City of Deltona
Transportation Concurrency Spreadsheet

Road ID	Road Name	Limits (From-To)	Area	Link Length (in miles)	E+C No. of Lanes	Posted Speed	Facility Type	Link K Factor	Adopted LOS	Daily Capacity	ArtPlan Daily Capacity	2007 AADT	2007 Daily LOS	Peak Hour Capacity	ArtPlan Peak Hour Capacity	2007 Peak Hour Traffic	Exempt Traffic	Approved Traffic	Total Peak Hour Traffic	V/C Ratio	Available Pk. Hr. Capacity	2007 Peak Hour LOS	Funded Improvement
DLT-1	I-4	Dirksen Dr. to Saxon Blvd.	DEB	2.85	6	65	UA_FWISG1_6L	0.0818	D	103,600		95,356	D	10,050		7,800	0	0	7,800	0.776	2,250	C	
DLT-2	I-4	Saxon Blvd. to SR 472	DLT-DL	3.15	6	65	UA_FWISG1_6L	0.0818	D	103,600		89,000	D	10,050		7,280	0	0	7,280	0.724	2,770	C	6L Under Construction
DLT-3	I-4	SR 472 to Orange Camp Rd.	DLT-DL	2.15	6	65	UA_FWISG1_6L	0.0818	D	103,600		61,500	C	10,050		5,031	0	0	5,031	0.501	5,019	B	6L Under Construction
DLT-4	SR 415	SR 44 to Ft. Smith Blvd.	DLT	5.6	2	55	RDA_UFH_2W_2L_U_WL	0.0977	C	15,300		10,500	C	1,480		1,026	0	0	1,026	0.693	454	C	
DLT-5	SR 415	Ft. Smith Blvd. to Howland Blvd.	DLT	5.9	2	55	UA_UFH_2W_2L_U_WL	0.0977	D	21,300		6,600	B	2,060		645	0	0	645	0.313	1,415	B	4L ROW 2009/10
DLT-6	SR 415	Howland Blvd. to Bowen Ln.	DLT	0.75	2	55	UA_UFH_2W_2L_U_WL	0.0977	D	21,300		15,700	D	2,060		1,534	0	0	1,534	0.745	526	D	4L ROW 2009/10
DLT-7	SR 415	Bowen Ln. to Doyle Rd.	DLT	0.75	2	45	UA_UFH_2W_2L_U_WL	0.0977	D	21,300		15,700	D	2,060		1,534	0	0	1,534	0.745	526	D	4L ROW 2009/10
DLT-8	SR 415	Doyle Rd. to Enterprise-Osteen Rd.	DLT	0.35	2	55	UA_UFH_2W_2L_U_WL	0.0977	D	21,300	**28,000**	19,300	D	2,060	**2,740**	1,886	0	0	1,886	0.688	854	D	4L ROW 2009/10
DLT-9	SR 415	Enterprise-Osteen Rd. to Seminole Co.	DLT	4	2	55	TA_UFH_2W_2L_U_WL	0.0977	C	14,900	**28,100**	19,300	D	1,440	**2,750**	1,886	0	0	1,886	0.686	864	D	4L ROW 2009/10
DLT-10	SR 472	CR 4101 to I-4	DL SE	0.65	4	55-45	UA_UFH_2W_4L_D_WL	0.0977	D	61,800		27,000	B	5,870		2,638	0	0	2,638	0.449	3,232	B	
DLT-11	Captain Dr.	Lake Helen-Osteen Rd. to Urmey Ave.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,113	D	960		350	0	0	350	0.365	610	C	
DLT-12	Captain Dr.	Urmey Ave. to Courtland Blvd.	DLT	1	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		3,562	C	960		209	0	0	209	0.218	751	C	
DLT-13	Catalina Blvd.	Wolf Pack Run to Sedgefield Ave.	DLT	1	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,116	D	960		402	0	0	402	0.419	558	D	
DLT-14	Catalina Blvd.	Sedgefield Ave. to Howland Blvd.	DLT	1	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,116	D	960		248	0	0	248	0.258	712	C	
DLT-15	Catalina Blvd.	Howland Blvd. to Sixma Rd.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**10,600**	15,799	F	960	**1,020**	837	0	0	837	0.821	183	E	
DLT-16	Catalina Blvd.	Sixma Rd. to Lake Helen-Osteen Rd.	DLT	0.4	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**10,600**	9,401	E	960	**1,020**	682	0	0	682	0.669	338	D	
DLT-17	Cloverleaf Blvd./Anderson Dr.	Deltona Blvd. to Jamaica St.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		5,431	D	960		299	0	0	299	0.311	661	C	
DLT-18	Cloverleaf Blvd./Anderson Dr.	Jamaica St. to Anderson Dr.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,144	D	960		243	44	0	287	0.299	673	C	
DLT-19	Cloverleaf Blvd./Anderson Dr.	Anderson Dr. to Providence Blvd.	DLT	1	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		2,943	C	1,200		257	60	0	317	0.264	883	C	
DLT-20	Courtland Blvd.	Beckwith St. to Flynn St.	DLT	0.5	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		1,907	C	960		93	0	0	93	0.097	867	C	
DLT-21	Courtland Blvd.	Flynn St. to Captain Dr.	DLT	0.5	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		7,975	D	960		378	0	0	378	0.394	582	D	
DLT-22	Courtland Blvd.	Captain Dr. to Gimlet Dr.	DLT	0.75	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		5,111	D	960		255	0	0	255	0.266	705	C	
DLT-23	Courtland Blvd.	Gimlet Dr. to Elkcam Blvd.	DLT	0.75	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**22,900**	9,975	E	960	**2,250**	482	0	0	482	0.214	1,768	D	
DLT-24	Courtland Blvd.	Elkcam Blvd. to Puerto Rico Dr.	DLT	0.75	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,331	D	960		204	0	0	204	0.213	756	C	
DLT-25	Courtland Blvd.	Tallywood Dr. to Newmark Dr.	DLT	0.25	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		1,907	C	960		89	0	0	89	0.093	871	C	
DLT-26	Courtland Blvd.	Newmark Dr. to Sanborn Ln.	DLT	0.55	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,577	D	960		199	0	0	199	0.207	761	C	
DLT-27	Courtland Blvd.	Sanborn Ln. to Howland Blvd.	DLT	0.45	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		5,973	D	960		267	0	0	267	0.278	693	C	
DLT-28	Courtland Blvd.	Howland Blvd. to Post Court	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**7,700**	10,195	F	960	**760**	421	0	0	421	0.439	539	D	
DLT-29	Courtland Blvd.	Post Court to India Blvd.	DLT	0.7	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**7,700**	12,066	F	960	**760**	569	0	0	569	0.593	391	D	
DLT-30	Courtland Blvd.	India Blvd. to Maltby Dr.	DLT	0.3	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,972	D	960		311	0	0	311	0.324	649	C	
DLT-31	Courtland Blvd.	Maltby Dr. to Ft Smith Blvd.	DLT	0.4	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**10,300**	12,711	F	960	**1,010**	597	0	0	597	0.591	413	D	
DLT-32	Courtland Blvd.	Ft Smith Blvd. to Larchmont Dr.	DLT	1	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**10,300**	11,351	F	960	**1,010**	545	0	0	545	0.540	465	D	
DLT-33	Courtland Blvd.	Larchmont Dr. to Doyle Rd.	DLT	0.8	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,377	D	960		290	0	0	290	0.302	670	C	
DLT-34	Courtland Blvd.	Doyle Rd. to Staten Dr.	DLT	0.4	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		3,106	C	960		162	0	0	162	0.169	798	C	
DLT-35	Courtland Blvd.	Staten Dr. to Enterprise-Osteen Rd.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		2,402	C	960		119	0	0	119	0.124	841	C	
DLT-36	Deltona Blvd.	Normandy Blvd. to Gaynor Ct.	DLT	0.15	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		14,802	D	2,400		879	0	0	879	0.366	1,521	C	
DLT-37	Deltona Blvd.	Gaynor Ct. to Abbeyville St.	DLT	0.6	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		14,312	D	2,400		809	68	0	877	0.365	1,523	C	
