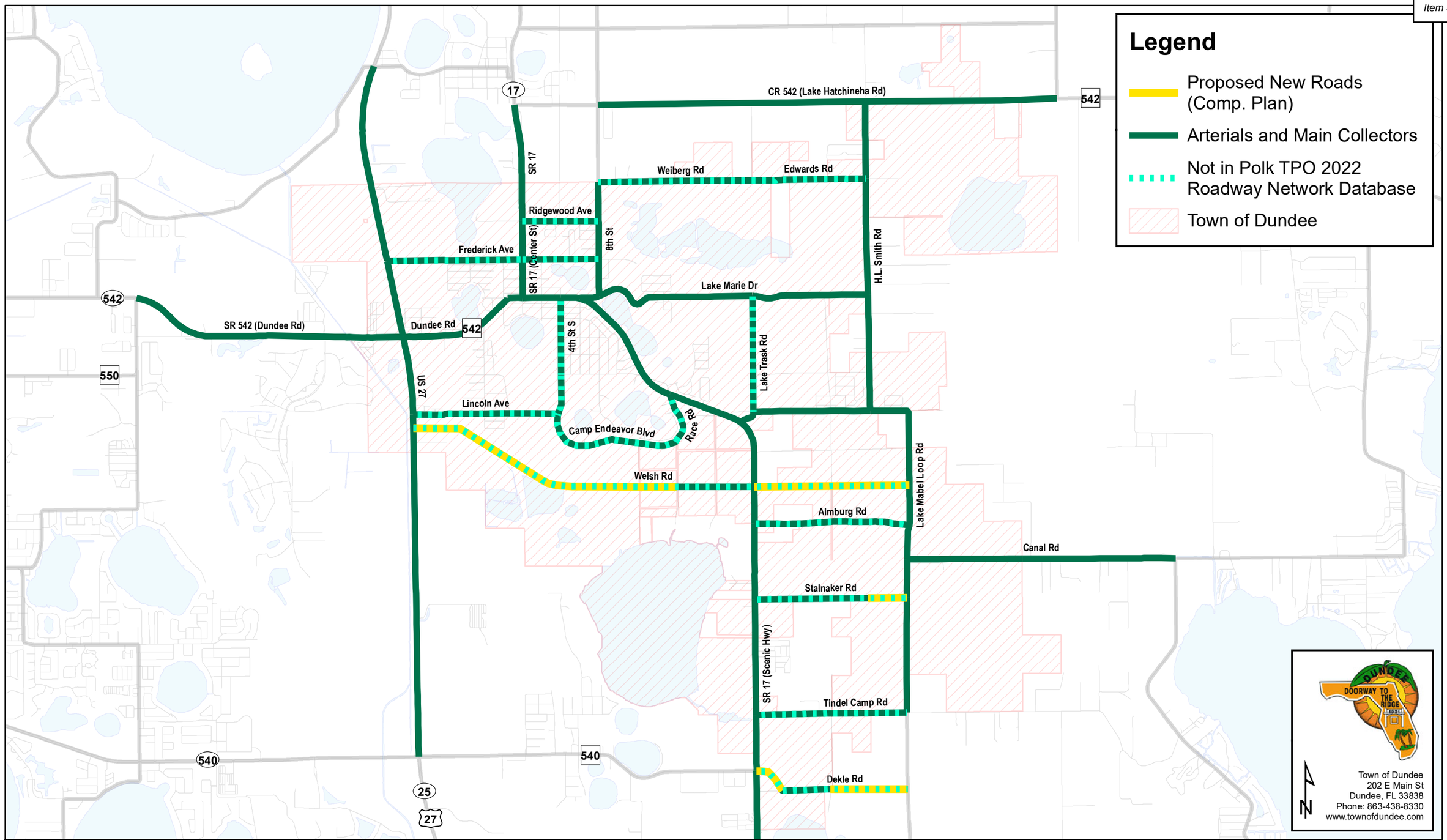
MAP 01 - Traffic Analysis Zones (TAZs)

Town of Dundee Transportation Impact Fee Study

February 2023

1 in = 3,500 ft

0 0.5 1 2 Miles



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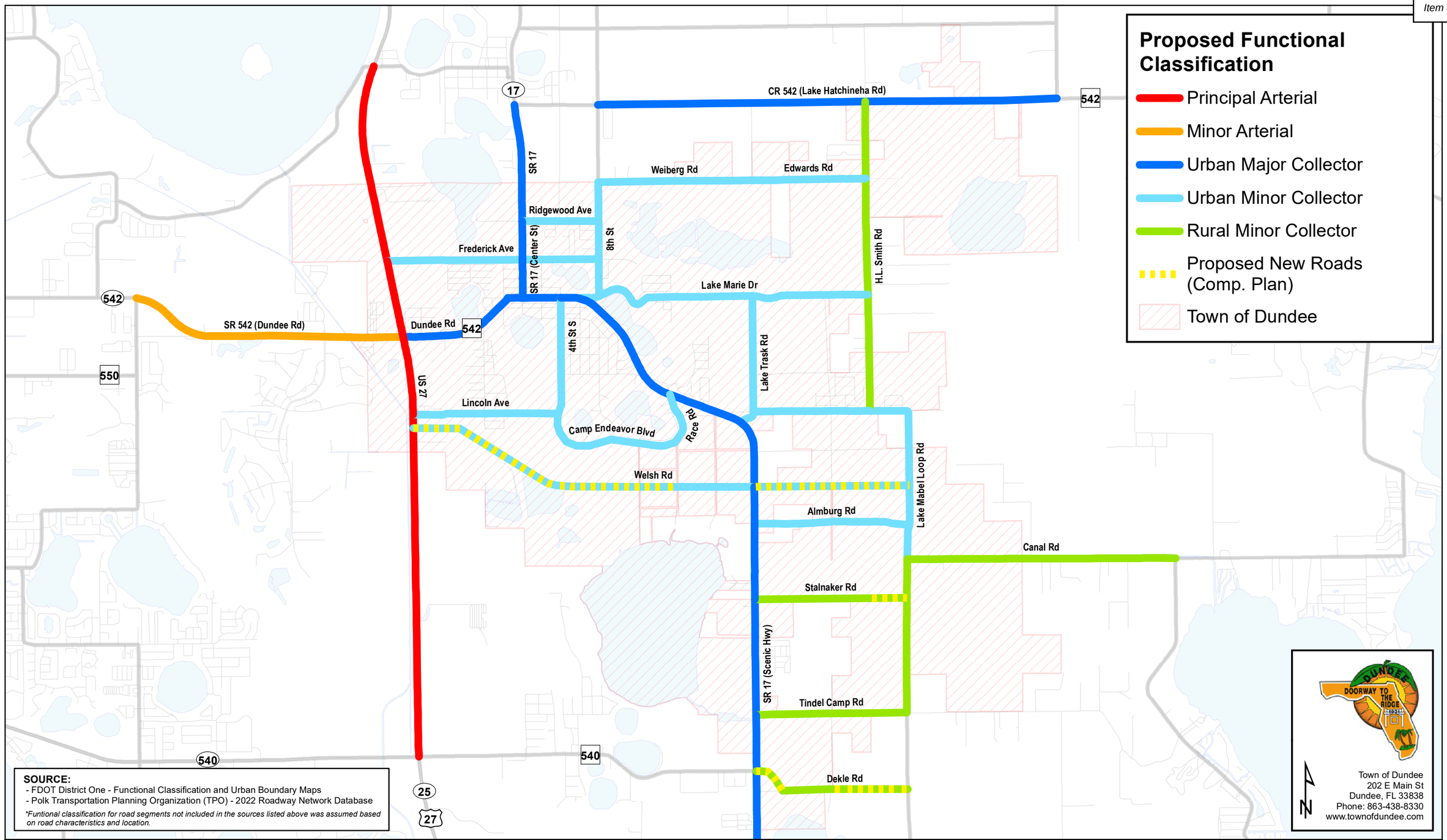
MAP 02A - Study Area Roadway Segments

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



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MAP 02B - Proposed Functional Classification of Roadway Segments

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
1	Grands at Lake Hamilton	580	105	0
2	Crystal Lake Preserve	289	236	0
3	Weiberg West	292	286	0
4	Landings at Lake Trask - Phase 1	297	404	0
5	Landings at Lake Trask - Phase 2	297	169	0
6	Alford Ridge	297	178	0
7	Seasons at Hilltop	297	74	0
8	Shores of Lake Dell	287	41	0
9	Dundee Lakes - Phases 1 & 2	297	419	0
9	Dundee Lakes - Remaining Phases	297	441	0
10	Tea Groves	560	200	0
11	Bella Vista - Phase 1	520	78	0
11	Bella Vista - Phase 2	286	33	0
12	Sol Vista - Phases 1 & 2	520	0	121
13	Vista Del Lago - Phase 4	520	32	0
14	Woodland Ranch Estates - Phases 1 & 2	560	36	0
15	Woodland Ranch Estates - Phase 3	579	308	0
16	Valencia Ridge Reserve	531	576	0
17	Landings at Lake Mable Loop - All Phases	531	217	0
18	Legacy Hill of Dundee	531	476	0
19	Weiberg West [Future Phase]	292	210	0

Legend

- Arterials and Collectors
- Proposed New Roads (Comp. Plan)
- Existing Schools Sites
- Future School Sites
- Town of Dundee

SOURCE:
- Information provided by the Town of Dundee; including, but not limited to:
  a) Preliminary site plans
  b) Ordinances
  c) Development agreements, etc.
- Polk County Property Appraiser parcel and building data

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MAP 03A - Future Development Within Town of Dundee Limits (Residential Projects)

Town of Dundee Transportation Impact Fee Study

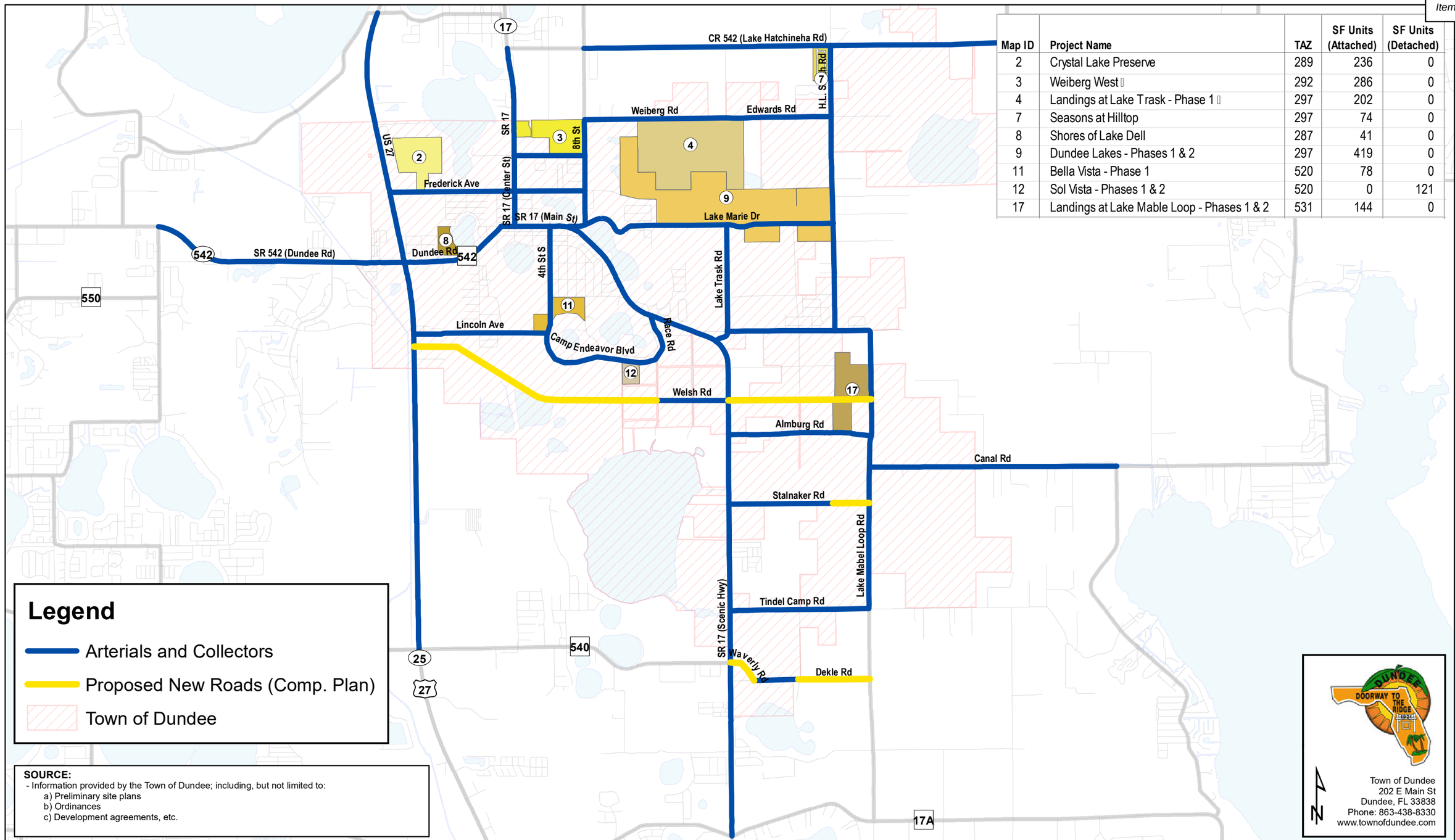
April 2023

1 in = 3,500 ft

0 0.5 1 2 Miles

Town of Dundee
202 E Main St
Dundee, FL 33838
Phone: 863-438-8330
www.townofdundee.com

Map ID	Project Name	TAZ	SF Units (Attached)	SF Units (Detached)
2	Crystal Lake Preserve	289	236	0
3	Weiberg West	292	286	0
4	Landings at Lake Trask - Phase 1	297	202	0
7	Seasons at Hilltop	297	74	0
8	Shores of Lake Dell	287	41	0
9	Dundee Lakes - Phases 1 & 2	297	419	0
11	Bella Vista - Phase 1	520	78	0
12	Sol Vista - Phases 1 & 2	520	0	121
17	Landings at Lake Mable Loop - Phases 1 & 2	531	144	0



Legend

- Arterials and Collectors
- Proposed New Roads (Comp. Plan)
- Town of Dundee

SOURCE:
- Information provided by the Town of Dundee; including, but not limited to:
  a) Preliminary site plans
  b) Ordinances
  c) Development agreements, etc.

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MAP 03B - Future Development Expected By 2027 (Residential Projects)

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,500 ft

0 0.5 1 2 Miles

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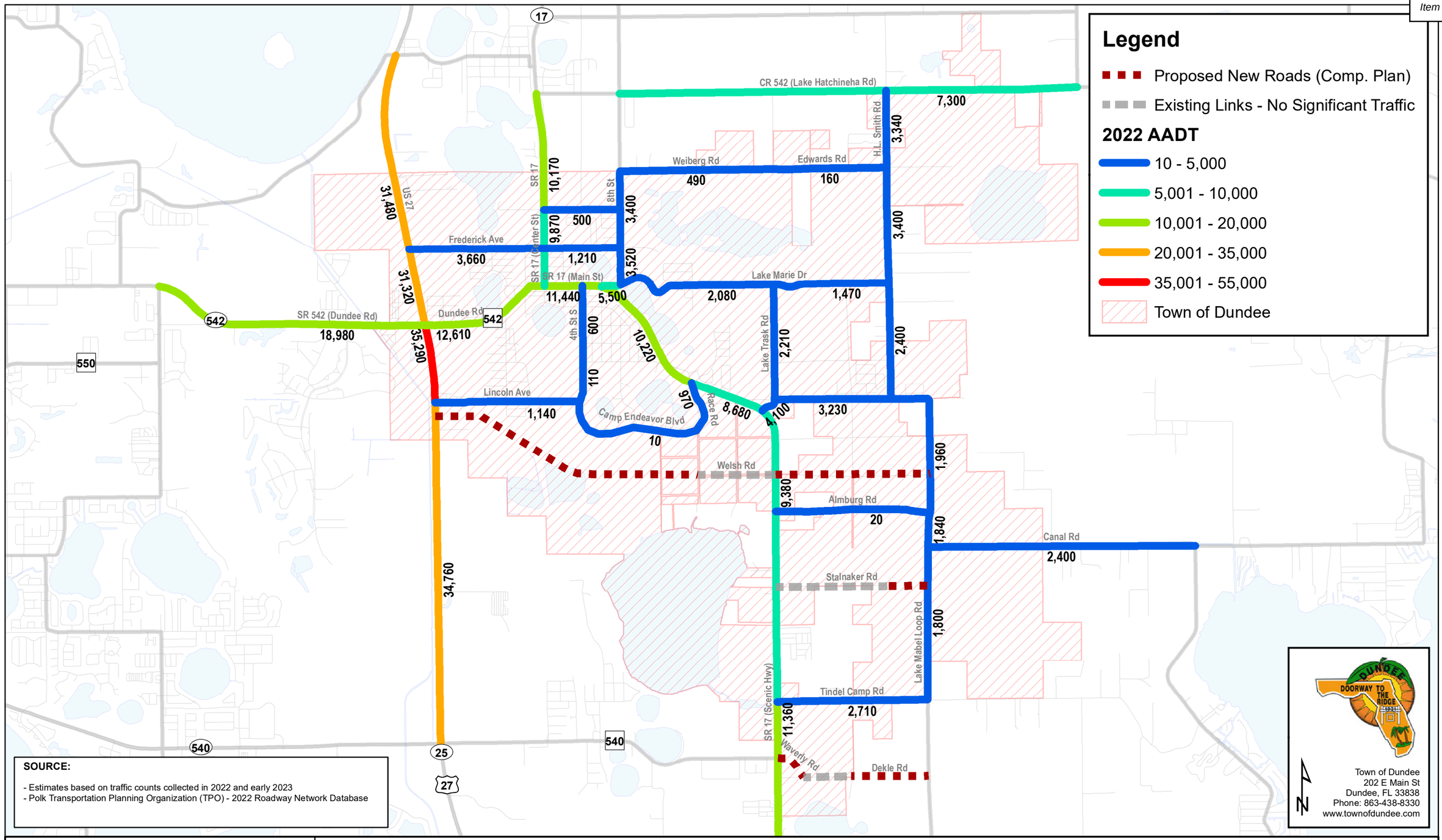

Legend

- Proposed New Roads (Comp. Plan)
- Existing Links - No Significant Traffic

2022 AADT

- 10 - 5,000
- 5,001 - 10,000
- 10,001 - 20,000
- 20,001 - 35,000
- 35,001 - 55,000
- Town of Dundee

SOURCE:

- Estimates based on traffic counts collected in 2022 and early 2023
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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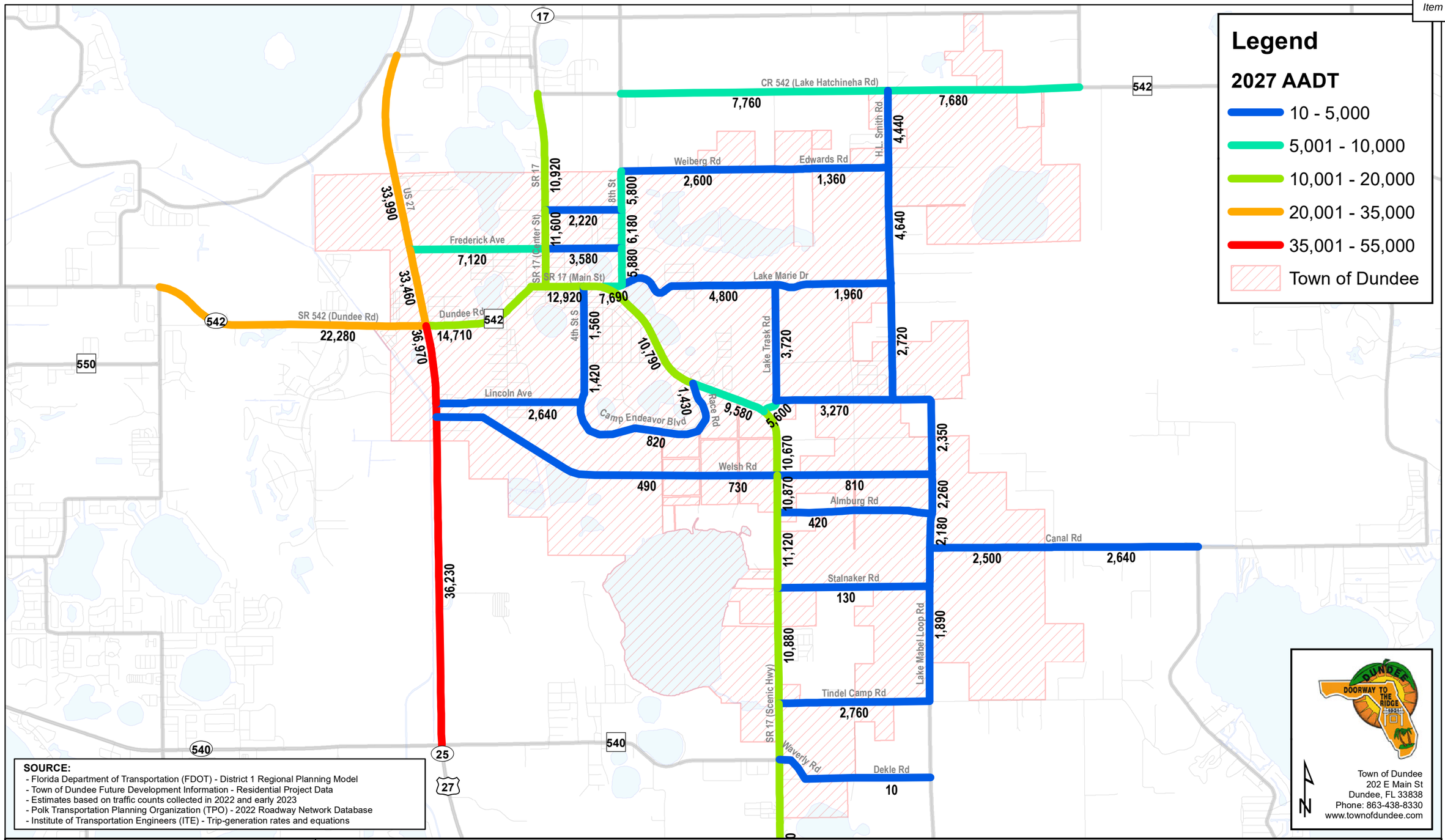
MAP 04 - 2022 AADT (Annual Average Daily Traffic)

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



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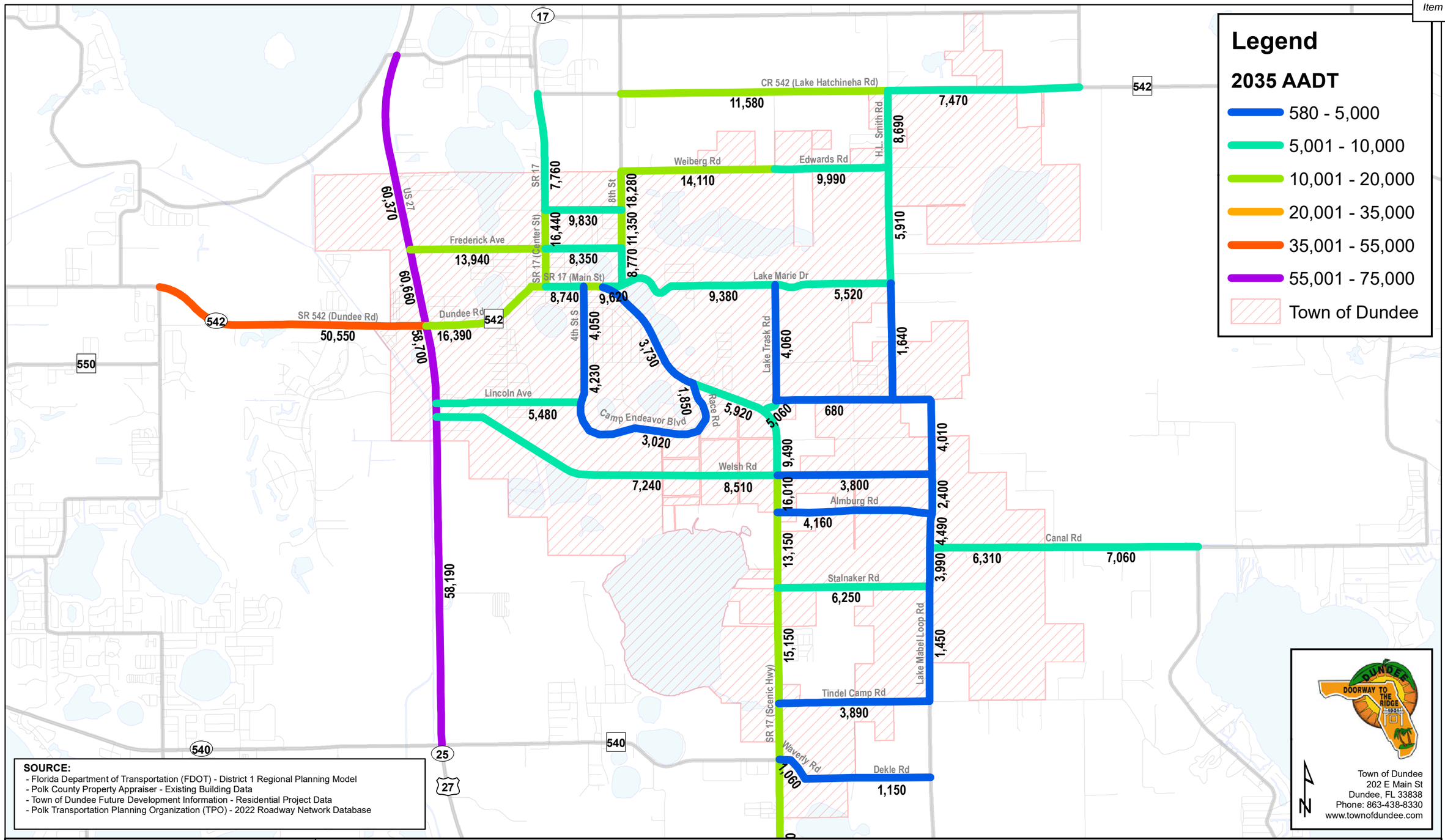
MAP 05 - 2027 AADT (Annual Average Daily Traffic)

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



SOURCE:
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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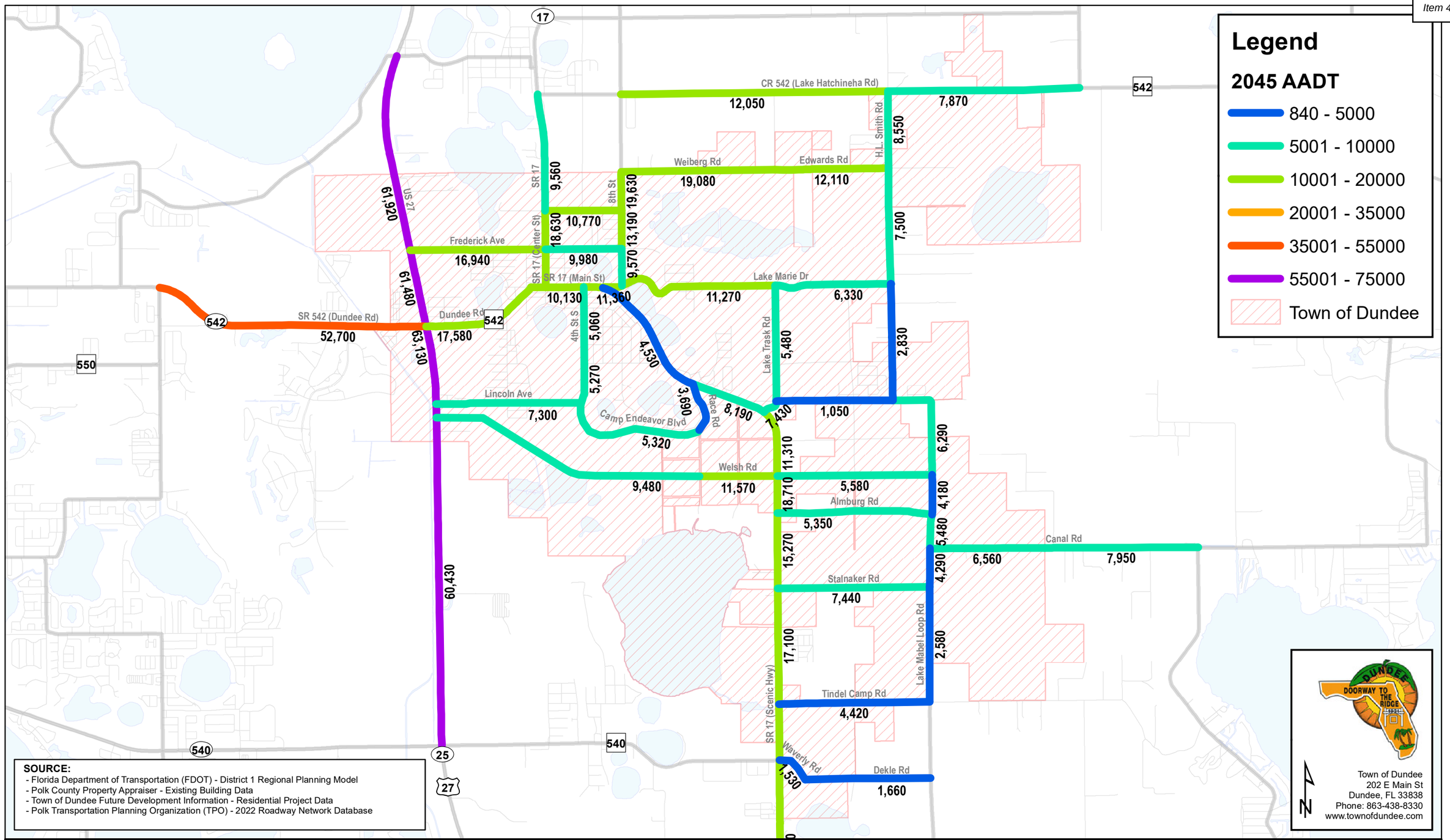
MAP 06 - 2035 AADT (Annual Average Daily Traffic)

