

FDOT TRANSPORTATION STATISTICS OFFICE SIS AND NHS CONNECTOR HIGHWAY ADEQUACY ANALYSIS

April 2014

FINAL



FLORIDA DEPARTMENT OF TRANSPORTATION

KITTELSON & ASSOCIATES, INC.
CAMBRIDGE SYSTEMATICS, INC.



INTRODUCTION

The primary objective of this project is to provide the Florida Department of Transportation (FDOT) with a summary of the current adequacy of the Strategic Intermodal System (SIS) and National Highway System (NHS) connector facilities in the entire state. The SIS and NHS designation type analyzed are intermodal connectors linking hubs to corridors. This analysis will provide a resource in the FDOT's performance monitoring of these key facilities.

This technical memorandum summarizes the results of the analysis of the SIS and NHS facilities. Details regarding the data collection efforts and analysis methodology can be found in the previously submitted *Summary of Data Collection Activities* and *Subtask 2 Determine Methodology to Analyze Connectors* technical memorandums.

DATA COLLECTION RESULTS

Signal Timing

The relevant authorities were contacted for traffic signal timing data for all 418 signalized intersections in the FDOT GIS database along the SIS and NHS connectors. The final tally of intersections that signal timing information was received for was 206; representing close to half of the signalized intersections included along the study corridors.

The results of the efforts are shown in Table 1. As seen, there are some connectors that signal timing data for only a portion of the traffic signals was received. In those instances, ARTPLAN defaults were used at intersections without signal timing data. If reasonable, the cycle length was set to that of the neighboring intersections with available signal timing data.

Turning Movement Counts

Where possible all segments within a connector are being analyzed as a continuous facility. The guidance provided in the QLOS handbook allows for combining perpendicular segments when a turning movement is dominant. Turning percentages at intersections were changed to create linear facilities that mimic the connector alignment where applicable. Providing this type of facility level analysis is consistent with the function of the software and the purpose it was created for. The QLOS handbook and LOSPLAN suite of software do not account for piecing together perpendicular facilities where there is not a predominant turning movement (1 & 2). The methodology for piecing perpendicular sections together was previously presented in the *Subtask 2 Determine Methodology to Analyze Connectors* technical memorandum.

The default percentage of turning vehicles at signalized intersections is 12%. This number is indicative of average observed conditions in Florida where two major arterials intersect. Many minor arterials and entrances to commercial properties also cause warrant for signals. These signalized intersections will typically have an exclusive left turn bay with shorter queue storage space compared to the exclusive left turn bays for vehicles moving onto a major arterial. The shortened storage space combined with the lower left g/C ratio indicates that fewer vehicles are turning left compared to the left turn movement at a major intersection. These default turning percentages produce appropriate volumes for major intersections but not for entrances to sparsely developed subdivisions or small commercial developments. If the turning percentages remain unchanged in these situations severe queuing will occur and spill back into through traffic. Most of the signalized intersections serving sparsely developed subdivisions or small commercial developments do not witness turning volumes this high. The software should be adjusted in these cases as to not indicate a situation that does not exist. The default turning percent is typically lowered by a third at minor intersections, such as entrances to small subdivisions or small commercial developments, where an erroneously reported large volume of turning vehicles would cause a queue to back up into the through lane. In areas where there was local knowledge some changes were made to avoid false results.

The intent of this study is to provide a planning level analysis and rely on default values and readily available information. No turning movement counts were collected as part of this study or requested from the jurisdictional authorities. In most cases, the default ARTPLAN values for percent turns were used, unless turns were not permitted at the intersection. The ARTPLAN default percentage of vehicles turning is 12% for both left- and right-turns. When a turning movement was not permitted, the percent of the relevant turning movement was set to 0%.

Table 1 Signal Timing Data Collection Results

FDOT District	Maintenance Agency	SIS Hub	Signal Timing Info Obtained
1	Fort Myers, Lee Co.	Lee Tran Intermodal Center	No
1	N/A	Port Manatee	N/A
1	Sarasota Co.	Sarasota/Bradenton Int'l Airport	No
1	Lee Co.	Southwest Florida International Airport	No
1	Collier Co.	Naples Regional Airport	No
2	Jacksonville	Cecil Spaceport	No
2	Gainesville	Gainesville Greyhound Bus Station	Yes
2	Gainesville, Alachua Co.	Gainesville Regional Airport	Yes
2	Jacksonville	Jacksonville CSX and NS Intermodal Terminal/Amtrak	No
2	Jacksonville	Jacksonville FEC Intermodal Terminal	No
2	Jacksonville	Jacksonville Greyhound and Multimodal Terminal	No
2	Jacksonville	Jacksonville International Airport	No
2	Nassau Co., Fernandina Beach	Port of Fernandina	Yes
2	Jacksonville	Port of Jacksonville - Blount Island and Dames Point	No
2	Jacksonville	Port of Jacksonville - Talleyrand	No
3	N/A	Northwest Florida Beaches Int'l Airport	N/A
3	Okaloosa Co.	Northwest Florida Regional Airport	No
3	Bay Co.	Panama City Greyhound Bus Terminal	Partial
3	Bay Co.	Pensacola Greyhound	No
3	Escambia Co.	Pensacola Regional Airport	No
3	Bay Co.	Port of Panama City	Partial
3	Escambia Co.	Port of Pensacola	No
3	Tallahassee, Leon Co.	Tallahassee Greyhound Bus Terminal	Yes
3	Tallahassee	Tallahassee Regional Airport	Yes
4	Boca Raton	Boca Raton Tri-Rail Station	No
4	Palm Beach Co.	Boynton Beach Tri-Rail Station	No
4	Broward Co.	Cypress Creek Tri-Rail Station	No
4	Broward Co.	Deerfield Beach Amtrak Tri-Rail Station	Yes
4	Palm Beach Co.	Delray Beach Amtrak Tri-Rail Station	Yes
4	Broward Co.	Fort Lauderdale Airport Tr-Rail Station	Partial
4	N/A	Fort Lauderdale Amtrak Tri-Rail Station	N/A
4	Broward Co.	Fort Lauderdale Greyhound	Partial
4	N/A	Fort Lauderdale/Hollywood Int'l Airport	N/A
4	Broward Co.	Hollywood Amtrak Tri-Rail Station	No
4	Lake Worth	Lake Worth Tri-Rail Station	Partial
4	N/A	Palm Beach International Airport	N/A
4	Broward Co.	Pompano Beach Tri-Rail Station	Partial
4	Broward Co.	Port Everglades	Partial

FDOT District	Maintenance Agency	SIS Hub	Signal Timing Info Obtained
4	Palm Beach, Palm Beach Co..	Port of Palm Beach and Mangonia Park Tri-Rail Station	Partial
4	Broward Co.	Sheridan Street Tri-Rail Station	Partial
4	Palm Beach Co.	West Palm Beach Intermodal Center	Partial
5	Brevard Co.	Cape Canaveral Space Center	No
5	Daytona Beach, Volusia Co.	Daytona Beach Int'l Airport and Greyhound	Yes
5	Osceola Co.	Kissimmee Gateway Airport and Intermodal Center	Partial
5	Brevard Co.	Melbourne International Airport and Melbourne Greyhound	No
5	Orange Co.	Orlando Amtrak and Greyhound District	No
5	Orange Co.	Orlando Int'l Airport and CSX Terminal	No
5	Seminole Co.	Orlando Sanford International Airport	No
5	Brevard Co.	Port Canaveral	No
5	Seminole Co.	Sanford (Auto Train Station) Amtrak	Yes
6	Miami-Dade Co.	Golden Glades Intermodal Terminal	Yes
6	Miami-Dade Co.	Miami FEC Intermodal Freight Terminal	Partial
6	Miami-Dade Co.	Miami International Airport	Partial
6	Miami-Dade Co.	Port of Miami	Partial
7	Hillsborough Co.	Port of Tampa	No
7	Hillsborough Co.	Port of Tampa Redwing	No
7	Pinellas Co.	St Petersburg Clearwater International Airport	Partial
7	Hillsborough Co.	Tampa Amtrak and Greyhound	Partial
7	Hillsborough Co.	Tampa CSX Intermodal Terminal	No
7	Hillsborough Co.	Tampa International Airport	No

ANALYSIS

Analysis was carried out following the process previously laid out in the technical memorandums for *Sub-Task 1: Summary of Data Collection Activities* and *Sub-Task 2: Determine Methodology to Analyze Connectors*. As previously stated, the SIS and NHS designation type are intermodal connectors. Connectors designated as a “planned add” were included in the analysis if the link and connection exist. Connectors not included in the analysis are those designated as a “planned drop” or part of the Strategic Highway Network (STRAHNET).

A “planned add” facility is one that is part of the SIS before it meets the applicable operational criteria and thresholds. The planned facility must be projected to meet all applicable criteria and thresholds, be agreed to, and be financially feasible (3).

A “planned drop” facility is one that is part of the SIS and will lose its designation at some point in the future (3).

The STRAHNET is made up of highways which are important to U.S. strategic defense policy and provide access, continuity and emergency capabilities for defense purposes (3).

Methodology

The capabilities of the analysis tool, the LOSPLAN suite of software (ARTPLAN, FREEPLAN, and HIGHPLAN), and the data sources were detailed in the *Data Collection Activity Summary Memo*. In the memo, a methodology was presented. This methodology was tested, refined, and reported on as part of *Subtask 2: Determine Methodology to Analyze Connectors*.

Methodology Summary

A majority of the SIS and NHS connectors are categorized as signalized arterials. While the entire suite of LOSPLAN was used in this study, a majority of the analysis was performed using ARTPLAN. Highway and freeway facilities were analyzed using HIGHPLAN and FREEPLAN respectively.

Many of the connectors were divided into sections due to varying characteristics such as K-factor, D-factor, area type, and/or road class. To combine the outputs into a result for the complete connector, the results of the sections were aggregated to calculate the overall connector travel time and speed. This was carried out by determining an average facility speed weighted by the section length. This method provided a travel time and speed for the entire connector, calculated in the same fashion that segment travel times and speeds are aggregated into a facility speed in ARTPLAN. This is discussed in further detail in the *Subtask 2: Determine Methodology to Analyze Connectors* technical memorandum.

In some instances, the aggregated result may seem counterintuitive to the section results. One example is SR 82 (Dr. Martin Luther King Jr. Boulevard) associated with the Lee Tran Intermodal Center (see top of page 7). The results for the two inbound sections show LOS of F and F. However, the aggregated results show an LOS of D. This is a result of how ARTPLAN reports the LOS for a facility. If one or more intersection capacity is exceeded for the analysis period, regardless of the average speed, the arterial LOS reported by ARTPLAN will default to F. The aggregated result that is being provided in the report is based on an aggregated speed and the resulting LOS. This allows for combining the results of analysis of different sections with different characteristics regardless of which of the tools in the LOSPLAN suite of software used.

Variances from the methodology are discussed in the paragraphs below and their application has been summarized in Appendix A.

Posted Speed Limits

On rare occasion, a posted speed limit was not available via the FDOT Traffic DVD or street view photography. In those instances, judgment was used to determine the speed limit to input into ARTPLAN. This could be based on the speed limit of neighboring or parallel roads where reasonable, or based on the ARTPLAN default speed limit for an assumed road class.

AADT

Two special situations arose in the analysis related to the AADT. One was analysis of a connector that included a segment or section with an AADT of less than 1000. The ARTPLAN minimum is less than 1000, and therefore in those instances 1000 has been entered as the AADT.

The other special situation was where AADT was not available. In those instances, if possible and reasonable, the AADT from the neighboring or parallel road segment was used.

Left Turn Queue Storage

The maximum left turn storage allowed in ARTPLAN is 1600 feet. In some instances, the measured left turn storage was greater. In those instances, the maximum of 1600 feet was used in the ARTPLAN analysis.

SUMMARY OF RESULTS

A summary of the LOSPLAN analysis results has been provided in the following sections. Each section is made up of one or more segments. To demonstrate variability of the LOS across the section the LOS of the worst segment has been provided.

A graphic representation of each connector and its LOSPLAN analysis are also provided. The various colors signify the reported LOS for the analyzed section. Intersections marked with an asterisk indicate a left-turn queue along the route of the connector with a queue storage ratio ≥ 1.0 . Left turn queue storage ratios on side streets that are not part of the connector are not represented.

A facility is made up of one or more sections. As discussed above, the aggregated section results provide an overall LOS for the facility.