DLT-38	Deltona Blvd.	Abbeyville St. to Balsam St.	DLT	0.5	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		14,285	D	2,400		788	0	0	788	0.328	1,612	C	
DLT-39	Deltona Blvd.	Balsam St. to Enterprise Rd.	DLT	0.5	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		18,396	D	2,400		1,001	0	0	1,001	0.417	1,399	C	
DLT-40	Deltona Blvd.	Enterprise Rd. to Hummingbird St.	DLT	0.35	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**11,800**	15,305	F	960	**1,150**	1,355	0	0	1,355	1.178	(205)	F	
DLT-41	Deltona Blvd.	Hummingbird St. to DeBary Ave.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**11,800**	12,174	F	960	**1,150**	646	0	0	646	0.562	504	D	
DLT-42	Dirksen/DeBary/Doyle	Palm Rd. to WB I-4 Ramps	DLT	0.2	2	45	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480	**17,400**	16,300	F	1,184	**1,710**	1,593	0	0	1,593	0.932	117	F	
DLT-43	Dirksen/DeBary/Doyle	WB I-4 Ramps to EB I-4 Ramps	DLT	0.2	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		22,930	D	3,120		2,240	0	0	2,240	0.718	880	D	
DLT-44	Dirksen/DeBary/Doyle	I-4 to Deltona Blvd.	DLT	0.1	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		31,210	E	3,120		3,049	0	0	3,049	0.977	71	E	
DLT-45	Dirksen/DeBary/Doyle	Deltona Blvd. to Enterprise St.	DLT	0.65	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		20,510	C	3,120		2,004	0	0	2,004	0.642	1,116	C	
DLT-46	Dirksen/DeBary/Doyle	Enterprise St. to Main St.	DLT	0.15	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		19,980	C	3,120		1,952	0	0	1,952	0.626	1,168	C	
DLT-47	Dirksen/DeBary/Doyle	Main St. to Broadway St.	DLT	0.4	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		21,930	D	3,120		2,143	0	0	2,143	0.687	977	D	
DLT-48	Dirksen/DeBary/Doyle	Broadway St. to Providence Blvd.	DLT	0.4	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		21,930	D	3,120		2,143	0	0	2,143	0.687	977	D	
DLT-49	Dirksen/DeBary/Doyle	Providence Blvd. to Garfield Rd.	DLT	1.2	2	40	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480	**13,100**	13,250	F	1,184	**1,280**	1,295	89	0	1,384	1.081	(104)	F	
DLT-50	Dirksen/DeBary/Doyle	Garfield Rd. to Saxon Blvd.	DLT	1.5	2	45	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480		10,760	D	1,184		1,051	0	0	1,051	0.888	133	D	
DLT-51	Dirksen/DeBary/Doyle	Saxon Blvd. to Sheryl Dr.	DLT	2	2	45	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480		9,020	D	1,184		881	0	0	881	0.744	303	D	
DLT-52	Dirksen/DeBary/Doyle	Sheryl Dr. to Courtland Blvd.	DLT	0.55	2	45	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480		8,810	D	1,184		861	0	0	861	0.727	323	D	
DLT-53	Dirksen/DeBary/Doyle	Courtland Blvd. to Bull Run Ave.	DLT	0.7	2	45	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480		6,700	C	1,184		655	0	0	655	0.553	529	C	
DLT-54	Dirksen/DeBary/Doyle	Bull Run Ave. to SR 415	DLT	0.8	2	35	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480		5,500	C	1,184		537	0	0	537	0.454	647	C	
DLT-55	Elkcam Blvd.	Normandy Blvd. to Ft. Smith Blvd.	DLT	1.5	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		10,153	E	1,200		820	0	0	820	0.683	380	D	
DLT-56	Elkcam Blvd.	Ft. Smith Blvd. to Providence Blvd.	DLT	1	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		7,158	D	1,200		572	0	0	572	0.477	628	D	
DLT-57	Elkcam Blvd.	Providence Blvd. to Acadian Dr.	DLT	0.15	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		11,751	E	1,200		929	0	0	929	0.774	271	D	
DLT-58	Elkcam Blvd.	Acadian Dr. to Montecito Ave.	DLT	0.9	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		11,587	E	1,200		931	0	0	931	0.776	269	D	
DLT-59	Elkcam Blvd.	Montecito Ave. to Howland Blvd.	DLT	1	2	40	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		5,591	D	1,200		444	0	0	444	0.370	756	C	
DLT-60	Elkcam Blvd.	Howland Blvd. to Lake Helen-Osteen Rd	DLT	0.15	2	40	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		6,068	D	1,200		611	0	0	611	0.509	589	D	
DLT-61	Elkcam Blvd.	Lake Helen-Osteen Rd to Otis Ave.	DLT	0.5	2	40	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		4,736	C	1,200		519	0	0	519	0.433	681	D	
DLT-62	Elkcam Blvd.	Otis Ave. to Courtland Blvd.	DLT	0.2	2	40	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		5,119	D	1,200		477	0	0	477	0.398	723	D	
DLT-63	Elkcam Blvd.	Courtland Blvd. to Riverhead Dr.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		592	C	1,200		59	0	0	59	0.049	1,141	C	
DLT-64	Enterprise Rd.	Highbanks Rd. to Deltona Blvd.	DEB	0.5	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		15,750	C	3,120		1,539	0	0	1,539	0.493	1,581	C	
DLT-65	Enterprise Rd.	Deltona Blvd. to Bristol Court	DEB-DLT	0.6	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		6,860	C	1,480		670	0	0	670	0.453	810	C	
DLT-66	Enterprise Rd./Lexington Ave.	Bristol Court to Main St.	DLT	0.5	2	35	UA_NSMCRS_2W_2L_U_0L	0.0977	E	12,480		4,650	C	1,184		454	0	0	454	0.383	730	C	
DLT-67	Eustace Ave.	Catalina Blvd. to Seagate Dr.	DLT	0.35	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		2,468	C	960		239	0	0	239	0.249	721	C	
DLT-68	Eustace Ave.	Seagate Dr. to Providence Blvd.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		3,639	C	960		444	168	0	612	0.638	348	D	
DLT-69	Fort Smith Blvd.	Elkcam Blvd. to Ingram Terr.	DLT	0.5	3	30	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		3,160	C	1,740		278	0	0	278	0.160	1,462	C	Funded widen 2L to 3L
DLT-70	Fort Smith Blvd.	Ingram Terr. to Providence Blvd.	DLT	0.5	3	30	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		3,020	C	1,740		266	0	0	266	0.153	1,474	C	Funded widen 2L to 3L
DLT-71	Fort Smith Blvd.	Providence Blvd. to Newmark Dr.	DLT	0.5	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		11,901	D	1,740		1,075	0	0	1,075	0.618	665	D	Funded widen 2L to 3L
DLT-72	Fort Smith Blvd.	Newmark Dr. to Marlow St.	DLT	0.5	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		7,576	C	1,740		664	0	0	664	0.382	1,076	C	Funded widen 2L to 3L
DLT-73	Fort Smith Blvd.	Marlow St. to Normandy Blvd.	DLT	0.35	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		6,454	C	1,740		561	0	0	561	0.322	1,179	C	Funded widen 2L to 3L
DLT-74	Fort Smith Blvd.	Normandy Blvd. to Potomac Ave.	DLT	0.35	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270	**22,500**	14,262	D	1,740	**2,210**	1,142	0	0	1,142	0.517	1,068	D	Funded widen 2L to 3L/Under Constr.