Town of Dundee Transportation Impact Fee Study

May 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



SOURCE:
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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MAP 07 - 2045 AADT (Annual Average Daily Traffic)

Town of Dundee Transportation Impact Fee Study

May 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Legend

- Existing Links - No Significant Traffic
- Proposed New Roads (Comp. Plan)

2022 DDHV

- 1 - 300
- 301 - 600
- 601 - 1,000
- 1,001 - 1,600
- 1,601 - 2,400
- Town of Dundee

SOURCE:
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Traffic counts collected in 2022 and early 2023

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MAP 08 - 2022 DDHV (Directional Design Hour Volume) - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

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Legend

2027 DDHV

- 1 - 300
- 301 - 600
- 601 - 1,000
- 1,001 - 1,600
- 1,601 - 2,400
- Town of Dundee

SOURCE:
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Town of Dundee Future Development Information - Residential Project Data
- Traffic counts collected in 2022 and early 2023
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Institute of Transportation Engineers (ITE) - Trip-generation rates and equations

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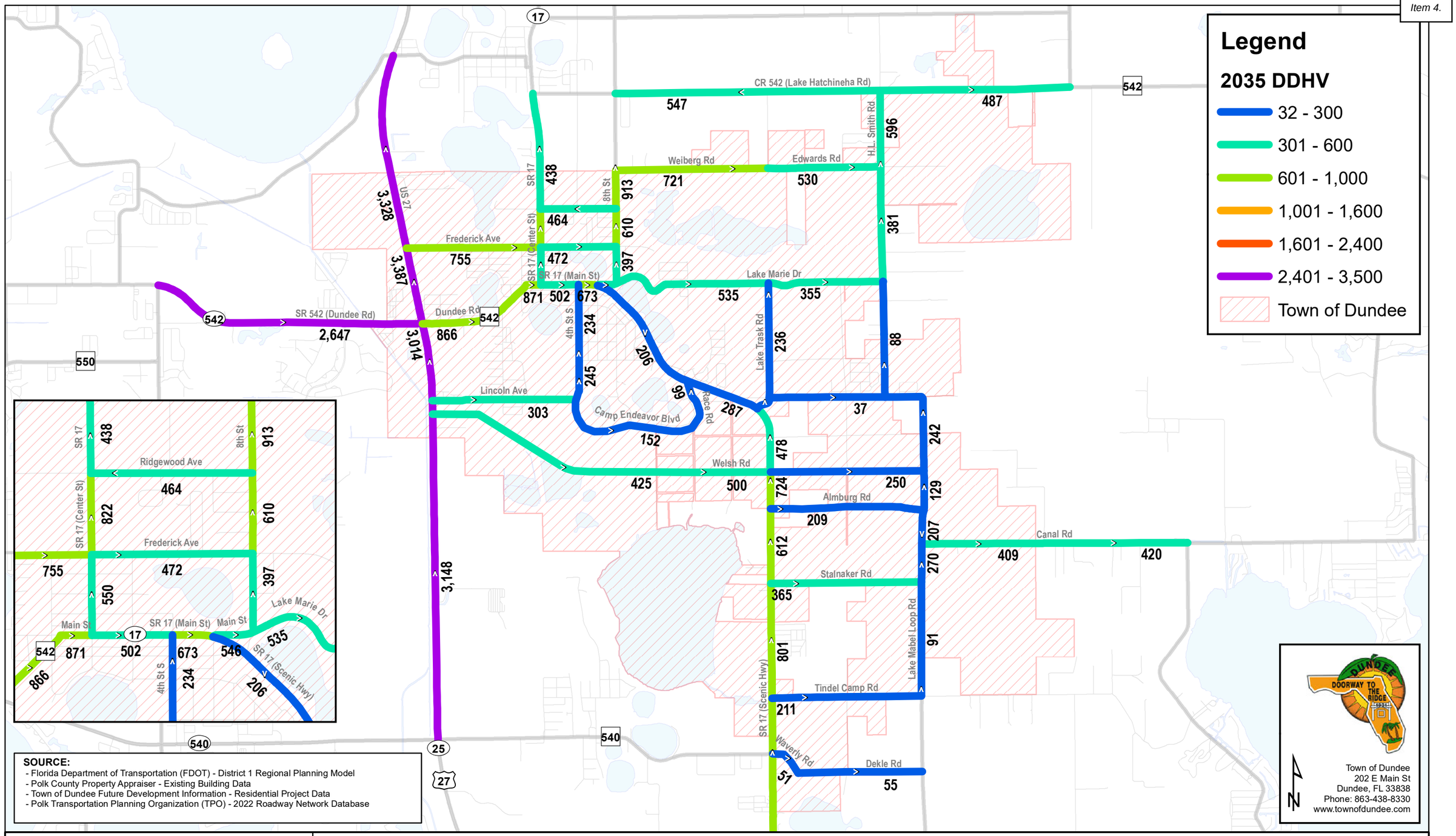
MAP 09 - 2027 DDHV (Directional Design Hour Volume) - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



SOURCE:
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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MAP 10 - 2035 DDHV (Directional Design Hour Volume) - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Legend

2045 DDHV

- 47 - 300
- 301 - 600
- 601 - 1,000
- 1,001 - 1,600
- 1,601 - 2,400
- 2,401 - 3,500
- Town of Dundee

SOURCE:
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database

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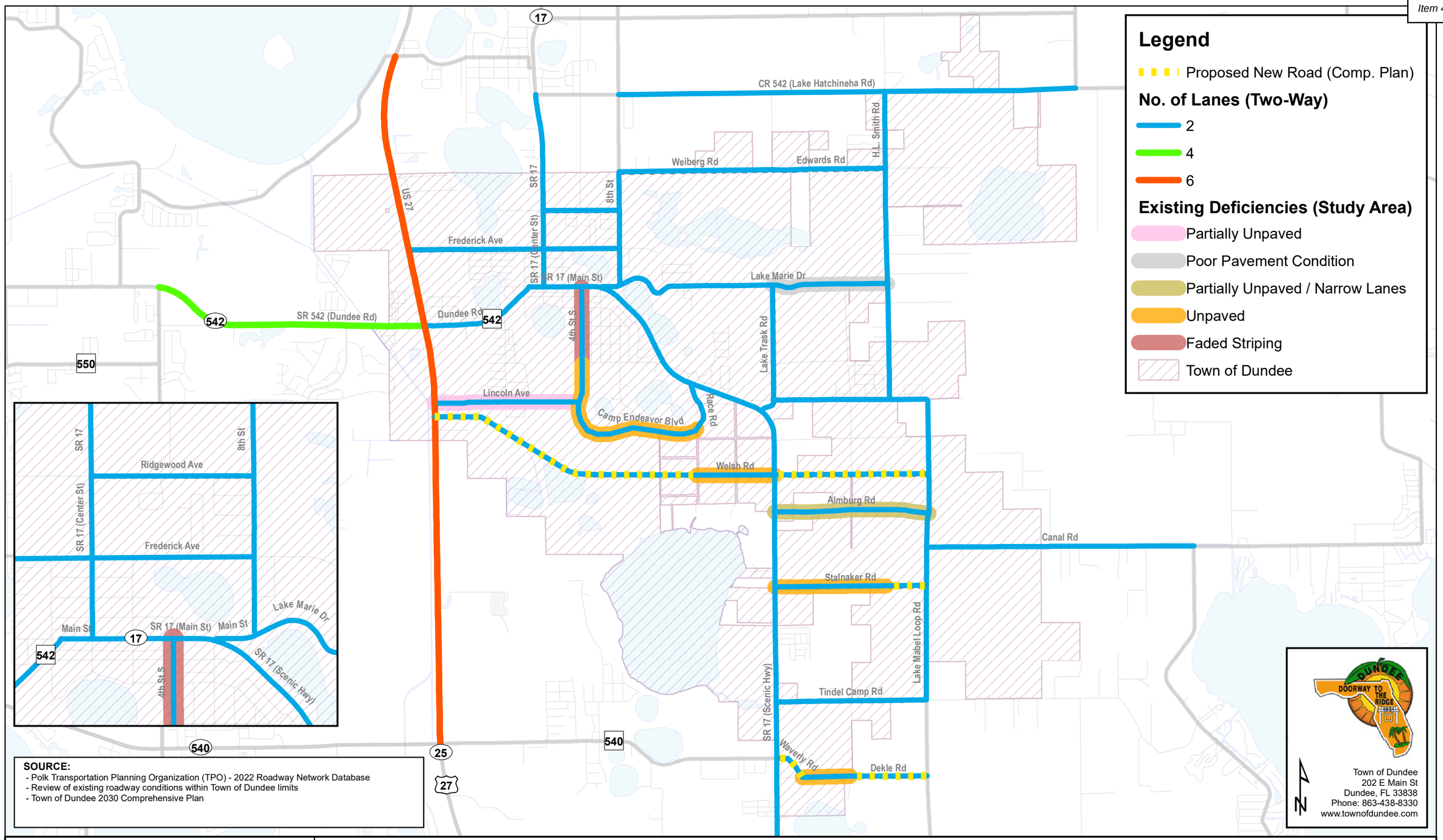
MAP 11 - 2045 DDHV (Directional Design Hour Volume) - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



SOURCE:
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Review of existing roadway conditions within Town of Dundee limits
- Town of Dundee 2030 Comprehensive Plan

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MAP 12 - Number of Lanes & Deficiencies Within Study Area (Assumed E+C Network)

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Legend

- Existing Links - No Significant Traffic
- Proposed New Roads (Comp. Plan)

2022 LOS

- B
- C
- D
- Town of Dundee

CR 542 (Lake Hatchineha Rd)
Weiberg Rd
Edwards Rd
H.L. Smith Rd
US 27
SR 17
8th St
SR 17 (Center St)
Frederick Ave
SR 17 (Main St)
Lake Marie Dr
SR 542 (Dundee Rd)
Dundee Rd
4th St S
Lake Trask Rd
Lincoln Ave
Camp Endeavor Blvd
Race Rd
Welsh Rd
Almburg Rd
Canal Rd
Stalnaker Rd
Lake Mabel Loop Rd
SR 17 (Scenic Hwy)
Tindel Camp Rd
Waverly Rd
Dekle Rd
Ridgewood Ave
Main St
SR 17 (Scenic Hwy)
17
542
550
540
25
27

SOURCE:
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
- Town of Dundee Land Development Code

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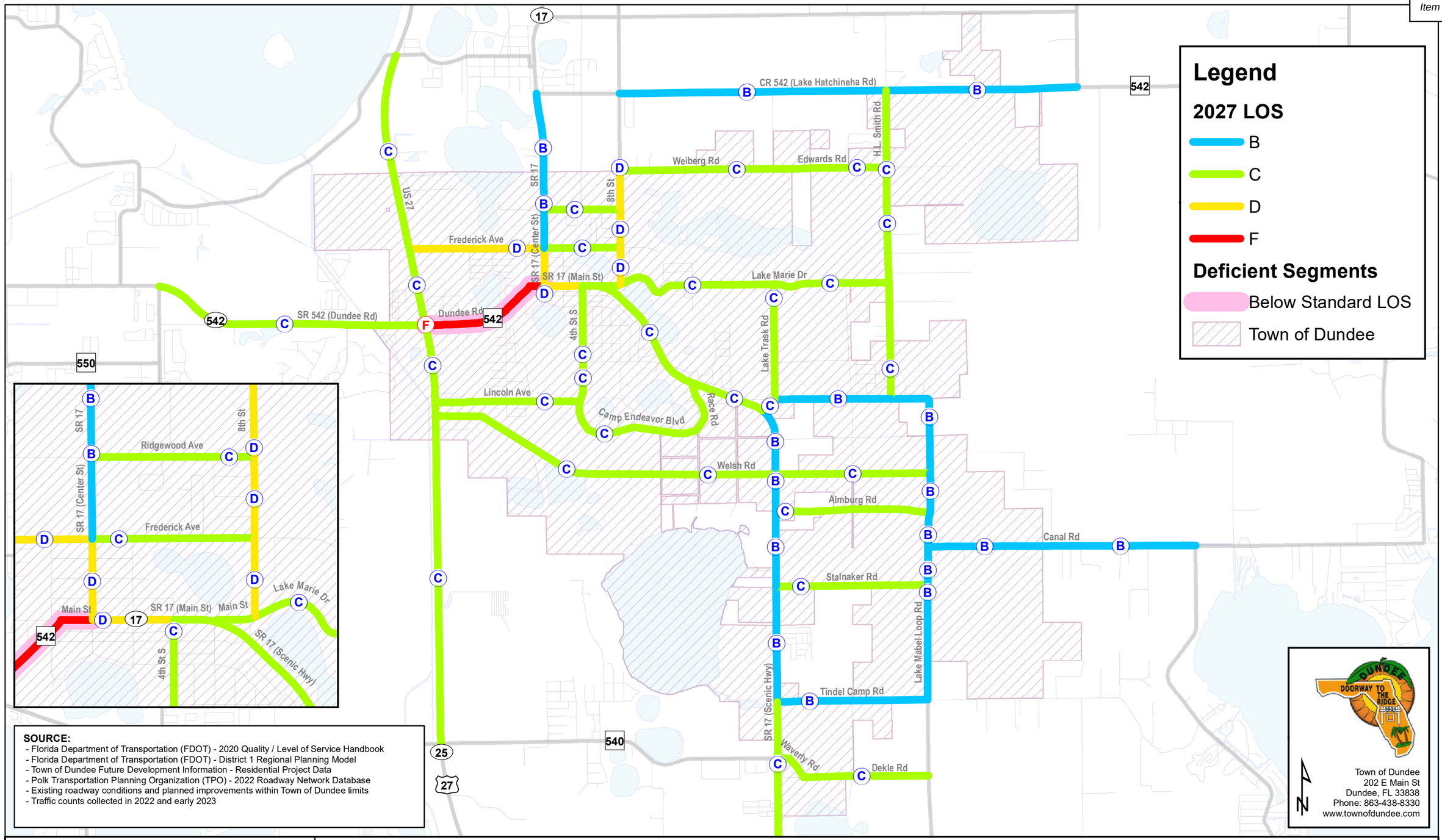
MAP 13 - 2022 Level of Service - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles



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MAP 14 - 2027 Level of Service - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Legend

2035 LOS

- B
- C
- D
- F

Deficient Segments

- Below Standard LOS
- Town of Dundee

SOURCE:

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
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MAP 15 - 2035 Level of Service - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

May 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

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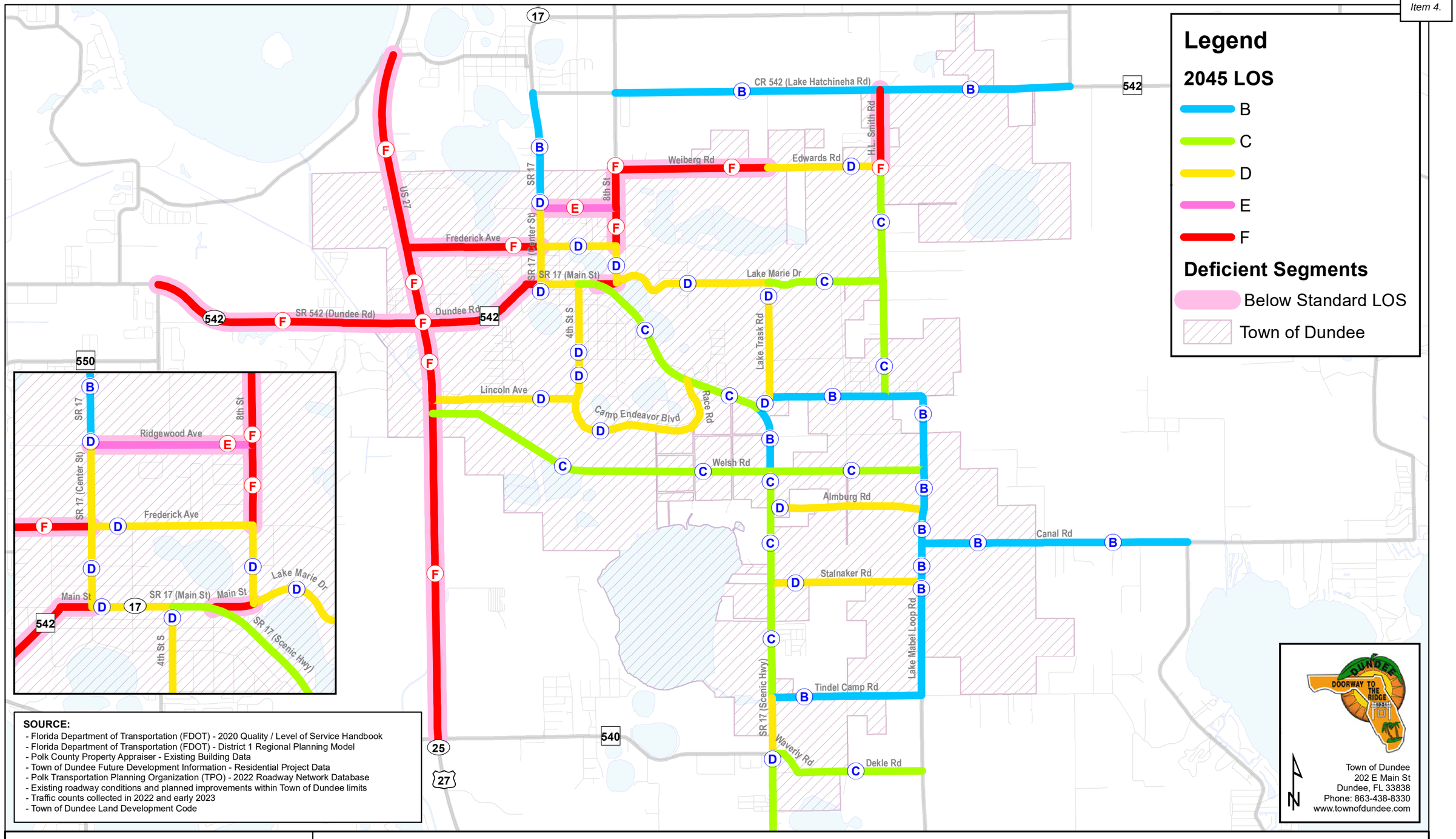

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MAP 16 - 2045 Level of Service - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Recommended Improvements

(Based on Forecasted 2027 Traffic Conditions)

Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.

2027 Level of Service With Recommended Improvements

- B
- C
- D
- Town of Dundee

CR 542 (Lake Hatchineha Rd)
H.L. Smith Rd
Weiberg Rd
Edwards Rd
US 27
SR 17
8th St
SR 17 (Center St)
Frederick Ave
SR 17 (Main St)
Lake Marie Dr
SR 542 (Dundee Rd)
Dundee Rd
4th St S
Lake Trask Rd
Lincoln Ave
Camp Endeavor Blvd
Race Rd
Welsh Rd
Almburg Rd
Canal Rd
Stalnaker Rd
Lake Mabel Loop Rd
SR 17 (Scenic Hwy)
Tindel Camp Rd
Waverly Rd
Dekle Rd

17 542 550 540 25 27

SOURCE:

- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Traffic counts collected in 2022 and early 2023
- Town of Dundee Land Development Code

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MAP 17 - 2027 LOS with Recommended Improvements - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

Arial 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

Recommended Improvements

(Based on Forecasted 2035 Traffic Conditions)

- Provide left-turn lanes at main intersections.
- Provide right-turn lanes at main intersections.
- Widen to 4 lanes (undivided).
- Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.
- Widen to 6 lanes (divided).
- Widen to 8 lanes (divided).

2035 Level of Service With Recommended Improvements

- B
- C
- D
- Town of Dundee

SOURCE:
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
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MAP 18 - 2035 LOS with Recommended Improvements - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

May 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

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Recommended Improvements

(Based on Forecasted 2045 Traffic Conditions)

- Provide right-turn lanes at main intersections.
- Widen to 4 lanes (undivided).
- Widen to 4 lanes (undivided). If possible, provide left-turn lanes at main intersections.
- Widen to 6 lanes (divided).
- Widen to 8 lanes (divided).

2045 Level of Service
With Recommended Improvements

- B
- C
- D
- Town of Dundee

SOURCE:
- Florida Department of Transportation (FDOT) - 2020 Quality / Level of Service Handbook
- Florida Department of Transportation (FDOT) - District 1 Regional Planning Model
- Polk County Property Appraiser - Existing Building Data
- Town of Dundee Future Development Information - Residential Project Data
- Polk Transportation Planning Organization (TPO) - 2022 Roadway Network Database
- Existing roadway conditions and planned improvements within Town of Dundee limits
- Town of Dundee Land Development Code

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MAP 19 - 2045 LOS with Recommended Improvements - PM Peak Hour

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

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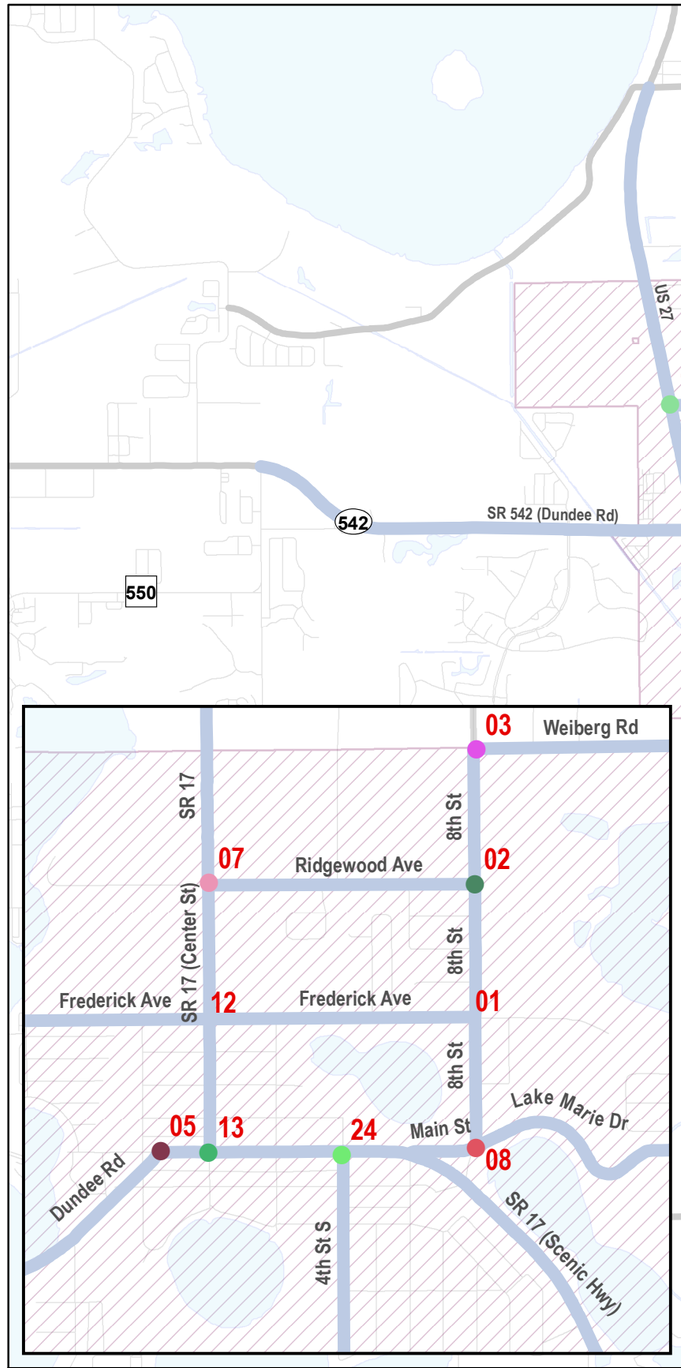

Future Detailed Intersection Analysis (Recommended Locations)

- 01. 8th St @ Frederick Ave
- 02. 8th St @ Ridgewood Ave
- 03. 8th St @ Weiberg Rd
- 04. CR 542 (Lake Hatchineha Rd) @ H.L. Smith Rd
- 05. Dundee Rd @ Main St
- 06. H.L. Smith Rd @ Edwards Rd
- 07. SR 17 (Center St) @ Ridgewood Ave
- 08. Lake Marie Dr @ 8th St
- 09. Lake Marie Dr @ H.L. Smith Rd
- 10. Lake Marie Dr @ Lake Trask Rd
- 11. Lincoln Ave @ Camp Endeavor Blvd
- 12. SR 17 (Center St) @ Frederick Ave
- 13. SR 17 (Main St) @ Center St
- 14. SR 17 (Scenic Hwy) @ Almburg Rd
- 15. SR 17 (Scenic Hwy) @ Lake Trask Rd
- 16. SR 17 (Scenic Hwy) @ Old Scenic Hwy/Florida Ave
- 17. SR 17 (Scenic Hwy) @ Race Rd
- 18. US 27 @ Frederick Ave
- 19. US 27 @ Lincoln Ave
- 20. US 27 @ SR 542 (Dundee Rd)
- 21. SR 17 (Scenic Hwy) @ Waverly Rd
- 22. SR 17 (Scenic Hwy) @ Tindel Camp Rd
- 23. SR 17 (Scenic Hwy) @ Welsh Rd
- 24. SR 17 (Main St) @ 4th St S
- 25. US 27 @ Welsh Rd
- 26. SR 17 (Scenic Hwy) @ Stalnaker Rd

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MAP 20 - Locations for Future Operational/Safety and/or Signal Warrant Analysis

Town of Dundee Transportation Impact Fee Study

April 2023

1 in = 3,200 ft

0 0.45 0.9 1.8 Miles

APPENDIX 2 – Existing Building Land-Use Categories
(Polk County Property Appraiser Building Data)

Existing Building Land-Use Categories

Used to Evaluate and Revise Travel-Demand-Model Socioeconomic (SE) Data

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Single Family Units

A - Frame
Attached Housing
Log Cabin
Mobile Home/Manufactured Home
Modular Home
Prefab
Single Family
Single Family Residence
Stilt Home
Transient Labor Cabin

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Multi-Family Units

Apartment
Group Care Home
Home For The Elderly
Mult Residence - Elderly Assisted Living
Multiple Residence
Multiple Residence - Senior Citizen
Retirement Community Complex
Rooming House
Senior Citizen Townhouse - 2 Story - End
Shell Apartment

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

School Enrollment

Alternative School
Classroom
Classroom College
Day Care Center
Elementary And Secondary Media Center
Entire Elementary
High School
Junior High School
Lecture Classrooms
Relocatable Classroom
Vocational School

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Industrial Employment

Automotive Service Center
Cold Storage Facility
Cold Storage Farm
Distribution Warehouse
Fruit Packing Barn
Hi-Rise Miniwarehouse
Industrial Building - Interior Build-Out
Industrial Flex Building
Industrial Heavy Manufacturing
Industrial Light Manufacturing
Laundry Plant
Lumber Storage Building - Vertical
Maintenance Hangar
Material Shelter - Light Commercial
Material Storage Building
Mega Warehouse
Mini-Warehouse
Multipurpose Building
Poultry House - Cage - Enclosed
Service (Repair) Garage
Service Garage Shed
Shell Building - Open Mezzanine
Storage Warehouse
Transit Warehouse
Warehouse Showroom Store

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Commercial Employment

Arcade Building
Bar/Tavern
Barber Shop / Beauty Salon
Bowling Center
Cafeteria
Car Wash - Automatic
Car Wash - Automatic
Car Wash - Canopy
Car Wash - Drive Thru
Car Wash - Drive-Thru
Car Wash - Manual
Car Wash Canopies
Cocktail Lounge
Complete Auto Dealership
Computer Center
Convenience Market
Department Store
Department Store - Display Basement
Dining Atrium
Discount Store
Drugstore
Fast Food Restaurant
Fitness Center
Florist Shop
Health Club
Laundromat
Laundry - Dry Cleaner
Light Comm. Arch-Rib Quonest
Light Commercial Utility Building
Mall Anchor Department Store
Market
Mini-Lube Garage
Mini-Mart/Convenience Store
Mixed Retail W/ Office Units
Mixed Retail W/ Res Units
Post Office - Branch
Post Office - Main
Restaurant
Restaurant - Finished Basement
Retail Store
Roadside Market
Shopping Center - Neighborhood
Shopping Center - Regional
Showroom
Skating Rink Ice
Skating Rink Roller
Snack Bar
Supermarket
Technical Trades
Warehouse Discount

Polk County Property Appraiser Building Data
Land-Use Categories Used to Estimate:

Service Employment

Administrative Office
Bank Branch -
Bed & Breakfast Inn
Central Bank
Church
Church Educational Wing
Church W/ Sunday School
Community Center
Community Service Building
Convalescent Hospital
Dental Office/Clinic
Engineering & Research - Display Basemen
Engineering & Research - Display Mezzani
Engineering & Research Building
Fellowship Hall
Fire Station Staffed
General Hospital
Governmental Building
Guest Cottage
Hotel - Full Service
Hotel - Limited Service
Jail - Police Station
Laboratory Building
Library Public
Lodge
Medical Building
Medical Building - Finished Basement
Mini-Bank
Motel
Motel - Extended Stay
Office - Apartment
Office Building
Office Building - Office Basement
Office Building - Office Mezzanine
Physical Education Building
Relocatable Office
Shed Office Structure
Shell Office Building
Surgical Center - Finished Basement
Telephone Building
Veterinary Hospital
Visitor Center

APPENDIX 3 – Traffic Counts

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Traffic Data Collection Summary

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Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Race Road
NB/SB Road: SR 17
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.01