Left Turn Queue Storage

As seen in the tables, the number of ARTPLAN reported queues that exceed the queue storage is provided. This represents the number of locations along the analyzed directional corridor that ARTPLAN reported a queue storage ratio of equal to or greater than 1.0. It is important to note, that this represents the 50th percentile queue length, and not the 95th percentile queue length which is typical in intersection analysis. The queue storage ratio “indicates the likelihood of an intersection approach’s left turn spilling over from the left turn lane into the adjacent through lane(s).” Using HCM 2000 methods, the 50th percentile queue length is compared against the total left turn storage length (1).

Recall that in most cases the defaults turning movement percentages were used at intersections. In areas where there was local knowledge some changes were made to avoid queue spill-over where it does not exist.

A left turn queue spill-over does not affect the ARTPLAN results of the adjacent through lane. The number of directional thru lanes was not reduced in instances where the queue storage ratio was reported greater than 1. It is possible that the reported average travel speed and LOS for the corridor are optimistic when a high queue storage ratio is present.

The intent of this study is to provide a planning level analysis and rely on default values and readily available information. ARTPLAN should not be used for detailed traffic operations analysis, so this output has been provided to indicate connectors that could be considered for deeper investigation (2).

Questionable Results

For a variety of reasons, the results of some of the connectors have a level of uncertainty. Recall that for all connectors no turning movement counts were used. Additional causes for uncertainty can include, or be a combination of:

- Analysis anomalies summarized above in the Methodology section and in Appendix A;
- High (≥ 1.0) left-turn queue storage ratios reported by ARTPLAN; and/or
- No or incomplete signal timing data;

These connectors have been discussed in further detail in Appendix B.

Results Comparison

The results of this LOSPLAN analysis have been compared against a variety of previous studies. The comparison studies do not necessarily provide a like-for-like analysis, but do provide an additional study to check reasonability of the LOSPLAN results. The comparison of the LOSPLAN results with these previous studies is shown in Appendix C.

Sources used for comparison include:

1. 2012 District 1-3 LOS Reports by the FDOT Systems Planning Office
2. FDOT D4 SIS Connectors Assessment prepared by CTS Engineering, Inc. for the FDOT D4 Planning and Environmental Management Office, 2012.
3. 2012 District 5 LOS_ALL Tables
4. 2012 District 6 LOS Update Tables

In cases where the LOSPLAN analysis results were of the same LOS letter or differed by only one LOS letter as the applicable comparison study, the results were noted as being "Similar". In cases where LOSPLAN analysis results differed by more than one LOS letter as the applicable comparison study, the results were noted as being "Different".

Summary of Results – FDOT District 1

Lee Tran Intermodal Center SIS						District 1			Map on Page 9
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Dr M L King Jr. Blvd / SR 82	I-75	Veronica Shoemaker Blvd	Inbound	OU	1	0	F	F	
Dr M L King Jr. Blvd / SR 82	Veronica Shoemaker Blvd	Hendry Street	Inbound	OU	2	0	F	F	
Dr M L King Jr. Blvd / SR 82	Aggregate Inbound								D
Dr M L King Jr. Blvd / SR 82	Hendry Street	Ford Street	Outbound	OU	2	0	F	F	
Dr M L King Jr. Blvd / SR 82	Ford Street	Michigan Ave	Outbound	OU	2	0	D	C	
Dr M L King Jr. Blvd / SR 82	Michigan Ave	I-75	Outbound	OU	1	0	B	B	
Dr M L King Jr. Blvd / SR 82	Aggregate Outbound								C
Port of Manatee SIS & NHS						District 1			Map on Page 10
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Tamiami Trail / US 41 / SR 45	I-275	Piney Point Road	Inbound	T/U	1	0	A	A	
Piney Point Road	Piney Point Road	Harlee Road	Inbound	T/U	2	0	B	B	
US 41 - Piney Point Road	(SIS & NHS) Aggregate Inbound								A
Piney Point Road	Harlee Road	Piney Point Road	Outbound	T/U	2	0	E	C	
Tamiami Trail / US 41 / SR 45	Piney Point Road	I-275	Outbound	T/U	1	0	A	A	
Piney Point Road - US 41	(SIS & NHS) Aggregate Outbound								A
Sarasota Bradenton International Airport SIS & NHS						District 1			Map on Page 11
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
University Parkway	I-75	Lockwood Ridge Rd	Inbound	OU	1	4	D	C	
University Parkway	Lockwood Ridge Road	Airport Circle	Inbound	OU	1	0	F	C	
University Parkway	(SIS & NHS) Aggregate Inbound								C
University Parkway	Airport Circle	Lockwood Ridge Rd	Outbound	OU	1	0	F	C	
University Parkway	Lockwood Ridge Road	I-75	Outbound	OU	1	2	D	C	
University Parkway	(SIS & NHS) Aggregate Outbound								C

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Southwest Florida International Airport SIS						District 1			Map on Page 12
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Alico Road	I-75	Ben Hill Griffin Parkway	Inbound	T/U	1	0	C	C	
Ben Hill Griffin Parkway	Alico Rd	Midfield Terminal Rd	Inbound	T/U	1	0	B	B	
Midfield Terminal Road	Ben Hill Griffin Parkway	Air Cargo Ln	Inbound	T/U	1	0	A	A	
Alico Rd - Airport	(SIS) Aggregate Inbound								B
Midfield Terminal Road	Air Cargo Ln	Ben Hill Griffin Parkway	Outbound	T/U	1	0	C	C	
Ben Hill Griffin Parkway	Midfield Terminal Rd	Alico Rd	Outbound	T/U	1	0	B	B	
Alico Road	Ben Hill Griffin Parkway	I-75	Outbound	T/U	1	0	B	B	
Airport - Alico Road	(SIS) Aggregate Outbound								D
Daniels Parkway	I-75 NB Ramps	Treeline Ave	Inbound	T/U	1	0	D	B	
Daniels Parkway	(NHS) Aggregate Inbound – Daniels Parkway								B
Daniels Parkway	Treeline Ave	I-75 NB Ramps	Outbound	T/U	1	0	D	D	
Daniels Parkway	(NHS) Aggregate Outbound – Daniels Parkway								D

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥1.0

Naples Regional Airport NHS						District 1			Map on Page 13
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Connector LOS	
Pine Ridge Road	I-75	Airport Pulling Rd	Inbound	OU	1	1	D	C	
Airport Pulling Road	Pine Ridge Rd	North Rd	Inbound	OU	1	1	C	B	
Pine Ridge Rd – Airport Pulling Rd	Aggregate Inbound								B
North Road	Terminal Road	Airport Pulling Rd	Outbound	OU	1	0	C	C	
Airport Pulling Road	North Road	Pine Ridge Rd	Outbound	OU	1	3	F	D	
Pine Ridge Road	Airport Pulling Road	North Rd	Outbound	OU	1	1	F	D	
North Rd – Pine Ridge Rd	Aggregate Outbound								D

INTERMODAL SYSTEMS DEVELOPMENT

SIS Connector and NHS Designation Evaluation

Lee Tran Intermodal Center

State of Florida Department of Transportation
Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

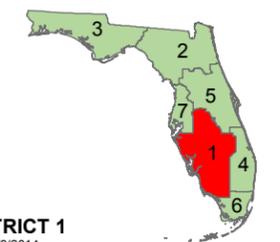
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

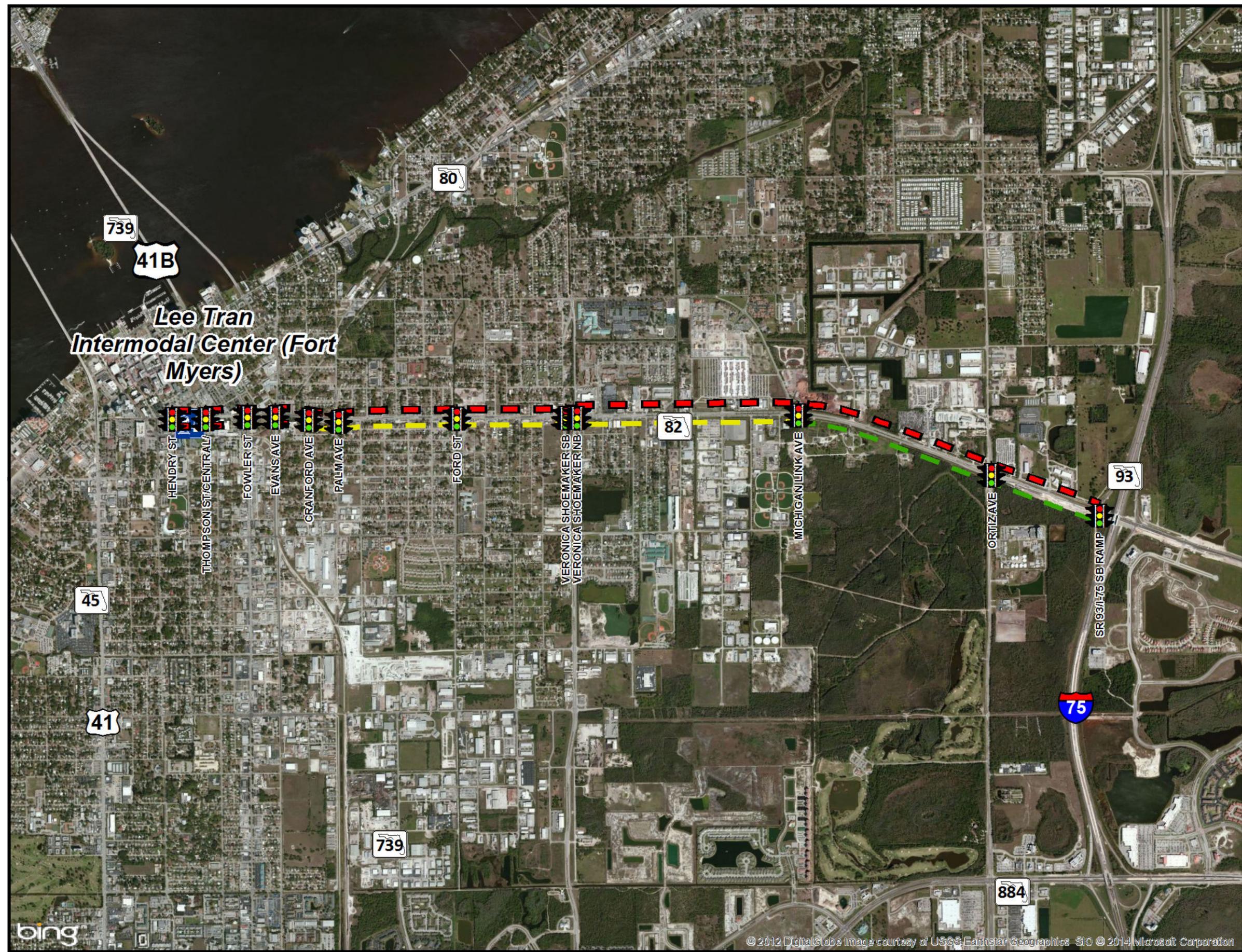
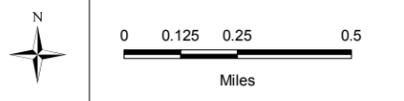
LOS