DLT-75	Fort Smith Blvd.	Potomac Ave. to India Blvd.	DLT	0.2	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270	**22,500**	15,887	E	1,740	**2,210**	1,284	0	0	1,284	0.581	926	D	Funded widen 2L to 3L/Under Constr.
DLT-76	Fort Smith Blvd.	India Blvd. to Eldron Ave.	DLT	1.1	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		7,154	C	1,740		585	0	0	585	0.336	1,155	C	Funded widen 2L to 3L/Under Constr.
DLT-77	Fort Smith Blvd.	Eldron Ave. to Courtland Blvd.	DLT	1.15	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		6,496	C	1,740		556	0	0	556	0.320	1,184	C	Funded widen 2L to 3L/Under Constr.
DLT-78	Fort Smith Blvd.	Courtland Blvd. to Cloudcroft Dr.	DLT	0.4	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		7,567	C	1,740		643	0	0	643	0.370	1,097	C	Funded widen 2L to 3L/Under Constr.
DLT-79	Fort Smith Blvd.	Cloudcroft Dr. to Howland Blvd.	DLT	0.35	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		7,388	C	1,740		633	0	0	633	0.364	1,107	C	Funded widen 2L to 3L
DLT-80	Fort Smith Blvd.	Howland Blvd. to Orchard Dr.	DLT	0.35	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		3,949	C	1,740		362	0	0	362	0.208	1,378	C	Funded widen 2L to 3L
DLT-81	Fort Smith Blvd.	Orchard Dr. to SR 415	DLT	0.2	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		3,482	C	1,740		314	0	0	314	0.180	1,426	C	Funded widen 2L to 3L
DLT-82	Graves Ave.	Kentucky Ave. to Howland Blvd.	DLT	0.9	2	45	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		13,740	D	1,480		1,342	0	0	1,342	0.907	138	D	
DLT-83	Howland Blvd.	I-4/SR 472 to Wolf Pack Run	DLT	0.4	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900	**25,400**	31,910	E	3,120	**2,490**	3,118	0	0	3,118	0.999	2	E	
DLT-84	Howland Blvd.	Wolf Pack Run to Red Fox Run	DLT	0.3	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900	**25,400**	27,980	D	3,120	**2,490**	2,734	85	0	2,819	0.904	301	D	
DLT-85	Howland Blvd.	Red Fox Run to Catalina Blvd.	DLT	0.85	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900	**25,400**	28,610	D	3,120	**2,490**	2,795	0	0	2,795	0.896	325	D	
DLT-86	Howland Blvd.	Catalina Blvd. to Bluffview Circle	DLT	0.25	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		21,780	D	3,120		2,128	10	0	2,138	0.685	982	D	
DLT-87	Howland Blvd.	Bluffview Circle to Providence Blvd.	DLT	0.1	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		22,660	D	3,120		2,214	0	0	2,214	0.710	906	D	
DLT-88	Howland Blvd.	Providence Blvd. to Adelia Blvd.	DLT	0.5	2	45	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**13,600**	16,590	F	1,480	**1,330**	1,621	0	0	1,621	1.095	(141)	F	4L ROW 2010/11
DLT-89	Howland Blvd.	Adelia Blvd. to Elkcam Blvd.	DLT	1.6	2	40	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**13,600**	14,720	E	1,480	**1,330**	1,438	0	0	1,438	0.972	42	E	4L ROW 2010/11
DLT-90	Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen Rd.	DLT	0.3	4	40	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		17,460	C	3,120		1,706	483	0	2,189	0.702	931	D	2L to 4LD Under Constr.
DLT-91	Howland Blvd.	Lake Helen-Osteen Rd. to Day Rd.	DLT	0.2	4	40	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		20,690	C	3,120		2,021	0	0	2,021	0.648	1,099	C	2L to 4LD Under Constr.
DLT-92	Howland Blvd.	Day Rd. to Newmark Dr.	DLT	0.5	4	50	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		19,440	C	3,120		1,899	3	0	1,902	0.610	1,218	C	2L to 4LD Under Constr.
DLT-93	Howland Blvd.	Newmark Dr. to Roble Ln.	DLT	0.75	4	50	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		16,820	C	3,120		1,643	0	0	1,643	0.527	1,477	C	2L to 4LD Under Constr.
DLT-94	Howland Blvd.	Roble Ln. to Courtland Blvd.	DLT	0.4	4	50	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		15,800	C	3,120		1,544	0	0	1,544	0.495	1,576	C	2L to 4LD Under Constr.
DLT-95	Howland Blvd.	Courtland Blvd. to Fish Hawk Rd.	DLT	1.25	4	50	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		12,690	C	3,120		1,240	0	0	1,240	0.397	1,880	C	2L to 4LD CON FY2008/09
DLT-96	Howland Blvd.	Fish Hawk Rd. to Ft Smith Blvd.	DLT	0.55	4	50	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		11,850	C	3,120		1,158	0	0	1,158	0.371	1,962	C	2L to 4LD CON FY2008/09

City of Deltona
Transportation Concurrency Spreadsheet

Road ID	Road Name	Limits (From-To)	Area	Link Length (in miles)	E+C No. of Lanes	Posted Speed	Facility Type	Link K Factor	Adopted LOS	Daily Capacity	ArtPlan Daily Capacity	2007 AADT	2007 Daily LOS	Peak Hour Capacity	ArtPlan Peak Hour Capacity	2007 Peak Hour Traffic	Exempt Traffic	Approved Traffic	Total Peak Hour Traffic	V/C Ratio	Available Pk. Hr. Capacity	2007 Peak Hour LOS	Funded Improvement
DLT-97	Howland Blvd.	Ft Smith Blvd. to Tabb Dr.	DLT	0.25	4	50	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		11,730	C	3,120		1,146	0	0	1,146	0.367	1,974	C	2L to 4LD CON FY2008/09
DLT-98	Howland Blvd.	Tabb Dr. to SR 415	DLT	0.4	4	45	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		8,440	C	3,120		825	0	0	825	0.264	2,295	C	
DLT-99	Humphrey Blvd.	Newmark Dr. to Varsity/O' Bannion Terr.	DLT	1	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		3,381	C	960		301	0	0	301	0.314	659	C	