	EASTBOUND (Corridor Dir = S) Race Road					WESTBOUND (Corridor Dir = N) Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
7:00 AM	0	37	6	0	43	0	63	0	0	63	8	0	5	0	13	1	0	1	0	2	121
7:15 AM	0	44	5	0	49	0	89	2	0	91	15	0	2	0	17	2	0	0	0	2	159
7:30 AM	0	63	5	0	68	1	82	2	0	85	12	1	10	0	23	2	1	0	0	3	179
7:45 AM	0	59	9	0	68	6	74	0	0	80	16	0	9	0	25	4	0	0	0	4	177
Total	0	203	25	0	228	7	308	4	0	319	51	1	26	0	78	9	1	1	0	11	636
8:00 AM	0	57	12	0	69	2	78	1	0	81	22	0	1	0	23	2	1	0	0	3	176
8:15 AM	0	63	11	0	74	1	68	3	0	72	8	0	5	0	13	0	0	0	0	0	159
8:30 AM	0	53	6	0	59	1	67	3	0	71	5	0	4	0	9	3	0	0	0	3	142
8:45 AM	0	67	6	0	73	2	78	1	0	81	6	0	2	0	8	2	0	0	0	2	164
Total	0	240	35	0	275	6	291	8	0	305	41	0	12	0	53	7	1	0	0	8	641
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	0	203	25	0	228	7	308	4	0	319	51	1	26	0	78	9	1	1	0	11	636
7:15 AM	**0**	**223**	**31**	**0**	**254**	**9**	**323**	**5**	**0**	**337**	**65**	**1**	**22**	**0**	**88**	**10**	**2**	**0**	**0**	**12**	**691**
7:30 AM	**0**	**242**	**37**	**0**	**279**	**10**	**302**	**6**	**0**	**318**	**58**	**1**	**25**	**0**	**84**	**8**	**2**	**0**	**0**	**10**	**691**
7:45 AM	0	232	38	0	270	10	287	7	0	304	51	0	19	0	70	9	1	0	0	10	654
8:00 AM	0	240	35	0	275	6	291	8	0	305	41	0	12	0	53	7	1	0	0	8	641
Peak-Hour Volumes																					
7:15 AM	0	44	5	0	49	0	89	2	0	91	15	0	2	0	17	2	0	0	0	2	159
7:30 AM	0	63	5	0	68	1	82	2	0	85	12	1	10	0	23	2	1	0	0	3	179
7:45 AM	0	59	9	0	68	6	74	0	0	80	16	0	9	0	25	4	0	0	0	4	177
8:00 AM	0	57	12	0	69	2	78	1	0	81	22	0	1	0	23	2	1	0	0	3	176
Peak-Hour Volume:	**0**	**223**	**31**	**0**	**254**	**9**	**323**	**5**	**0**	**337**	**65**	**1**	**22**	**0**	**88**	**10**	**2**	**0**	**0**	**12**	**691**
PHF:		**0.88**	**0.65**		**0.92**	**0.38**	**0.91**	**0.63**		**0.93**	**0.74**	**0.25**	**0.55**		**0.88**	**0.63**	**0.50**			**0.75**	**0.97**

ESPR CORPORATION
Traffic Data Collection Summary

ESPR CORPORATION
Engineering | Science | Research | Planning

Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Race Road
NB/SB Road: SR 17
Main Direction: EB/WB ☐ NB/SB ☒
Peak-Season CF: 1.01

	EASTBOUND Race Road					WESTBOUND Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
4:00 PM	0	83	7	0	90	2	74	0	0	76	9	1	5	0	15	2	0	0	0	2	183
4:15 PM	0	98	12	0	110	4	87	4	0	95	2	2	2	0	6	2	0	0	0	2	213
4:30 PM	0	94	11	0	105	3	104	3	0	110	9	0	2	0	11	1	0	0	0	1	227
4:45 PM	0	72	6	0	78	3	62	1	0	66	4	0	3	0	7	1	1	0	0	2	153
Total	0	347	36	0	383	12	327	8	0	347	24	3	12	0	39	6	1	0	0	7	776
5:00 PM	0	109	7	0	116	4	63	1	0	68	10	0	2	0	12	2	0	0	0	2	198
5:15 PM	0	96	12	0	108	4	61	4	0	69	8	0	3	0	11	3	0	0	0	3	191
5:30 PM	1	87	14	0	102	2	56	2	0	60	8	1	2	0	11	1	0	0	0	1	174
5:45 PM	0	75	10	0	85	2	60	3	0	65	7	0	4	0	11	1	0	0	0	1	162
Total	1	367	43	0	411	12	240	10	0	262	33	1	11	0	45	7	0	0	0	7	725
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	347	36	0	383	12	327	8	0	347	24	3	12	0	39	6	1	0	0	7	776
4:15 PM	**0**	**373**	**36**	**0**	**409**	**14**	**316**	**9**	**0**	**339**	**25**	**2**	**9**	**0**	**36**	**6**	**1**	**0**	**0**	**7**	**791**
4:30 PM	0	371	36	0	407	14	290	9	0	313	31	0	10	0	41	7	1	0	0	8	769
4:45 PM	1	364	39	0	404	13	242	8	0	263	30	1	10	0	41	7	1	0	0	8	716
5:00 PM	1	367	43	0	411	12	240	10	0	262	33	1	11	0	45	7	0	0	0	7	725
Peak-Hour Volumes																					
4:15 PM	0	98	12	0	110	4	87	4	0	95	2	2	2	0	6	2	0	0	0	2	213
4:30 PM	0	94	11	0	105	3	104	3	0	110	9	0	2	0	11	1	0	0	0	1	227
4:45 PM	0	72	6	0	78	3	62	1	0	66	4	0	3	0	7	1	1	0	0	2	153
5:00 PM	0	109	7	0	116	4	63	1	0	68	10	0	2	0	12	2	0	0	0	2	198
Peak-Hour Volume:	**0**	**373**	**36**	**0**	**409**	**14**	**316**	**9**	**0**	**339**	**25**	**2**	**9**	**0**	**36**	**6**	**1**	**0**	**0**	**7**	**791**
PHF:		**0.86**	**0.75**		**0.88**	**0.88**	**0.76**	**0.56**		**0.77**	**0.63**	**0.25**	**0.75**		**0.75**	**0.75**	**0.25**			**0.88**	**0.87**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Heavy Vehicles

	EASTBOUND (Corridor Dir = S) Race Road					WESTBOUND (Corridor Dir = N) Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
7:00 AM	0	4	2	0	6	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	12
7:15 AM	0	5	1	0	6	0	8	1	0	9	1	0	1	0	2	0	0	0	0	0	17
7:30 AM	0	6	1	0	7	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	11
7:45 AM	0	4	0	0	4	2	5	0	0	7	0	0	2	0	2	0	0	0	0	0	13
Total	0	19	4	0	23	2	18	2	0	22	3	0	4	0	7	0	1	0	0	1	53
8:00 AM	0	8	1	0	9	0	8	0	0	8	1	0	1	0	2	0	1	0	0	1	20
8:15 AM	0	9	1	0	10	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	14
8:30 AM	0	3	0	0	3	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	0	25	2	0	27	0	23	0	0	23	3	0	1	0	4	0	1	0	0	1	55
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	0	19	4	0	23	2	18	2	0	22	3	0	4	0	7	0	1	0	0	1	53
7:15 AM	**0**	**23**	**3**	**0**	**26**	**2**	**22**	**2**	**0**	**26**	**3**	**0**	**4**	**0**	**7**	**0**	**2**	**0**	**0**	**2**	**61**
7:30 AM	0	27	3	0	30	2	16	1	0	19	4	0	3	0	7	0	2	0	0	2	58
7:45 AM	0	24	2	0	26	2	23	0	0	25	3	0	3	0	6	0	1	0	0	1	58
8:00 AM	0	25	2	0	27	0	23	0	0	23	3	0	1	0	4	0	1	0	0	1	55
Peak-Hour Volumes																					
7:15 AM	0	5	1	0	6	0	8	1	0	9	1	0	1	0	2	0	0	0	0	0	17
7:30 AM	0	6	1	0	7	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	11
7:45 AM	0	4	0	0	4	2	5	0	0	7	0	0	2	0	2	0	0	0	0	0	13
8:00 AM	0	8	1	0	9	0	8	0	0	8	1	0	1	0	2	0	1	0	0	1	20
Peak-Hour Volume:	**0**	**23**	**3**	**0**	**26**	**2**	**22**	**2**	**0**	**26**	**3**	**0**	**4**	**0**	**7**	**0**	**2**	**0**	**0**	**2**	**61**
Heavy Vehicles %:		**10.3%**	**9.7%**		**10.2%**	**22.2%**	**6.8%**	**40.0%**		**7.7%**	**4.6%**	**0.0%**	**18.2%**		**8.0%**	**0.0%**	**100.0%**			**16.7%**	**8.8%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Heavy Vehicles

	EASTBOUND Race Road					WESTBOUND Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
4:00 PM	0	3	2	0	5	0	8	0	0	8	3	0	0	0	3	0	0	0	0	0	16
4:15 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	7	1	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	12
4:45 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Total	0	17	3	0	20	0	19	0	0	19	4	0	0	0	4	0	0	0	0	0	43
5:00 PM	0	7	1	0	8	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	11
5:15 PM	0	8	1	0	9	1	3	0	0	4	1	0	1	0	2	1	0	0	0	1	16
5:30 PM	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	26	2	0	28	1	11	0	0	12	2	0	1	0	3	1	0	0	0	1	44
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	17	3	0	20	0	19	0	0	19	4	0	0	0	4	0	0	0	0	0	43
4:15 PM	0	21	2	0	23	0	13	0	0	13	2	0	0	0	2	0	0	0	0	0	38
4:30 PM	**0**	**25**	**3**	**0**	**28**	**1**	**13**	**0**	**0**	**14**	**3**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**47**
4:45 PM	0	24	2	0	26	1	14	0	0	15	2	0	1	0	3	1	0	0	0	1	45
5:00 PM	0	26	2	0	28	1	11	0	0	12	2	0	1	0	3	1	0	0	0	1	44
Peak-Hour Volumes																					
4:30 PM	0	7	1	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	12
4:45 PM	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	7	1	0	8	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	11
5:15 PM	0	8	1	0	9	1	3	0	0	4	1	0	1	0	2	1	0	0	0	1	16
Peak-Hour Volume:	**0**	**25**	**3**	**0**	**28**	**1**	**13**	**0**	**0**	**14**	**3**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**47**
Heavy Vehicles %:		**6.7%**	**8.3%**		**6.8%**	**7.1%**	**4.1%**	**0.0%**		**4.1%**	**12.0%**	**0.0%**	**11.1%**		**11.1%**	**16.7%**	**0.0%**			**14.3%**	**5.9%**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 / Race Road**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND (Corridor Dir = S) Race Road					WESTBOUND (Corridor Dir = N) Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
Start Time																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																					

ESPR CORPORATION

Traffic Data Collection Summary

Intersection: SR 17 / Race Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND Race Road					WESTBOUND Race Road					NORTHBOUND SR 17					SOUTHBOUND SR 17					Intersection
Movement/Lane Group	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**
PHF:																0.25				**0.25**	**0.25**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 / Race Road**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Race Road						South Side of Race Road						East Side of SR 17						West Side of SR 17						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
Direction	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
7:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	2	0	2	0	0	0	7
8:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3
8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	6
Hourly Volumes																									
Hour Starting at:																									
7:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	2	0	2	0	0	0	7
7:15 AM	**3**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**8**
7:30 AM	2	1	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	5
7:45 AM	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	6
8:00 AM	3	1	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	6
Peak-Hour Volumes																									
7:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3
Peak-Hour Volume:	**3**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**8**
PHF:	0.38	0.25	**0.50**											0.25	**0.25**				0.38		**0.38**				**0.40**

ESPR CORPORATION
Traffic Data Collection Summary

ESPR CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 / Race Road**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Race Road						South Side of Race Road						East Side of SR 17						West Side of SR 17						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
Direction	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hourly Volumes																									
Hour Starting at:																									
4:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
4:30 PM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
4:45 PM	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Peak-Hour Volumes																									
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Peak-Hour Volume:	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
PHF:	0.25		**0.25**										0.25		**0.25**										**0.50**

ESPR CORPORATION
Traffic Data Collection Summary

ESPR CORPORATION
Engineering | Science | Research | Planning

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Main Street
NB/SB Road: SR 17 (Center Street)
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.01

	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
7:00 AM	40	32	0	0	72	0	75	41	0	116	2	1	0	0	3	25	0	54	0	79	270
7:15 AM	51	39	0	0	90	1	74	60	0	135	3	5	0	0	8	28	0	60	0	88	321
7:30 AM	49	40	0	0	89	0	61	57	0	118	2	3	1	0	6	25	1	47	0	73	286
7:45 AM	56	53	0	0	109	0	69	40	0	109	3	5	0	0	8	31	1	46	0	78	304
Total	196	164	0	0	360	1	279	198	0	478	10	14	1	0	25	109	2	207	0	318	1181
8:00 AM	47	39	0	0	86	0	64	48	0	112	3	5	0	0	8	39	1	57	0	97	303
8:15 AM	29	44	0	0	73	0	72	40	0	112	1	5	0	0	6	42	2	52	0	96	287
8:30 AM	29	35	0	0	64	0	70	41	0	111	2	2	1	0	5	31	1	46	0	78	258
8:45 AM	38	42	0	0	80	0	54	44	0	98	1	3	1	0	5	42	3	49	0	94	277
Total	143	160	0	0	303	0	260	173	0	433	7	15	2	0	24	154	7	204	0	365	1125
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	196	164	0	0	360	1	279	198	0	478	10	14	1	0	25	109	2	207	0	318	1181
7:15 AM	**203**	**171**	**0**	**0**	**374**	**1**	**268**	**205**	**0**	**474**	**11**	**18**	**1**	**0**	**30**	**123**	**3**	**210**	**0**	**336**	**1214**
7:30 AM	181	176	0	0	357	0	266	185	0	451	9	18	1	0	28	137	5	202	0	344	1180
7:45 AM	161	171	0	0	332	0	275	169	0	444	9	17	1	0	27	143	5	201	0	349	1152
8:00 AM	143	160	0	0	303	0	260	173	0	433	7	15	2	0	24	154	7	204	0	365	1125
Peak-Hour Volumes																					
7:15 AM	51	39	0	0	90	1	74	60	0	135	3	5	0	0	8	28	0	60	0	88	321
7:30 AM	49	40	0	0	89	0	61	57	0	118	2	3	1	0	6	25	1	47	0	73	286
7:45 AM	56	53	0	0	109	0	69	40	0	109	3	5	0	0	8	31	1	46	0	78	304
8:00 AM	47	39	0	0	86	0	64	48	0	112	3	5	0	0	8	39	1	57	0	97	303
Peak-Hour Volume:	**203**	**171**	**0**	**0**	**374**	**1**	**268**	**205**	**0**	**474**	**11**	**18**	**1**	**0**	**30**	**123**	**3**	**210**	**0**	**336**	**1214**
PHF:	**0.91**	**0.81**			**0.86**	**0.25**	**0.91**	**0.85**		**0.88**	**0.92**	**0.90**	**0.25**		**0.94**	**0.79**	**0.75**	**0.88**		**0.87**	**0.95**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Main Street
NB/SB Road: SR 17 (Center Street)
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.01

	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
4:00 PM	61	82	0	0	143	1	51	37	0	89	1	2	2	0	5	36	0	49	0	85	322
4:15 PM	58	74	0	0	132	0	45	45	0	90	2	2	1	0	5	54	4	38	0	96	323
4:30 PM	56	76	0	0	132	1	74	51	0	126	3	3	1	0	7	66	3	54	0	123	388
4:45 PM	55	66	0	0	121	0	54	30	0	84	1	0	0	0	1	42	2	63	0	107	313
Total	230	298	0	0	528	2	224	163	0	389	7	7	4	0	18	198	9	204	0	411	1346
5:00 PM	65	104	0	0	169	1	68	29	0	98	0	5	0	0	5	45	2	60	0	107	379
5:15 PM	75	83	0	0	158	2	46	29	0	77	2	4	0	0	6	56	2	44	0	102	343
5:30 PM	75	84	0	0	159	0	54	34	0	88	2	1	0	0	3	54	1	55	0	110	360
5:45 PM	54	74	0	0	128	1	59	41	0	101	2	1	0	0	3	53	2	58	0	113	345
Total	269	345	0	0	614	4	227	133	0	364	6	11	0	0	17	208	7	217	0	432	1427
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	230	298	0	0	528	2	224	163	0	389	7	7	4	0	18	198	9	204	0	411	1346
4:15 PM	234	320	0	0	554	2	241	155	0	398	6	10	2	0	18	207	11	215	0	433	1403
4:30 PM	251	329	0	0	580	4	242	139	0	385	6	12	1	0	19	209	9	221	0	439	1423
4:45 PM	270	337	0	0	607	3	222	122	0	347	5	10	0	0	15	197	7	222	0	426	1395
5:00 PM	**269**	**345**	**0**	**0**	**614**	**4**	**227**	**133**	**0**	**364**	**6**	**11**	**0**	**0**	**17**	**208**	**7**	**217**	**0**	**432**	**1427**
Peak-Hour Volumes																					
5:00 PM	65	104	0	0	169	1	68	29	0	98	0	5	0	0	5	45	2	60	0	107	379
5:15 PM	75	83	0	0	158	2	46	29	0	77	2	4	0	0	6	56	2	44	0	102	343
5:30 PM	75	84	0	0	159	0	54	34	0	88	2	1	0	0	3	54	1	55	0	110	360
5:45 PM	54	74	0	0	128	1	59	41	0	101	2	1	0	0	3	53	2	58	0	113	345
Peak-Hour Volume:	**269**	**345**	**0**	**0**	**614**	**4**	**227**	**133**	**0**	**364**	**6**	**11**	**0**	**0**	**17**	**208**	**7**	**217**	**0**	**432**	**1427**
PHF:	**0.90**	**0.83**			**0.91**	**0.50**	**0.83**	**0.81**		**0.90**	**0.75**	**0.55**			**0.71**	**0.93**	**0.88**	**0.90**		**0.96**	**0.94**

ESPR CORPORATION
Traffic Data Collection Summary

ESPR CORPORATION
Engineering | Science | Research | Planning

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Heavy Vehicles

	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
7:00 AM	3	3	0	0	6	0	7	1	0	8	0	1	0	0	1	4	0	3	0	7	22
7:15 AM	5	2	0	0	7	0	4	4	0	8	0	0	0	0	0	3	0	3	0	6	21
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	6
7:45 AM	5	3	0	0	8	0	0	3	0	3	0	1	0	0	1	3	0	3	0	6	18
Total	13	10	0	0	23	0	11	8	0	19	0	2	0	0	2	13	0	10	0	23	67
8:00 AM	4	3	0	0	7	0	8	2	0	10	0	2	0	0	2	8	0	2	0	10	29
8:15 AM	4	1	0	0	5	0	2	3	0	5	0	0	0	0	0	6	0	1	0	7	17
8:30 AM	2	0	0	0	2	0	2	5	0	7	0	0	0	0	0	0	0	2	0	2	11
8:45 AM	2	1	0	0	3	0	0	2	0	2	0	1	0	0	1	9	0	3	0	12	18
Total	12	5	0	0	17	0	12	12	0	24	0	3	0	0	3	23	0	8	0	31	75
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	13	10	0	0	23	0	11	8	0	19	0	2	0	0	2	13	0	10	0	23	67
7:15 AM	14	10	0	0	24	0	12	9	0	21	0	3	0	0	3	17	0	9	0	26	74
7:30 AM	13	9	0	0	22	0	10	8	0	18	0	3	0	0	3	20	0	7	0	27	70
7:45 AM	**15**	**7**	**0**	**0**	**22**	**0**	**12**	**13**	**0**	**25**	**0**	**3**	**0**	**0**	**3**	**17**	**0**	**8**	**0**	**25**	**75**
8:00 AM	**12**	**5**	**0**	**0**	**17**	**0**	**12**	**12**	**0**	**24**	**0**	**3**	**0**	**0**	**3**	**23**	**0**	**8**	**0**	**31**	**75**
Peak-Hour Volumes																					
7:45 AM	5	3	0	0	8	0	0	3	0	3	0	1	0	0	1	3	0	3	0	6	18
8:00 AM	4	3	0	0	7	0	8	2	0	10	0	2	0	0	2	8	0	2	0	10	29
8:15 AM	4	1	0	0	5	0	2	3	0	5	0	0	0	0	0	6	0	1	0	7	17
8:30 AM	2	0	0	0	2	0	2	5	0	7	0	0	0	0	0	0	0	2	0	2	11
Peak-Hour Volume:	**15**	**7**	**0**	**0**	**22**	**0**	**12**	**13**	**0**	**25**	**0**	**3**	**0**	**0**	**3**	**17**	**0**	**8**	**0**	**25**	**75**
Heavy Vehicles %:	**7.4%**	**4.1%**			**5.9%**	**0.0%**	**4.5%**	**6.3%**		**5.3%**	**0.0%**	**16.7%**	**0.0%**		**10.0%**	**13.8%**	**0.0%**	**3.8%**		**7.4%**	**6.2%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Heavy Vehicles

	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	
PSCF	1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		1.01	1.01	1.01	1.01		
Start Time																					
4:00 PM	1	3	0	0	4	0	4	4	0	8	0	0	0	0	0	2	0	5	0	7	19
4:15 PM	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	2	0	4	0	6	11
4:30 PM	2	3	0	0	5	0	2	1	0	3	0	0	1	0	1	4	0	2	0	6	15
4:45 PM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	2	0	2	0	4	8
Total	6	8	0	0	14	0	7	7	0	14	1	0	1	0	2	10	0	13	0	23	53
5:00 PM	5	4	0	0	9	0	2	1	0	3	0	0	0	0	0	1	0	1	0	2	14
5:15 PM	3	1	0	0	4	0	2	1	0	3	0	0	0	0	0	4	0	2	0	6	13
5:30 PM	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	6	0	2	0	8	14
5:45 PM	1	1	0	0	2	0	0	2	0	2	0	0	0	0	0	5	0	3	0	8	12
Total	12	6	0	0	18	0	7	4	0	11	0	0	0	0	0	16	0	8	0	24	53
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**6**	**8**	**0**	**0**	**14**	**0**	**7**	**7**	**0**	**14**	**1**	**0**	**1**	**0**	**2**	**10**	**0**	**13**	**0**	**23**	**53**
4:15 PM	10	9	0	0	19	0	5	4	0	9	1	0	1	0	2	9	0	9	0	18	48
4:30 PM	11	9	0	0	20	0	7	4	0	11	0	0	1	0	1	11	0	7	0	18	50
4:45 PM	12	6	0	0	18	0	8	3	0	11	0	0	0	0	0	13	0	7	0	20	49
5:00 PM	**12**	**6**	**0**	**0**	**18**	**0**	**7**	**4**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**8**	**0**	**24**	**53**
Peak-Hour Volumes																					
4:00 PM	1	3	0	0	4	0	4	4	0	8	0	0	0	0	0	2	0	5	0	7	19
4:15 PM	2	1	0	0	3	0	0	1	0	1	1	0	0	0	1	2	0	4	0	6	11
4:30 PM	2	3	0	0	5	0	2	1	0	3	0	0	1	0	1	4	0	2	0	6	15
4:45 PM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	2	0	2	0	4	8
Peak-Hour Volume:	**6**	**8**	**0**	**0**	**14**	**0**	**7**	**7**	**0**	**14**	**1**	**0**	**1**	**0**	**2**	**10**	**0**	**13**	**0**	**23**	**53**
Heavy Vehicles %:	**2.2%**	**2.3%**			**2.3%**	**0.0%**	**3.1%**	**5.3%**		**3.8%**	**16.7%**	**0.0%**			**11.8%**	**4.8%**	**0.0%**	**6.0%**		**5.3%**	**3.7%**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
Movement/Lane Group	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	
Start Time																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																					

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND Main Street					WESTBOUND Main Street					NORTHBOUND SR 17 (Center Street)					SOUTHBOUND SR 17 (Center Street)					Intersection
Movement/Lane Group	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																					

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: SR 17 (Center Street) / Main Street
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Pedestrians and Bicyclists on Sidewalk

Crossing at:	North Side of Main Street						South Side of Main Street						East Side of SR 17 (Center Street)						West Side of SR 17 (Center Street)						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
Direction	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																									
Hour Starting at:																									
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																									

ESPR CORPORATION
Traffic Data Collection Summary

ESPR CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 (Center Street) / Main Street**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Main Street						South Side of Main Street						East Side of SR 17 (Center Street)						West Side of SR 17 (Center Street)						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
Direction	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2
Hourly Volumes																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**
Peak-Hour Volumes																									
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	2
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**2**
PHF:																				0.25	**0.25**				**0.25**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Dundee Road
NB/SB Road: US 27
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.04

	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
7:00 AM	78	67	43	0	188	27	93	15	0	135	63	216	14	0	293	10	194	40	0	244	860
7:15 AM	55	56	66	0	177	37	88	15	0	140	66	264	45	0	375	17	241	50	0	308	1000
7:30 AM	70	50	77	0	197	46	80	11	0	137	70	252	34	0	356	11	260	58	0	329	1019
7:45 AM	77	60	58	0	195	48	63	15	0	126	63	267	41	0	371	25	233	54	0	312	1004
Total	280	233	244	0	757	158	324	56	0	538	262	999	134	0	1395	63	928	202	0	1193	3883
8:00 AM	59	59	47	0	165	37	88	15	0	140	58	237	29	0	324	21	194	47	0	262	891
8:15 AM	35	52	50	0	137	43	80	4	0	127	50	271	30	0	351	21	277	37	0	335	950
8:30 AM	50	45	62	0	157	48	83	14	0	145	63	214	27	0	304	15	242	55	0	312	918
8:45 AM	48	62	58	0	168	51	74	18	0	143	57	209	24	0	290	22	218	40	0	280	881
Total	192	218	217	0	627	179	325	51	0	555	228	931	110	0	1269	79	931	179	0	1189	3640
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	280	233	244	0	757	158	324	56	0	538	262	999	134	0	1395	63	928	202	0	1193	3883
7:15 AM	**261**	**225**	**248**	**0**	**734**	**168**	**319**	**56**	**0**	**543**	**257**	**1020**	**149**	**0**	**1426**	**74**	**928**	**209**	**0**	**1211**	**3914**
7:30 AM	241	221	232	0	694	174	311	45	0	530	241	1027	134	0	1402	78	964	196	0	1238	3864
7:45 AM	221	216	217	0	654	176	314	48	0	538	234	989	127	0	1350	82	946	193	0	1221	3763
8:00 AM	192	218	217	0	627	179	325	51	0	555	228	931	110	0	1269	79	931	179	0	1189	3640
Peak-Hour Volumes																					
7:15 AM	55	56	66	0	177	37	88	15	0	140	66	264	45	0	375	17	241	50	0	308	1000
7:30 AM	70	50	77	0	197	46	80	11	0	137	70	252	34	0	356	11	260	58	0	329	1019
7:45 AM	77	60	58	0	195	48	63	15	0	126	63	267	41	0	371	25	233	54	0	312	1004
8:00 AM	59	59	47	0	165	37	88	15	0	140	58	237	29	0	324	21	194	47	0	262	891
Peak-Hour Volume:	**261**	**225**	**248**	**0**	**734**	**168**	**319**	**56**	**0**	**543**	**257**	**1020**	**149**	**0**	**1426**	**74**	**928**	**209**	**0**	**1211**	**3914**
PHF:	**0.85**	**0.94**	**0.81**		**0.93**	**0.88**	**0.91**	**0.93**		**0.97**	**0.92**	**0.96**	**0.83**		**0.95**	**0.74**	**0.89**	**0.90**		**0.92**	**0.96**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Dundee Road
NB/SB Road: US 27
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.04

	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
4:00 PM	59	67	69	0	195	50	58	12	0	120	50	241	46	0	337	26	283	62	0	371	1023
4:15 PM	42	82	59	0	183	45	69	10	0	124	71	218	38	0	327	38	242	56	0	336	970
4:30 PM	69	70	71	0	210	52	64	10	0	126	69	219	46	0	334	22	327	75	0	424	1094
4:45 PM	57	77	79	0	213	44	68	15	0	127	77	262	52	0	391	35	258	66	0	359	1090
Total	227	296	278	0	801	191	259	47	0	497	267	940	182	0	1389	121	1110	259	0	1490	4177
5:00 PM	61	85	70	0	216	42	53	5	0	100	74	241	48	0	363	16	294	76	0	386	1065
5:15 PM	43	90	75	0	208	47	80	7	0	134	95	275	61	0	431	31	265	63	0	359	1132
5:30 PM	71	73	70	0	214	58	76	5	0	139	75	269	52	0	396	15	342	54	0	411	1160
5:45 PM	66	85	52	0	203	45	66	4	0	115	83	250	40	0	373	24	201	47	0	272	963
Total	241	333	267	0	841	192	275	21	0	488	327	1035	201	0	1563	86	1102	240	0	1428	4320
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	227	296	278	0	801	191	259	47	0	497	267	940	182	0	1389	121	1110	259	0	1490	4177
4:15 PM	229	314	279	0	822	183	254	40	0	477	291	940	184	0	1415	111	1121	273	0	1505	4219
4:30 PM	230	322	295	0	847	185	265	37	0	487	315	997	207	0	1519	104	1144	280	0	1528	4381
4:45 PM	**232**	**325**	**294**	**0**	**851**	**191**	**277**	**32**	**0**	**500**	**321**	**1047**	**213**	**0**	**1581**	**97**	**1159**	**259**	**0**	**1515**	**4447**
5:00 PM	241	333	267	0	841	192	275	21	0	488	327	1035	201	0	1563	86	1102	240	0	1428	4320
Peak-Hour Volumes																					
4:45 PM	57	77	79	0	213	44	68	15	0	127	77	262	52	0	391	35	258	66	0	359	1090
5:00 PM	61	85	70	0	216	42	53	5	0	100	74	241	48	0	363	16	294	76	0	386	1065
5:15 PM	43	90	75	0	208	47	80	7	0	134	95	275	61	0	431	31	265	63	0	359	1132
5:30 PM	71	73	70	0	214	58	76	5	0	139	75	269	52	0	396	15	342	54	0	411	1160
Peak-Hour Volume:	**232**	**325**	**294**	**0**	**851**	**191**	**277**	**32**	**0**	**500**	**321**	**1047**	**213**	**0**	**1581**	**97**	**1159**	**259**	**0**	**1515**	**4447**
PHF:	**0.82**	**0.90**	**0.93**		**0.98**	**0.82**	**0.87**	**0.53**		**0.90**	**0.84**	**0.95**	**0.87**		**0.92**	**0.69**	**0.85**	**0.85**		**0.92**	**0.96**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Heavy Vehicles