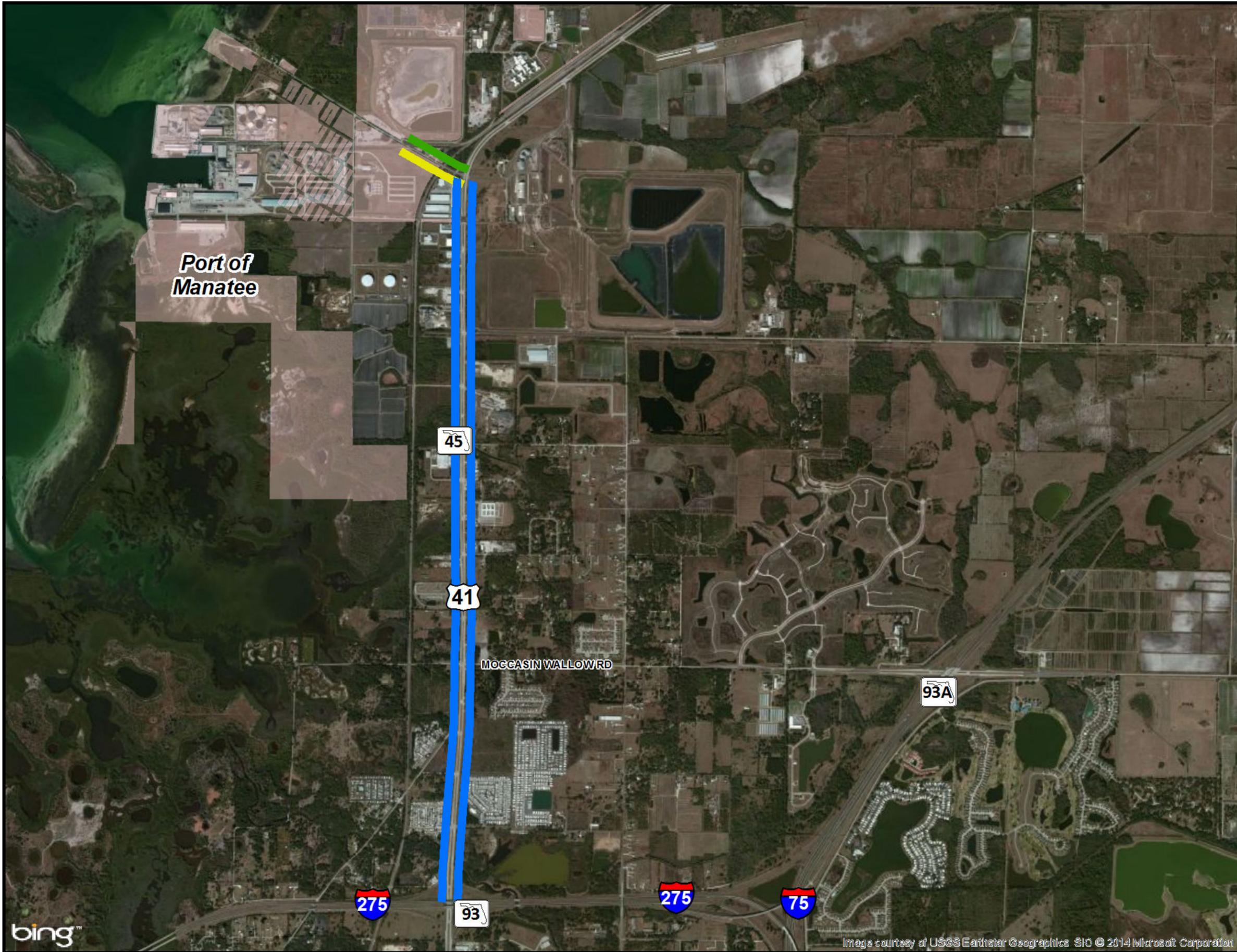
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 1
Date: 4/3/2014





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Port Manatee
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

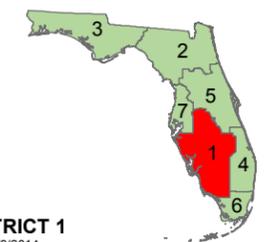
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

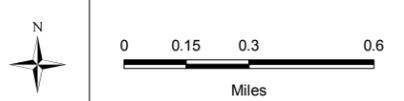
LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 1
Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Sarasota / Bradenton International Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

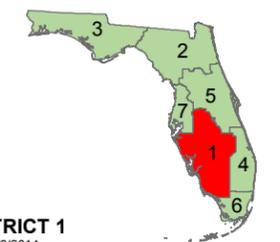
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

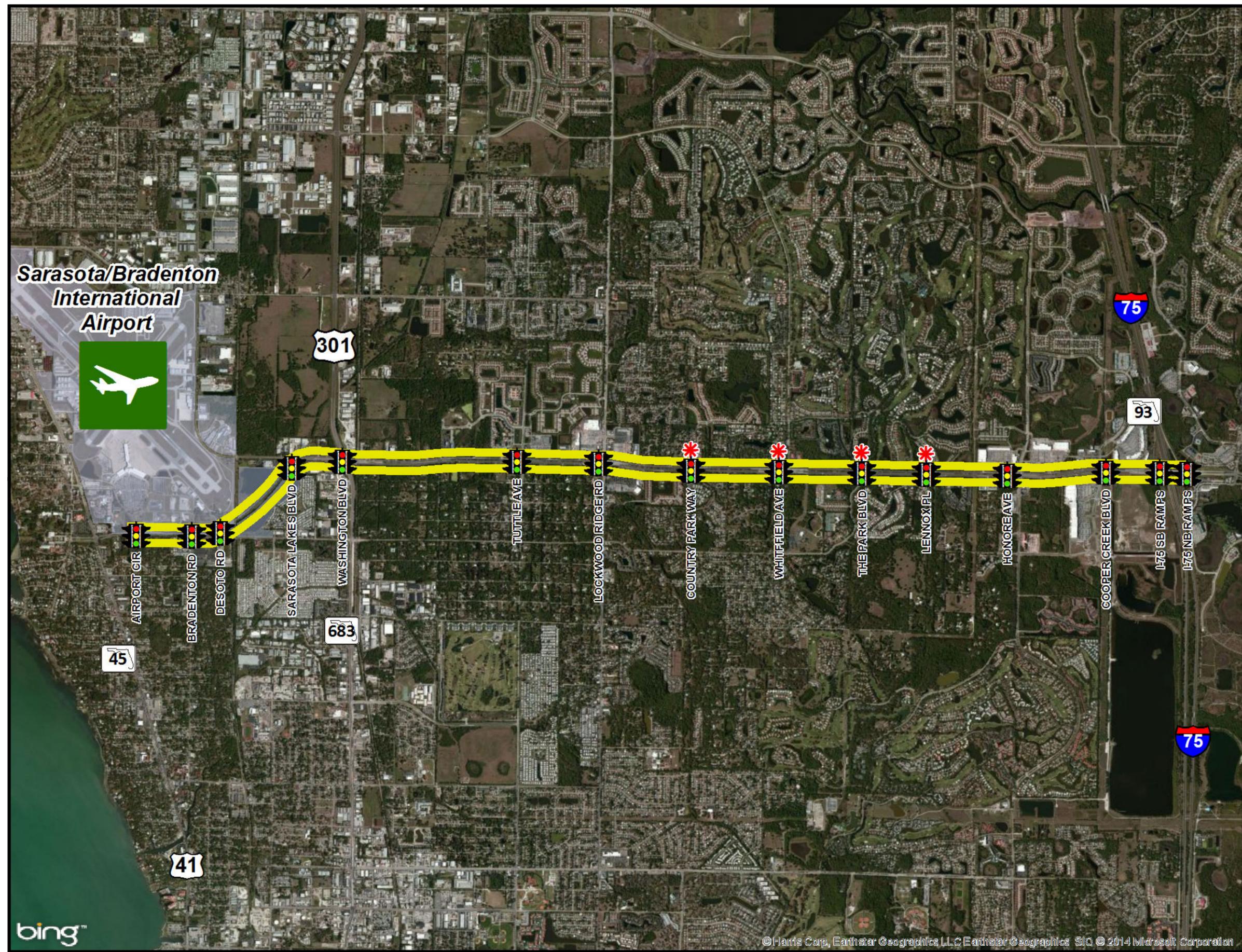
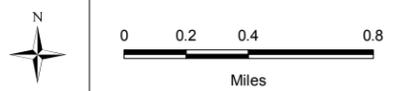
LOS

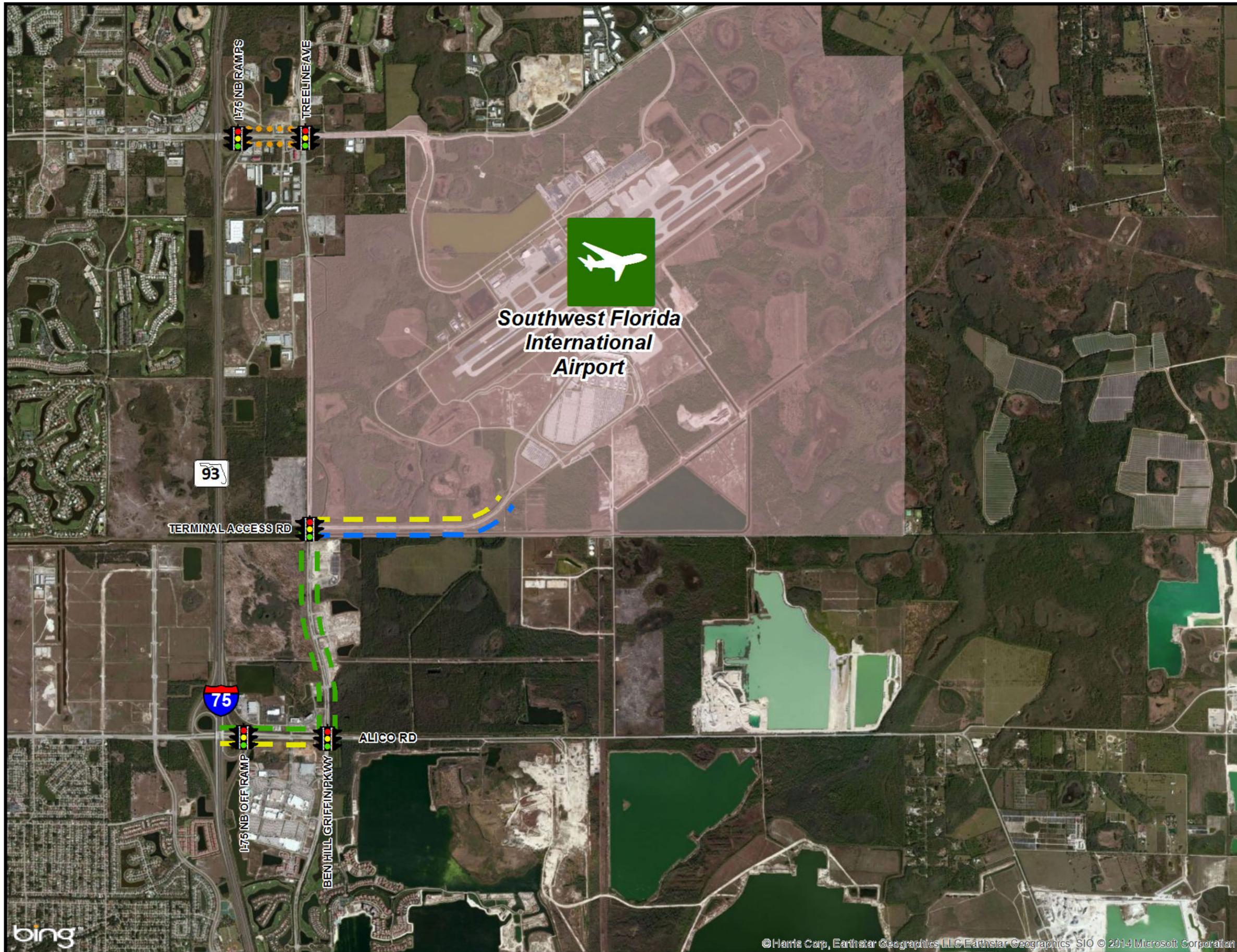
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 1
Date: 4/3/2014



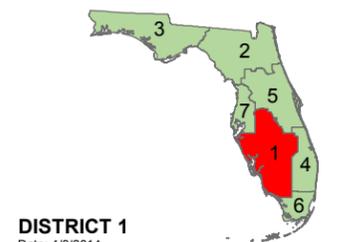


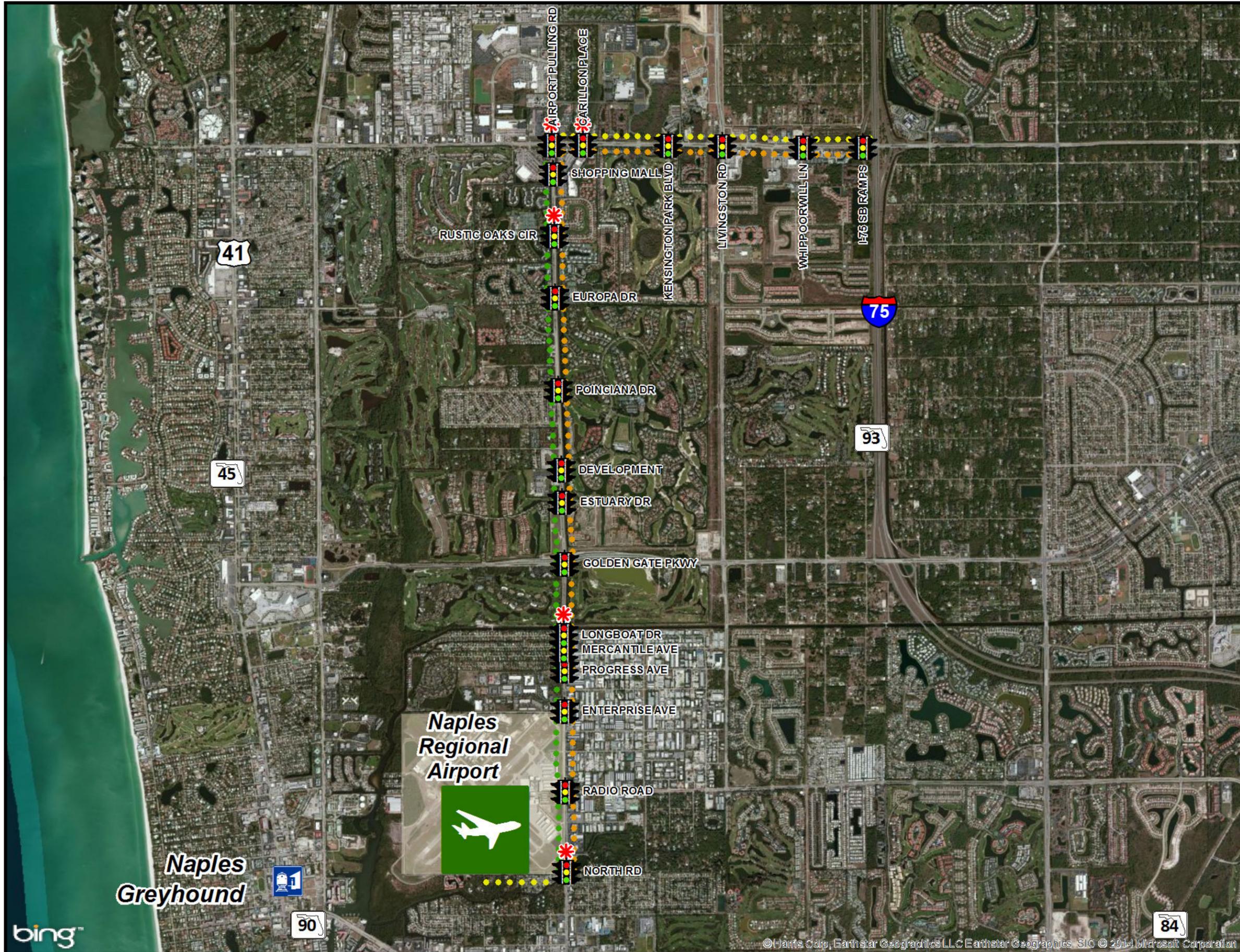
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Southwest Florida International Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