DLT-100	Humphrey Blvd.	Varsity/O' Bannion Terr. to India Blvd.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		1,849	C	960		185	0	0	185	0.193	775	C	
DLT-101	India Blvd.	Fort Smith Blvd. to Humphrey Blvd.	DLT	2	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,106	D	960		497	0	0	497	0.518	463	D	
DLT-102	India Blvd.	Humphrey Blvd. to Courtland Blvd.	DLT	0.06	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,459	D	960		419	0	0	419	0.436	541	D	
DLT-103	Lake Helen-Osteen Rd.	Captain Dr. to Yorkshire Dr.	DLT	0.2	2	45	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		8,280	E	960		809	0	0	809	0.843	151	E	
DLT-104	Lake Helen-Osteen Rd.	Yorkshire Dr. to Catalina Blvd.	DLT	0.2	2	45	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		8,610	E	960		841	0	0	841	0.876	119	E	
DLT-105	Lake Helen-Osteen Rd.	Catalina Blvd. to Haulover Blvd.	DLT	0.5	2	45	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**24,400**	10,130	F	960	**2,390**	990	0	0	990	0.414	1,400	F	
DLT-106	Lake Helen-Osteen Rd.	Haulover Blvd. to Elkcam Blvd.	DLT	1.75	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		8,230	E	960		804	0	0	804	0.838	156	E	
DLT-107	Lake Helen-Osteen Rd.	Elkcam Blvd. to Howland Blvd.	DLT	0.4	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		3,660	C	960		358	0	0	358	0.373	602	C	
DLT-108	Lakeshore Dr.	Main St. to Broadway St.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		2,220	C	960		217	0	0	217	0.226	743	C	
DLT-109	Lakeshore Dr.	Broadway St. to Providence Blvd.	DLT	0.2	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		2,250	C	960		220	0	0	220	0.229	740	C	
DLT-110	Lakeshore Dr.	Providence Blvd. to Green Springs Rd.	DLT	0.45	2	30	TA_NSOSRS_2W_2L_U_0L	0.0977	E	9,600		3,350	C	920		327	0	0	327	0.355	593	C	
DLT-111	Main St. (Enterprise)	Enterprise Rd. to DeBary Ave.	Enterprise	0.35	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,440	D	960		434	0	0	434	0.452	526	D	
DLT-112	Main St. (Enterprise)	DeBary Ave. to Lakeshore Dr.	Enterprise	0.2	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		2,380	C	960		233	0	0	233	0.243	727	C	
DLT-113	Newmark Dr.	Ft Smith Blvd. to Montecito Ave.	DLT	1.2	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		8,066	E	960		688	0	0	688	0.717	272	D	
DLT-114	Newmark Dr.	Montecito Ave. to Humphrey Blvd.	DLT	0.4	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		7,305	D	960		658	0	0	658	0.685	302	D	
DLT-115	Newmark Dr.	Humphrey Blvd. to Cofield Dr.	DLT	0.5	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		7,046	D	960		587	0	0	587	0.611	373	D	
DLT-116	Newmark Dr.	Cofield Dr. to Howland Blvd.	DLT	0.4	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,731	D	960		609	0	0	609	0.634	351	D	
DLT-117	Newmark Dr.	Howland Blvd. to Courtland Blvd.	DLT	0.75	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,875	D	960		612	0	0	612	0.638	348	D	
DLT-118	Normandy Blvd.	Graves (old Howland) to Rhode Island Ave.	DLT	1.25	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		6,786	D	1,200		658	0	0	658	0.548	542	D	
DLT-119	Normandy Blvd.	Rhode Island Ave. to Firwood Ave.	DLT	1.25	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		6,439	D	1,200		618	0	0	618	0.515	582	D	
DLT-120	Normandy Blvd.	Firwood Ave. to Elkcam Blvd.	DLT	0.5	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		6,439	C	2,400		618	0	0	618	0.258	1,782	C	4L Under Constr.
DLT-121	Normandy Blvd.	Elkcam Blvd. to Sullivan St.	DLT	0.3	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		13,100	D	2,400		1,069	0	0	1,069	0.445	1,331	D	4L Under Constr.
DLT-122	Normandy Blvd.	Sullivan St. to Saxon Blvd.	DLT	0.7	4	35	UA_NSOSRS_2W_4L_D_WL	0.0977	E	25,200		1,755	C	2,400		142	0	0	142	0.059	2,258	C	4L Under Constr.
DLT-123	Normandy Blvd.	Saxon Blvd. to Merrimac St.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**14,900**	12,775	F	1,200	**1,460**	1,019	0	0	1,019	0.698	441	E	
DLT-124	Normandy Blvd.	Merrimac St. to Deltona Blvd.	DLT	0.2	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**14,900**	11,071	E	1,200	**1,460**	884	0	0	884	0.605	576	D	
DLT-125	Normandy Blvd.	Deltona Blvd. to Lombardy Dr.	DLT	0.6	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**14,900**	12,843	F	1,200	**1,460**	1,101	0	0	1,101	0.754	359	E	
DLT-126	Normandy Blvd.	Lombardy Dr. to Tivoli Dr.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**14,900**	14,445	F	1,200	**1,460**	1,218	0	0	1,218	0.834	242	F	
DLT-127	Normandy Blvd.	Tivoli Dr. to Norwood	DLT	0.45	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		12,069	E	1,200		1,000	0	0	1,000	0.833	200	E	
DLT-128	Normandy Blvd.	Norwood to Aaron Dr.	DLT	0.3	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		8,947	D	1,200		708	0	0	708	0.590	492	D	
DLT-129	Normandy Blvd.	Aaron Dr. to Providence Blvd.	DLT	0.15	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600		9,129	D	1,200		708	0	0	708	0.590	492	D	
DLT-130	Normandy Blvd.	Providence Blvd. to Goldcoast Dr.	DLT	0.5	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		8,662	D	1,740		669	0	0	669	0.384	1,071	C	
DLT-131	Normandy Blvd.	Goldcoast Dr. to Saxon Blvd.	DLT	0.5	3	35	UA_NSOSRS_2W_3L_U_WL	0.0977	E	18,270		11,527	D	1,740		898	0	0	898	0.516	842	D	