	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
7:00 AM	4	2	1	0	7	1	3	5	0	9	4	20	1	0	25	1	27	3	0	31	72
7:15 AM	1	2	1	0	4	3	0	6	0	9	2	18	3	0	23	1	22	2	0	25	61
7:30 AM	6	4	2	0	12	4	1	2	0	7	4	20	0	0	24	2	22	2	0	26	69
7:45 AM	1	5	1	0	7	2	2	2	0	6	4	28	2	0	34	5	29	2	0	36	83
Total	12	13	5	0	30	10	6	15	0	31	14	86	6	0	106	9	100	9	0	118	285
8:00 AM	3	2	4	0	9	2	4	5	0	11	3	29	1	0	33	1	24	3	0	28	81
8:15 AM	3	1	3	0	7	3	3	2	0	8	0	19	2	0	21	2	32	4	0	38	74
8:30 AM	3	2	2	0	7	5	2	1	0	8	3	20	2	0	25	0	30	4	0	34	74
8:45 AM	1	3	2	0	6	1	3	0	0	4	2	23	1	0	26	1	34	2	0	37	73
Total	10	8	11	0	29	11	12	8	0	31	8	91	6	0	105	4	120	13	0	137	302
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	12	13	5	0	30	10	6	15	0	31	14	86	6	0	106	9	100	9	0	118	285
7:15 AM	11	13	8	0	32	11	7	15	0	33	13	95	6	0	114	9	97	9	0	115	294
7:30 AM	13	12	10	0	35	11	10	11	0	32	11	96	5	0	112	10	107	11	0	128	307
7:45 AM	**10**	**10**	**10**	**0**	**30**	**12**	**11**	**10**	**0**	**33**	**10**	**96**	**7**	**0**	**113**	**8**	**115**	**13**	**0**	**136**	**312**
8:00 AM	10	8	11	0	29	11	12	8	0	31	8	91	6	0	105	4	120	13	0	137	302
Peak-Hour Volumes																					
7:45 AM	1	5	1	0	7	2	2	2	0	6	4	28	2	0	34	5	29	2	0	36	83
8:00 AM	3	2	4	0	9	2	4	5	0	11	3	29	1	0	33	1	24	3	0	28	81
8:15 AM	3	1	3	0	7	3	3	2	0	8	0	19	2	0	21	2	32	4	0	38	74
8:30 AM	3	2	2	0	7	5	2	1	0	8	3	20	2	0	25	0	30	4	0	34	74
Peak-Hour Volume:	**10**	**10**	**10**	**0**	**30**	**12**	**11**	**10**	**0**	**33**	**10**	**96**	**7**	**0**	**113**	**8**	**115**	**13**	**0**	**136**	**312**
Heavy Vehicles %:	**3.8%**	**4.4%**	**4.0%**		**4.1%**	**7.1%**	**3.4%**	**17.9%**		**6.1%**	**3.9%**	**9.4%**	**4.7%**		**7.9%**	**10.8%**	**12.4%**	**6.2%**		**11.2%**	**8.0%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Heavy Vehicles

	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
4:00 PM	8	2	1	0	11	4	2	1	0	7	3	26	2	0	31	2	33	2	0	37	86
4:15 PM	3	1	0	0	4	0	5	0	0	5	1	30	1	0	32	2	17	2	0	21	62
4:30 PM	4	1	5	0	10	2	3	0	0	5	1	29	0	0	30	3	21	3	0	27	72
4:45 PM	3	1	2	0	6	1	1	1	0	3	1	28	2	0	31	4	21	1	0	26	66
Total	18	5	8	0	31	7	11	2	0	20	6	113	5	0	124	11	92	8	0	111	286
5:00 PM	2	4	1	0	7	2	2	0	0	4	5	22	2	0	29	3	20	4	0	27	67
5:15 PM	2	0	2	0	4	1	1	2	0	4	2	27	5	0	34	1	17	2	0	20	62
5:30 PM	2	2	1	0	5	1	2	1	0	4	2	27	1	0	30	1	23	4	0	28	67
5:45 PM	2	1	2	0	5	3	1	0	0	4	3	29	3	0	35	0	8	2	0	10	54
Total	8	7	6	0	21	7	6	3	0	16	12	105	11	0	128	5	68	12	0	85	250
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**18**	**5**	**8**	**0**	**31**	**7**	**11**	**2**	**0**	**20**	**6**	**113**	**5**	**0**	**124**	**11**	**92**	**8**	**0**	**111**	**286**
4:15 PM	12	7	8	0	27	5	11	1	0	17	8	109	5	0	122	12	79	10	0	101	267
4:30 PM	11	6	10	0	27	6	7	3	0	16	9	106	9	0	124	11	79	10	0	100	267
4:45 PM	9	7	6	0	22	5	6	4	0	15	10	104	10	0	124	9	81	11	0	101	262
5:00 PM	8	7	6	0	21	7	6	3	0	16	12	105	11	0	128	5	68	12	0	85	250
Peak-Hour Volumes																					
4:00 PM	8	2	1	0	11	4	2	1	0	7	3	26	2	0	31	2	33	2	0	37	86
4:15 PM	3	1	0	0	4	0	5	0	0	5	1	30	1	0	32	2	17	2	0	21	62
4:30 PM	4	1	5	0	10	2	3	0	0	5	1	29	0	0	30	3	21	3	0	27	72
4:45 PM	3	1	2	0	6	1	1	1	0	3	1	28	2	0	31	4	21	1	0	26	66
Peak-Hour Volume:	**18**	**5**	**8**	**0**	**31**	**7**	**11**	**2**	**0**	**20**	**6**	**113**	**5**	**0**	**124**	**11**	**92**	**8**	**0**	**111**	**286**
Heavy Vehicles %:	**7.8%**	**1.5%**	**2.7%**		**3.6%**	**3.7%**	**4.0%**	**6.3%**		**4.0%**	**1.9%**	**10.8%**	**2.3%**		**7.8%**	**11.3%**	**7.9%**	**3.1%**		**7.3%**	**6.4%**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Dundee Road**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	
Start Time																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Peak-Hour Volumes																					
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Peak-Hour Volume:	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
PHF:	0.25	0.25			**0.50**																**0.50**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Dundee Road
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND Dundee Road					WESTBOUND Dundee Road					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	LT	TH	RT	RTOR	All Lane Groups	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
5:00 PM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
Peak-Hour Volumes																					
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Peak-Hour Volume:	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**
PHF:		0.25			**0.25**			0.25		**0.25**	0.25				**0.25**						**0.75**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Dundee Road**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Dundee Road						South Side of Dundee Road						East Side of US 27						West Side of US 27						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
Direction	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																									
Hour Starting at:																									
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volumes																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**
PHF:																			0.25		**0.25**				**0.25**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Dundee Road**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Dundee Road						South Side of Dundee Road						East Side of US 27						West Side of US 27						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
Direction	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Hourly Volumes																									
Hour Starting at:																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Peak-Hour Volumes																									
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
PHF:														0.25	**0.25**										**0.25**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Fredrick Avenue
NB/SB Road: US 27
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.04

	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
7:00 AM	0	0	1	0	1	15	0	28	0	43	5	284	19	0	308	11	230	0	0	241	593
7:15 AM	0	0	1	0	1	12	0	28	0	40	3	320	11	0	334	14	286	0	0	300	675
7:30 AM	0	0	0	0	0	24	0	40	0	64	3	320	12	0	335	21	311	0	0	332	731
7:45 AM	0	0	1	0	1	17	0	38	0	55	4	342	9	0	355	26	307	0	0	333	744
Total	0	0	3	0	3	68	0	134	0	202	15	1266	51	0	1332	72	1134	0	0	1206	2743
8:00 AM	0	0	0	0	0	19	0	38	0	57	5	302	15	0	322	21	268	0	0	289	668
8:15 AM	0	0	0	0	0	14	0	23	0	37	4	263	4	0	271	16	278	0	0	294	602
8:30 AM	0	0	3	0	3	5	0	20	0	25	6	284	8	0	298	12	317	2	0	331	657
8:45 AM	0	0	1	0	1	10	0	27	0	37	2	289	10	0	301	22	297	0	0	319	658
Total	0	0	4	0	4	48	0	108	0	156	17	1138	37	0	1192	71	1160	2	0	1233	2585
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	0	0	3	0	3	68	0	134	0	202	15	1266	51	0	1332	72	1134	0	0	1206	2743
7:15 AM	**0**	**0**	**2**	**0**	**2**	**72**	**0**	**144**	**0**	**216**	**15**	**1284**	**47**	**0**	**1346**	**82**	**1172**	**0**	**0**	**1254**	**2818**
7:30 AM	0	0	1	0	1	74	0	139	0	213	16	1227	40	0	1283	84	1164	0	0	1248	2745
7:45 AM	0	0	4	0	4	55	0	119	0	174	19	1191	36	0	1246	75	1170	2	0	1247	2671
8:00 AM	0	0	4	0	4	48	0	108	0	156	17	1138	37	0	1192	71	1160	2	0	1233	2585
Peak-Hour Volumes																					
7:15 AM	0	0	1	0	1	12	0	28	0	40	3	320	11	0	334	14	286	0	0	300	675
7:30 AM	0	0	0	0	0	24	0	40	0	64	3	320	12	0	335	21	311	0	0	332	731
7:45 AM	0	0	1	0	1	17	0	38	0	55	4	342	9	0	355	26	307	0	0	333	744
8:00 AM	0	0	0	0	0	19	0	38	0	57	5	302	15	0	322	21	268	0	0	289	668
Peak-Hour Volume:	**0**	**0**	**2**	**0**	**2**	**72**	**0**	**144**	**0**	**216**	**15**	**1284**	**47**	**0**	**1346**	**82**	**1172**	**0**	**0**	**1254**	**2818**
PHF:			**0.50**		**0.50**	**0.75**		**0.90**		**0.84**	**0.75**	**0.94**	**0.78**		**0.95**	**0.79**	**0.94**			**0.94**	**0.95**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Fredrick Avenue
NB/SB Road: US 27
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.04

	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
4:00 PM	0	0	0	0	0	9	0	16	0	25	3	317	12	0	332	25	370	0	0	395	752
4:15 PM	0	0	0	0	0	1	0	22	0	23	6	250	10	0	266	43	364	0	0	407	696
4:30 PM	0	0	1	0	1	19	0	36	0	55	7	287	18	0	312	21	373	1	0	395	763
4:45 PM	0	0	1	0	1	7	0	21	0	28	10	295	17	0	322	30	371	1	0	402	753
Total	0	0	2	0	2	36	0	95	0	131	26	1149	57	0	1232	119	1478	2	0	1599	2964
5:00 PM	0	0	1	0	1	19	0	22	0	41	15	307	18	0	340	16	331	0	0	347	729
5:15 PM	0	0	0	0	0	18	0	8	0	26	4	282	19	0	305	40	391	0	0	431	762
5:30 PM	0	0	0	0	0	6	0	11	0	17	7	350	12	0	369	27	339	0	0	366	752
5:45 PM	0	0	0	0	0	10	0	16	0	26	7	275	17	0	299	29	302	0	0	331	656
Total	0	0	1	0	1	53	0	57	0	110	33	1214	66	0	1313	112	1363	0	0	1475	2899
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	2	0	2	36	0	95	0	131	26	1149	57	0	1232	119	1478	2	0	1599	2964
4:15 PM	0	0	3	0	3	46	0	101	0	147	38	1139	63	0	1240	110	1439	2	0	1551	2941
4:30 PM	**0**	**0**	**3**	**0**	**3**	**63**	**0**	**87**	**0**	**150**	**36**	**1171**	**72**	**0**	**1279**	**107**	**1466**	**2**	**0**	**1575**	**3007**
4:45 PM	0	0	2	0	2	50	0	62	0	112	36	1234	66	0	1336	113	1432	1	0	1546	2996
5:00 PM	0	0	1	0	1	53	0	57	0	110	33	1214	66	0	1313	112	1363	0	0	1475	2899
Peak-Hour Volumes																					
4:30 PM	0	0	1	0	1	19	0	36	0	55	7	287	18	0	312	21	373	1	0	395	763
4:45 PM	0	0	1	0	1	7	0	21	0	28	10	295	17	0	322	30	371	1	0	402	753
5:00 PM	0	0	1	0	1	19	0	22	0	41	15	307	18	0	340	16	331	0	0	347	729
5:15 PM	0	0	0	0	0	18	0	8	0	26	4	282	19	0	305	40	391	0	0	431	762
Peak-Hour Volume:	**0**	**0**	**3**	**0**	**3**	**63**	**0**	**87**	**0**	**150**	**36**	**1171**	**72**	**0**	**1279**	**107**	**1466**	**2**	**0**	**1575**	**3007**
PHF:			**0.75**		**0.75**	**0.83**		**0.60**		**0.68**	**0.60**	**0.95**	**0.95**		**0.94**	**0.67**	**0.94**	**0.50**		**0.91**	**0.99**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Heavy Vehicles

	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
7:00 AM	0	0	0	0	0	0	0	2	0	2	0	26	1	0	27	2	28	0	0	30	59
7:15 AM	0	0	0	0	0	0	0	1	0	1	0	26	0	0	26	0	27	0	0	27	54
7:30 AM	0	0	0	0	0	0	0	2	0	2	0	24	1	0	25	0	25	0	0	25	52
7:45 AM	0	0	0	0	0	0	0	1	0	1	0	34	0	0	34	2	40	0	0	42	77
Total	0	0	0	0	0	0	0	6	0	6	0	110	2	0	112	4	120	0	0	124	242
8:00 AM	0	0	0	0	0	0	0	4	0	4	1	33	2	0	36	2	34	0	0	36	76
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	24	1	0	25	1	27	0	0	28	55
8:30 AM	0	0	1	0	1	1	0	1	0	2	0	21	2	0	23	2	34	1	0	37	63
8:45 AM	0	0	0	0	0	0	0	3	0	3	0	26	0	0	26	4	45	0	0	49	78
Total	0	0	1	0	1	3	0	8	0	11	1	104	5	0	110	9	140	1	0	150	272
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	0	0	0	0	0	0	0	6	0	6	0	110	2	0	112	4	120	0	0	124	242
7:15 AM	0	0	0	0	0	0	0	8	0	8	1	117	3	0	121	4	126	0	0	130	259
7:30 AM	0	0	0	0	0	2	0	7	0	9	1	115	4	0	120	5	126	0	0	131	260
7:45 AM	0	0	1	0	1	3	0	6	0	9	1	112	5	0	118	7	135	1	0	143	271
8:00 AM	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**8**	**0**	**11**	**1**	**104**	**5**	**0**	**110**	**9**	**140**	**1**	**0**	**150**	**272**
Peak-Hour Volumes																					
8:00 AM	0	0	0	0	0	0	0	4	0	4	1	33	2	0	36	2	34	0	0	36	76
8:15 AM	0	0	0	0	0	2	0	0	0	2	0	24	1	0	25	1	27	0	0	28	55
8:30 AM	0	0	1	0	1	1	0	1	0	2	0	21	2	0	23	2	34	1	0	37	63
8:45 AM	0	0	0	0	0	0	0	3	0	3	0	26	0	0	26	4	45	0	0	49	78
Peak-Hour Volume:	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**8**	**0**	**11**	**1**	**104**	**5**	**0**	**110**	**9**	**140**	**1**	**0**	**150**	**272**
Heavy Vehicles %:			**50.0%**		**50.0%**	**4.2%**		**5.6%**		**5.1%**	**6.7%**	**8.1%**	**10.6%**		**8.2%**	**11.0%**	**11.9%**			**12.0%**	**9.7%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Fredrick Avenue
Jurisdiction: Town of Dundee / Polk County / FDOT District 1

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Heavy Vehicles

	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	**LT**	**TH**	**RT**	**RTOR**	**Groups**	
PSCF	1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		1.04	1.04	1.04	1.04		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	35	2	0	37	2	44	0	0	46	85
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	27	1	0	28	3	22	0	0	25	56
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	34	3	0	37	1	27	0	0	28	67
4:45 PM	0	0	0	0	0	0	0	1	0	1	1	28	1	0	30	2	24	0	0	26	57
Total	0	0	0	0	0	0	0	8	0	8	1	124	7	0	132	8	117	0	0	125	265
5:00 PM	0	0	0	0	0	2	0	0	0	2	2	23	0	0	25	1	21	0	0	22	49
5:15 PM	0	0	0	0	0	0	0	1	0	1	0	23	0	0	23	2	25	0	0	27	51
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	30	0	0	31	3	19	0	0	22	53
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	24	0	0	24	2	15	0	0	17	42
Total	0	0	0	0	0	2	0	2	0	4	3	100	0	0	103	8	80	0	0	88	195
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**1**	**124**	**7**	**0**	**132**	**8**	**117**	**0**	**0**	**125**	**265**
4:15 PM	0	0	0	0	0	2	0	6	0	8	3	112	5	0	120	7	94	0	0	101	229
4:30 PM	0	0	0	0	0	2	0	4	0	6	3	108	4	0	115	6	97	0	0	103	224
4:45 PM	0	0	0	0	0	2	0	2	0	4	4	104	1	0	109	8	89	0	0	97	210
5:00 PM	0	0	0	0	0	2	0	2	0	4	3	100	0	0	103	8	80	0	0	88	195
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	2	0	2	0	35	2	0	37	2	44	0	0	46	85
4:15 PM	0	0	0	0	0	0	0	3	0	3	0	27	1	0	28	3	22	0	0	25	56
4:30 PM	0	0	0	0	0	0	0	2	0	2	0	34	3	0	37	1	27	0	0	28	67
4:45 PM	0	0	0	0	0	0	0	1	0	1	1	28	1	0	30	2	24	0	0	26	57
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**8**	**1**	**124**	**7**	**0**	**132**	**8**	**117**	**0**	**0**	**125**	**265**
Heavy Vehicles %:			**0.0%**		**0.0%**	**0.0%**		**9.2%**		**5.3%**	**2.8%**	**10.6%**	**9.7%**		**10.3%**	**7.5%**	**8.0%**	**0.0%**		**7.9%**	**8.8%**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Fredrick Avenue**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: Bicycles on Bike Lane or Road

	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
Start Time																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
Hourly Volumes																					
Hour Starting at:																					
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
8:00 AM	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
Peak-Hour Volumes																					
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
Peak-Hour Volume:	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
PHF:		0.25			**0.25**			0.25		**0.25**								0.25		**0.25**	**0.25**

ESPR CORPORATION
Traffic Data Collection Summary

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Engineering | Science | Research | Planning

Intersection: **US 27 / Fredrick Avenue**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Bicycles on Bike Lane or Road**

	EASTBOUND Fredrick Avenue					WESTBOUND Fredrick Avenue					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																					

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Fredrick Avenue**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 7:00 AM to 9:00 AM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Fredrick Avenue						South Side of Fredrick Avenue						East Side of US 27						West Side of US 27						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
Direction	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																									
Hour Starting at:																									
7:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																									
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																									

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Fredrick Avenue**
Jurisdiction: **Town of Dundee / Polk County / FDOT District 1**

Date of Data Collection: 12/6/2022
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Pedestrians and Bicyclists on Sidewalk**

Crossing at:	North Side of Fredrick Avenue						South Side of Fredrick Avenue						East Side of US 27						West Side of US 27						Intersection
Conflict with:	WB Approach - RT						EB Approach - RT						NB Approach - RT						SB Approach - RT						
Direction	Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			Pedestrians			Bicyclists			
	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	EB	WB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	NB	SB	2-Way	
Start Time																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Volumes																									
Hour Starting at:																									
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Peak-Hour Volumes																									
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PHF:																									

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: 8th St / Fredrick Ave
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Fredrick Ave
NB/SB Road: 8th St
Main Direction: EB/WB ☐ NB/SB ☒
Peak-Season CF: 1.03

	EASTBOUND Fredrick Ave					WESTBOUND Fredrick Ave					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	5	0	2	0	7	0	2	1	0	3	5	22	0	0	27	1	36	7	0	44	81
4:15 PM	9	0	8	0	17	0	1	1	0	2	11	55	0	0	66	0	33	8	0	41	126
4:30 PM	8	0	11	0	19	1	0	0	0	1	4	35	1	0	40	0	33	3	0	36	96
4:45 PM	5	1	9	0	15	0	1	0	0	1	1	23	0	0	24	0	27	8	0	35	75
Total	27	1	30	0	58	1	4	2	0	7	21	135	1	0	157	1	129	26	0	156	378
5:00 PM	6	0	3	0	9	0	0	0	0	0	3	26	1	0	30	0	27	5	0	32	71
5:15 PM	5	2	7	0	14	1	0	0	0	1	4	27	0	0	31	0	35	6	0	41	87
5:30 PM	1	0	9	0	10	1	0	0	0	1	6	24	0	0	30	0	28	3	0	31	72
5:45 PM	5	1	3	0	9	0	0	0	0	0	3	26	1	0	30	0	26	3	0	29	68
Total	17	3	22	0	42	2	0	0	0	2	16	103	2	0	121	0	116	17	0	133	298
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**27**	**1**	**30**	**0**	**58**	**1**	**4**	**2**	**0**	**7**	**21**	**135**	**1**	**0**	**157**	**1**	**129**	**26**	**0**	**156**	**378**
4:15 PM	28	1	31	0	60	1	2	1	0	4	19	139	2	0	160	0	120	24	0	144	368
4:30 PM	24	3	30	0	57	2	1	0	0	3	12	111	2	0	125	0	122	22	0	144	329
4:45 PM	17	3	28	0	48	2	1	0	0	3	14	100	1	0	115	0	117	22	0	139	305
5:00 PM	17	3	22	0	42	2	0	0	0	2	16	103	2	0	121	0	116	17	0	133	298
Peak-Hour Volumes																					
4:00 PM	5	0	2	0	7	0	2	1	0	3	5	22	0	0	27	1	36	7	0	44	81
4:15 PM	9	0	8	0	17	0	1	1	0	2	11	55	0	0	66	0	33	8	0	41	126
4:30 PM	8	0	11	0	19	1	0	0	0	1	4	35	1	0	40	0	33	3	0	36	96
4:45 PM	5	1	9	0	15	0	1	0	0	1	1	23	0	0	24	0	27	8	0	35	75
Peak-Hour Volume:	**27**	**1**	**30**	**0**	**58**	**1**	**4**	**2**	**0**	**7**	**21**	**135**	**1**	**0**	**157**	**1**	**129**	**26**	**0**	**156**	**378**
PHF:	**0.75**	**0.25**	**0.68**		**0.76**	**0.25**	**0.50**	**0.50**		**0.58**	**0.48**	**0.61**	**0.25**		**0.59**	**0.25**	**0.90**	**0.81**		**0.89**	**0.75**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **8th St / Fredrick Ave**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Fredrick Ave					WESTBOUND Fredrick Ave					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	2	0	0	2	11
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	6
Total	0	0	3	0	3	0	0	0	0	0	1	11	0	0	12	0	10	2	0	12	27
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	4	2	0	6	10
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**12**	**0**	**10**	**2**	**0**	**12**	**27**
4:15 PM	0	0	3	0	3	0	0	0	0	0	1	11	0	0	12	0	7	2	0	9	24
4:30 PM	0	0	3	0	3	0	0	0	0	0	0	5	0	0	5	0	5	3	0	8	16
4:45 PM	0	0	1	0	1	0	0	0	0	0	1	6	0	0	7	0	4	3	0	7	15
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	4	2	0	6	10
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	2	0	0	2	11
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	6
Peak-Hour Volume:	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**12**	**0**	**10**	**2**	**0**	**12**	**27**
Heavy Vehicles %:	**0.0%**	**0.0%**	**10.0%**		**5.2%**	**0.0%**	**0.0%**	**0.0%**		**0.0%**	**4.8%**	**8.1%**	**0.0%**		**7.6%**	**0.0%**	**7.8%**	**7.7%**		**7.7%**	**7.1%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: 8th St / Weiberg Rd
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Weiberg Rd
NB/SB Road: 8th St
Main Direction: EB/WB ☐ NB/SB ☒
Peak-Season CF: 1.03

	EASTBOUND Weiberg Rd					WESTBOUND Weiberg Rd					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	6	0	2	0	8	0	28	3	0	31	4	35	0	0	39	78
4:15 PM	0	0	0	0	0	3	0	2	0	5	0	44	9	0	53	1	32	0	0	33	91
4:30 PM	0	0	0	0	0	1	0	2	0	3	0	36	5	0	41	0	33	0	0	33	77
4:45 PM	0	0	0	0	0	3	0	1	0	4	0	21	1	0	22	1	32	0	0	33	59
Total	0	0	0	0	0	13	0	7	0	20	0	129	18	0	147	6	132	0	0	138	305
5:00 PM	0	0	0	0	0	4	0	3	0	7	0	26	1	0	27	3	26	0	0	29	63
5:15 PM	0	0	0	0	0	1	0	2	0	3	0	28	4	0	32	3	38	0	0	41	76
5:30 PM	0	0	0	0	0	2	0	0	0	2	0	21	1	0	22	4	29	0	0	33	57
5:45 PM	0	0	0	0	0	3	0	0	0	3	0	29	5	0	34	1	26	0	0	27	64
Total	0	0	0	0	0	10	0	5	0	15	0	104	11	0	115	11	119	0	0	130	260
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**7**	**0**	**20**	**0**	**129**	**18**	**0**	**147**	**6**	**132**	**0**	**0**	**138**	**305**
4:15 PM	0	0	0	0	0	11	0	8	0	19	0	127	16	0	143	5	123	0	0	128	290
4:30 PM	0	0	0	0	0	9	0	8	0	17	0	111	11	0	122	7	129	0	0	136	275
4:45 PM	0	0	0	0	0	10	0	6	0	16	0	96	7	0	103	11	125	0	0	136	255
5:00 PM	0	0	0	0	0	10	0	5	0	15	0	104	11	0	115	11	119	0	0	130	260
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	6	0	2	0	8	0	28	3	0	31	4	35	0	0	39	78
4:15 PM	0	0	0	0	0	3	0	2	0	5	0	44	9	0	53	1	32	0	0	33	91
4:30 PM	0	0	0	0	0	1	0	2	0	3	0	36	5	0	41	0	33	0	0	33	77
4:45 PM	0	0	0	0	0	3	0	1	0	4	0	21	1	0	22	1	32	0	0	33	59
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**7**	**0**	**20**	**0**	**129**	**18**	**0**	**147**	**6**	**132**	**0**	**0**	**138**	**305**
PHF:						**0.54**		**0.88**		**0.63**		**0.73**	**0.50**		**0.69**	**0.38**	**0.94**			**0.88**	**0.84**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **8th St / Weiberg Rd**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Weiberg Rd					WESTBOUND Weiberg Rd					NORTHBOUND 8th St					SOUTHBOUND 8th St					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	1	0	1	0	2	0	6	0	0	6	0	9	0	0	9	17
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	2	0	0	2	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	1	3	0	0	4	11
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**6**	**0**	**0**	**6**	**0**	**9**	**0**	**0**	**9**	**17**
4:15 PM	0	0	0	0	0	2	0	1	0	3	0	7	0	0	7	0	6	0	0	6	16
4:30 PM	0	0	0	0	0	2	0	1	0	3	0	4	0	0	4	0	4	0	0	4	11
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	6	0	0	6	1	3	0	0	4	12
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	1	3	0	0	4	11
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
4:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**6**	**0**	**0**	**6**	**0**	**9**	**0**	**0**	**9**	**17**
Heavy Vehicles %:						**7.7%**		**14.3%**		**10.0%**		**4.7%**	**0.0%**		**4.1%**	**0.0%**	**6.8%**			**6.5%**	**5.6%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: H.L. Smith Rd / Edwards Rd
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Edwards Rd
NB/SB Road: H.L. Smith Rd
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Edwards Rd					WESTBOUND Edwards Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	1	0	1	0	2	0	0	0	0	0	1	32	0	0	33	0	35	1	0	36	71
4:15 PM	0	0	5	0	5	0	0	0	0	0	1	52	0	0	53	0	32	0	0	32	90
4:30 PM	2	0	1	0	3	0	0	0	0	0	0	38	0	0	38	1	33	0	0	34	75
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	40	0	0	40	0	32	0	0	32	73
Total	3	0	8	0	11	0	0	0	0	0	2	162	0	0	164	1	132	1	0	134	309
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	39	0	0	41	0	30	2	0	32	73
5:15 PM	3	0	0	0	3	0	0	0	0	0	1	29	0	0	30	0	36	0	0	36	69
5:30 PM	0	0	3	0	3	0	0	0	0	0	0	23	0	0	23	0	31	0	0	31	57
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	27	0	0	27	0	24	0	0	24	52
Total	3	0	4	0	7	0	0	0	0	0	3	118	0	0	121	0	121	2	0	123	251
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	3	0	8	0	11	0	0	0	0	0	2	162	0	0	164	1	132	1	0	134	309
4:15 PM	**2**	**0**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**3**	**169**	**0**	**0**	**172**	**1**	**127**	**2**	**0**	**130**	**311**
4:30 PM	5	0	2	0	7	0	0	0	0	0	3	146	0	0	149	1	131	2	0	134	290
4:45 PM	3	0	4	0	7	0	0	0	0	0	3	131	0	0	134	0	129	2	0	131	272
5:00 PM	3	0	4	0	7	0	0	0	0	0	3	118	0	0	121	0	121	2	0	123	251
Peak-Hour Volumes																					
4:15 PM	0	0	5	0	5	0	0	0	0	0	1	52	0	0	53	0	32	0	0	32	90
4:30 PM	2	0	1	0	3	0	0	0	0	0	0	38	0	0	38	1	33	0	0	34	75
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	40	0	0	40	0	32	0	0	32	73
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	39	0	0	41	0	30	2	0	32	73
Peak-Hour Volume:	**2**	**0**	**7**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**3**	**169**	**0**	**0**	**172**	**1**	**127**	**2**	**0**	**130**	**311**
PHF:	**0.25**		**0.35**		**0.45**						**0.38**	**0.81**			**0.81**	**0.25**	**0.96**	**0.25**		**0.96**	**0.86**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **H.L. Smith Rd / Edwards Rd**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Edwards Rd					WESTBOUND Edwards Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
5:30 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	6
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	0	10	1	0	11	17
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	2	0	2	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	17
4:15 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**10**	**1**	**0**	**11**	**20**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	10	1	0	11	14
4:45 PM	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	0	12	1	0	13	19
5:00 PM	0	0	3	0	3	0	0	0	0	0	0	3	0	0	3	0	10	1	0	11	17
Peak-Hour Volumes																					
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	5	0	0	5	0	3	0	0	3	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5
Peak-Hour Volume:	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**7**	**0**	**10**	**1**	**0**	**11**	**20**
Heavy Vehicles %:	**0.0%**		**28.6%**		**22.2%**						**0.0%**	**4.1%**			**4.1%**	**0.0%**	**7.9%**	**50.0%**		**8.5%**	**6.4%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: Lake Mabel Loop / Almburg Rd
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Almburg Rd
NB/SB Road: Lake Mabel Loop
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Almburg Rd					WESTBOUND Almburg Rd					NORTHBOUND Lake Mabel Loop					SOUTHBOUND Lake Mabel Loop					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	20	0	0	20	0	25	0	0	25	46
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	23	0	0	23	41
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	28	0	0	28	39
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	27	0	0	27	40
Total	0	0	2	0	2	0	0	0	0	0	0	61	0	0	61	0	103	0	0	103	166
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	24	1	0	25	38
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	27	0	0	27	36
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	29	0	0	29	40
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	24	0	0	24	39
Total	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	104	1	0	105	153
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**0**	**61**	**0**	**103**	**0**	**0**	**103**	**166**
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	54	0	0	54	0	102	1	0	103	158
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	45	0	0	45	0	106	1	0	107	153
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	46	0	0	46	0	107	1	0	108	154
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	104	1	0	105	153
Peak-Hour Volumes																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	20	0	0	20	0	25	0	0	25	46
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	23	0	0	23	41
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	10	0	0	10	0	28	0	0	28	39
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	27	0	0	27	40
Peak-Hour Volume:	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**61**	**0**	**0**	**61**	**0**	**103**	**0**	**0**	**103**	**166**
PHF:			**0.50**		**0.50**							**0.76**			**0.76**		**0.92**			**0.92**	**0.90**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **Lake Mabel Loop / Almburg Rd**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Almburg Rd					WESTBOUND Almburg Rd					NORTHBOUND Lake Mabel Loop					SOUTHBOUND Lake Mabel Loop					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	10	0	0	10	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	9	1	0	10	11
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**10**	**12**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	9	1	0	10	11
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	8	1	0	9	10
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	7	1	0	8	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	9	1	0	10	11
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	4
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**10**	**0**	**0**	**10**	**12**
Heavy Vehicles %:			**0.0%**		**0.0%**							**3.3%**			**3.3%**		**9.7%**			**9.7%**	**7.2%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: Lake Mabel Loop Rd / H.L. Smith Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lake Mabel Loop Rd
NB/SB Road: H.L. Smith Rd
Main Direction: EB/WB [x] NB/SB [ ]
Peak-Season CF: 1.03