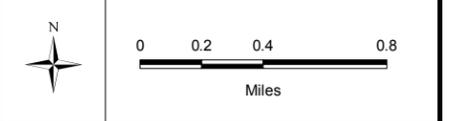
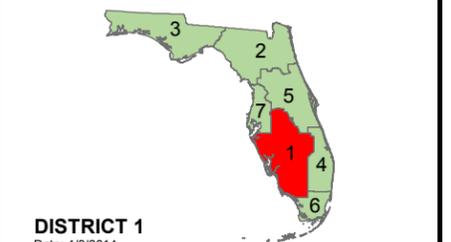


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Naples Regional Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



Summary of Results – FDOT District 2

Cecil Spaceport SIS						District 2		Map on Page 22
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
New World Ave / SR 134	SR 23	Nomandy Blvd	Inbound	T/U	1	0	A	A
New World Ave	Normandy Blvd	103rd St	Inbound	T/U	1	0	A	A
New World Ave	103rd St	Crossover Street	Inbound	T/U	2	0	B	A
Crossover Street	New World Ave	Spaceport	Inbound	T/U	2	0	B	A
New World Ave - Crossover St	Aggregate Inbound							A
Crossover Street	Spaceport	New World Ave	Outbound	T/U	2	0	B	A
New World Ave	Crossover Street	103rd St	Outbound	T/U	2	0	A	A
New World Ave	103rd St	Normandy Blvd	Outbound	T/U	1	0	B	A
New World Ave / SR 134	Normandy Blvd	SR 23	Outbound	T/U	1	0	A	A
Crossover St - New World Ave	Aggregate Outbound							A

Gainesville Greyhound SIS						District 2		Map on Page 23
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
NE Waldo Rd / SR 24	SR 26	NE 16th Ave	Inbound	OU	1	0	F	C
NE Waldo Rd / SR 24	NE 16th Ave	NE 23rd Ave	Inbound	OU	1	0	A	A
NE 23rd Ave / SR 120	NE Waldo Rd	N Main St	Inbound	OU	1	0	D	C
NE Waldo Rd - NE 23rd Ave	Aggregate Inbound							C
NE 23rd Ave / SR 120	N Main St	NE Waldo Rd	Outbound	OU	1	0	C	C
NE Waldo Rd / SR 24	NE 23rd Ave	NE 16th Ave	Outbound	OU	1	0	B	B
NE Waldo Rd / SR 24	NE 16th Ave	SR 26	Outbound	OU	1	0	D	D
NE 23rd Ave - NE Waldo Rd	Aggregate Outbound							D

Gainesville Regional Airport SIS & NHS						District 2		Map on Page 24
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
NE 39th Ave / SR 222	I-75	NE Waldo Rd	Inbound	OU	1	3	F	C
NE Waldo Rd / SR 24	NE 39th Ave	NE 49th Ave	Inbound	T/U	1	0	A	A
NE 39th Ave - NE Waldo Rd	(SIS & NHS) Aggregate Inbound							C
NE Waldo Rd / SR 24	NE 49th Ave	NE 39th Ave	Outbound	T/U	1	0	B	B
NE 39th Ave / SR 222	NE Waldo Rd	I-75	Outbound	OU	1	1	F	C
NE Waldo Rd - NE 39th Ave	(SIS & NHS) Aggregate Outbound							C

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Jacksonville Amtrak Station SIS & NHS						District 2		Map on Page 25	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
MLK Jr Parkway / SR 15	I-95	US 1	Inbound	LU	1	1	F	C	
US 1 / SR 15	MLK Jr Parkway	Clifford Lane	Inbound	LU	1	0	C	C	
Clifford Lane	US 1	Station	Inbound	T/U	2	0	A	A	
MLK Jr Parkway - Clifford Ln	(SIS) Aggregate Inbound – US 1								C
Clifford Lane / SR 15	Station	US1	Outbound	T/U	2	0	D	D	
US 1 / SR 15	Clifford Lane	MLK Jr Parkway	Outbound	LU	1	0	F	B	
MLK Jr Parkway	US 1	I-95	Outbound	LU	1	0	F	C	
Clifford Ln – MLK Jr Parkway	(SIS) Aggregate Outbound – US 1								C
US 1 / US 23 / SR 15	I-295	Clifford Lane	Inbound	LU	1	0	D	C	
US 1 / US 23	(NHS) Aggregate Inbound – I-295								C
US 1 / US 23 / SR 15	Clifford Lane	I-295	Outbound	LU	1	1	D	B	
US 1 / US 23	(NHS) Aggregate Outbound – I-295								B

Jacksonville CSX Intermodal Terminal SIS & NHS						District 2		Map on Page 25	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Pritchard Rd	I-295	Sportsman Club Rd	Inbound	T/U	1	0	F	F	
Sportsman Club Rd	Pritchard Road	Terminal	Inbound	T/U	1	0	B	B	
MLK Jr Parkway - Clifford Ln	(SIS & NHS) Aggregate Inbound								B
Sportsman Club Rd	Terminal	Pritchard Road	Outbound	T/U	1	0	B	B	
Pritchard Rd	Sportsman Club Rd	I-295	Outbound	T/U	1	0	F	F	
Clifford Ln - MLK Jr Parkway	(SIS & NHS) Aggregate Outbound								B

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Jacksonville NS Intermodal Terminal SIS & NHS						District 2		Map on Page 25
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Pritchard Rd	I-295	Old Kings Rd	Inbound	T/U	1	0	B	B
Old Kings Rd	Pritchard Rd	Pritchard Rd	Inbound	T/U	2	0	A	A
Old Kings Rd	Pritchard Rd	Edgewood Ave	Inbound	T/U	2	0	A	A
Edgewood Ave	Old Kings Rd	Tallulah Ave	Inbound	T/U	2	0	D	D
Tallulah Ave	Edgewood Ave	Entrance	Inbound	T/U	2	0	A	A
I-295 – Edgewood Ave	(SIS) Aggregate Inbound – Old Kings Rd							B
Tallulah Ave	Entrance	Edgewood Ave	Outbound	T/U	2	0	A	A
Edgewood Ave	Tallulah Ave	Old Kings Rd	Outbound	T/U	2	0	F	F
Old Kings Rd	Edgewood Ave	Pritchard Rd	Outbound	T/U	2	0	A	A
Old Kings Rd	Pritchard Rd	Pritchard Rd	Outbound	T/U	2	0	A	A
Pritchard Rd	Old Kings Rd	I-295	Outbound	T/U	1	0	B	B
Edgewood Ave – I-295	(SIS) Aggregate Outbound - Old Kings Rd							C
Edgewood Ave / SR 111	I-10	Old Kings Rd	Inbound	LU	1	6	F	D
Edgewood Ave	(NHS) Aggregate Inbound - Edgewood Ave							D
Tallulah Ave	Picketville Rd	Edgewood Ave	Outbound	LU	1	0	C	C
Edgewood Ave / SR 111	Edgewood Dr	I-10	Outbound	LU	1	3	F	D
Picketville Rd - Edgewood Ave	(NHS) Aggregate Outbound - Edgewood Ave							D

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Jacksonville FEC Intermodal Terminal SIS & NHS						District 2		Map on Page 26
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
University Blvd / SR 109	I-95	Richard Street	Inbound	LU	1	0	F	F
University Blvd / SR 109	Richard Street	Phillips Highway	Inbound	LU	1	0	C	C
Phillips Highway / SR 5	Richard Street	Bowden Rd	Inbound	LU	1	0	F	F
Phillips Highway / SR 5	Bowden Rd	Stepp Ave	Inbound	LU	1	0	A	A
University Blvd - Phillips Hwy	(NHS) Aggregate Inbound – University Blvd							D
Phillips Highway / SR 5	Stepp Ave	University Blvd	Outbound	LU	1	0	F	D
University Blvd / SR 109	Phillips Hwy	I-95	Outbound	LU	1	1	F	F
Phillips Hwy - University Blvd	(NHS) Aggregate Outbound – University Blvd							F
Butler Blvd / SR 202	I-95	Phillips Highway	Inbound	LU	1	0	F	F
Phillips Highway / SR 5	Butler Blvd	Terminal	Inbound	LU	1	0	A	A
Butler Blvd - Phillips Hwy	(SIS & NHS) Aggregate Inbound – Butler Blvd							B
Phillips Hwy / SR 5	Stepp Ave	Butler Blvd	Outbound	LU	1	0	B	B
Butler Blvd / SR 202	Phillips Hwy	I-95	Outbound	LU	1	0	F	F
Phillips Hwy - Butler Blvd	(SIS & NHS) Aggregate Outbound – Butler Blvd							C

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Jacksonville Greyhound Terminal SIS						District 2		Map on Page 27
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Forsyth St	I-95	Pearl St	Inbound	LU	2	0	F	D
Pearl St	Forsyth St	Bay St	Inbound	LU	2	0	F	F
Forsyth St - Pearl St	Aggregate Inbound							D
Pearl Street	Bay St	Forsyth St	Outbound	LU	2	0	F	F
Forsyth St	Pearl St	Julia St	Outbound	LU	2	0	F	F
Julia Street	Forsyth St	Adams St	Outbound	LU	2	0	F	F
Adams St	Julia Street	Lee Street	Outbound	LU	2	0	F	E
Pearl St - Adams St	Aggregate Outbound							E

Jacksonville Multimodal Terminal Center SIS						District 2		Map on Page 27
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Forsyth St	Cleveland St	Lee St	Inbound	LU	2	0	D	D
Lee St	Forsyth St	Terminal	Inbound	LU	2	0	F	F
Forsyth St - Lee St	Aggregate Inbound							E
Lee St	Terminal	Adams St	Outbound	LU	2	0	F	E
Adams St	Lee St	I-95	Outbound	LU	2	0	A	A
Lee St- Adams St	Aggregate Outbound							C