DLT-132	Normandy Blvd.	Saxon Blvd. to Paco Court	DLT	0.15	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**11,000**	7,640	D	1,200	**1,080**	604	0	0	604	0.503	596	D	
DLT-133	Normandy Blvd.	Paco Court to Echo Court	DLT	0.4	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**11,000**	12,420	E	1,200	**1,080**	971	0	0	971	0.809	229	E	
DLT-134	Normandy Blvd.	Echo Court to Ft Smith Blvd.	DLT	0.2	2	35	UA_NSOSRS_2W_2L_U_WL	0.0977	E	12,600	**11,000**	12,221	E	1,200	**1,080**	952	0	0	952	0.793	248	E	
DLT-135	Providence Blvd.	Howland Blvd. to Eustice St.	DLT	0.2	2	30	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		11,010	D	1,480		1,076	0	0	1,076	0.727	404	D	
DLT-136	Providence Blvd.	Eustice St. to Elkcam Blvd.	DLT	1.5	2	30	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		14,270	D	1,480		1,394	0	0	1,394	0.942	86	E	
DLT-137	Providence Blvd.	Elkcam Blvd. to Monticello St.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**20,800**	17,680	F	1,480	**2,040**	1,727	0	0	1,727	0.847	313	F	
DLT-138	Providence Blvd.	Monticello St. to Ft Smith Blvd.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**20,800**	16,830	F	1,480	**2,040**	1,644	0	0	1,644	0.806	396	F	
DLT-139	Providence Blvd.	Ft Smith Blvd. to Tivoli Dr.	DLT	0.05	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		24,150	D	3,120		2,359	0	0	2,359	0.756	761	D	
DLT-140	Providence Blvd.	Tivoli Dr. to Page Dr.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		12,210	D	1,480		1,193	0	0	1,193	0.806	287	D	
DLT-141	Providence Blvd.	Page Dr. to Saxon Blvd.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		12,100	D	1,480		1,182	0	0	1,182	0.799	298	D	
DLT-142	Providence Blvd.	Saxon Blvd. to Lambert St.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		11,720	D	1,480		1,145	0	0	1,145	0.774	335	D	
DLT-143	Providence Blvd.	Lambert St. to Normandy Blvd.	DLT	0.3	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		12,320	D	1,480		1,204	0	0	1,204	0.814	276	D	
DLT-144	Providence Blvd.	Normandy Blvd. to Sacramento St.	DLT	0.25	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**15,400**	17,090	F	1,480	**1,510**	1,670	0	0	1,670	1.106	(160)	F	
DLT-145	Providence Blvd.	Sacramento St. to Tyler Ave.	DLT	0.15	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**15,400**	15,020	E	1,480	**1,510**	1,467	0	0	1,467	0.972	43	E	
DLT-146	Providence Blvd.	Tyler Ave. to Anderson Dr.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600	**15,400**	14,150	D	1,480	**1,510**	1,382	0	0	1,382	0.915	128	D	
DLT-147	Providence Blvd.	Anderson Dr. to Fisher Dr.	DLT	0.25	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		12,630	D	1,480		1,234	0	0	1,234	0.834	246	D	
DLT-148	Providence Blvd.	Fisher Dr. to Doyle Rd.	DLT	0.3	2	40	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		14,630	E	1,480		1,429	0	0	1,429	0.966	51	E	
DLT-149	Reed Ellis Rd.	Enterprise-Osteen Rd. to Midpoint	Osteen	1.05	2	40	TA_NSOSRS_2W_2L_U_0L	0.0977	E	9,600		1,450	C	920		142	0	0	142	0.154	778	C	
DLT-150	Reed Ellis Rd.	Midpoint to SR 415	Osteen	1.05	2	40	TA_NSOSRS_2W_2L_U_0L	0.0977	E	9,600		1,390	C	920		136	0	0	136	0.148	784	C	
DLT-151	Saxon Blvd.	I-4 to Finland Dr.	DLT	0.35	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900	**43,600**	46,890	F	3,120	**4,270**	4,581	0	0	4,581	1.073	(311)	F	
DLT-152	Saxon Blvd.	Finland Dr. to Normandy Blvd.	DLT	0.35	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900	**43,600**	38,680	F	3,120	**4,270**	3,779	0	0	3,779	0.885	491	F	
DLT-153	Saxon Blvd.	Normandy Blvd. to Urbana Ave.	DLT	0.5	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		24,990	D	3,120		2,442	0	0	2,442	0.783	678	D	
DLT-154	Saxon Blvd.	Urbana Ave. to Tivoli Dr.	DLT	0.75	4	35	UA_NSMCRS_2W_4L_D_WL	0.0977	E	32,900		21,100	C	3,120		2,061	0	0	2,061	0.661	1,059	D	
DLT-155	Saxon Blvd.	Tivoli Dr. to Page Dr.	DLT	0.5	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		10,520	D	1,480		1,028	0	0	1,028	0.695	452	D	
DLT-156	Saxon Blvd.	Page Dr. to Providence Blvd.	DLT	0.4	2	35	UA_NSMCRS_2W_2L_U_WL	0.0977	E	15,600		11,580	D	1,480		1,131	0	0	1,131	0.764	349	D	
DLT-157	Saxon Blvd.	Providence Blvd. to Waycross Cir.	DLT	0.3	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**19,200**	10,790	F	960	**1,880**	1,054	0	0	1,054	0.561	826	F	
DLT-158	Saxon Blvd.	Waycross Cir. to Normandy Blvd.	DLT	0.4	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**19,200**	8,450	E	960	**1,880**	826	0	0	826	0.439	1,054	E	
DLT-159	Saxon Blvd.	Normandy Blvd. to Coble Dr.	DLT	0.5	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		6,490	D	960		634	0	0	634	0.660	326	D	
DLT-160	Saxon Blvd.	Coble Dr. to Doyle Rd.	DLT	0.5	2	40	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		7,300	D	960		713	0	0	713	0.743	247	D	
DLT-161	Tivoli Dr.	Normandy Blvd. to Bailey Ave.	DLT	0.1	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,095	D	960		354	0	0	354	0.369	606	C	
DLT-162	Tivoli Dr.	Bailey Ave. to Saxon Blvd.	DLT	0.5	2	30	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080		4,525	D	960		382	0	0	382	0.398	578	D	