	EASTBOUND Lake Mabel Loop Rd					WESTBOUND Lake Mabel Loop Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	18	25	0	0	43	0	15	7	0	22	0	0	0	0	0	6	0	13	0	19	84
4:15 PM	32	18	0	0	50	0	9	4	0	13	0	0	0	0	0	12	0	16	0	28	91
4:30 PM	30	22	0	0	52	0	10	5	0	15	0	0	0	0	0	9	0	16	0	25	92
4:45 PM	23	20	0	0	43	0	13	4	0	17	0	0	0	0	0	10	0	11	0	21	81
Total	103	85	0	0	188	0	47	20	0	67	0	0	0	0	0	37	0	56	0	93	348
5:00 PM	23	15	0	0	38	0	8	10	0	18	0	0	0	0	0	12	0	16	0	28	84
5:15 PM	13	26	0	0	39	0	6	7	0	13	0	0	0	0	0	8	0	14	0	22	74
5:30 PM	12	24	0	0	36	0	9	2	0	11	0	0	0	0	0	12	0	19	0	31	78
5:45 PM	15	16	0	0	31	0	14	4	0	18	0	0	0	0	0	10	0	13	0	23	72
Total	63	81	0	0	144	0	37	23	0	60	0	0	0	0	0	42	0	62	0	104	308
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**103**	**85**	**0**	**0**	**188**	**0**	**47**	**20**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**56**	**0**	**93**	**348**
4:15 PM	**108**	**75**	**0**	**0**	**183**	**0**	**40**	**23**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**59**	**0**	**102**	**348**
4:30 PM	89	83	0	0	172	0	37	26	0	63	0	0	0	0	0	39	0	57	0	96	331
4:45 PM	71	85	0	0	156	0	36	23	0	59	0	0	0	0	0	42	0	60	0	102	317
5:00 PM	63	81	0	0	144	0	37	23	0	60	0	0	0	0	0	42	0	62	0	104	308
Peak-Hour Volumes																					
4:00 PM	18	25	0	0	43	0	15	7	0	22	0	0	0	0	0	6	0	13	0	19	84
4:15 PM	32	18	0	0	50	0	9	4	0	13	0	0	0	0	0	12	0	16	0	28	91
4:30 PM	30	22	0	0	52	0	10	5	0	15	0	0	0	0	0	9	0	16	0	25	92
4:45 PM	23	20	0	0	43	0	13	4	0	17	0	0	0	0	0	10	0	11	0	21	81
Peak-Hour Volume:	**103**	**85**	**0**	**0**	**188**	**0**	**47**	**20**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**37**	**0**	**56**	**0**	**93**	**348**
PHF:	**0.80**	**0.85**			**0.90**		**0.78**	**0.71**		**0.76**						**0.77**		**0.88**		**0.83**	**0.95**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: **Lake Mabel Loop Rd / H.L. Smith Rd**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Heavy Vehicles

	EASTBOUND Lake Mabel Loop Rd					WESTBOUND Lake Mabel Loop Rd					NORTHBOUND H.L. Smith Rd					SOUTHBOUND H.L. Smith Rd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5	6
4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
4:45 PM	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	3	0	0	0	3	8
Total	4	3	0	0	7	0	2	0	0	2	0	0	0	0	0	6	0	4	0	10	19
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	5
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5	7
5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	6	0	5	0	11	17
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	4	3	0	0	7	0	2	0	0	2	0	0	0	0	0	6	0	4	0	10	19
4:15 PM	3	3	0	0	6	0	2	0	0	2	0	0	0	0	0	7	0	5	0	12	20
4:30 PM	2	5	0	0	7	0	2	1	0	3	0	0	0	0	0	4	0	5	0	9	19
4:45 PM	**3**	**4**	**0**	**0**	**7**	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**5**	**0**	**12**	**22**
5:00 PM	1	3	0	0	4	0	1	1	0	2	0	0	0	0	0	6	0	5	0	11	17
Peak-Hour Volumes																					
4:45 PM	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	3	0	0	0	3	8
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
5:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	5
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5	7
Peak-Hour Volume:	**3**	**4**	**0**	**0**	**7**	**0**	**2**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**5**	**0**	**12**	**22**
Heavy Vehicles %:	**2.9%**	**4.7%**			**3.7%**		**4.3%**	**5.0%**		**4.5%**						**18.9%**		**8.9%**		**12.9%**	**6.3%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: Lake Marie Dr / Lake Trask Rd
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lake Marie Dr
NB/SB Road: Lake Trask Rd
Main Direction: EB/WB [x] NB/SB [ ]
Peak-Season CF: 1.03

	EASTBOUND Lake Marie Dr					WESTBOUND Lake Marie Dr					NORTHBOUND Lake Trask Rd					SOUTHBOUND Lake Trask Rd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	10	15	0	25	4	4	0	0	8	8	0	4	0	12	0	0	0	0	0	45
4:15 PM	0	8	12	0	20	12	6	0	0	18	39	0	23	0	62	0	0	0	0	0	100
4:30 PM	0	9	12	0	21	6	10	0	0	16	25	0	12	0	37	0	0	0	0	0	74
4:45 PM	0	7	5	0	12	3	6	0	0	9	11	0	8	0	19	0	0	0	0	0	40
Total	0	34	44	0	78	25	26	0	0	51	83	0	47	0	130	0	0	0	0	0	259
5:00 PM	0	6	4	0	10	2	10	0	0	12	11	0	7	0	18	0	0	0	0	0	40
5:15 PM	0	8	7	0	15	10	1	0	0	11	5	0	6	0	11	0	0	0	0	0	37
5:30 PM	0	16	6	0	22	4	7	0	0	11	14	0	15	0	29	0	0	0	0	0	62
5:45 PM	0	13	12	0	25	5	7	0	0	12	13	0	10	0	23	0	0	0	0	0	60
Total	0	43	29	0	72	21	25	0	0	46	43	0	38	0	81	0	0	0	0	0	199
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**34**	**44**	**0**	**78**	**25**	**26**	**0**	**0**	**51**	**83**	**0**	**47**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**259**
4:15 PM	0	30	33	0	63	23	32	0	0	55	86	0	50	0	136	0	0	0	0	0	254
4:30 PM	0	30	28	0	58	21	27	0	0	48	52	0	33	0	85	0	0	0	0	0	191
4:45 PM	0	37	22	0	59	19	24	0	0	43	41	0	36	0	77	0	0	0	0	0	179
5:00 PM	0	43	29	0	72	21	25	0	0	46	43	0	38	0	81	0	0	0	0	0	199
Peak-Hour Volumes																					
4:00 PM	0	10	15	0	25	4	4	0	0	8	8	0	4	0	12	0	0	0	0	0	45
4:15 PM	0	8	12	0	20	12	6	0	0	18	39	0	23	0	62	0	0	0	0	0	100
4:30 PM	0	9	12	0	21	6	10	0	0	16	25	0	12	0	37	0	0	0	0	0	74
4:45 PM	0	7	5	0	12	3	6	0	0	9	11	0	8	0	19	0	0	0	0	0	40
Peak-Hour Volume:	**0**	**34**	**44**	**0**	**78**	**25**	**26**	**0**	**0**	**51**	**83**	**0**	**47**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**259**
PHF:		**0.85**	**0.73**		**0.78**	**0.52**	**0.65**			**0.71**	**0.53**		**0.51**		**0.52**						**0.65**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: Lake Marie Dr / Lake Trask Rd
Jurisdiction: Town of Dundee, Polk County

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: Heavy Vehicles

	EASTBOUND Lake Marie Dr					WESTBOUND Lake Marie Dr					NORTHBOUND Lake Trask Rd					SOUTHBOUND Lake Trask Rd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	1	0	0	0	1	4	0	5	0	9	0	0	0	0	0	10
4:30 PM	0	0	4	0	4	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	8
4:45 PM	0	0	1	0	1	1	1	0	0	2	3	0	1	0	4	0	0	0	0	0	7
Total	0	0	9	0	9	3	2	0	0	5	10	0	6	0	16	0	0	0	0	0	30
5:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
5:15 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	4	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	7
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**9**	**0**	**9**	**3**	**2**	**0**	**0**	**5**	**10**	**0**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**30**
4:15 PM	0	0	5	0	5	3	2	0	0	5	11	0	6	0	17	0	0	0	0	0	27
4:30 PM	0	0	8	0	8	2	2	0	0	4	7	0	1	0	8	0	0	0	0	0	20
4:45 PM	0	0	5	0	5	2	2	0	0	4	4	0	1	0	5	0	0	0	0	0	14
5:00 PM	0	0	4	0	4	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	7
Peak-Hour Volumes																					
4:00 PM	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	1	0	0	0	1	4	0	5	0	9	0	0	0	0	0	10
4:30 PM	0	0	4	0	4	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	8
4:45 PM	0	0	1	0	1	1	1	0	0	2	3	0	1	0	4	0	0	0	0	0	7
Peak-Hour Volume:	**0**	**0**	**9**	**0**	**9**	**3**	**2**	**0**	**0**	**5**	**10**	**0**	**6**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**30**
Heavy Vehicles %:		**0.0%**	**20.5%**		**11.5%**	**12.0%**	**7.7%**			**9.8%**	**12.0%**		**12.8%**		**12.3%**						**11.6%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: Camp Endeavor Blvd / Lincoln Ave
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lincoln Ave
NB/SB Road: Camp Endeavor Blvd
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND Camp Endeavor Blvd					SOUTHBOUND Camp Endeavor Blvd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	6
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	9
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	6
4:15 PM	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	9
4:30 PM	**6**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**11**
4:45 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	9
5:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	9
Peak-Hour Volumes																					
4:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Peak-Hour Volume:	**6**	**0**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**11**
PHF:	**0.75**		**0.25**		**0.88**													**1.00**		**1.00**	**0.92**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **Camp Endeavor Blvd / Lincoln Ave**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND Camp Endeavor Blvd					SOUTHBOUND Camp Endeavor Blvd					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
4:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Peak-Hour Volumes																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Peak-Hour Volume:	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Heavy Vehicles %:	**16.7%**		**0.0%**		**14.3%**													**0.0%**		**0.0%**	**9.1%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Center St) / Ridgewood Ave
Jurisdiction: Town of Dundee, Polk County

ESPR CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Ridgewood Ave
NB/SB Road: SR 17 (Center St)
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Ridgewood Ave					WESTBOUND Ridgewood Ave					NORTHBOUND SR 17 (Center St)					SOUTHBOUND SR 17 (Center St)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	1	0	5	0	6	0	104	3	0	107	3	102	1	0	106	219
4:15 PM	0	1	0	0	1	4	0	5	0	9	0	121	3	0	124	4	73	0	0	77	211
4:30 PM	0	0	0	0	0	2	0	1	0	3	1	122	1	0	124	3	110	0	0	113	240
4:45 PM	0	0	1	0	1	3	0	2	0	5	0	107	3	0	110	7	123	0	0	130	246
Total	0	1	1	0	2	10	0	13	0	23	1	454	10	0	465	17	408	1	0	426	916
5:00 PM	0	0	0	0	0	6	0	3	0	9	0	102	3	0	105	4	112	0	0	116	230
5:15 PM	0	0	0	0	0	4	0	0	0	4	0	127	2	0	129	1	91	0	0	92	225
5:30 PM	0	0	0	0	0	0	0	4	0	4	0	111	3	0	114	1	82	0	0	83	201
5:45 PM	0	0	0	0	0	3	0	4	0	7	0	101	3	0	104	3	103	0	0	106	217
Total	0	0	0	0	0	13	0	11	0	24	0	441	11	0	452	9	388	0	0	397	873
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	1	1	0	2	10	0	13	0	23	1	454	10	0	465	17	408	1	0	426	916
4:15 PM	0	1	1	0	2	15	0	11	0	26	1	452	10	0	463	18	418	0	0	436	927
4:30 PM	**0**	**0**	**1**	**0**	**1**	**15**	**0**	**6**	**0**	**21**	**1**	**458**	**9**	**0**	**468**	**15**	**436**	**0**	**0**	**451**	**941**
4:45 PM	0	0	1	0	1	13	0	9	0	22	0	447	11	0	458	13	408	0	0	421	902
5:00 PM	0	0	0	0	0	13	0	11	0	24	0	441	11	0	452	9	388	0	0	397	873
Peak-Hour Volumes																					
4:30 PM	0	0	0	0	0	2	0	1	0	3	1	122	1	0	124	3	110	0	0	113	240
4:45 PM	0	0	1	0	1	3	0	2	0	5	0	107	3	0	110	7	123	0	0	130	246
5:00 PM	0	0	0	0	0	6	0	3	0	9	0	102	3	0	105	4	112	0	0	116	230
5:15 PM	0	0	0	0	0	4	0	0	0	4	0	127	2	0	129	1	91	0	0	92	225
Peak-Hour Volume:	**0**	**0**	**1**	**0**	**1**	**15**	**0**	**6**	**0**	**21**	**1**	**458**	**9**	**0**	**468**	**15**	**436**	**0**	**0**	**451**	**941**
PHF:			**0.25**		**0.25**	**0.63**		**0.50**		**0.58**	**0.25**	**0.90**	**0.75**		**0.91**	**0.54**	**0.89**			**0.87**	**0.96**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 (Center St) / Ridgewood Ave**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Ridgewood Ave					WESTBOUND Ridgewood Ave					NORTHBOUND SR 17 (Center St)					SOUTHBOUND SR 17 (Center St)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
4:15 PM	0	0	0	0	0	1	0	2	0	3	0	6	0	0	6	0	4	0	0	4	13
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	5	0	0	5	17
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	6	0	0	7	10
Total	0	0	0	0	0	1	0	4	0	5	0	23	0	0	23	1	22	0	0	23	51
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	2	7	0	0	9	12
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	2	0	7	0	5	0	0	5	12
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	2	0	0	2	8
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	4	0	0	4	8
Total	0	0	0	0	0	1	0	1	0	2	0	15	3	0	18	2	18	0	0	20	40
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	1	0	4	0	5	0	23	0	0	23	1	22	0	0	23	51
4:15 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**6**	**0**	**21**	**0**	**0**	**21**	**3**	**22**	**0**	**0**	**25**	**52**
4:30 PM	0	0	0	0	0	1	0	2	0	3	0	20	2	0	22	3	23	0	0	26	51
4:45 PM	0	0	0	0	0	1	0	2	0	3	0	13	3	0	16	3	20	0	0	23	42
5:00 PM	0	0	0	0	0	1	0	1	0	2	0	15	3	0	18	2	18	0	0	20	40
Peak-Hour Volumes																					
4:15 PM	0	0	0	0	0	1	0	2	0	3	0	6	0	0	6	0	4	0	0	4	13
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	5	0	0	5	17
4:45 PM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	6	0	0	7	10
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	2	7	0	0	9	12
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	**0**	**6**	**0**	**21**	**0**	**0**	**21**	**3**	**22**	**0**	**0**	**25**	**52**
Heavy Vehicles %:			**0.0%**		**0.0%**	**13.3%**		**66.7%**		**28.6%**	**0.0%**	**4.6%**	**0.0%**		**4.5%**	**20.0%**	**5.0%**			**5.5%**	**5.5%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Main St) / 4th St S
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: SR 17 (Main St)
NB/SB Road: 4th St S
Main Direction: EB/WB [x] NB/SB [ ]
Peak-Season CF: 1.03

	EASTBOUND SR 17 (Main St)					WESTBOUND SR 17 (Main St)					NORTHBOUND 4th St S					SOUTHBOUND 4th St S					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	150	5	0	155	0	119	0	0	119	6	0	0	0	6	0	0	0	0	0	280
4:15 PM	0	142	10	0	152	0	135	0	0	135	3	0	2	0	5	0	0	1	0	1	293
4:30 PM	0	151	9	0	160	1	138	0	0	139	5	0	3	0	8	1	0	0	0	1	308
4:45 PM	0	142	6	0	148	0	105	0	0	105	3	0	1	0	4	0	0	0	0	0	257
Total	0	585	30	0	615	1	497	0	0	498	17	0	6	0	23	1	0	1	0	2	1138
5:00 PM	0	142	10	0	152	0	102	0	0	102	6	0	6	0	12	1	0	0	0	1	267
5:15 PM	0	163	6	0	169	3	79	0	0	82	7	0	3	0	10	1	0	0	0	1	262
5:30 PM	0	153	11	0	164	1	98	0	0	99	7	0	0	0	7	0	0	0	0	0	270
5:45 PM	0	143	9	0	152	3	95	0	0	98	5	1	3	0	9	0	0	0	0	0	259
Total	0	601	36	0	637	7	374	0	0	381	25	1	12	0	38	2	0	0	0	2	1058
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**585**	**30**	**0**	**615**	**1**	**497**	**0**	**0**	**498**	**17**	**0**	**6**	**0**	**23**	**1**	**0**	**1**	**0**	**2**	**1138**
4:15 PM	0	577	35	0	612	1	480	0	0	481	17	0	12	0	29	2	0	1	0	3	1125
4:30 PM	0	598	31	0	629	4	424	0	0	428	21	0	13	0	34	3	0	0	0	3	1094
4:45 PM	0	600	33	0	633	4	384	0	0	388	23	0	10	0	33	2	0	0	0	2	1056
5:00 PM	0	601	36	0	637	7	374	0	0	381	25	1	12	0	38	2	0	0	0	2	1058
Peak-Hour Volumes																					
4:00 PM	0	150	5	0	155	0	119	0	0	119	6	0	0	0	6	0	0	0	0	0	280
4:15 PM	0	142	10	0	152	0	135	0	0	135	3	0	2	0	5	0	0	1	0	1	293
4:30 PM	0	151	9	0	160	1	138	0	0	139	5	0	3	0	8	1	0	0	0	1	308
4:45 PM	0	142	6	0	148	0	105	0	0	105	3	0	1	0	4	0	0	0	0	0	257
Peak-Hour Volume:	**0**	**585**	**30**	**0**	**615**	**1**	**497**	**0**	**0**	**498**	**17**	**0**	**6**	**0**	**23**	**1**	**0**	**1**	**0**	**2**	**1138**
PHF:		**0.97**	**0.75**		**0.96**	**0.25**	**0.90**			**0.90**	**0.71**		**0.50**		**0.72**	**0.25**		**0.25**		**0.50**	**0.92**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 (Main St) / 4th St S**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND SR 17 (Main St)					WESTBOUND SR 17 (Main St)					NORTHBOUND 4th St S					SOUTHBOUND 4th St S					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	4	2	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	20	2	0	22	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	44
5:00 PM	0	3	0	0	3	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	10
5:15 PM	0	14	0	0	14	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	15
5:30 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
5:45 PM	0	3	2	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
Total	0	23	2	0	25	0	13	0	0	13	1	0	2	0	3	0	0	0	0	0	41
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	20	2	0	22	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	44
4:15 PM	**0**	**18**	**2**	**0**	**20**	**0**	**24**	**0**	**0**	**24**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**46**
4:30 PM	**0**	**25**	**2**	**0**	**27**	**0**	**17**	**0**	**0**	**17**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**46**
4:45 PM	0	24	0	0	24	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	38
5:00 PM	0	23	2	0	25	0	13	0	0	13	1	0	2	0	3	0	0	0	0	0	41
Peak-Hour Volumes																					
4:15 PM	0	7	0	0	7	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	15
4:30 PM	0	4	2	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
4:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	3	0	0	3	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	10
Peak-Hour Volume:	**0**	**18**	**2**	**0**	**20**	**0**	**24**	**0**	**0**	**24**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**46**
Heavy Vehicles %:		**3.1%**	**6.7%**		**3.3%**	**0.0%**	**4.8%**			**4.8%**	**0.0%**		**33.3%**		**8.7%**	**0.0%**		**0.0%**		**0.0%**	**4.0%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Scenic Hwy) / Old Scenic Hwy - Florida Ave
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Old Scenic Hwy - Florida Ave
NB/SB Road: SR 17 (Scenic Hwy)
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Old Scenic Hwy - Florida Ave					WESTBOUND Old Scenic Hwy - Florida Ave					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	6	0	6	0	0	2	0	2	2	87	0	0	89	8	109	2	0	119	216
4:15 PM	0	0	4	0	4	0	0	7	0	7	6	124	0	0	130	7	107	2	0	116	257
4:30 PM	0	0	6	0	6	0	0	1	0	1	2	113	0	0	115	7	122	2	0	131	253
4:45 PM	0	0	2	0	2	0	0	8	0	8	1	72	0	0	73	6	108	1	0	115	198
Total	0	0	18	0	18	0	0	18	0	18	11	396	0	0	407	28	446	7	0	481	924
5:00 PM	1	0	1	0	2	0	0	8	0	8	7	81	0	0	88	7	117	0	0	124	222
5:15 PM	1	0	3	0	4	0	1	4	0	5	5	65	0	0	70	8	130	1	0	139	218
5:30 PM	2	0	1	0	3	0	0	4	0	4	3	64	0	0	67	14	121	1	0	136	210
5:45 PM	1	1	3	0	5	0	0	3	0	3	3	84	0	0	87	10	108	3	0	121	216
Total	5	1	8	0	14	0	1	19	0	20	18	294	0	0	312	39	476	5	0	520	866
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	18	0	18	0	0	18	0	18	11	396	0	0	407	28	446	7	0	481	924
4:15 PM	**1**	**0**	**13**	**0**	**14**	**0**	**0**	**24**	**0**	**24**	**16**	**390**	**0**	**0**	**406**	**27**	**454**	**5**	**0**	**486**	**930**
4:30 PM	2	0	12	0	14	0	1	21	0	22	15	331	0	0	346	28	477	4	0	509	891
4:45 PM	4	0	7	0	11	0	1	24	0	25	16	282	0	0	298	35	476	3	0	514	848
5:00 PM	5	1	8	0	14	0	1	19	0	20	18	294	0	0	312	39	476	5	0	520	866
Peak-Hour Volumes																					
4:15 PM	0	0	4	0	4	0	0	7	0	7	6	124	0	0	130	7	107	2	0	116	257
4:30 PM	0	0	6	0	6	0	0	1	0	1	2	113	0	0	115	7	122	2	0	131	253
4:45 PM	0	0	2	0	2	0	0	8	0	8	1	72	0	0	73	6	108	1	0	115	198
5:00 PM	1	0	1	0	2	0	0	8	0	8	7	81	0	0	88	7	117	0	0	124	222
Peak-Hour Volume:	**1**	**0**	**13**	**0**	**14**	**0**	**0**	**24**	**0**	**24**	**16**	**390**	**0**	**0**	**406**	**27**	**454**	**5**	**0**	**486**	**930**
PHF:	**0.25**		**0.54**		**0.58**			**0.75**		**0.75**	**0.57**	**0.79**			**0.78**	**0.96**	**0.93**	**0.63**		**0.93**	**0.90**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 (Scenic Hwy) / Old Scenic Hwy - Florida Ave**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Old Scenic Hwy - Florida Ave					WESTBOUND Old Scenic Hwy - Florida Ave					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	18
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	13
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	11
Total	0	0	3	0	3	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	51
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	9	0	0	10	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	3	0	0	3	10
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	20	0	0	21	36
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**24**	**0**	**24**	**0**	**0**	**24**	**51**
4:15 PM	0	0	2	0	2	0	0	0	0	0	0	24	0	0	24	0	24	0	0	24	50
4:30 PM	0	0	2	0	2	0	0	0	0	0	0	15	0	0	15	1	25	0	0	26	43
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	14	0	0	14	1	24	0	0	25	40
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	1	20	0	0	21	36
Peak-Hour Volumes																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	4	0	0	4	9
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	8	0	0	8	18
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	8	0	0	8	0	4	0	0	4	13
4:45 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	8	0	0	8	11
Peak-Hour Volume:	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**24**	**0**	**24**	**0**	**0**	**24**	**51**
Heavy Vehicles %:	**0.0%**		**23.1%**		**21.4%**			**0.0%**		**0.0%**	**0.0%**	**6.2%**			**5.9%**	**0.0%**	**5.3%**	**0.0%**		**4.9%**	**5.5%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Scenic Hwy) / Tindel Camp Rd
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Tindel Camp Rd
NB/SB Road: SR 17 (Scenic Hwy)
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Tindel Camp Rd					WESTBOUND Tindel Camp Rd					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	22	0	3	0	25	0	83	37	0	120	6	94	0	0	100	245
4:15 PM	0	0	0	0	0	24	0	4	0	28	0	101	27	0	128	1	92	0	0	93	249
4:30 PM	0	0	0	0	0	21	0	6	0	27	0	102	22	0	124	4	119	0	0	123	274
4:45 PM	0	0	0	0	0	23	0	5	0	28	0	93	30	0	123	7	99	0	0	106	257
Total	0	0	0	0	0	90	0	18	0	108	0	379	116	0	495	18	404	0	0	422	1025
5:00 PM	0	0	0	0	0	14	0	3	0	17	0	92	45	0	137	8	118	0	0	126	280
5:15 PM	0	0	0	0	0	20	0	4	0	24	0	85	34	0	119	9	94	0	0	103	246
5:30 PM	0	0	0	0	0	23	0	3	0	26	0	78	32	0	110	8	101	0	0	109	245
5:45 PM	0	0	0	0	0	12	0	5	0	17	0	87	38	0	125	6	69	0	0	75	217
Total	0	0	0	0	0	69	0	15	0	84	0	342	149	0	491	31	382	0	0	413	988
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	90	0	18	0	108	0	379	116	0	495	18	404	0	0	422	1025
4:15 PM	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**18**	**0**	**100**	**0**	**388**	**124**	**0**	**512**	**20**	**428**	**0**	**0**	**448**	**1060**
4:30 PM	0	0	0	0	0	78	0	18	0	96	0	372	131	0	503	28	430	0	0	458	1057
4:45 PM	0	0	0	0	0	80	0	15	0	95	0	348	141	0	489	32	412	0	0	444	1028
5:00 PM	0	0	0	0	0	69	0	15	0	84	0	342	149	0	491	31	382	0	0	413	988
Peak-Hour Volumes																					
4:15 PM	0	0	0	0	0	24	0	4	0	28	0	101	27	0	128	1	92	0	0	93	249
4:30 PM	0	0	0	0	0	21	0	6	0	27	0	102	22	0	124	4	119	0	0	123	274
4:45 PM	0	0	0	0	0	23	0	5	0	28	0	93	30	0	123	7	99	0	0	106	257
5:00 PM	0	0	0	0	0	14	0	3	0	17	0	92	45	0	137	8	118	0	0	126	280
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**18**	**0**	**100**	**0**	**388**	**124**	**0**	**512**	**20**	**428**	**0**	**0**	**448**	**1060**
PHF:						**0.85**		**0.75**		**0.89**		**0.95**	**0.69**		**0.93**	**0.63**	**0.90**			**0.89**	**0.95**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 (Scenic Hwy) / Tindel Camp Rd**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Tindel Camp Rd					WESTBOUND Tindel Camp Rd					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	3	0	0	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	3	0	0	3	14
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	4	0	0	4	8
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	3	0	0	3	8
Total	0	0	0	0	0	4	0	0	0	4	0	16	2	0	18	0	13	0	0	13	35
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	2	0	6	0	4	0	0	4	11
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	9	0	0	9	11
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	8	0	0	8	0	5	0	0	5	15
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	0	3	6
Total	0	0	0	0	0	3	0	1	0	4	0	15	3	0	18	1	20	0	0	21	43
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	4	0	0	0	4	0	16	2	0	18	0	13	0	0	13	35
4:15 PM	0	0	0	0	0	4	0	0	0	4	0	20	3	0	23	0	14	0	0	14	41
4:30 PM	0	0	0	0	0	5	0	0	0	5	0	10	3	0	13	0	20	0	0	20	38
4:45 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**6**	**0**	**15**	**3**	**0**	**18**	**0**	**21**	**0**	**0**	**21**	**45**
5:00 PM	0	0	0	0	0	3	0	1	0	4	0	15	3	0	18	1	20	0	0	21	43
Peak-Hour Volumes																					
4:45 PM	0	0	0	0	0	2	0	0	0	2	0	2	1	0	3	0	3	0	0	3	8
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	2	0	6	0	4	0	0	4	11
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	9	0	0	9	11
5:30 PM	0	0	0	0	0	1	0	1	0	2	0	8	0	0	8	0	5	0	0	5	15
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**0**	**6**	**0**	**15**	**3**	**0**	**18**	**0**	**21**	**0**	**0**	**21**	**45**
Heavy Vehicles %:						**6.1%**		**5.6%**		**6.0%**		**3.9%**	**2.4%**		**3.5%**	**0.0%**	**4.9%**			**4.7%**	**4.2%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: SR 17 (Scenic Hwy) / Welsh Rd
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Welsh Rd
NB/SB Road: SR 17 (Scenic Hwy)
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Welsh Rd					WESTBOUND Welsh Rd					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	93	0	0	93	0	98	0	0	98	191
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	91	0	0	91	0	100	0	0	100	192
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	105	0	0	105	0	117	0	0	117	222
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	95	0	109	0	0	109	204
Total	0	0	1	0	1	0	0	0	0	0	0	384	0	0	384	0	424	0	0	424	809
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	91	0	125	0	0	125	216
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	97	0	96	0	0	96	193
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	83	0	0	83	0	103	0	0	103	186
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	87	0	0	87	0	81	0	0	81	168
Total	0	0	0	0	0	0	0	0	0	0	0	358	0	0	358	0	405	0	0	405	763
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	384	0	0	384	0	424	0	0	424	809
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	382	0	0	382	0	451	0	0	451	834
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**388**	**0**	**0**	**388**	**0**	**447**	**0**	**0**	**447**	**835**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	366	0	0	366	0	433	0	0	433	799
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	358	0	0	358	0	405	0	0	405	763
Peak-Hour Volumes																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	105	0	0	105	0	117	0	0	117	222
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	95	0	109	0	0	109	204
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	91	0	0	91	0	125	0	0	125	216
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	97	0	96	0	0	96	193
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**388**	**0**	**0**	**388**	**0**	**447**	**0**	**0**	**447**	**835**
PHF:												**0.92**			**0.92**		**0.89**			**0.89**	**0.94**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **SR 17 (Scenic Hwy) / Welsh Rd**
Jurisdiction: **Town of Dundee, Polk County**