Jacksonville International Airport SIS & NHS						District 2			Map on Page 28
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 102	I-95	Int'l Airport Blvd	Inbound	T/U	1	0	E	B	
SR 102	Int'l Airport Blvd	Int'l Airport Blvd	Inbound	T/U	1	0	B	B	
Yankee Clipper Dr	Int'l Airport Blvd	Pecan Park Rd	Inbound	T/U	2	0	A	A	
SR 102 - Yankee Clipper Dr	(SIS & NHS) Aggregate Inbound- I-95							B	
Dixie Clipper Dr	Pecan Park Rd	SR 102	Outbound	T/U	2	0	A	A	
SR 102	Int'l Airport Blvd	Int'l Airport Blvd	Outbound	T/U	1	0	B	B	
SR 102	Int'l Airport Blvd	I-95	Outbound	T/U	1	0	F	C	
Dixie Clipper Dr - SR 102	(SIS & NHS) Aggregate Outbound- I-95							B	
Int'l Airport Blvd / SR 243	I-295	Woodwings Rd	Inbound	T/U	1	0	C	B	
Woodwings Rd	Int'l Airport Blvd	Pecan Park Rd	Inbound	T/U	2	0	A	A	
Int'l Airport Blvd - Woodwings Rd	(SIS) Aggregate Inbound - Woodwings Rd							B	
Woodwings Rd	Pecan Park Rd	Int'l Airport Blvd	Outbound	T/U	2	0	A	A	
Int'l Airport Blvd / SR 243	Int'l Airport Blvd	Pecan Park Rd	Outbound	T/U	1	0	B	B	
Woodwings Rd - Int'l Airport Blvd	(SIS) Aggregate Outbound - Woodwings Rd							B	
Pecan Park Rd	Int'l Airport Blvd	Service Rd	Inbound	LU	1	0	A	A	
Pecan Park Rd	Service Rd	Woodwings Rd	Inbound	LU	1	0	A	A	
Pecan Park Rd	(NHS) Aggregate Inbound - Pecan Park Rd							A	
Pecan Park Rd	Woodwings Rd	Service Rd	Outbound	LU	1	0	A	A	
Pecan Park Rd	Service Rd	Int'l Airport Blvd	Outbound	LU	1	0	A	A	
Pecan Park Rd	(NHS) Aggregate Outbound - Pecan Park Rd							A	

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD), Rural Undeveloped (RU)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Port of Fernandina SIS & NHS						District 2		Map on Page 29	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR A1A / SR 200	I-95	Still Quarters Rd	Inbound	RU		0	B	B	
SR A1A / SR 200	Still Quarters Rd	Oaktree Ln	Inbound	RU		0	B	B	
SR A1A / SR 200	Oaktree Ln	US 17 / SR 5	Inbound	OU	2	0	A	A	
SR A1A / SR 200	US 17 / SR 5	Palm Tree Dr	Inbound	OU	2	0	A	A	
SR A1A / SR 200	Palm Tree Dr	Oneil-Scott Rd	Inbound	T/U	1	1	F	F	
SR A1A / SR 200	Oneil-Scott Rd	Creekside	Inbound	T/U		0	C	C	
SR A1A / SR 200	Creekside	Lime Street	Inbound	OU	1	2	D	C	
SR A1A / SR 200	Lime Street	Atlantic Ave	Inbound	OU	2	0	D	C	
N 8th St	Atlantic Ave	Dade St	Inbound	OU	2	0	A	A	
Dade St	N 8th St	N 3rd St	Inbound	OU	2	0	A	A	
SR A1A - Dade St	(SIS & NHS) Aggregate Inbound							C	
Dade St	N 3rd St	N 8th St	Outbound	OU	2	0	C	C	
N 8th St	Dade St	Atlantic Ave	Outbound	OU	2	0	B	B	
SR A1A / SR 200	Atlantic Ave	Lime Street	Outbound	OU	2	0	F	F	
SR A1A / SR 200	Lime Street	Creekside	Outbound	OU	1	2	D	C	
SR A1A / SR 200	Creekside	Oneil-Scott Rd	Outbound	T/U		0	C	C	
SR A1A / SR 200	Oneil-Scott Rd	Palm Tree Dr	Outbound	T/U	1	0	F	F	
SR A1A / SR 200	Palm Tree Dr	US 17 / SR 5	Outbound	OU	2	0	F	F	
SR A1A / SR 200	US 17 / SR 5	Still Quarters Rd	Outbound	OU	2	0	A	A	
SR A1A / SR 200	Still Quarters Rd	I-95	Outbound	RU		0	B	B	
Dade St - SR A1A	(SIS & NHS) Aggregate Outbound							C	

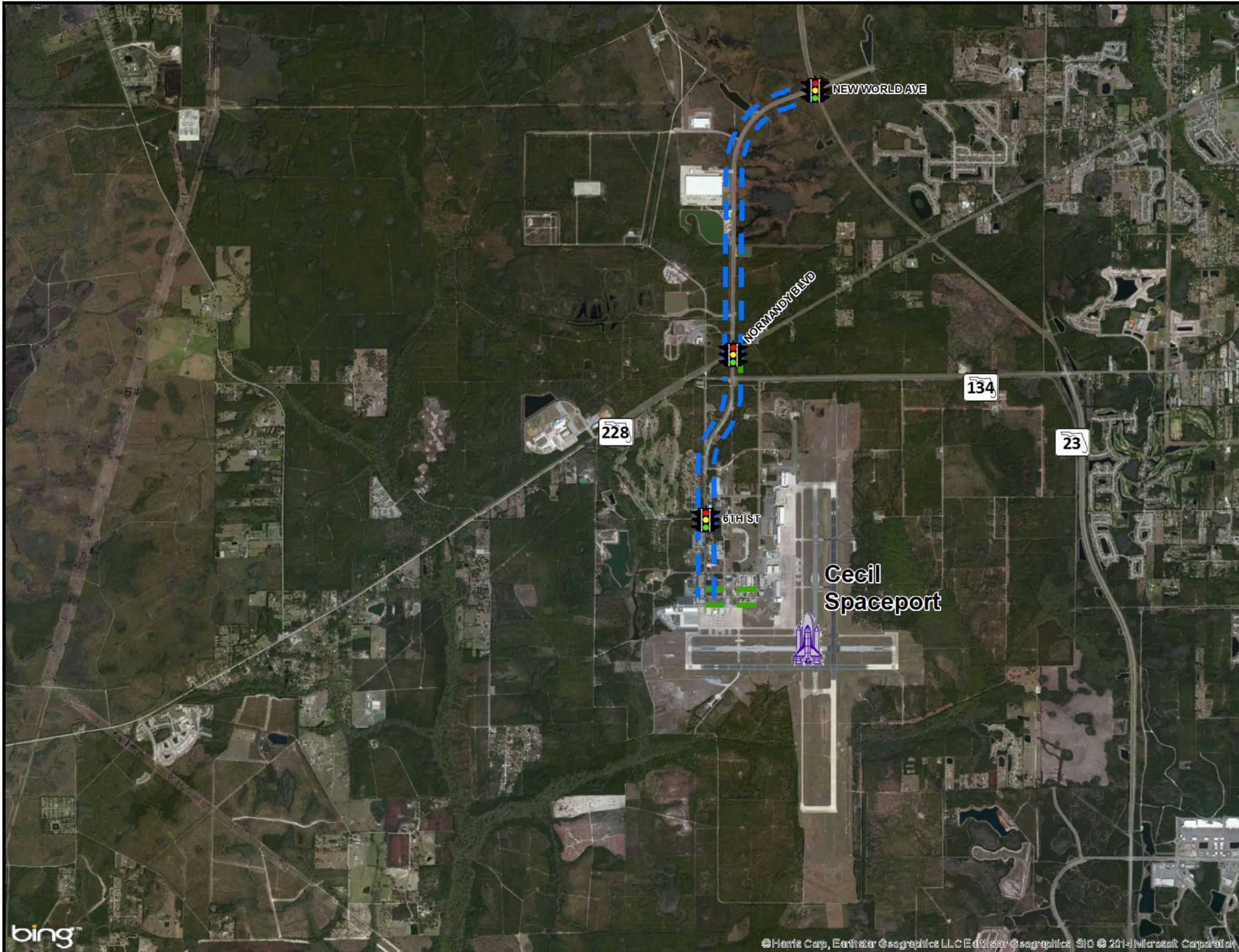
- ¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.
- ² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD), Rural Undeveloped (RU)
- ³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.
- ⁴ Queue Storage Ratio reported ≥ 1.0

Port of Jacksonville - Blount Island SIS & NHS						District 2		Map on Page 30	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Zoo Pkwy / SR 105	I-295	David Rawls Rd	Inbound	T/U	1	0	D	B	
David Rawls Rd	SR 105	Port Entrance	Inbound	T/U	1	0	B	B	
Zoo Pkwy - David Rawls Rd	(SIS & NHS) Aggregate Inbound							B	
David Rawls Rd	Port Entrance	SR 105	Outbound	T/U	1	0	B	B	
Zoo Pkwy / SR 105	David Rawls Rd	I-295	Outbound	T/U	1	0	D	B	
David Rawls Rd - Zoo Pkwy	(SIS & NHS) Aggregate Outbound							B	

Port of Jacksonville - Dames Point SIS						District 2		Map on Page 30
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Zoo Pkwy / SR 105	I-95	BP Refinery	Inbound	T/U		0	A	A
Zoo Pkwy / SR 105	BP Refinery	Hess Refinery	Inbound	T/U		0	A	A
Zoo Pkwy / SR 105	Hess Refinery	August Dr	Inbound	T/U		0	A	A
Zoo Pkwy / SR 105	August Dr	New Berlin Rd	Inbound	T/U	1	0	B	B
New Berlin Rd	Zoo Pkwy	Port Entrance	Inbound	T/U	1	0	C	C
Zoo Pkwy - New Berlin Rd	Aggregate Inbound							A
New Berlin Rd	Port Entrance	Zoo Pkwy	Outbound	T/U	1	0	C	C
Zoo Pkwy / SR 105	New Berlin Rd	August Dr	Outbound	T/U	1	0	A	A
Zoo Pkwy / SR 105	August Dr	Hess Refinery	Outbound	T/U		0	A	A
Zoo Pkwy / SR 105	Hess Refinery	BP Refinery	Outbound	T/U		0	A	A
Zoo Pkwy / SR 105	BP Refinery	I-95	Outbound	T/U		0	A	A
New Berlin Rd - Zoo Pkwy	Aggregate Outbound							A

Port of Jacksonville – Talleyrand SIS & NHS						District 2		Map on Page 31
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
US 1	I-95	Phoenix Ave	Inbound	LU		0	C	C
Phoenix Ave	US-1	21st St	Inbound	LU	2	0	F	F
21st St	Phoenix Ave	Talleyrand Ave	Inbound	LU	2	0	A	A
Talleyrand Ave	21st St	11th St	Inbound	LU	2	0	A	A
US 1 - Talleyrand Ave	(SIS & NHS) Aggregate Inbound – 21st St							B
Talleyrand Ave	11th St	21st St	Outbound	LU	2	0	A	A
21st St	Talleyrand Ave	Phoenix Ave	Outbound	LU	2	0	A	A
Phoenix Ave	21st St	US-1	Outbound	LU	2	0	C	C
US 1	Phoenix Ave	I-95	Outbound	LU		0	C	C
Talleyrand Ave - US 1	(SIS & NHS) Aggregate Outbound– 21st St							B
8th Street	US-1	Talleyrand Ave	Inbound	LU	2	0	B	B
8th Street	(NHS) Aggregate Inbound– 8th St							B
8th Street	Talleyrand Ave	US-1	Outbound	LU	2	0	B	B
8th Street	(NHS) Aggregate Outbound– 8th St							B
Talleyrand Ave	Duval Street	8th St	Inbound	LU	1	0	B	B
Talleyrand Ave	8th St	11th St	Inbound	LU	1	0	B	B
Talleyrand Ave	(NHS) Aggregate Inbound - Talleyrand Ave							B
Talleyrand Ave	11th St	8th St	Outbound	LU	2	0	B	B
Talleyrand Ave	8th St	Duval St	Outbound	LU	2	0	A	A
Talleyrand Ave	(NHS) Aggregate Outbound– Talleyrand Ave							A

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.
² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)
³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.
⁴ Queue Storage Ratio reported ≥ 1.0

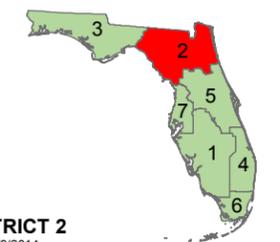


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Cecil Spaceport
 State of Florida Department of Transportation
 Systems Planning Office