DLT-163	Tivoli Dr.	Saxon Blvd. to Baton Dr.	DLT	0.25	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**9,300**	12,272	F	960	**910**	999	0	0	999	1.041	(39)	F	
DLT-164	Tivoli Dr.	Baton Dr. to April Ave.	DLT	0.4	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**9,300**	12,508	F	960	**910**	993	0	0	993	1.034	(33)	F	
DLT-165	Tivoli Dr.	April Ave. to Providence Blvd.	DLT	0.2	2	35	UA_NSOSRS_2W_2L_U_0L	0.0977	E	10,080	**9,300**	12,204	F	960	**910**	943	0	0	943	0.982	17	E	

COUNTY ROADS INDICATED IN ORANGE
STATE ROADS INDICATED IN BLUE
CITY ROADS FAILING LOS, BUT ART PLAN ANALYSIS BEING PERFORMED AS OF 3/28/08

NOTES:
E+C Lanes is the number of lanes based on funded improvements that will be constructed or under construction in the first 3 years of the capital improvements plan.
Facility Type is based on the E+C Lanes and the design of the funded improvement.
Approved Traffic is the amount of trips allocated to proposed development projects that have a valid certificate of capacity.
Exempt Traffic is the amount of trips allocated to proposed development projects that are exempt from concurrency which includes deMinimis and vested projects.
Total PM Traffic is the sum of PM Peak, Approved, and Exempt Traffic.
V/C Ratio and Available PkHr. Capacity are calculated based on the ArtPlan Peak Hour Capacity if the ArtPlan Capacity was greater than the Peak Hour Capacity (derived from the 2007 Generaliezed Tables.)

2007 Generalized Table Volumes

Facility_Type	Daily_A	Daily_B	Daily_C	Daily_D	Daily_E	Pk2Way_A	Pk2Way_B	Pk2Way_C	Pk2Way_D	Pk2Way_E
RA_FW_4L	21,300	35,300	47,900	56,600	63,000	2,200	3,670	4,980	5,890	6,550
RA_FW_6L	33,100	54,300	73,900	87,400	97,200	3,440	5,650	7,690	9,090	10,110
RA_FW_8L	44,700	73,600	100,000	118,400	131,400	4,650	7,650	10,400	12,310	13,670
RA_ISI_2L	0	1,900	8,000	10,700	12,100	0	180	780	1,050	1,190
RA_ISI_4L	0	2,900	17,400	23,000	25,200	0	290	1,700	2,250	2,470
RA_ISI_6L	0	4,500	27,100	35,500	43,100	0	440	2,660	3,480	4,220
RA_UFH_2L_U	2,400	4,400	7,900	13,700	27,500	230	430	770	1,340	2,690
RA_UFH_2L_U_10PLS	19,250	31,460	44,880	57,640	64,130	1,881	3,080	4,400	5,654	6,281
RA_UFH_2L_U_5PLS	3,000	5,500	9,875	17,125	34,375	288	538	963	1,675	3,363
RA_UFH_4L_D	17,500	28,600	40,800	52,400	58,300	1,710	2,800	4,000	5,140	5,710
RA_UFH_6L_D	26,200	42,800	61,200	78,600	87,400	2,570	4,200	6,000	7,710	8,560
RDA_FW_4L	21,300	35,300	47,900	56,600	63,000	2,220	3,670	4,980	5,890	6,550
RDA_FW_6L	33,100	54,300	73,900	87,400	97,200	3,440	5,650	7,690	9,090	10,110
RDA_FW_8L	44,700	73,600	100,000	118,400	131,400	4,650	7,650	10,400	12,310	13,670
RDA_IFA_2W_2L_D_WL	0	8,400	39,400	44,200	46,800	0	810	3,820	4,290	4,540
RDA_IFA_2W_2L_U_0L	0	1,760	8,800	11,120	11,920	0	168	856	1,080	1,160
RDA_IFA_2W_2L_U_WL	0	2,200	11,000	13,900	14,900	0	210	1,070	1,350	1,450
RDA_IFA_2W_3L_D_WL	0	6,850	32,450	36,800	39,000	0	665	3,145	3,570	3,780
RDA_IFA_2W_3L_U_0L	0	2,868	13,963	16,585	17,660	0	279	1,355	1,609	1,713
RDA_IFA_2W_3L_U_WL	0	3,618	17,613	20,915	22,270	0	352	1,709	2,029	2,160
RDA_IFA_2W_4L_D_WL	0	5,300	25,500	29,400	31,200	0	520	2,470	2,850	3,020
RDA_IFA_2W_4L_U_0L	0	3,975	19,125	22,050	23,400	0	390	1,853	2,138	2,265
RDA_IFA_2W_4L_U_WL	0	5,035	24,225	27,930	29,640	0	494	2,347	2,708	2,869
RDA_NSSR_2L	0	0	1,900	7,600	10,100	0	0	180	740	980
RDA_UFH_2W_2L_U_WL	3,100	8,700	15,300	21,000	26,400	300	840	1,480	2,030	2,560
RDA_UFH_2W_4L_D_WL	17,800	28,900	41,800	54,100	61,500	1,730	2,800	4,060	5,250	5,960
RDA_UFH_2W_6L_D_WL	26,800	43,300	62,700	81,200	92,200	2,600	4,200	6,080	7,870	8,940
TA_FW_10L	61,800	101,800	138,400	163,800	182,000	6,180	10,180	13,480	16,380	18,200
TA_FW_4L	23,500	38,700	52,500	62,200	69,100	2,350	3,870	5,250	6,220	6,910
TA_FW_6L	36,400	59,800	81,100	96,000	106,700	3,640	5,980	8,110	9,600	10,670
TA_FW_8L	49,100	80,900	109,600	129,800	144,400	4,910	8,090	10,960	12,980	14,440
TA_NSMCRS_2W_2L_D_WL	0	0	7,350	14,280	15,330	0	0	704	1,365	1,470
TA_NSMCRS_2W_2L_U_0L	0	0	5,600	10,880	11,680	0	0	536	1,040	1,120
TA_NSMCRS_2W_2L_U_WL	0	0	7,000	13,600	14,600	0	0	670	1,300	1,400
TA_NSMCRS_2W_3L_D_WL	0	0	11,875	21,790	23,115	0	0	1,137	2,088	2,220
TA_NSMCRS_2W_3L_U_0L	0	0	8,950	16,428	17,428	0	0	857	1,574	1,674

Facility_Type	Daily_A	Daily_B	Daily_C	Daily_D	Daily_E	Pk2Way_A	Pk2Way_B	Pk2Way_C	Pk2Way_D	Pk2Way_E
TA_NSMCRS_2W_3L_U_WL	0	0	11,290	20,718	21,978	0	0	1,081	1,985	2,111
TA_NSMCRS_2W_4L_D_WL	0	0	16,400	29,300	30,900	0	0	1,570	2,810	2,970
TA_NSMCRS_2W_4L_U_0L	0	0	12,300	21,975	23,175	0	0	1,178	2,108	2,228
TA_NSMCRS_2W_4L_U_WL	0	0	15,580	27,835	29,355	0	0	1,492	2,670	2,822
TA_NSMCRS_2W_6L_D_WL	0	0	25,700	44,100	46,400	0	0	2,470	4,230	4,460
TA_NSMCRS_2W_6L_U_0L	0	0	19,275	33,075	34,800	0	0	1,853	3,173	3,345
TA_NSMCRS_2W_6L_U_WL	0	0	24,415	41,895	44,080	0	0	2,347	4,019	4,237
TA_NSOSRS_2W_2L_D_WL	0	0	4,620	9,870	12,600	0	0	452	945	1,208
TA_NSOSRS_2W_2L_U_0L	0	0	3,520	7,520	9,600	0	0	344	720	920
TA_NSOSRS_2W_2L_U_WL	0	0	4,400	9,400	12,000	0	0	430	900	1,150
TA_NSOSRS_2W_3L_D_WL	0	0	7,460	15,035	18,300	0	0	721	1,443	1,754
TA_NSOSRS_2W_3L_U_0L	0	0	5,623	11,335	13,800	0	0	544	1,088	1,323
TA_NSOSRS_2W_3L_U_WL	0	0	7,093	14,295	17,400	0	0	686	1,372	1,668