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Welsh Rd					WESTBOUND Welsh Rd					NORTHBOUND SR 17 (Scenic Hwy)					SOUTHBOUND SR 17 (Scenic Hwy)					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	5
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	0	4	0	0	4	11
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
Total	0	0	1	0	1	0	0	0	0	0	0	18	0	0	18	0	19	0	0	19	38
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	11	0	0	11	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	4	0	0	4	13
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6
Total	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	25	0	0	25	40
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	18	0	0	18	0	19	0	0	19	38
4:15 PM	0	0	1	0	1	0	0	0	0	0	0	19	0	0	19	0	21	0	0	21	41
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**15**	**0**	**28**	**0**	**0**	**28**	**43**
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**17**	**0**	**26**	**0**	**0**	**26**	**43**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	25	0	0	25	40
Peak-Hour Volumes																					
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	6	0	0	6	13
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	0	5	8
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	11	0	0	11	13
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**15**	**0**	**28**	**0**	**0**	**28**	**43**
Heavy Vehicles %:												**3.9%**			**3.9%**		**6.3%**			**6.3%**	**5.1%**

ESPR CORPORATION
Traffic Data Collection Summary

Intersection: US 27 / Lincoln Ave
Jurisdiction: Town of Dundee, Polk County

ESRP CORPORATION
Engineering | Science | Research | Planning

Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: All Groups / All Vehicles

EB/WB Road: Lincoln Ave
NB/SB Road: US 27
Main Direction: EB/WB [ ] NB/SB [x]
Peak-Season CF: 1.03

	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	4	0	7	0	11	0	368	2	0	370	9	374	0	0	383	764
4:15 PM	0	0	0	0	0	3	0	6	0	9	0	359	4	0	363	8	299	0	0	307	679
4:30 PM	0	0	0	0	0	5	0	7	0	12	0	382	4	0	386	6	392	0	0	398	796
4:45 PM	0	0	0	0	0	6	0	6	0	12	0	419	10	0	429	6	359	0	0	365	806
Total	0	0	0	0	0	18	0	26	0	44	0	1528	20	0	1548	29	1424	0	0	1453	3045
5:00 PM	0	0	0	0	0	9	0	4	0	13	0	374	6	0	380	7	384	0	0	391	784
5:15 PM	0	0	0	0	0	9	0	7	0	16	0	421	3	0	424	8	345	0	0	353	793
5:30 PM	0	0	0	0	0	7	0	6	0	13	0	382	4	0	386	4	359	0	0	363	762
5:45 PM	0	0	0	0	0	2	0	5	0	7	0	371	9	0	380	1	313	0	0	314	701
Total	0	0	0	0	0	27	0	22	0	49	0	1548	22	0	1570	20	1401	0	0	1421	3040
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	0	0	0	0	0	18	0	26	0	44	0	1528	20	0	1548	29	1424	0	0	1453	3045
4:15 PM	0	0	0	0	0	23	0	23	0	46	0	1534	24	0	1558	27	1434	0	0	1461	3065
4:30 PM	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**24**	**0**	**53**	**0**	**1596**	**23**	**0**	**1619**	**27**	**1480**	**0**	**0**	**1507**	**3179**
4:45 PM	0	0	0	0	0	31	0	23	0	54	0	1596	23	0	1619	25	1447	0	0	1472	3145
5:00 PM	0	0	0	0	0	27	0	22	0	49	0	1548	22	0	1570	20	1401	0	0	1421	3040
Peak-Hour Volumes																					
4:30 PM	0	0	0	0	0	5	0	7	0	12	0	382	4	0	386	6	392	0	0	398	796
4:45 PM	0	0	0	0	0	6	0	6	0	12	0	419	10	0	429	6	359	0	0	365	806
5:00 PM	0	0	0	0	0	9	0	4	0	13	0	374	6	0	380	7	384	0	0	391	784
5:15 PM	0	0	0	0	0	9	0	7	0	16	0	421	3	0	424	8	345	0	0	353	793
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**24**	**0**	**53**	**0**	**1596**	**23**	**0**	**1619**	**27**	**1480**	**0**	**0**	**1507**	**3179**
PHF:						**0.81**		**0.86**		**0.83**		**0.95**	**0.58**		**0.94**	**0.84**	**0.94**			**0.95**	**0.99**

ESPR CORPORATION
Traffic Data Collection Summary

ESRP CORPORATION
Engineering | Science | Research | Planning

Intersection: **US 27 / Lincoln Ave**
Jurisdiction: **Town of Dundee, Polk County**

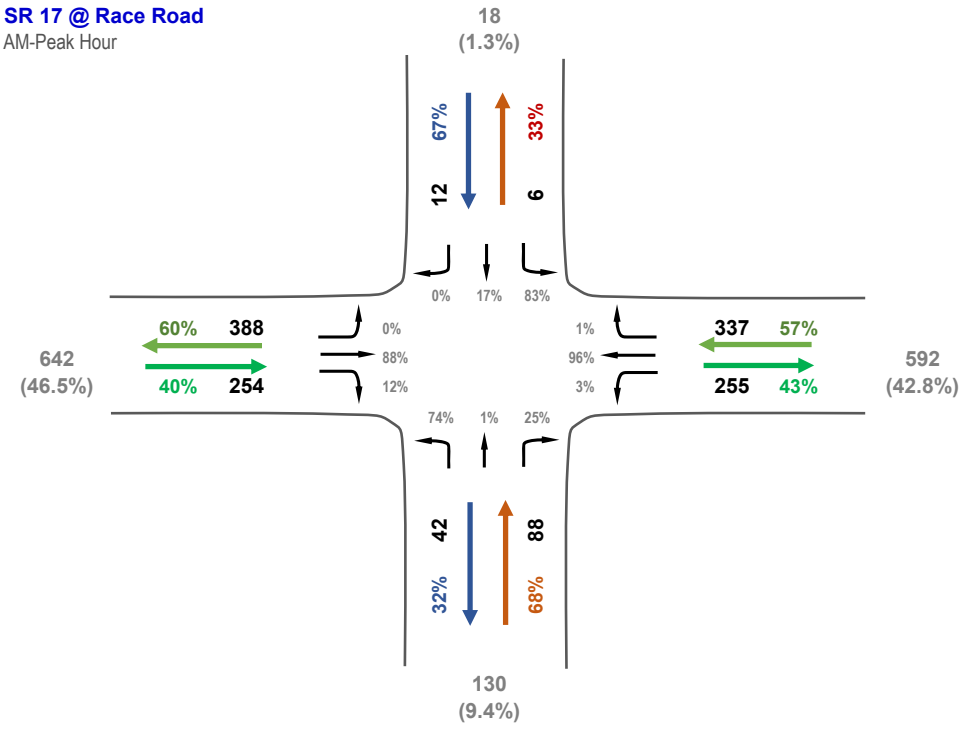
Date of Data Collection: 2/21/2023
Data Collected by: ND
Hours of Data Collection: 4:00 PM to 6:00 PM
Count Groups Included: **Heavy Vehicles**

	EASTBOUND Lincoln Ave					WESTBOUND Lincoln Ave					NORTHBOUND US 27					SOUTHBOUND US 27					Intersection
Movement/Lane Group	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	**LT**	**TH**	**RT**	**RTOR**	**All Lane Groups**	
PSCF	1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		1.03	1.03	1.03	1.03		
Start Time																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	34	1	0	35	1	24	0	0	25	60
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	33	0	0	33	1	20	0	0	21	55
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	33	1	0	34	1	26	0	0	27	62
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	14	0	0	14	35
Total	0	0	0	0	0	1	0	1	0	2	0	120	3	0	123	3	84	0	0	87	212
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	24	1	0	25	1	21	0	0	22	47
5:15 PM	0	0	0	0	0	1	0	1	0	2	0	22	0	0	22	0	20	0	0	20	44
5:30 PM	0	0	0	0	0	0	0	1	0	1	0	23	0	0	23	0	21	0	0	21	45
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	25	2	0	27	0	15	0	0	15	42
Total	0	0	0	0	0	1	0	2	0	3	0	94	3	0	97	1	77	0	0	78	178
Hourly Volumes																					
Hour Starting at:																					
4:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**120**	**3**	**0**	**123**	**3**	**84**	**0**	**0**	**87**	**212**
4:15 PM	0	0	0	0	0	1	0	1	0	2	0	110	3	0	113	3	81	0	0	84	199
4:30 PM	0	0	0	0	0	2	0	1	0	3	0	99	3	0	102	2	81	0	0	83	188
4:45 PM	0	0	0	0	0	1	0	2	0	3	0	89	2	0	91	1	76	0	0	77	171
5:00 PM	0	0	0	0	0	1	0	2	0	3	0	94	3	0	97	1	77	0	0	78	178
Peak-Hour Volumes																					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	34	1	0	35	1	24	0	0	25	60
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	33	0	0	33	1	20	0	0	21	55
4:30 PM	0	0	0	0	0	1	0	0	0	1	0	33	1	0	34	1	26	0	0	27	62
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	14	0	0	14	35
Peak-Hour Volume:	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**120**	**3**	**0**	**123**	**3**	**84**	**0**	**0**	**87**	**212**
Heavy Vehicles %:						**3.4%**		**4.2%**		**3.8%**		**7.5%**	**13.0%**		**7.6%**	**11.1%**	**5.7%**			**5.8%**	**6.7%**

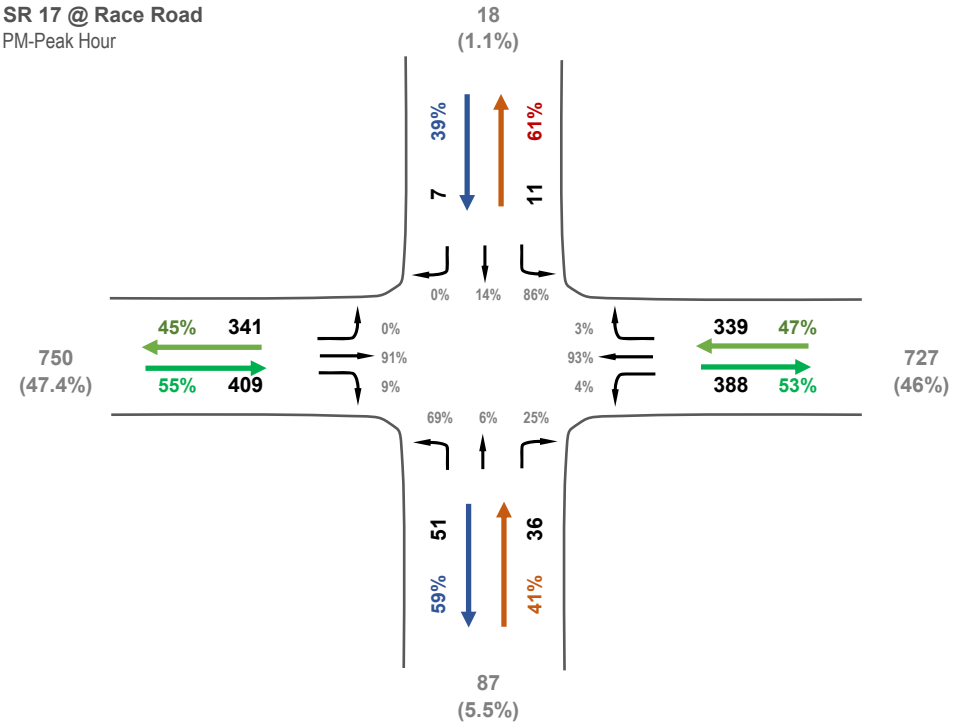
APPENDIX 4 – Approach Vol % Distrib. & Directional Vols.