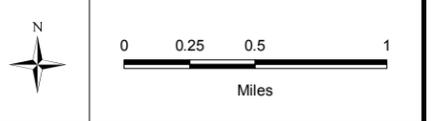
LEGEND

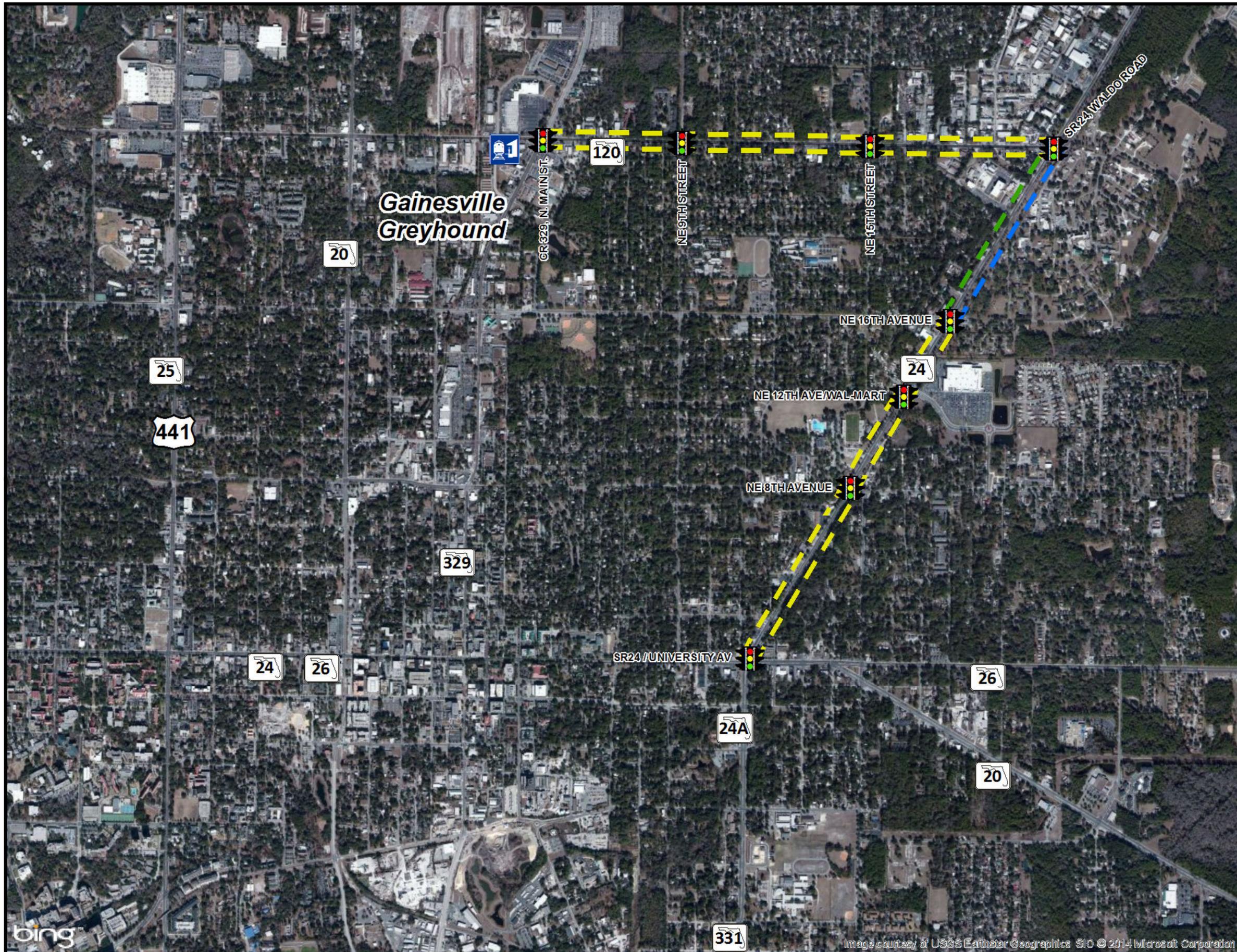
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



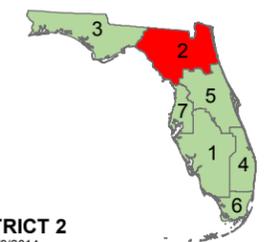


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Gainesville Greyhound Bus Station
 State of Florida Department of Transportation
 Systems Planning Office

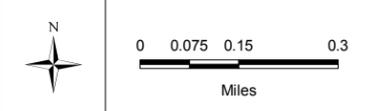
LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Gainesville Regional Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

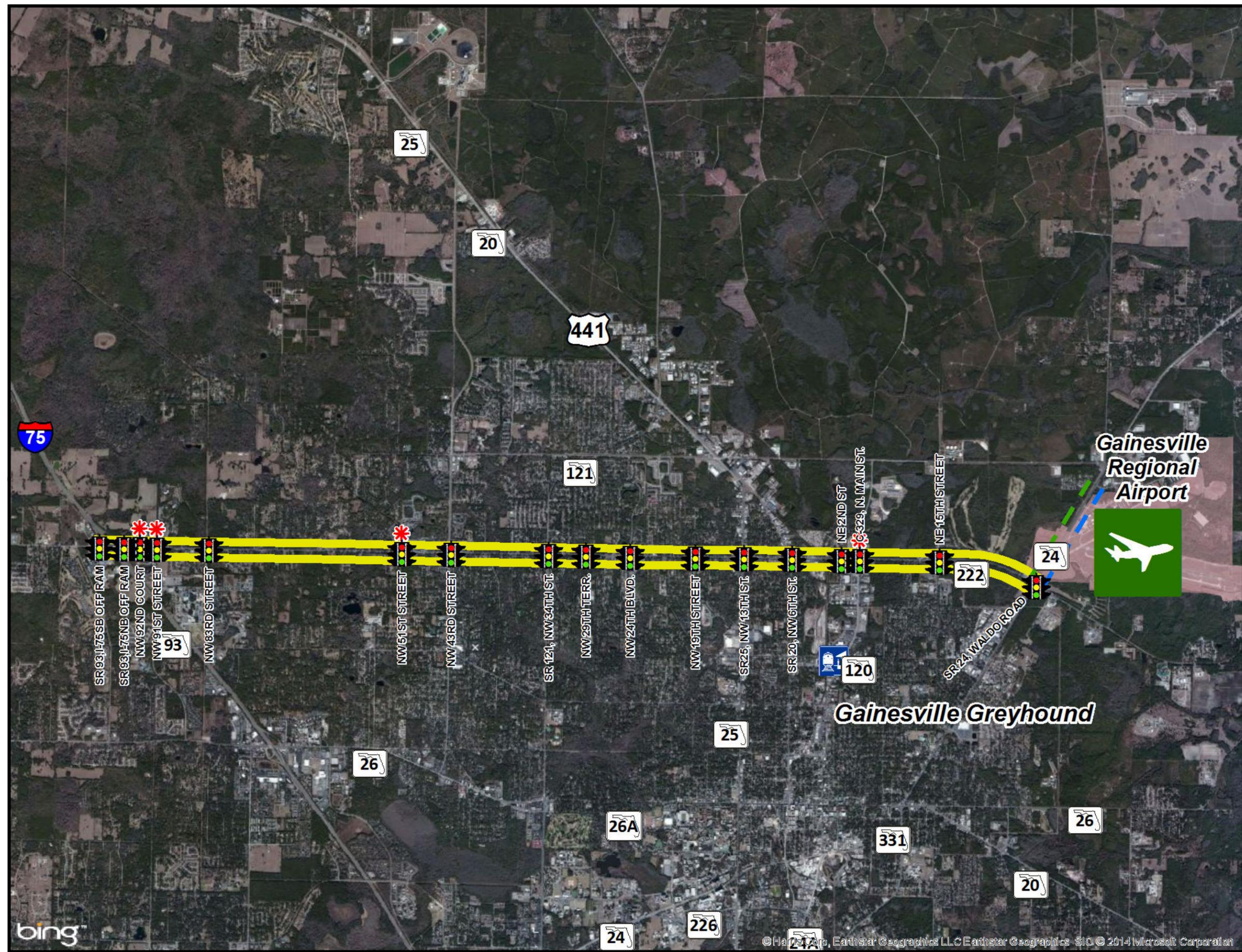
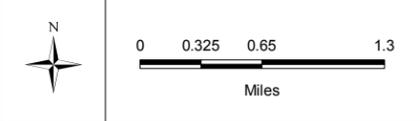
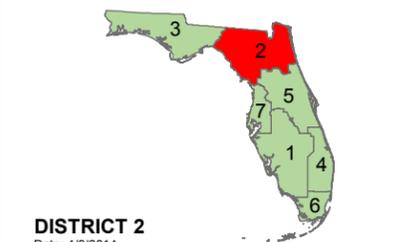
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals

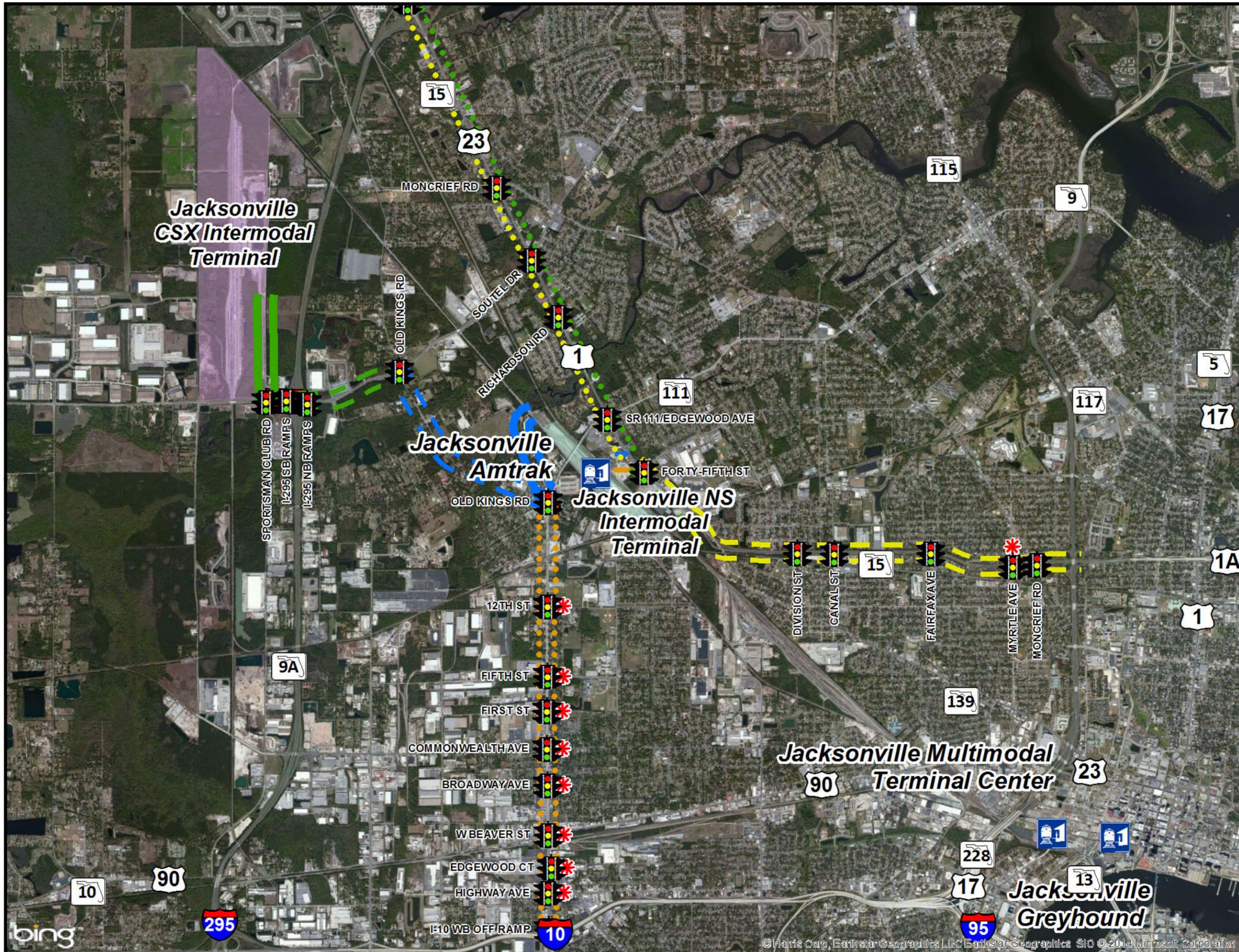
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals

- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector

- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Jacksonville CSX, NS Intermodal and Amtrak
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

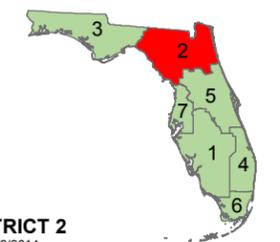
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

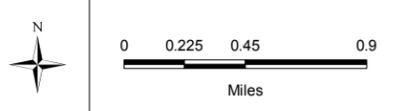
LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT

SIS Connector and NHS Designation Evaluation

Jacksonville FEC Intermodal Terminal

State of Florida Department of Transportation
Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

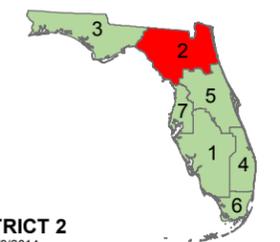
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