TA_NSOSRS_2W_4L_D_WL	0	0	10,300	20,200	24,000	0	0	990	1,940	2,300
TA_NSOSRS_2W_4L_U_0L	0	0	7,725	15,150	18,000	0	0	743	1,455	1,725
TA_NSOSRS_2W_4L_U_WL	0	0	9,785	19,190	22,800	0	0	941	1,843	2,185
TA_S2WAC1_2W_2L_D_WL	0	4,200	13,755	16,275	17,115	0	410	1,323	1,565	1,638
TA_S2WAC1_2W_2L_U_0L	0	3,200	10,480	12,400	13,040	0	312	1,008	1,192	1,248
TA_S2WAC1_2W_2L_U_WL	0	4,000	13,100	15,500	16,300	0	390	1,260	1,490	1,560
TA_S2WAC1_2W_3L_D_WL	2,300	16,050	23,278	25,238	8,558	220	1,545	2,237	2,428	819
TA_S2WAC1_2W_3L_U_0L	1,725	12,063	17,540	19,025	6,520	165	1,161	1,686	1,830	624
TA_S2WAC1_2W_3L_U_WL	2,185	15,253	22,130	23,995	8,150	209	1,468	2,127	2,308	780
TA_S2WAC1_2W_4L_D_WL	4,600	27,900	32,800	34,200	0	440	2,680	3,150	3,290	0
TA_S2WAC1_2W_4L_U_0L	3,450	20,925	24,600	25,650	0	330	2,010	2,363	2,468	0
TA_S2WAC1_2W_4L_U_WL	4,370	26,505	31,160	32,490	0	418	2,546	2,993	3,126	0
TA_S2WAC1_2W_6L_D_WL	6,900	42,800	49,300	51,400	0	670	4,110	4,730	4,930	0
TA_S2WAC1_2W_6L_U_0L	5,175	32,100	36,975	38,550	0	503	3,083	3,548	3,698	0
TA_S2WAC1_2W_6L_U_WL	6,555	40,660	46,835	48,830	0	637	3,905	4,494	4,684	0
TA_S2WAC2_2W_2L_D_WL	0	0	11,025	15,225	16,065	0	0	1,061	1,460	1,544
TA_S2WAC2_2W_2L_U_0L	0	0	8,400	11,600	12,240	0	0	808	1,112	1,176
TA_S2WAC2_2W_2L_U_WL	0	0	10,500	14,500	15,300	0	0	1,010	1,390	1,470
TA_S2WAC2_2W_3L_D_WL	0	1,850	17,713	22,913	24,133	0	180	1,701	2,200	2,317
TA_S2WAC2_2W_3L_U_0L	0	1,388	13,350	17,275	18,195	0	135	1,282	1,659	1,747
TA_S2WAC2_2W_3L_U_WL	0	1,758	16,840	21,785	22,945	0	171	1,617	2,092	2,203
TA_S2WAC2_2W_4L_D_WL	0	3,700	24,400	30,600	32,200	0	360	2,340	2,940	3,090
TA_S2WAC2_2W_4L_U_0L	0	2,775	18,300	22,950	24,150	0	270	1,755	2,205	2,318
TA_S2WAC2_2W_4L_U_WL	0	3,515	23,180	29,070	30,590	0	342	2,223	2,793	2,936
TA_S2WAC2_2W_6L_D_WL	0	6,000	38,000	46,100	48,400	0	580	3,640	4,420	4,650

Facility_Type	Daily_A	Daily_B	Daily_C	Daily_D	Daily_E	Pk2Way_A	Pk2Way_B	Pk2Way_C	Pk2Way_D	Pk2Way_E
TA_S2WAC2_2W_6L_U_0L	0	4,500	28,500	34,575	36,300	0	435	2,730	3,315	3,488
TA_S2WAC2_2W_6L_U_WL	0	5,700	36,100	43,795	45,980	0	551	3,458	4,199	4,418
TA_S2WAC3_2W_2L_D_WL	0	0	5,250	12,390	15,330	0	0	504	1,187	1,470
TA_S2WAC3_2W_2L_U_0L	0	0	4,000	9,440	11,680	0	0	384	904	1,120
TA_S2WAC3_2W_2L_U_WL	0	0	5,000	11,800	14,600	0	0	480	1,130	1,400
TA_S2WAC3_2W_3L_D_WL	0	0	8,475	19,795	23,065	0	0	817	1,899	2,215
TA_S2WAC3_2W_3L_U_0L	0	0	6,388	14,920	17,390	0	0	616	1,431	1,670
TA_S2WAC3_2W_3L_U_WL	0	0	8,058	18,820	21,930	0	0	777	1,805	2,106
TA_S2WAC3_2W_4L_D_WL	0	0	11,700	27,200	30,800	0	0	1,130	2,610	2,960
TA_S2WAC3_2W_4L_U_0L	0	0	8,775	20,400	23,100	0	0	848	1,958	2,220
TA_S2WAC3_2W_4L_U_WL	0	0	11,115	25,840	29,260	0	0	1,074	2,480	2,812
TA_S2WAC3_2W_6L_D_WL	0	0	18,400	42,100	46,300	0	0	1,770	4,040	4,450
TA_S2WAC3_2W_6L_U_0L	0	0	13,800	31,575	34,725	0	0	1,328	3,030	3,338
TA_S2WAC3_2W_6L_U_WL	0	0	17,480	39,995	43,985	0	0	1,682	3,838	4,228
TA_UFH_2W_2L_U_WL	2,400	8,000	14,900	21,100	26,700	230	770	1,440	2,040	2,580
TA_UFH_2W_4L_D_WL	18,600	30,200	43,600	56,500	64,200	1,790	2,900	4,190	5,420	6,160
TA_UFH_2W_6L_D_WL	27,900	45,200	65,500	84,700	96,200	2,680	4,340	6,280	8,130	9,240
UA_FWISG1_10L	63,000	104,200	145,500	176,900	196,400	6,110	10,110	14,110	17,160	19,050
UA_FWISG1_12L	75,900	125,800	175,500	213,500	237,100	7,360	12,200	17,020	20,710	23,000
UA_FWISG1_4L	23,800	39,600	55,200	67,100	74,600	2,310	3,840	5,350	6,510	7,240
UA_FWISG1_6L	36,900	61,100	85,300	103,600	115,300	3,580	5,930	8,270	10,050	11,180
UA_FWISG1_8L	49,900	82,700	115,300	140,200	156,000	4,840	8,020	11,180	13,600	15,130
UA_FWISG2_10L	60,200	97,500	141,200	182,600	207,600	5,600	9,070	13,130	16,980	19,310
UA_FWISG2_12L	72,900	118,100	170,900	221,100	251,200	6,780	10,980	15,890	20,560	23,360
UA_FWISG2_4L	22,000	36,000	52,000	67,200	76,500	2,050	3,350	4,840	6,250	7,110
UA_FWISG2_6L	34,800	56,500	81,700	105,800	120,200	3,240	5,250	7,600	9,840	11,180
UA_FWISG2_8L	47,500	77,000	111,400	144,300	163,900	4,420	7,160	10,360	13,420	15,240
UA_NSMCRS_2W_2L_D_WL	0	0	9,555	15,330	16,380	0	0	914	1,460	1,554
UA_NSMCRS_2W_2L_U_0L	0	0	7,280	11,680	12,480	0	0	696	1,112	1,184
UA_NSMCRS_2W_2L_U_WL	0	0	9,100	14,600	15,600	0	0	870	1,390	1,480
UA_NSMCRS_2W_3L_D_WL	0	0	15,478	23,215	24,640	0	0	1,472	2,205	2,337
UA_NSMCRS_2W_3L_U_0L	0	0	11,665	17,503	18,578	0	0	1,110	1,663	1,762
UA_NSMCRS_2W_3L_U_WL	0	0	14,715	22,073	23,428	0	0	1,400	2,097	2,222
UA_NSMCRS_2W_4L_D_WL	0	0	21,400	31,100	32,900	0	0	2,030	2,950	3,120
UA_NSMCRS_2W_4L_U_0L	0	0	16,050	23,325	24,675	0	0	1,523	2,213	2,340
UA_NSMCRS_2W_4L_U_WL	0	0	20,330	29,545	31,255	0	0	1,929	2,803	2,964
UA_NSMCRS_2W_6L_D_WL	0	0	33,400	46,800	49,300	0	0	3,170	4,450	4,690
UA_NSMCRS_2W_6L_U_0L	0	0	25,050	35,100	36,975	0	0	2,378	3,338	3,518

Facility_Type	Daily_A	Daily_B	Daily_C	Daily_D	Daily_E	Pk2Way_A	Pk2Way_B	Pk2Way_C	Pk2Way_D	Pk2Way_E
UA_NSMCRS_2W_6L_U_WL	0	0	31,730	44,460	46,835	0	0	3,012	4,228	4,456
UA_NSOSRS_2W_2L_D_WL	0	0	5,040	10,500	13,230	0	0	473	998	1,260
UA_NSOSRS_2W_2L_U_0L	0	0	3,840	8,000	10,080	0	0	360	760	960
UA_NSOSRS_2W_2L_U_WL	0	0	4,800	10,000	12,600	0	0	450	950	1,200