Approach-Volume Percentage Distribution

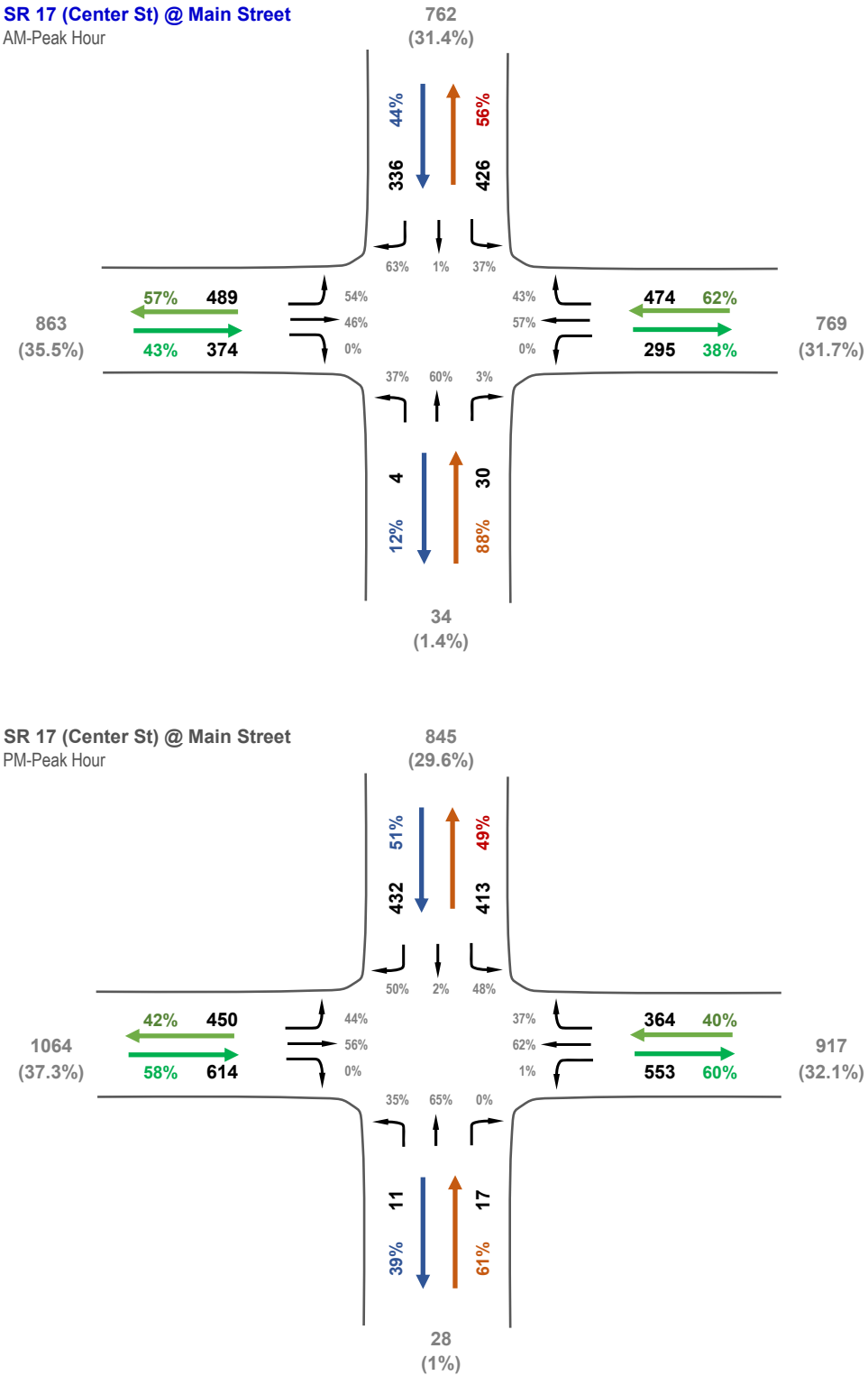
SR 17 @ Race Road
AM-Peak Hour



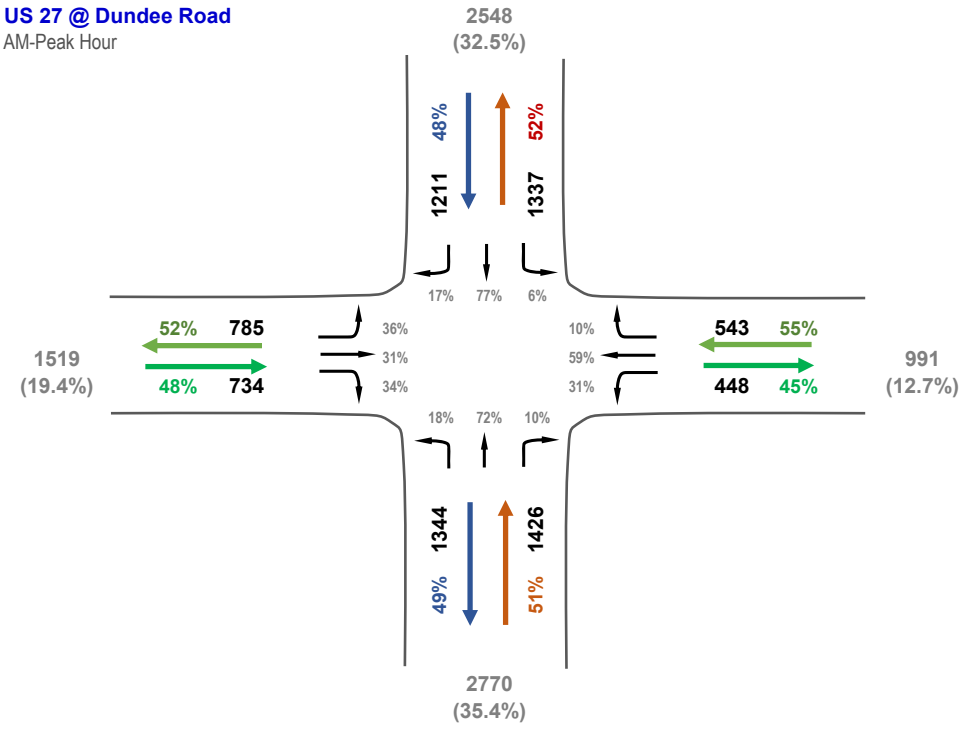
SR 17 @ Race Road
PM-Peak Hour

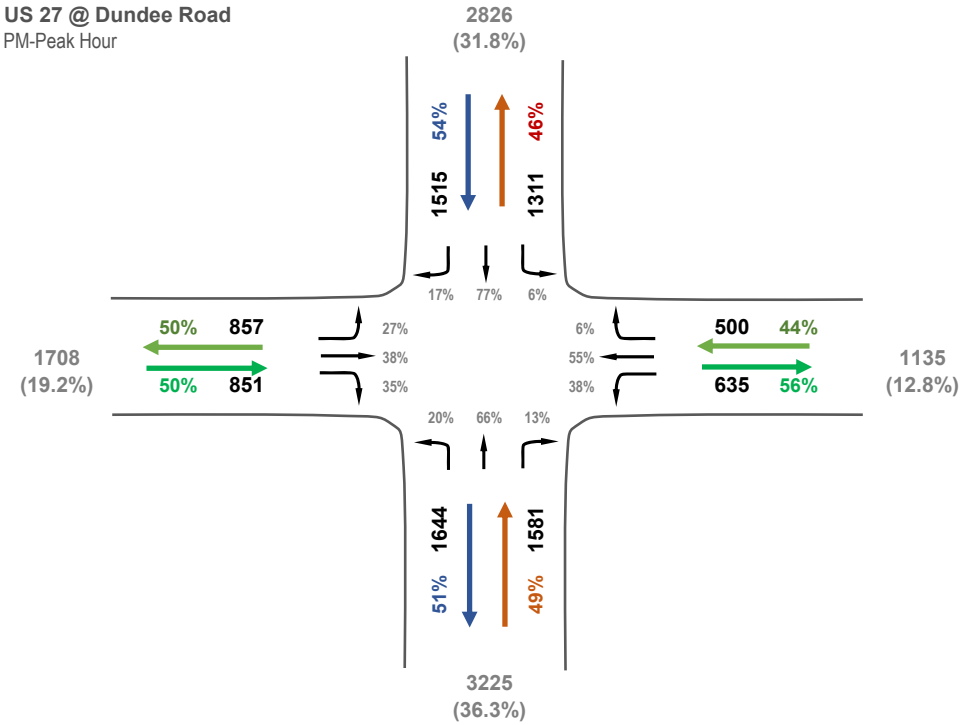


Approach-Volume Percentage Distribution

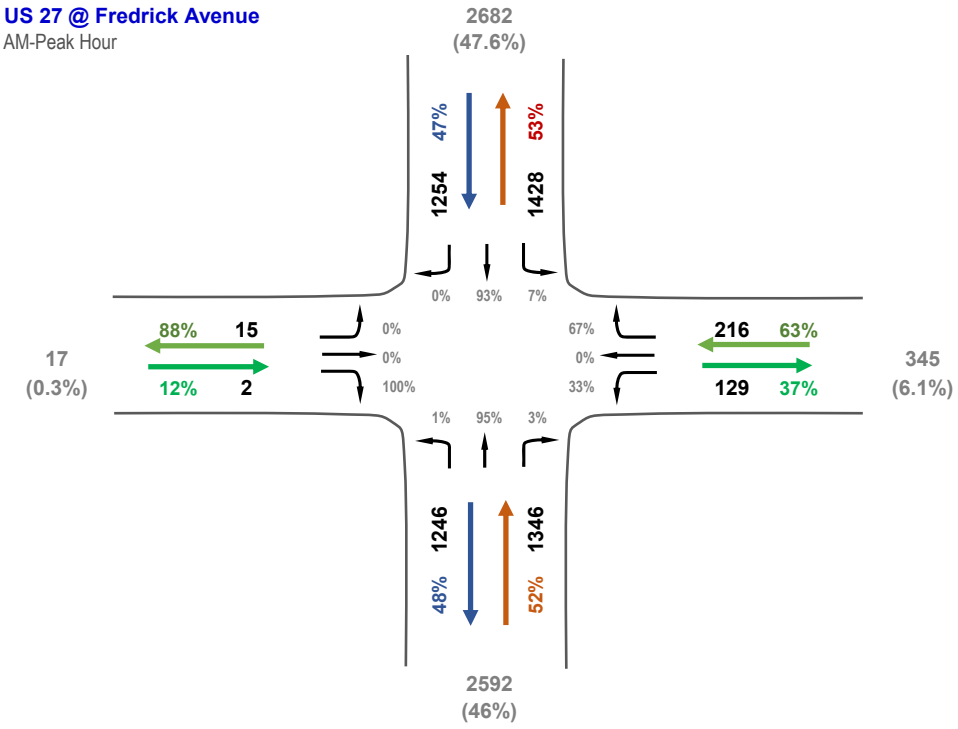


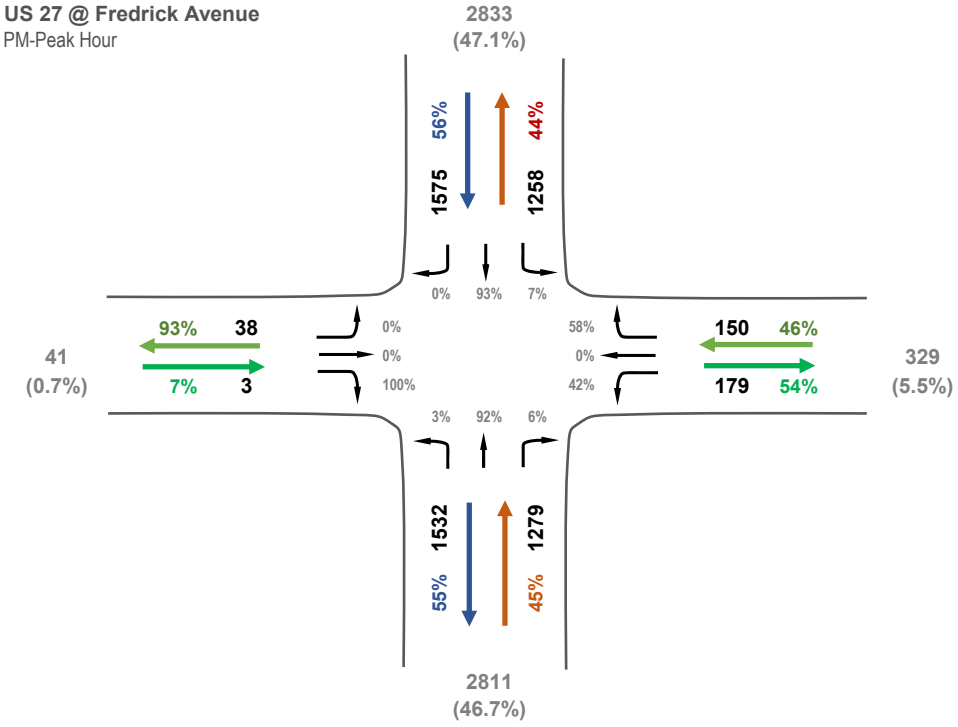
Approach-Volume Percentage Distribution





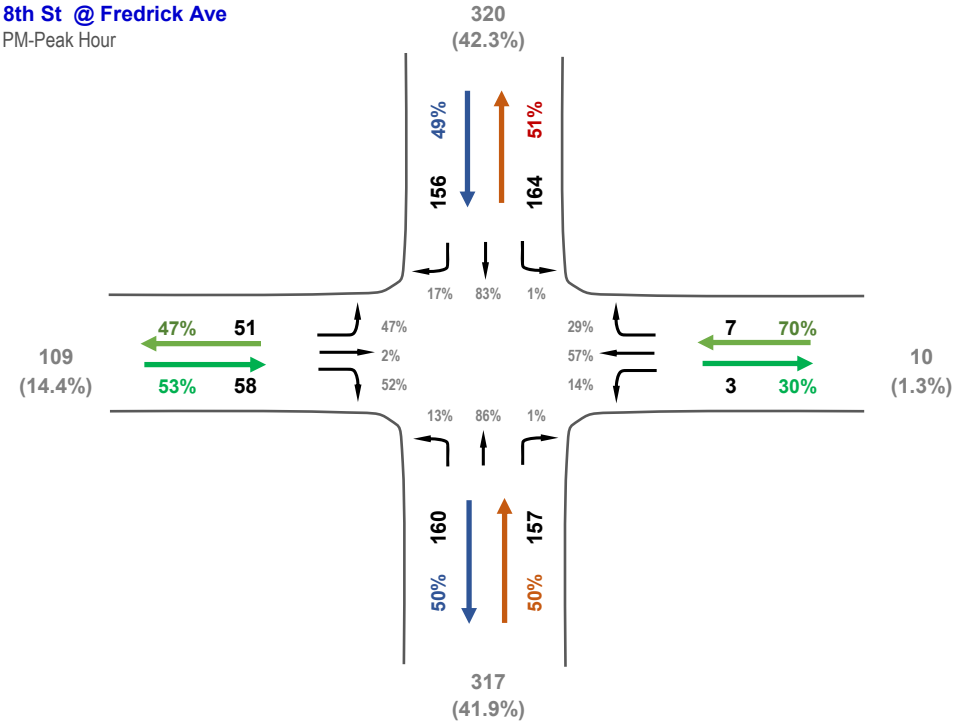
Approach-Volume Percentage Distribution



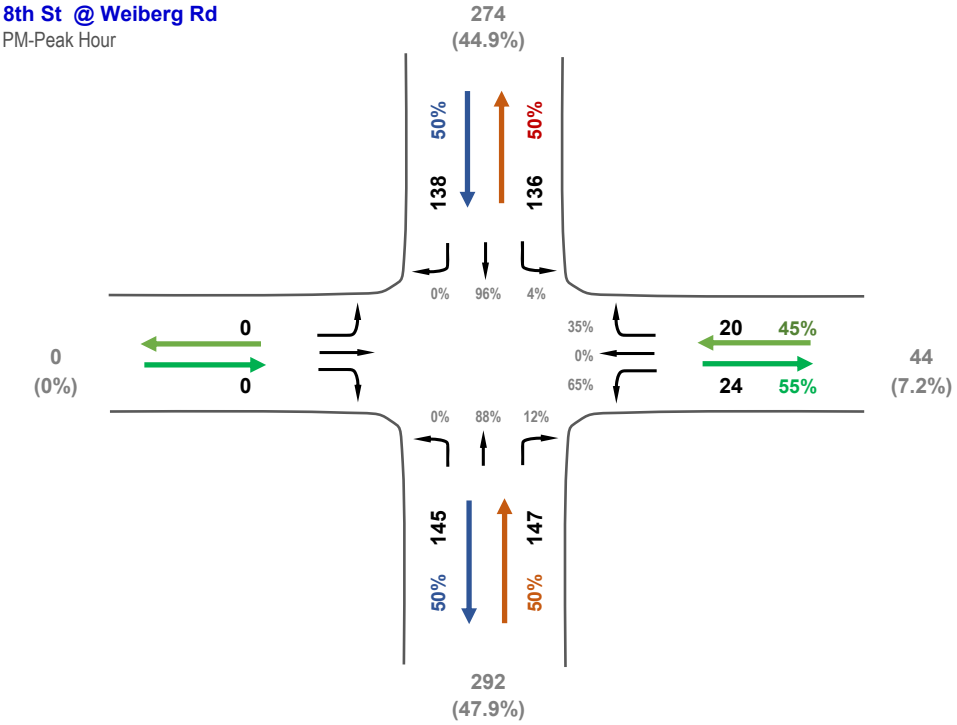


Approach-Volume Percentage Distribution

8th St @ Fredrick Ave
PM-Peak Hour

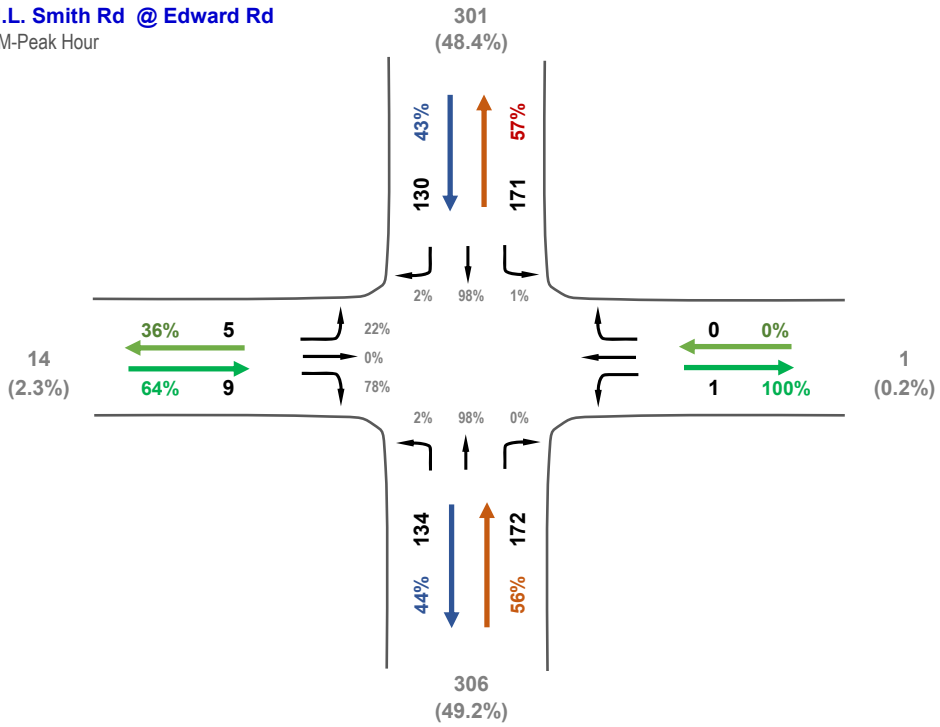


8th St @ Weiberg Rd
PM-Peak Hour

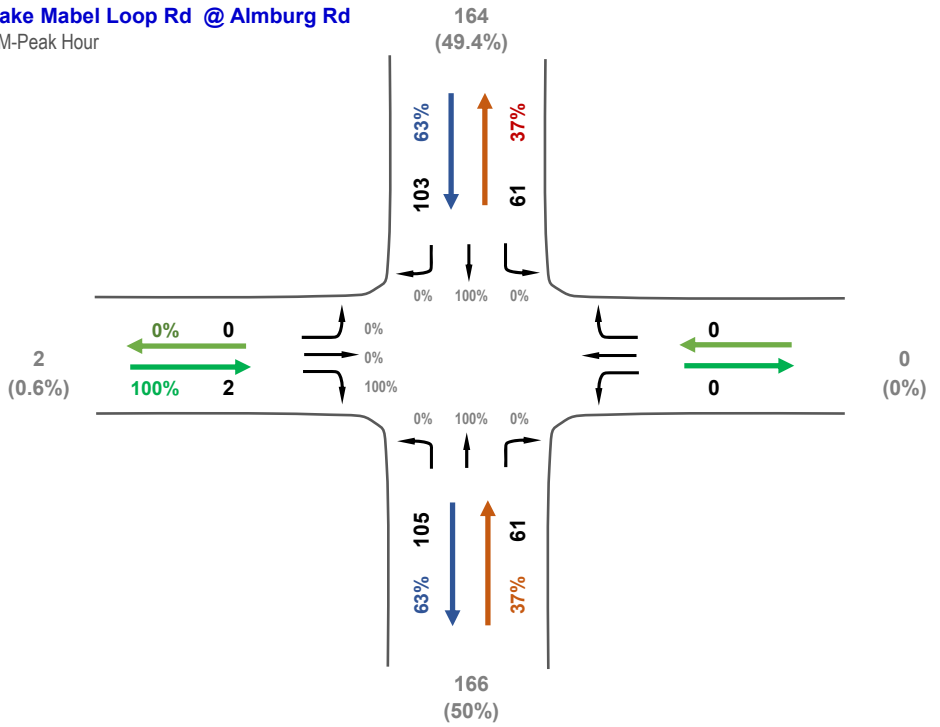


Approach-Volume Percentage Distribution

H.L. Smith Rd @ Edward Rd
PM-Peak Hour

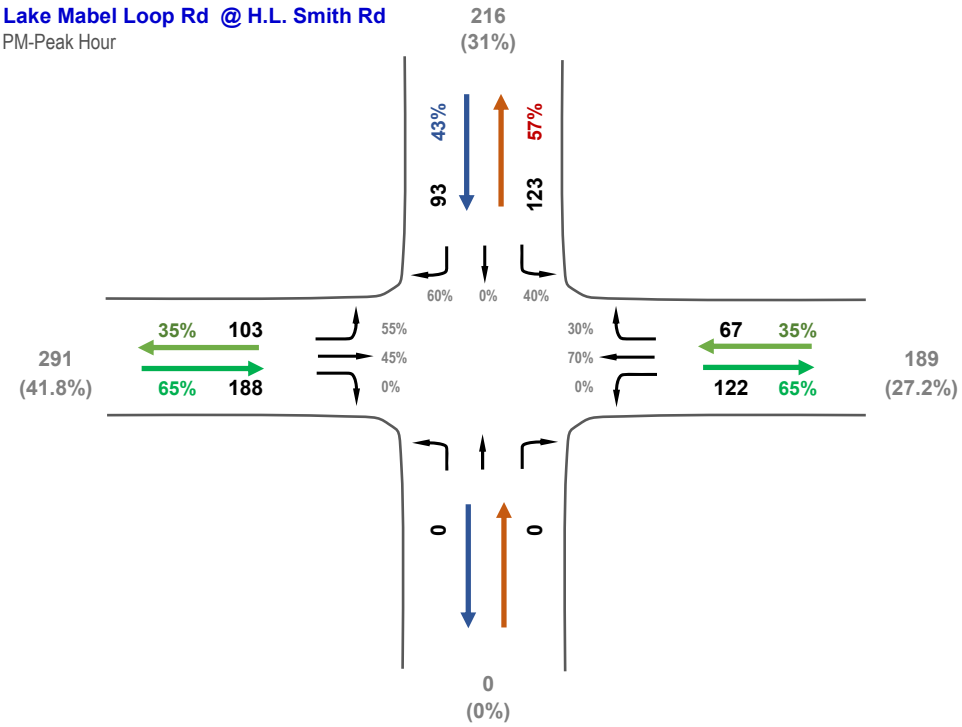


Lake Mabel Loop Rd @ Almburg Rd
PM-Peak Hour

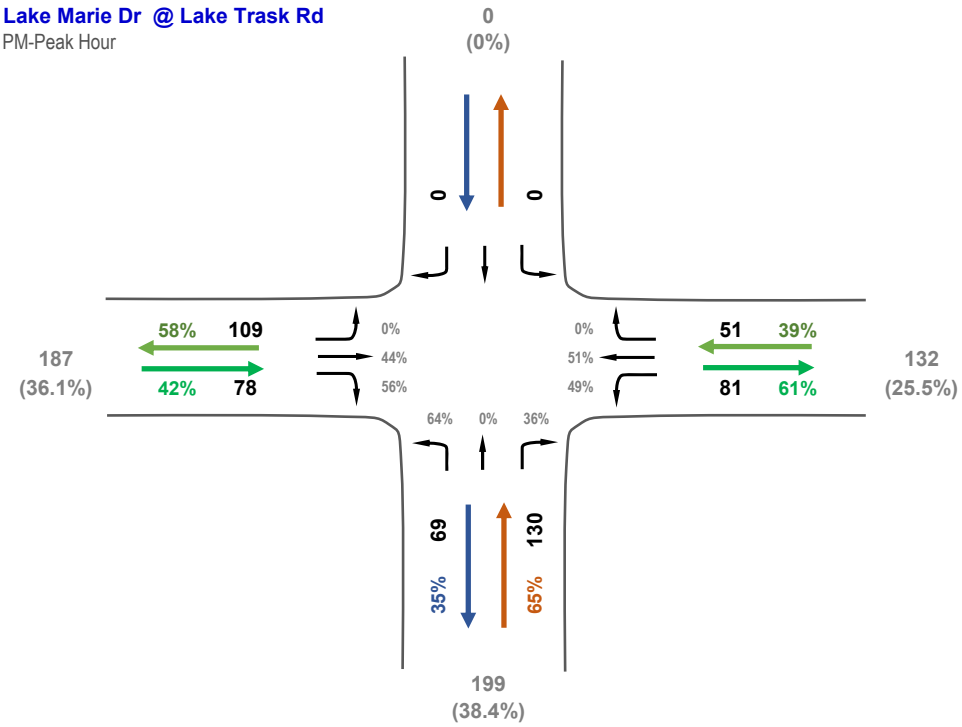


Approach-Volume Percentage Distribution

Lake Mabel Loop Rd @ H.L. Smith Rd
PM-Peak Hour

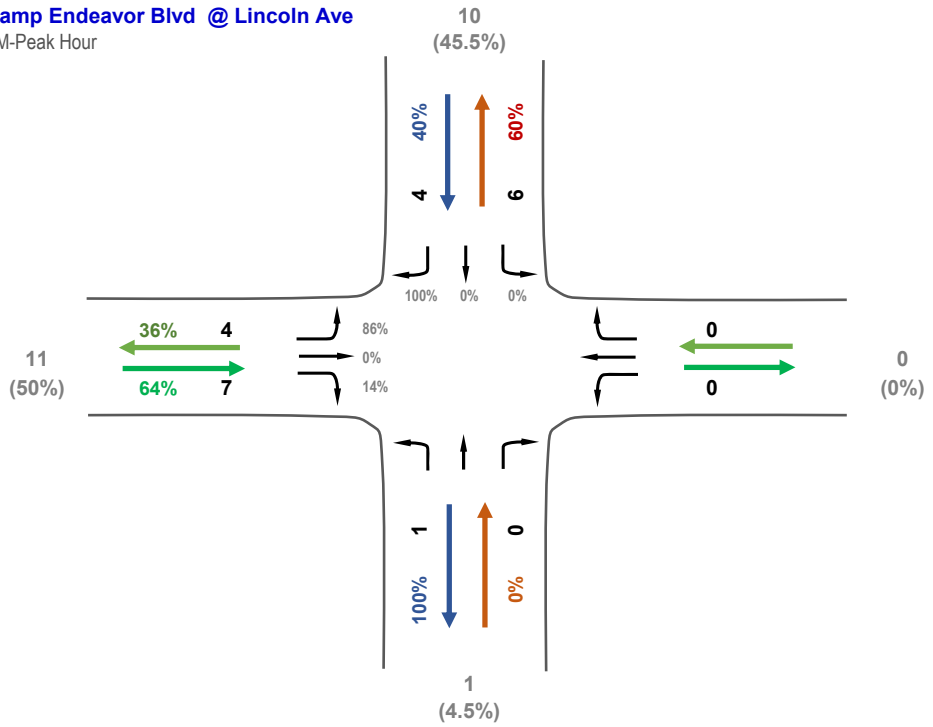


Lake Marie Dr @ Lake Trask Rd
PM-Peak Hour

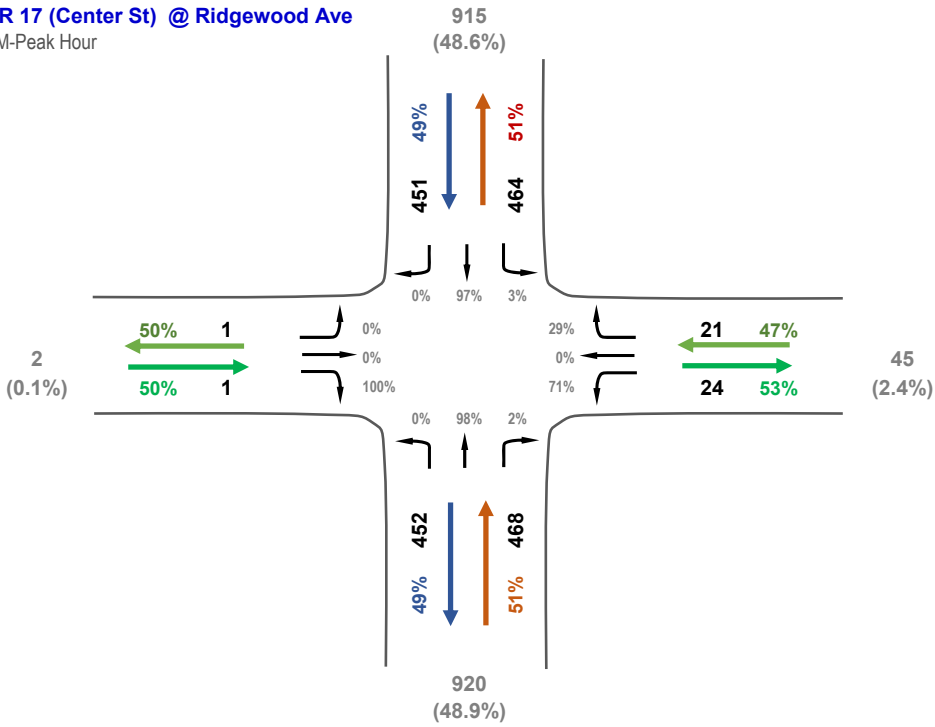


Approach-Volume Percentage Distribution

Camp Endeavor Blvd @ Lincoln Ave
PM-Peak Hour

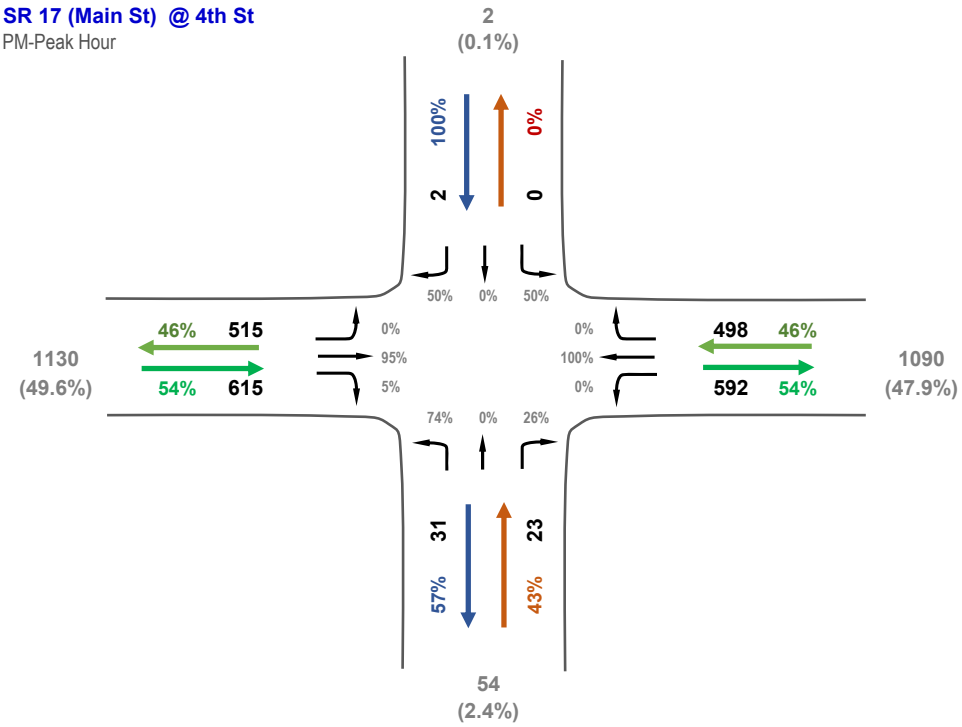


SR 17 (Center St) @ Ridgewood Ave
PM-Peak Hour

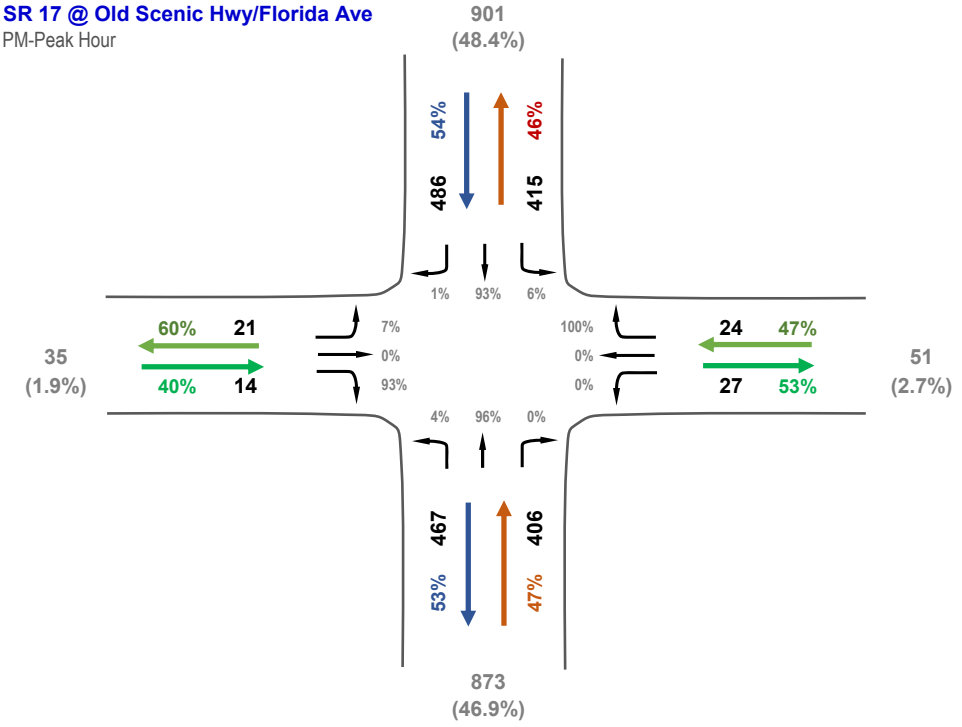


Approach-Volume Percentage Distribution

SR 17 (Main St) @ 4th St
PM-Peak Hour

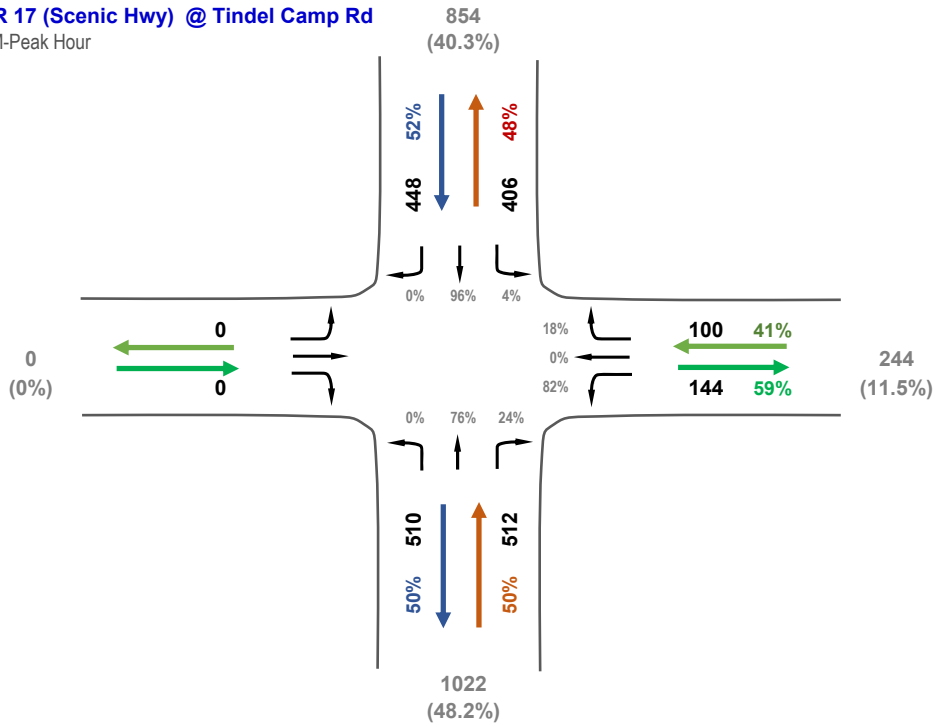


SR 17 @ Old Scenic Hwy/Florida Ave
PM-Peak Hour

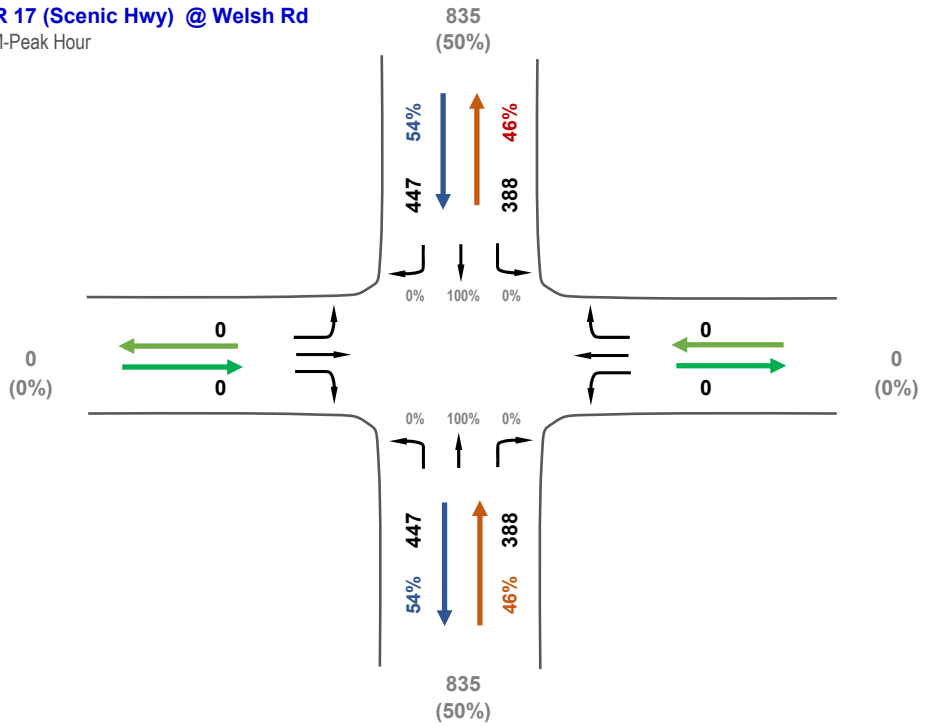


Approach-Volume Percentage Distribution

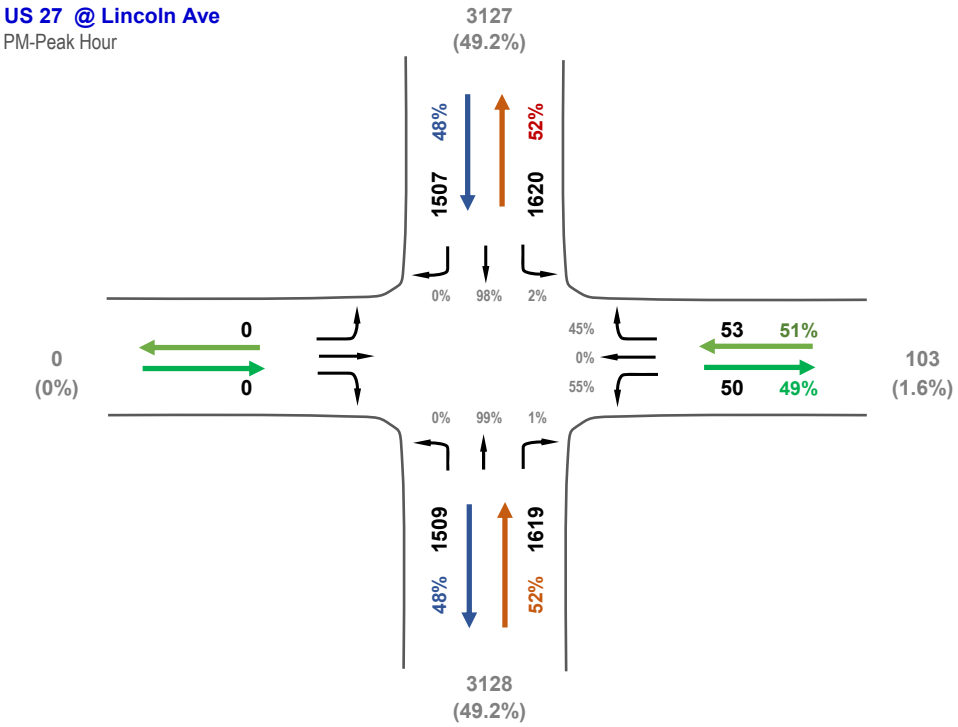
SR 17 (Scenic Hwy) @ Tindel Camp Rd
PM-Peak Hour



SR 17 (Scenic Hwy) @ Welsh Rd
PM-Peak Hour



Approach-Volume Percentage Distribution



TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE:	RESOLUTION 23-11, TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION
SUBJECT:	The Town Commission will hear the 1st reading of Resolution 23-09
STAFF ANALYSIS:	This is a resolution to support the transportation impact fee study and update the transportation impact-fee schedule it will also support the implementation of a Transportation Concurrency Management System.
FISCAL IMPACT:	No Fiscal Impact
STAFF RECOMMENDATION:	Staff recommends approval of Resolution 23-11
ATTACHMENTS:	Resolution 23-11

RESOLUTION NO. 23-11

A RESOLUTION OF THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA; APPROVING AND ADOPTING THE TOWN OF DUNDEE TOWNWIDE TRAFFIC ANALYSIS AND ADEQUACY DETERMINATION TECHNICAL REPORT, JUNE 2023; PROVIDING FOR THE INCORPORATION OF RECITALS; PROVIDING FOR THE ADMINISTRATIVE CORRECTION OF SCRIVENERS ERRORS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Town of Dundee is a Florida municipal corporation vested with home rule authority pursuant to the Municipal Home Rule Powers Act (F.S. Chapter 166) and Article VIII, §2 of the Florida Constitution; and

WHEREAS, pursuant to Section 2(b), Article VIII of the Florida Constitution and Chapter 166, Florida Statutes, the Town is vested with governmental, corporate and proprietary powers to enable it to conduct municipal government, perform municipal functions and render municipal services, including the general exercise of any power for municipal purposes; and

WHEREAS, based on the most recent and localized data, the Town of Dundee ("Town") projects that it will experience 94.4% of its residential growth between 2022 and 2035; and

WHEREAS, based on the most recent and localized data which includes, but is not limited to, revised and updated socioeconomic data, the Town anticipates gaining 4,519 single family residential units between 2022 and 2045 which represents an estimated population growth of approximately 13,799 residents; and

WHEREAS, in an effort to improve and strengthen the Town's transportation network for both residential and commercial development, the Town entered into an agreement with ESRP Corporation ("ESRP") to perform a comprehensive transportation study which includes, but is not limited to, the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report in order to identify and plan for transportation improvements necessitated by and/or through concurrency management, substandard infrastructure, and new growth within the corporate limits of the Town of Dundee; and

WHEREAS, the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report, June 2023 (the "Transportation Plan"), identifies and prioritizes necessary improvements to the Town's existing transportation system infrastructure in order to meet current and projected transportation needs through the year 2045; and

WHEREAS, a copy of the Transportation Plan is attached hereto as **Exhibit "A"** and made a part hereof by reference; and

WHEREAS, the Transportation Plan is intended to provide a guide for the orderly expansion, operation and maintenance of the Town's transportation facilities and to prepare annual budgets for capital improvements; and

WHEREAS, the Transportation Plan provides for an updated concurrency management system which includes several components and/or elements which includes, but is not limited to,

creation and implementation of a townwide thoroughfare network, townwide functional classification for roadway segments, and create and implement an estimated amount of network-segment capacity for new development(s) constructed within the corporate limits of the Town of Dundee, Florida; and

WHEREAS, the Town of Dundee Planning and Zoning Board ("Board"), serving as the Local Planning Agency designated by the Town, held a duly advertised public meeting on June 15, 2023, in order to obtain public comment on and/or for the Transportation Plan; and

WHEREAS, on June 15, 2023, the Board reviewed and discussed the Transportation Plan without any proposed amendments; and

WHEREAS, in the exercise of its authority, the Town Commission approves and adopts the Town of Dundee Transportation Plan, June 2023, incorporated herein as **Exhibit "A"**, to be known as the Town of Dundee Transportation Plan and included as data and analysis to support the unprecedented residential and commercial growth within the corporate limits of the Town of Dundee, Florida.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COMMISSION OF THE TOWN OF DUNDEE, FLORIDA:

Section 1. **INCORPORATION OF RECITALS.** The above factual recitals are hereby incorporated herein and serve as a factual and material basis for the passage of this Resolution.