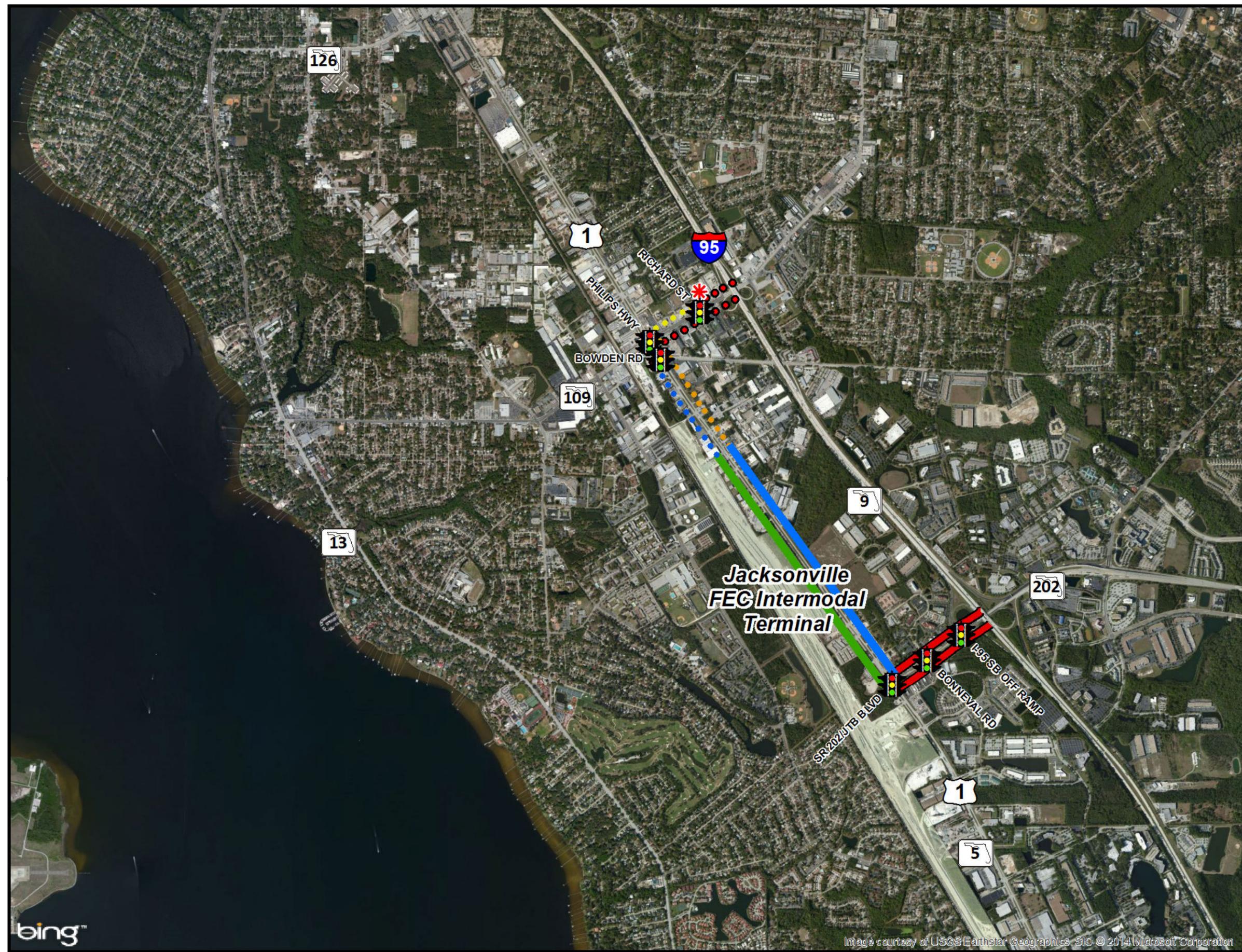
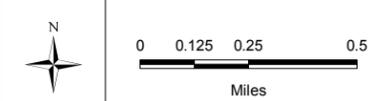
LOS

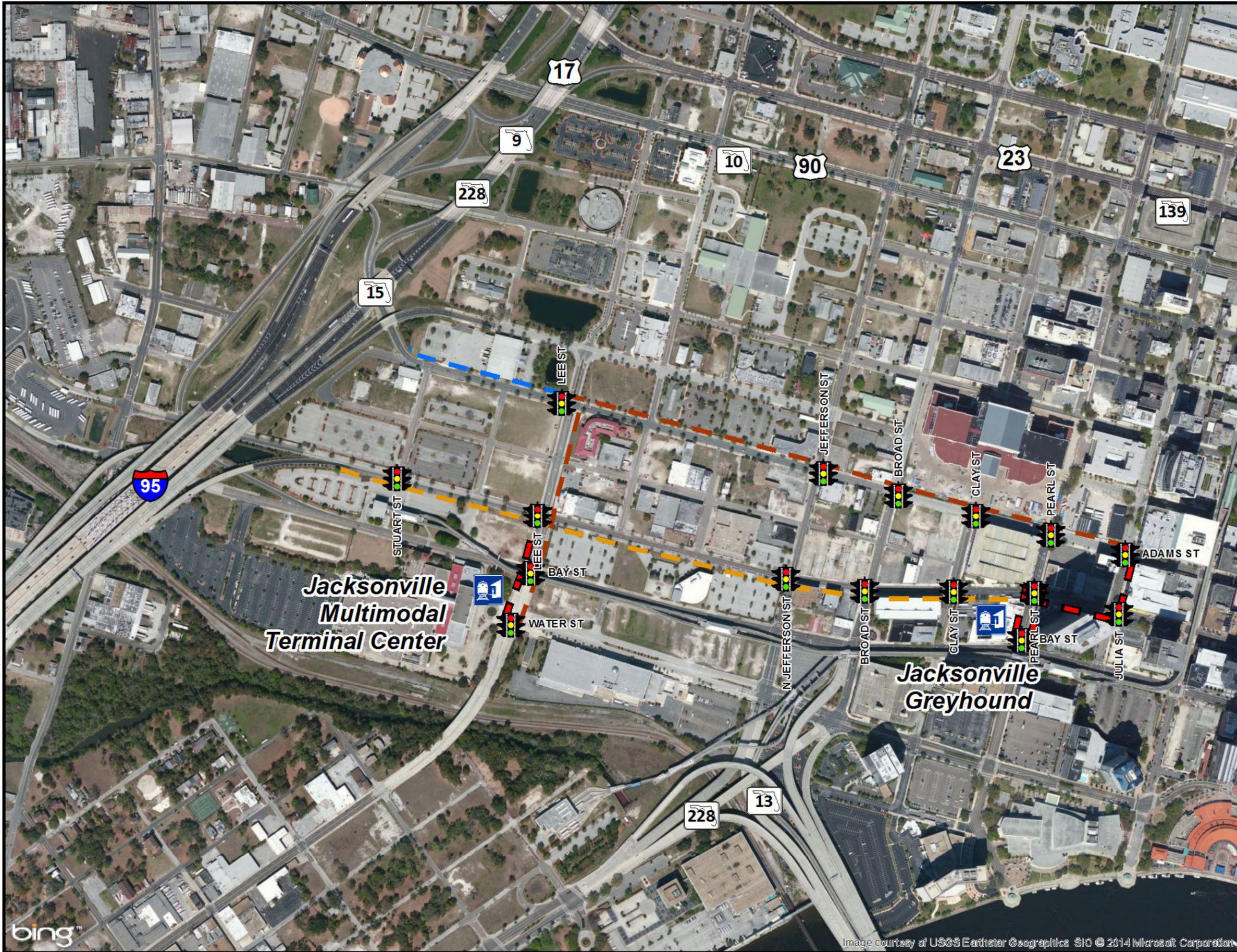
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
Date: 4/3/2014



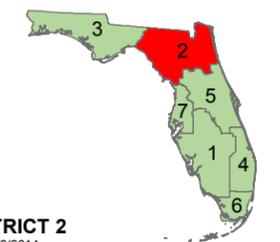


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Jacksonville Greyhound and MM Terminal
 State of Florida Department of Transportation
 Systems Planning Office

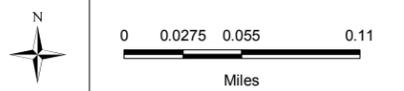
LEGEND

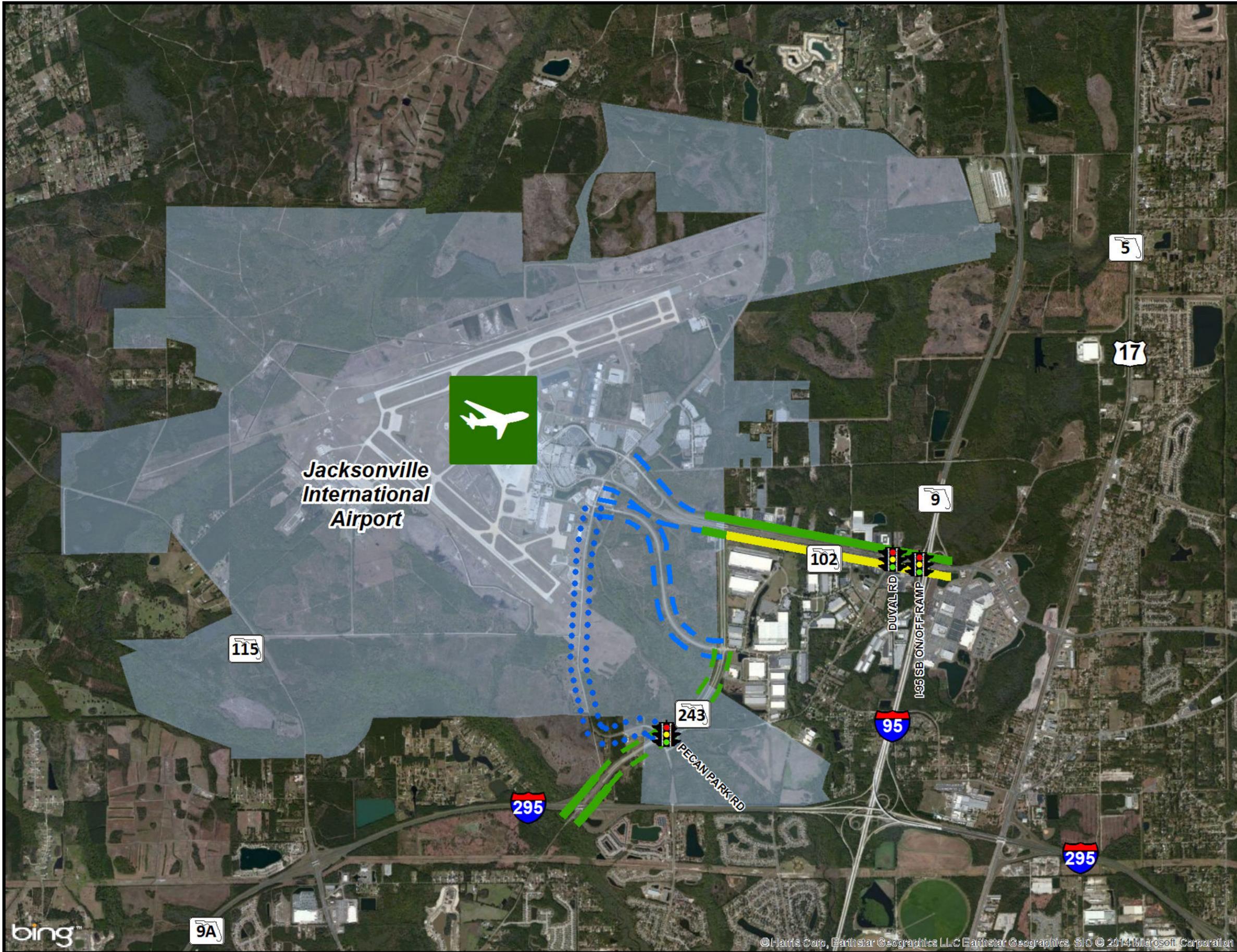
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



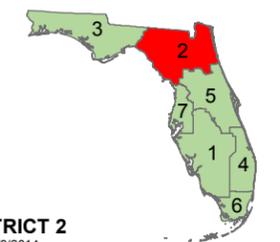


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Jacksonville International Airport
 State of Florida Department of Transportation
 Systems Planning Office

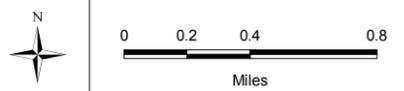
LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
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 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
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Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Port of Fernandina
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

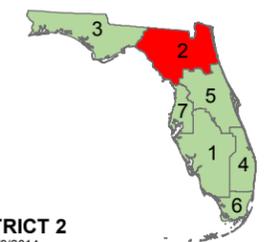
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