UA_NSOSRS_2W_3L_D_WL	0	0	8,070	16,100	19,215	0	0	762	1,534	1,830
UA_NSOSRS_2W_3L_U_0L	0	0	6,083	12,138	14,490	0	0	574	1,157	1,380
UA_NSOSRS_2W_3L_U_WL	0	0	7,673	15,308	18,270	0	0	724	1,459	1,740
UA_NSOSRS_2W_4L_D_WL	0	0	11,100	21,700	25,200	0	0	1,050	2,070	2,400
UA_NSOSRS_2W_4L_U_0L	0	0	8,325	16,275	18,900	0	0	788	1,553	1,800
UA_NSOSRS_2W_4L_U_WL	0	0	10,545	20,615	23,940	0	0	998	1,967	2,280
UA_S2WAC1_2W_2L_D_WL	0	4,410	14,490	17,220	17,745	0	420	1,376	1,638	1,691
UA_S2WAC1_2W_2L_U_0L	0	3,360	11,040	13,120	13,520	0	320	1,048	1,248	1,288
UA_S2WAC1_2W_2L_U_WL	0	4,200	13,800	16,400	16,900	0	400	1,310	1,560	1,610
UA_S2WAC1_2W_3L_D_WL	2,400	16,855	24,595	26,460	8,873	230	1,600	2,338	2,514	846
UA_S2WAC1_2W_3L_U_0L	1,800	12,668	18,533	19,948	6,760	173	1,203	1,762	1,896	644
UA_S2WAC1_2W_3L_U_WL	2,280	16,018	23,383	25,158	8,450	219	1,521	2,223	2,391	805
UA_S2WAC1_2W_4L_D_WL	4,800	29,300	34,700	35,700	0	460	2,780	3,300	3,390	0
UA_S2WAC1_2W_4L_U_0L	3,600	21,975	26,025	26,775	0	345	2,085	2,475	2,543	0
UA_S2WAC1_2W_4L_U_WL	4,560	27,835	32,965	33,915	0	437	2,641	3,135	3,221	0
UA_S2WAC1_2W_6L_D_WL	7,300	44,700	52,100	53,500	0	700	4,240	4,950	5,080	0
UA_S2WAC1_2W_6L_U_0L	5,475	33,525	39,075	40,125	0	525	3,180	3,713	3,810	0
UA_S2WAC1_2W_6L_U_WL	6,935	42,465	49,495	50,825	0	665	4,028	4,703	4,826	0
UA_S2WAC1_2W_8L_D_WL	9,400	58,000	66,100	67,800	0	890	5,510	6,280	6,440	0
UA_S2WAC1_2W_8L_U_0L	7,050	43,500	49,575	50,850	0	668	4,133	4,710	4,830	0
UA_S2WAC1_2W_8L_U_WL	8,930	55,100	62,795	64,410	0	846	5,235	5,966	6,118	0
UA_S2WAC2_2W_2L_D_WL	0	1,995	11,760	16,170	17,115	0	189	1,124	1,533	1,628
UA_S2WAC2_2W_2L_U_0L	0	1,520	8,960	12,320	13,040	0	144	856	1,168	1,240
UA_S2WAC2_2W_2L_U_WL	0	1,900	11,200	15,400	16,300	0	180	1,070	1,460	1,550
UA_S2WAC2_2W_3L_D_WL	0	3,048	18,880	24,435	25,808	0	290	1,797	2,322	2,449
UA_S2WAC2_2W_3L_U_0L	0	2,298	14,230	18,423	19,458	0	219	1,355	1,751	1,847
UA_S2WAC2_2W_3L_U_WL	0	2,898	17,950	23,233	24,538	0	276	1,709	2,208	2,329
UA_S2WAC2_2W_4L_D_WL	0	4,100	26,000	32,700	34,500	0	390	2,470	3,110	3,270
UA_S2WAC2_2W_4L_U_0L	0	3,075	19,500	24,525	25,875	0	293	1,853	2,333	2,453
UA_S2WAC2_2W_4L_U_WL	0	3,895	24,700	31,065	32,775	0	371	2,347	2,955	3,107
UA_S2WAC2_2W_6L_D_WL	0	6,500	40,300	49,200	51,800	0	620	3,830	4,680	4,920
UA_S2WAC2_2W_6L_U_0L	0	4,875	30,225	36,900	38,850	0	465	2,873	3,510	3,690
UA_S2WAC2_2W_6L_U_WL	0	6,175	38,285	46,740	49,210	0	589	3,639	4,446	4,674
UA_S2WAC2_2W_8L_D_WL	0	8,500	53,300	63,800	67,000	0	800	5,060	6,060	6,360

Facility_Type	Daily_A	Daily_B	Daily_C	Daily_D	Daily_E	Pk2Way_A	Pk2Way_B	Pk2Way_C	Pk2Way_D	Pk2Way_E
UA_S2WAC2_2W_8L_U_0L	0	6,375	39,975	47,850	50,250	0	600	3,795	4,545	4,770
UA_S2WAC2_2W_8L_U_WL	0	8,075	50,635	60,610	63,650	0	760	4,807	5,757	6,042
UA_S2WAC3_2W_2L_D_WL	0	0	5,565	13,230	16,275	0	0	525	1,260	1,544
UA_S2WAC3_2W_2L_U_0L	0	0	4,240	10,080	12,400	0	0	400	960	1,176
UA_S2WAC3_2W_2L_U_WL	0	0	5,300	12,600	15,500	0	0	500	1,200	1,470
UA_S2WAC3_2W_3L_D_WL	0	0	8,983	21,065	24,538	0	0	853	2,005	2,332
UA_S2WAC3_2W_3L_U_0L	0	0	6,770	15,878	18,500	0	0	643	1,512	1,758
UA_S2WAC3_2W_3L_U_WL	0	0	8,540	20,028	23,330	0	0	811	1,907	2,217
UA_S2WAC3_2W_4L_D_WL	0	0	12,400	28,900	32,800	0	0	1,180	2,750	3,120
UA_S2WAC3_2W_4L_U_0L	0	0	9,300	21,675	24,600	0	0	885	2,063	2,340
UA_S2WAC3_2W_4L_U_WL	0	0	11,780	27,455	31,160	0	0	1,121	2,613	2,964
UA_S2WAC3_2W_6L_D_WL	0	0	19,500	44,700	49,300	0	0	1,850	4,240	4,690
UA_S2WAC3_2W_6L_U_0L	0	0	14,625	33,525	36,975	0	0	1,388	3,180	3,518
UA_S2WAC3_2W_6L_U_WL	0	0	18,525	42,465	46,835	0	0	1,758	4,028	4,456
UA_S2WAC3_2W_8L_D_WL	0	0	25,800	58,700	63,800	0	0	2,450	5,580	6,060
UA_S2WAC3_2W_8L_U_0L	0	0	19,350	44,025	47,850	0	0	1,838	4,185	4,545
UA_S2WAC3_2W_8L_U_WL	0	0	24,510	55,765	60,610	0	0	2,328	5,301	5,757
UA_S2WAC4_2W_2L_D_WL	0	0	5,460	14,385	15,750	0	0	515	1,376	1,491
UA_S2WAC4_2W_2L_U_0L	0	0	4,160	10,960	12,000	0	0	392	1,048	1,136
UA_S2WAC4_2W_2L_U_WL	0	0	5,200	13,700	15,000	0	0	490	1,310	1,420
UA_S2WAC4_2W_3L_D_WL	0	0	8,880	22,343	23,725	0	0	843	2,128	2,251
UA_S2WAC4_2W_3L_U_0L	0	0	6,693	16,843	17,888	0	0	635	1,604	1,697
UA_S2WAC4_2W_3L_U_WL	0	0	8,443	21,243	22,558	0	0	801	2,023	2,140
UA_S2WAC4_2W_4L_D_WL	0	0	12,300	30,300	31,700	0	0	1,170	2,880	3,010
UA_S2WAC4_2W_4L_U_0L	0	0	9,225	22,725	23,775	0	0	878	2,160	2,258
UA_S2WAC4_2W_4L_U_WL	0	0	11,685	28,785	30,115	0	0	1,112	2,736	2,860
UA_S2WAC4_2W_6L_D_WL	0	0	19,100	45,800	47,600	0	0	1,810	4,350	4,520
UA_S2WAC4_2W_6L_U_0L	0	0	14,325	34,350	35,700	0	0	1,358	3,263	3,390
UA_S2WAC4_2W_6L_U_WL	0	0	18,145	43,510	45,220	0	0	1,720	4,133	4,294
UA_S2WAC4_2W_8L_D_WL	0	0	25,900	59,900	62,200	0	0	2,460	5,690	5,910
UA_S2WAC4_2W_8L_U_0L	0	0	19,425	44,925	46,650	0	0	1,845	4,268	4,433
UA_S2WAC4_2W_8L_U_WL	0	0	24,605	56,905	59,090	0	0	2,337	5,406	5,615
UA_UFH_2W_2L_U_WL	2,200	7,600	15,000	21,300	27,100	210	730	1,450	2,060	2,620
UA_UFH_2W_4L_D_WL	20,400	33,000	47,800	61,800	70,200	1,940	3,140	4,540	5,870	6,670
UA_UFH_2W_6L_D_WL	30,500	49,500	71,600	92,700	105,400	2,900	4,700	6,800	8,810	10,010

Note:This table was compiled utilizing the 2007 Generalized Tables published in the *2007 Quality/Level of Service Handbook* by FDOT.