Section 2. **APPROVAL AND ADOPTION.** The Town Commission of the Town of Dundee, Florida, hereby approves and adopts the Town of Dundee Townwide Traffic Analysis and Adequacy Determination Technical Report, June 2023 (the "Transportation Plan"), as attached hereto and made a part hereof as **Exhibit "A"**.

Section 3. **ADMINISTRATIVE CORRECTION OF SCRIVENER'S ERRORS.** Any provision in this Resolution may be renumbered or re-lettered and the correction of typographical and/or scrivener's errors which do not affect the intent may be authorized by the Town Manager or his/her designee, without the need of consideration by the Town Commission, by filing a corrected or recodified copy of same with the Town Clerk.

Section 4. **CONFLICTS.** All Resolutions in conflict with this Resolution are repealed to the extent necessary to give this Resolution full force and effect.

Section 5. **SEVERABILITY**. If any section, subsection, sentence, clause, phrase of this Resolution, or the application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby. The Town Commission hereby declares that it would have passed this Resolution, and each section, subsection, clause, or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, and phrases be declared unconstitutional.

Section 6. **Effective Date.** This Resolution shall take effect immediately upon passage.

READ, PASSED AND ADOPTED at a duly called meeting of the Town Commission of the Town of Dundee, Florida assembled on the 27th day of June, 2023.

TOWN OF DUNDEE

_____
Samuel Pennant, Mayor

ATTEST WITH SEAL:

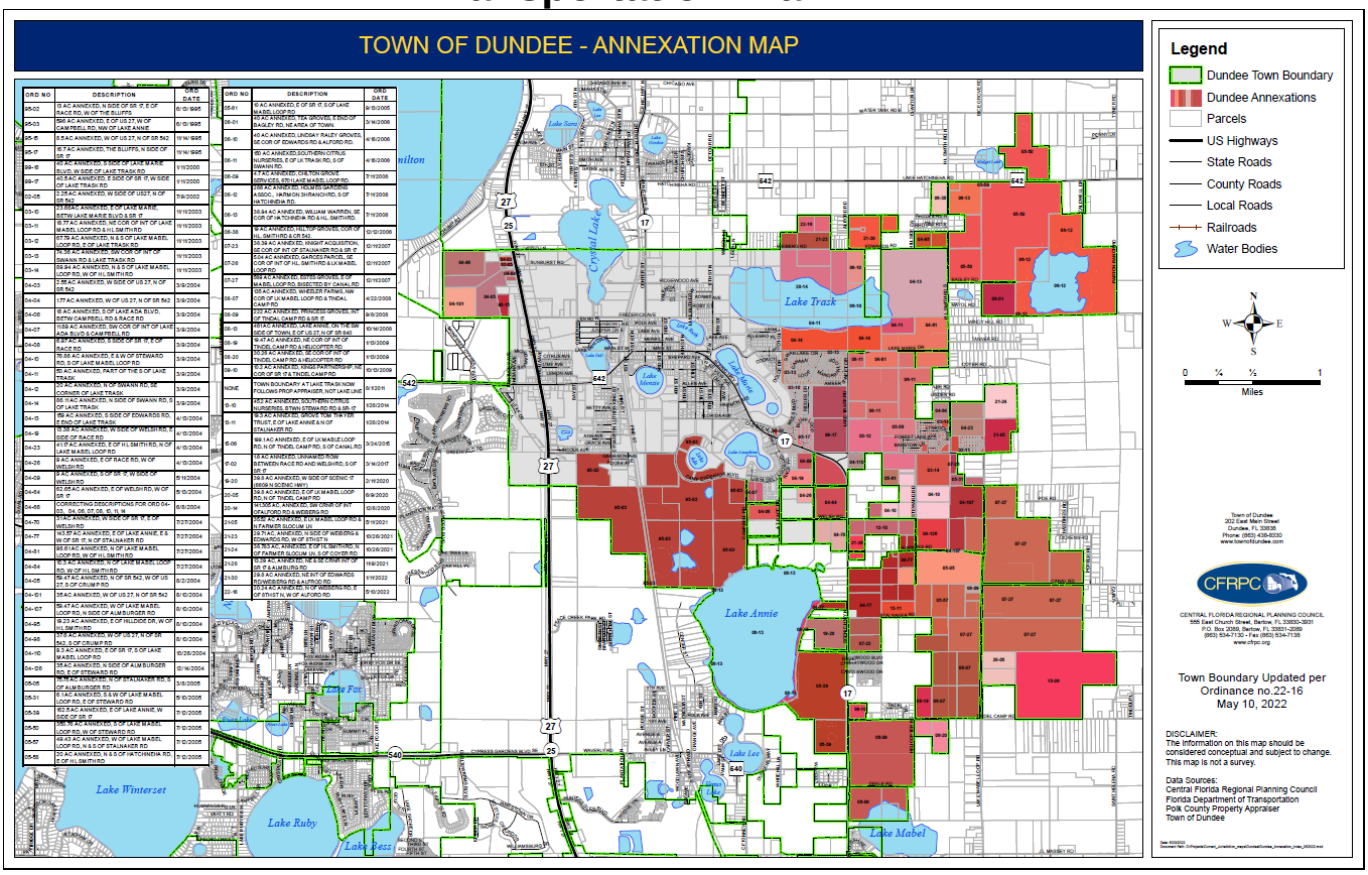
_____
Trevor Douthat, Town Clerk

Approved as to form:

_____
Frederick J. Murphy, Jr., Town Attorney

Exhibit "A"
Resolution 23-11

Transportation Plan



TOWN COMMISSION MEETING

June 27, 2023 at 6:30 PM

AGENDA ITEM TITLE:	DISCUSSION AND ACTION, FDOT AGREEMENT
SUBJECT:	Town Commission will consider alternatives to renewing the FDOT Contract ARX92
STAFF ANALYSIS:	This item was tabled at the June 13, 2023 Town Commission meeting until alternative options could be determined. At this time, Assistant Town Attorney Claytor will present his findings to the Town Commission.
FISCAL IMPACT:	To be determined
STAFF RECOMMENDATION:	At the will of the Commission
ATTACHMENTS:	Traffic Signal Maintenance and Compensation Agreement

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

AMENDMENT TO TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT

CONTRACT NO. ARX92
FINANCIAL PROJECT NO. 413647-1-88-01
F.E.I.D. NO. F596000309004
AMENDMENT NO. 8

THIS AMENDMENT TO THE TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT ("Amendment"), is entered into this _____ day of _____, 2023 between the Florida Department of Transportation, an agency of the State of Florida, herein called the "Department", and the Town of Dundee, Florida ("Maintaining Agency").

RECITALS:

WHEREAS, the Department and the Maintaining Agency on July 16, 2015 entered into a Traffic Signal Maintenance and Compensation Agreement ("Agreement"); and

WHEREAS, the Parties have agreed to modify the Agreement on the terms and conditions set forth herein.

NOW THEREFORE, in consideration of the mutual covenants in this Amendment, the Agreement is amended as follows:

1. Agreement paragraphs 1, 3, 6, 12, 31, and 35 are amended, superseded, and replaced in their entirety with the new paragraphs 1, 3, 6, 12, 31, and 35 attached hereto to this Amendment.

2. Agreement exhibits A, B, and C are amended, superseded, and replaced in their entirety with new Exhibits A, B, and C attached hereto to this Amendment.

3. Except as modified in this Amendment, all terms and conditions of the Agreement and any amendments or modifications thereto remain in full force and effect.

IN WITNESS WHEREOF, the undersigned parties have executed this Amendment on the day, month, and year set forth above.

TOWN OF DUNDEE, Florida
(Maintaining Agency)

By: _____
(Authorized Signature)

Print/Type Name: Tandra Davis

Title: Town Manager

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

By: _____
(Authorized Signature)

Print/Type Name: Mark Mathes, P.E.

Title: District Traffic Operations Engineer

DS DC

Legal Review: _____

Attorney: _____ Date: _____

AMENDMENT TO TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT

1. The Maintaining Agency shall be responsible for the "Project," defined as the maintenance and continuous operation of the following, located on the State Highway System:
    a. Traffic signals ("TS"),
    b. Interconnected and monitored traffic signals ("IMTS") - defined as signals that are interconnected with telecommunications and are monitored at a central location,
    c. Traffic signal systems - defined as central computer; traffic monitoring cameras ("TrMC"; must fulfill District purpose and need and be accessible from Department's Video Aggregation System); arterial dynamic message signs ("ADMS"); communications devices; interconnect / network; vehicle, bicycle & pedestrian detection devices [including passive pedestrian detection ("PPD") and accessible pedestrian detection]; traffic signal hardware and software; preemption devices; probe data detection system ("PDDS"); and uninterruptible power supplies ("UPS"),
    d. Control devices - defined as intersection control beacons ("ICB"), traffic warning beacons ("TWB"; including LED highlighted signs), illuminated street name signs ("ISNS"), and pedestrian flashing beacons ("PFB"; i.e., school zone flashing beacons, pedestrian crossing beacons, and Rectangular Rapid Flashing Beacons),
    e. Emergency/fire department signals ("FDS"),
    f. Speed activated warning displays ("SAWD"; including curve warning feedback signs),
    g. Blank out signs ("BOS"; including Lane Control Signs),
    h. Pedestrian hybrid beacons ("PHB"),
    i. Connected Automated Vehicle Devices ("CAVD"; i.e., roadside units and roadside equipment), and
    j. In-roadway warning lights ("IRWL") system (specific to mid-block crossing and unsignalized intersection applications, as defined in the FDOT Traffic Engineering Manual)

    All traffic signals and control devices mentioned in the above paragraph 1.a-j are referred to in this Agreement as "Traffic Signals and Devices". The Maintaining Agency shall be responsible for the payment of electricity and electrical charges incurred in connection with operations of such Traffic Signals and Devices upon final acceptance by the Department of the installation of each signal or device.

3. If Traffic Signals and Devices are damaged and the Maintaining Agency or its contractors did not cause the damage, then the Department shall reimburse the Maintaining Agency for the actual costs incurred by the Maintaining Agency for repairs and/or replacement of Traffic Signals and Devices, once the following occurs:

    a. The Department has approved a properly completed invoice for reimbursement that was provided to the Department outlining the details of the requested reimbursements; and
    b. Evidence of the costs incurred were included as an attachment to the invoice.

    Exhibit C sets forth additional conditions that apply when the Maintaining Agency seeks to obtain reimbursement for costs incurred for repair and/or replacement and associated contract documentation of damaged Traffic Signals and Devices. Exhibit C also serves as a form invoice that can be used by the Maintaining Agency. The Maintaining Agency shall obtain written approval from the Department regarding the appropriate method of repair and/or replacement of damaged Traffic Signals and Devices prior to performing the emergency and/or permanent repair and/or replacement work. If there is an immediate risk to public safety due to damaged Traffic Signals and Devices and the Maintaining Agency is unable to immediately obtain the Department's written approval regarding the method of repair and/or replacement, then the Maintaining Agency shall immediately repair and/or replace the Traffic Signals and Devices. The Maintaining Agency shall notify the Department within thirty (30) calendar days of becoming aware of any damage to Traffic Signals and Devices caused by third parties or Force Majeure event. The Department shall be responsible for pursuing reimbursement from individuals and/or the third parties who cause damages and are liable for replacement and/or repair costs to Traffic Signals and Devices. If the Maintaining Agency or its contractors causes damages to the Traffic Signals and Devices, then the Maintaining Agency shall repair and/or replace the Traffic Signals and Devices, and the Maintaining Agency shall be fully responsible for the cost of repair and/or replacement to the extent the damages were caused by the Maintaining Agency. Governor declared emergencies (i.e., hurricanes) are handled outside the framework of this Agreement through a combination of Federal and State Emergency Management mechanisms. An emergency contract may be used after a Governor's declaration of emergency has been signed to cover for reimbursement for storm recovery efforts.

AMENDMENT TO TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT

6. Neither the Maintaining Agency nor the Department shall be liable to the other for any failure to perform under this Agreement to the extent such performance is prevented by a Force Majeure Event and provided that the party claiming the excuse from performance has (a) promptly notified the other party of the occurrence and its estimated duration, (b) promptly remedied or mitigated the effect of the occurrence to the extent possible, and (c) resumed performance as soon as possible. These events shall be documented with detailed damage inspection report forms completed and submitted to the Department within twelve (12) weeks of the end of the Force Majeure event.

   A "Force Majeure Event" means the occurrence of:
   (a) an act of war, hostilities, invasion, act of foreign enemies, riot, terrorism or civil disorder;
   (b) act of God (such as, but not limited to, fires, explosions, earthquakes, drought, hurricanes, storms, lightning, tornados, tidal waves, floods, extreme weather or environmental conditions, and other natural calamities);
   (c) or another event beyond the control of the non-performing party and which could not have been avoided or overcome by the exercise of due diligence.

12. The Maintaining Agency and the Department shall update Exhibit A on an annual basis through an amendment of this Agreement. The Maintaining Agency designates its Town Manager as its authorized representative(s), who is delegated the authority to execute all amendments to Exhibit A of this Agreement on behalf of the Maintaining Agency. Exhibit A will contain all Traffic Signals and Devices on the State Highway System which are within the jurisdiction of the Maintaining Agency and are operated and maintained by the Maintaining Agency. No changes or modifications may be made to Exhibit A during the Department's fiscal year for compensation. New Traffic Signals and Devices added by the Department during its fiscal year must be maintained and operated by the Maintaining Agency upon the Department's final acceptance. The Maintaining Agency and the Department shall amend Exhibit A preceding the Department's new fiscal year, which will include all new Traffic Signals and Devices added to the State Highway System during the Department's current fiscal year and delete those removed during the same period. The Maintaining Agency will begin receiving compensation for new Traffic Signals and Devices that were added to Exhibit A by amendment of this Agreement in the Department's fiscal year occurring after the Traffic Signals and Devices are installed and final acceptance of such installation is given by the Department. In the event that no change has been made to the current year's Exhibit A, a certification from the Maintaining Agency shall be provided to the Department certifying that no change has been made to Exhibit A in the Department's current fiscal year. The annual compensation will be a lump sum payment ***(minus any retainage or forfeiture)*** as set forth in Exhibit B. Future payments will be based on the information provided in Exhibit A, in accordance with the provisions as set forth in Exhibit B, attached to and incorporated in this Agreement.

31. The Department shall monitor the performance of the Maintaining Agency in the fulfillment of its responsibilities under the Agreement. The Maintaining Agency shall submit an annual Report prior to July 15 of each year detailing the following:

    a. All detection device malfunctions: Detection devices include, without limitation, all vehicle presence detectors and all pedestrian/bicycle detectors. Traffic devices supported by detection devices ("TDSDD") include, without limitation, traffic signals, PHBs, and warning devices. Repairs to all vehicle presence detectors shall be made within ninety (90) days with a goal of thirty (30) days if feasible. Repairs to all pedestrian/bicycle detectors shall be made within seventy-two (72) hours of discovery. If repair to vehicle presence detection device is expected to progress beyond thirty (30) days, by the 31st day, the Maintaining Agency shall have a plan available to reestablish detection prior to day 90. The Maintaining Agency shall ensure that 90% of all TDSDD on the State Highway System are operating without detection failures. Discovery and repair dates for each malfunctioning detection device shall be logged in the annual report. If the repairs cannot be performed within the stipulated time, the Maintaining Agency shall document the reason(s) why in the annual report. If more than 10% of the TDSDD are experiencing detection failure(s) by the end of the stipulated time, unless a longer period is approved by the Department due to extraordinary circumstances, each of these TDSDD may only be compensated at 90% of the unit compensation rate stated in Exhibit B for each day (i.e., the annual unit compensation rate is reduced by 1/3650 daily) that more than 10% of the TDSDD are experiencing detection failure(s).

    b. Traffic signal and pedestrian hybrid beacon ("PHB") preventive maintenance inspections: Traffic signals and PHBs shall receive a comprehensive preventive maintenance inspection on at least 50% of all traffic signals and PHBs annually, alternating the remaining 50% the following year. Preventive maintenance inspection shall include verification that all detection is working, the traffic signal or PHB is cycling properly, the ventilation system is functioning, and filters are clean. Basic traffic cabinet maintenance shall also verify power feed voltages, verify that the vehicle and pedestrian indications are functioning properly, test the effective functioning of pedestrian push buttons, and check hinges and door locks. At least one (1) conflict monitor test shall be performed on 50% of traffic signals and PHBs annually, alternating the remaining 50% the following year. Each test is to be documented and included in the annual report to the Department. The inspection report shall note the location, date of inspection, and any actions taken. If 50% of the traffic signals and PHBs do not receive at least one (1) comprehensive preventive maintenance inspection during a twelve (12) month period, there shall be a 20% retainage of the annual compensation amount for the affected traffic signal and PHB locations until the preventive

AMENDMENT TO TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT

maintenance inspection is made. If the requirements of this paragraph 31.b are not performed within the state's next fiscal year, the 20% retainage of the annual compensation amount for the affected traffic signal and PHB locations will be forfeited.

c. For any traffic signals that are interconnected with telecommunications and their real-time operation is electronically monitored via software by personnel at a central location and are therefore receiving the higher compensation amount as described in Exhibit B, the name(s) and title(s) of those monitoring those intersections, and the location of the central monitoring facility(ies), are to be documented and contained in the annual report submitted to the Department. The Maintaining Agency shall be responsible for maintaining current licenses and support agreements for all computer applications necessary for IMTS including, but not limited to, central computer systems, TrMC applications, detection software, and data collection programs, unless other arrangements are made between the Department and the Maintaining Agency for specific applications or systems.

35. At no additional cost to the Department, the Maintaining Agency shall provide the Department with, at minimum, read-only access to all traffic signal data available from the firmware of the traffic signal controllers and other devices covered under this Agreement. The Maintaining Agency shall include the Department as a party to all traffic signal firmware/software related agreements that the Maintaining Agency enters into with other parties.

EXHIBIT A

Compensation for Maintaining Traffic Signals and all other Devices for FY 2024 **Maintaining Agency:** **Town of Dundee**
Effective Date: 7/1/2023 **To: 6/30/2024** FPID: 413647-1-88-01 Contract: ARX92

Intersection Locations		ID #	TS	IMTS	ICB	PFB	FDS	SAWD	ISNS	BOS	TWB	PDDS	UPS	CAVD	PHB	ADMS	PPD	TrMC	IRWL	Total
SR 17/MAIN ST	CR 542	690	$ 3,910						$ 391											$ 4,301
SR 17/CENTER ST	FREDERICK AVE	691	$ 3,910						$ 391											$ 4,301
SR 25/US 27	SR 542/DUNDEE RD	744	$ 3,910						$ 391			$ 123						$ 688		$ 5,112
																				$ -
																		Total Lump Sum *		$ 13,714

* Amount paid shall be the Total Lump Sum ***minus any retainage or forfeiture*** .

I certify that the above traffic signals will be maintained and operated in accordance with the requirements of the Traffic Signal Maintenance and Compensation Agreement. For satisfactory completion of all services detailed in this Agreement for this time period, the Department will pay the Maintaining Agency a Total Lump Sum (minus any retainage or forfeiture) of $ 13,714

Maintaining Agency Tandra Davis, Town Manager Date

District Traffic Operations Engineer Date

Legend:

TS - Traffic Signal
IMTS - Traffic Signal Interconnected & Monitored
ICB - Intersection Control Beacon
PFB - Pedestrian Flashing Beacon
FDS - Emergency Fire Department Signal
SAWD - Speed Activated Warning Display
ISNS - Illuminated Street Name Sign
BOS - Blank Out Sign
TWB - Traffic Warning Beacon
PDDS - Probe Data Detection System (formerly Travel Time Detector (TTD))
UPS - Uninterruptible Power Supply
CAVD - Connected Automated Vehicle Device
PHB - Pedestrian Hybrid Beacon
ADMS - Arterial Dynamic Message Sign
PPD - Passive Pedestrian Detection
TrMC - Traffic Monitoring Camera
IRWL - In-Roadway Warning Lights
Total - Compensation Amount (using Unit Rates from Exhibit B)

EXHIBIT B
TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT

1.0 PURPOSE

This exhibit defines the method and limits of compensation to be made to the Maintaining Agency for the services described in this Agreement and in Exhibit A and method by which payments will be made.

2.0 COMPENSATION FOR MAINTENANCE AND OPERATION

For the satisfactory completion of all services related to maintenance and operation detailed in this Agreement and Exhibit A of this Agreement, the Department will pay the Maintaining Agency the Total Lump Sum (***minus any retainage or forfeiture***) in Exhibit A. The Maintaining Agency will receive one lump sum payment (***minus any retainage or forfeiture***) at the end of each fiscal year for satisfactory completion of service.

Total Lump Sum (***minus any retainage or forfeiture***) Amount for each fiscal year is calculated by adding all the individual Traffic Signal and Device unit amounts.
Pedestrian Flashing Beacon: includes school zone beacons, pedestrian crossing beacons, and rectangular rapid flashing beacons (RRFB). Systems shall be paid at a unit rate per controller regardless of the number of individual devices or poles.

Connected and Automated Vehicles Devices (CAVD): includes roadside units and roadside equipment.

	Unit Compensation Rates per Unit on the State Highway System																
FY	Traffic Signals (TS) *Intersec-tion*	Traffic Signal - Interconnected & monitored (IMTS) *Intersection*	Intersection Control Beacon (ICB) *Intersection*	Pedestrian Flashing Beacon (PFB) *System*	Emergency Fire Dept. Signal (FDS) *System*	Speed Activated Warning Display (SAWD) *System*	Illuminated Street Name Signs (ISNS) *Intersection*	Blank Out Sign (BOS) *Device*	Traffic Warning Beacon (TWB) *System*	Probe Data Detection System (PDDS) *Device*	Uninterruptible Power Supply (UPS) *Device*	Connected Automated Vehicle Devices (CAVD) *Device*	Pedestrian Hybrid Beacon (PHB) *System*	Arterial Dynamic Message Sign (ADMS) *Device*	Passive Pedestrian Detection (PPD) *System*	Traffic Monitoring Camera (TrMC) *Device*	In-Roadway Warning Lights (IRWL) *System*
2021 -22	$ 3,573	$ 5,134	$ 896	$ 717	$ 1,252	$ 360		$ 360	$ 360	$ 115	$ 115	$ 514					
22-23	$3,670	$5,273	$921	$737	$1,286	$370		$370	$370	$119	$119	$527					
23-24	$ 3,910	$ 5,558	$ 947	$ 758	$ 1,323	$ 381	$ 391	$ 419	$ 381	$ 123	$ 123	$542	$ 2,645	$ 2,027	$ 1,644	$ 688	$ 658
2024 -25	Based on the Consumer Price Index (CPI), the compensation amounts will be revised.																
2025 -26	Based on the CPI, the compensation amounts will be revised.																

Based on the Consumer Price Index (CPI), the Unit Rate for the following fiscal year will be adjusted accordingly, unless otherwise specified in an amendment to this Agreement. However, if CPI is negative, there shall be no reduction from the previous year's compensation.

3.0 COMPENSATION FOR REPAIR AND/OR REPLACEMENT OF DAMAGED TRAFFIC SIGNALS AND DEVICES

For the satisfactory completion of all services related to repair and/or replacement of damaged Traffic Signals and Devices detailed in this Agreement, the Department will pay the Maintaining Agency a Lump Sum amount of the actual costs incurred for the replacement and/or repair of the damaged Traffic Signals and Devices as set forth in the invoice submitted to the Department. The invoice for the costs incurred for the replacement and/or repair of damaged Traffic Signals and Devices shall contain the information required in Exhibit C and any other additional information requested by the Department to justify the costs incurred. The reimbursement amount is subject to approval by the Department.

4.0 PAYMENT PROCESSING

For regular maintenance costs, the Maintaining Agency shall invoice the Department in a format acceptable to the District Traffic Operations Engineer, on an annual basis for the reimbursement costs incurred by the Maintaining Agency for the previous year prior to 5:00 p.m. on July 15th of each year. For example, the Maintaining Agency shall submit its invoice for the fiscal year beginning July 1, 2022 through June 30, 2023 no later than July 15, 2023.

For costs incurred for repair and/or replacement of damaged Traffic Signals and Devices, applicable reimbursements will be processed after the Department receives a properly completed and supported invoice from the Maintaining Agency. The Maintaining Agency shall submit invoices for repair and/or replacement costs due to damaged Traffic Signals and Devices within 60 days of the work completed date for which the Maintaining Agency is invoicing

AMENDMENT TO TRAFFIC SIGNAL MAINTENANCE AND COMPENSATION AGREEMENT

EXHIBIT C
Reimbursement for Replacement and/or Repair of Damaged Traffic Signals and Devices

Subject to the terms and conditions of the Agreement, the Department will reimburse the Maintaining Agency a Lump Sum amount for costs incurred for the replacement and/or repair and associated contract documentation of Traffic Signals and Devices damaged as a result of third parties or as a result of other causes that were not caused by the Maintaining Agency or its contractors. Agreement paragraph 3 provides administrative procedures on how third party and Force Majeure events are handled for reimbursement. Force Majeure events shall be documented with detailed damage inspection report forms within twelve (12) weeks following the end of the Force Majeure event. Costs related to Governor declared emergencies are not reimbursable under this Agreement.

The Department follows the Traffic Signal Maintenance and Compensation Agreement Manual (Topic No. 750-010-022) for submitting damage claims. In submitting this Exhibit C to the Department, the Maintaining Agency is required to adhere to Chapter 2 of the Traffic Signal Maintenance and Compensation Agreement Manual, dated March 31, 2023, available at: Traffic Signal Maintenance and Compensation Agreement Manual.

The Maintaining Agency is not required to provide a police report in situations where damage is caused to Traffic Signals and Devices by a Force Majeure Event or as a result of other causes beyond the control of the Maintaining Agency that do not necessarily prevent performance, which includes but is not limited to: storms, winds, lightning, flooding and other natural and weather related causes. The Maintaining Agency must provide a police report in all situations where a traffic accident, theft, or vandalism causes damage to Traffic Signals and Devices to the extent the Maintaining Agency has the ability and opportunity to obtain a police report.

Applicable reimbursements will be processed after the Department receives a properly completed and supported invoice from the Maintaining Agency. The following information shall be provided by the Maintaining Agency to be eligible for the reimbursement payment:

Date and Time of Accident/Incident:	
Location of Accident/Incident:	
Provide Police Report (if applicable) and the Following Information: 1. Attach pictures of damaged traffic signals and devices, as well as completed work. 2. Attach invoices or receipt of equipment purchased to replace damaged components. 3. Attach detailed documentation of labor costs associated with replacing and/or repairing damaged components, including dates of performance and completion of the work.	
Contract No.:_____ Project No.:_____	
Total Lump Sum Reimbursement Amount	**$**

The Maintaining Agency hereby certifies that it has replaced and repaired all the Traffic Signals and Devices at the location or signalized intersection referenced above. Henceforth, this document is the Maintaining Agency's request for reimbursement to the Department for the services of restoring the Traffic Signals and Devices to their original operating condition.

The Parties agree to the Total Lump Sum Reimbursement Amount set forth above.

_____ _____
Maintaining Agency Date District Traffic Operations Engineer Date