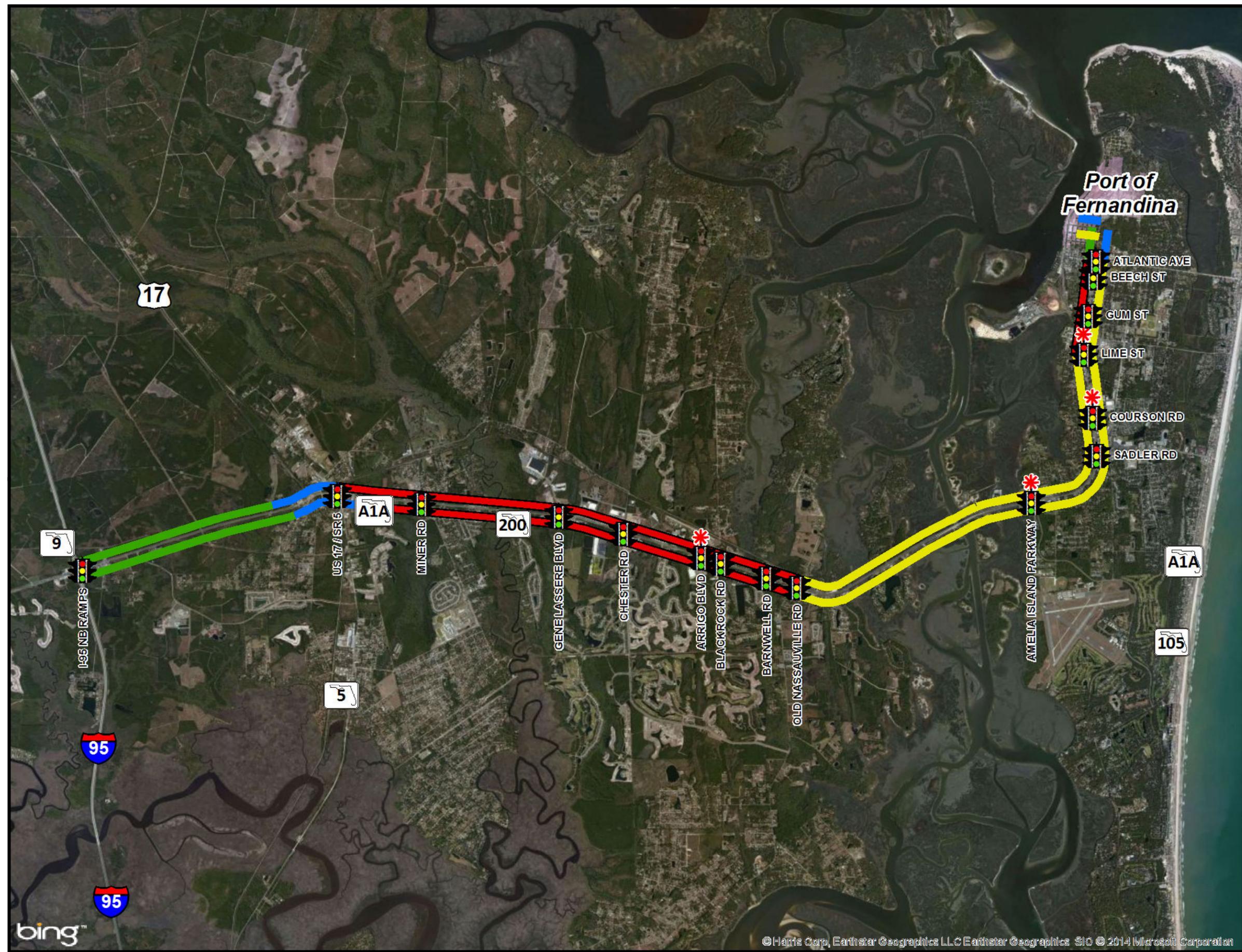
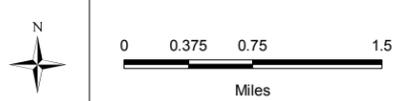
LOS

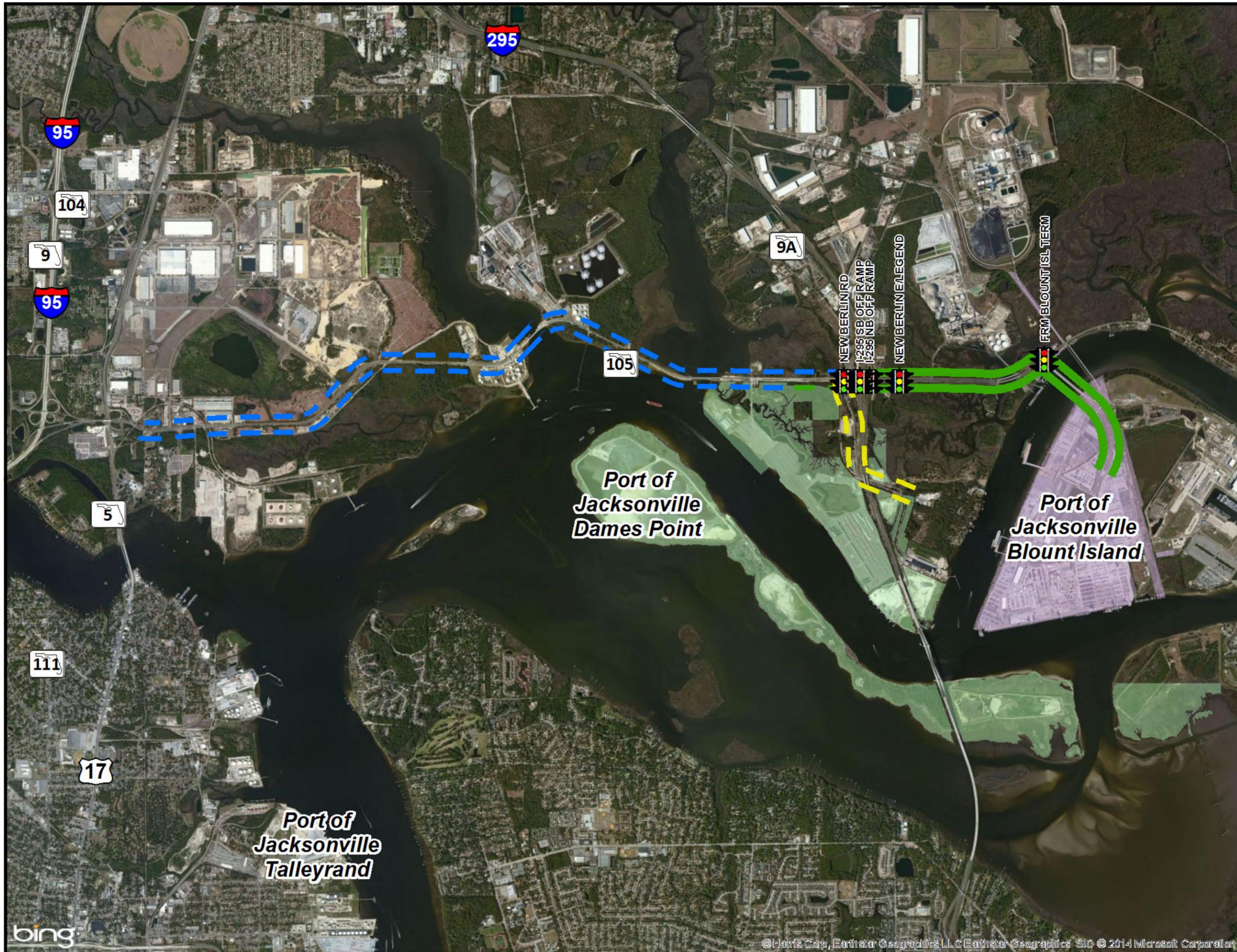
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



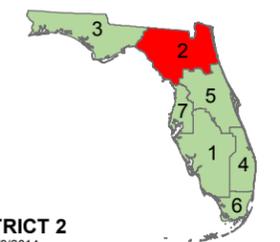


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
 Port of Jacksonville - 1
 State of Florida Department of Transportation
 Systems Planning Office

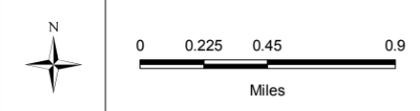
LEGEND

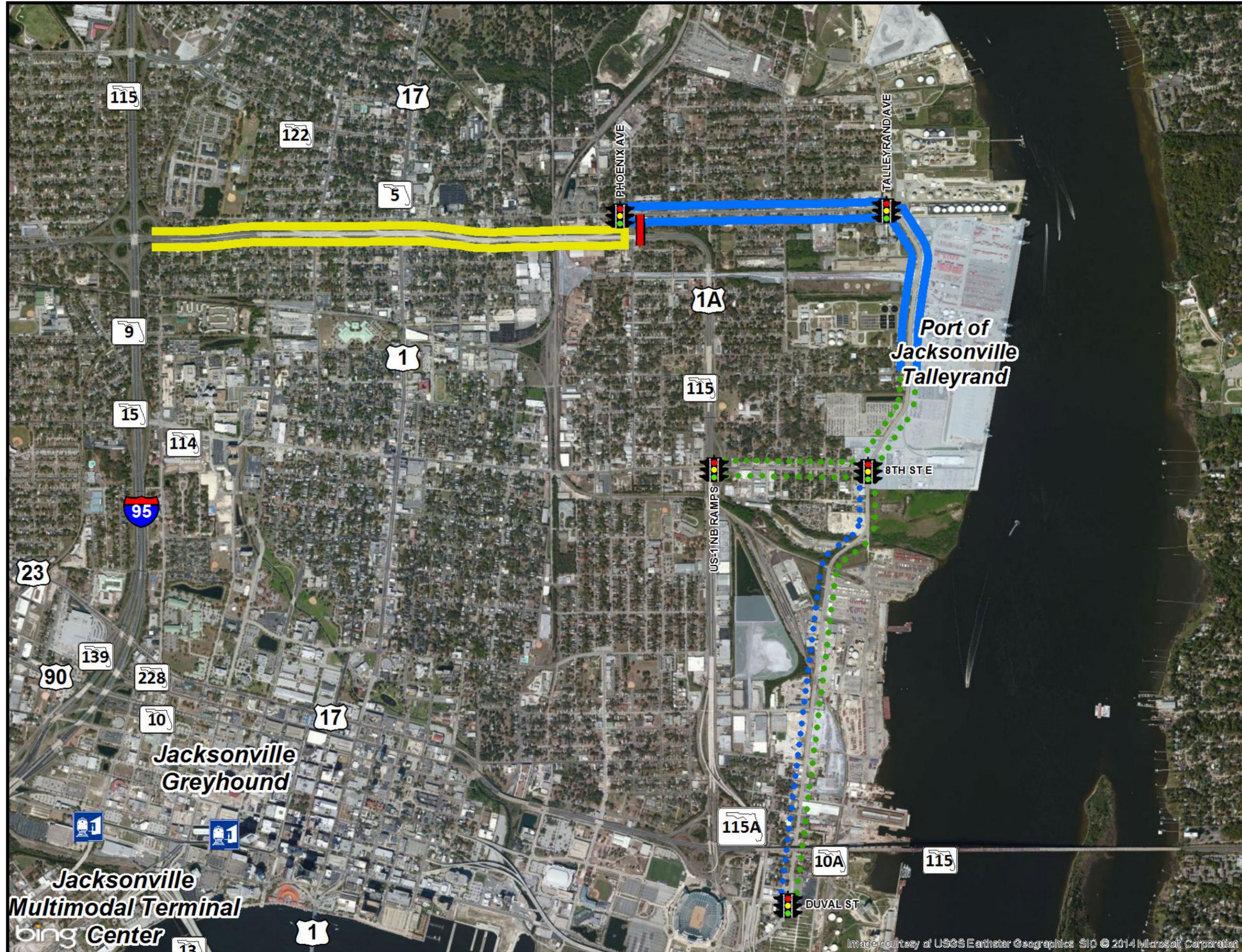
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



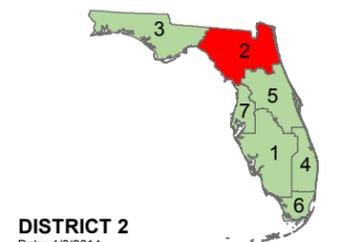


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Port of Jacksonville - 2
 State of Florida Department of Transportation
 Systems Planning Office

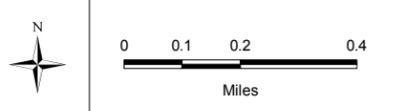
LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 2
 Date: 4/3/2014



Summary of Results – FDOT District 3

Northwest Florida Beaches International Airport SIS						District 3			Map on Page 37
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 79	I-10	Washington Co. Line	Inbound	RU		0	C	C	
SR 79	Holmes Co. Line	Douglas Ferry	Inbound	RU		0	C	C	
SR 79	Douglas Ferry	Pate Pond Rd	Inbound	RU		0	B	B	
SR 79	Pate Pond Rd	Roche Ave	Inbound	RU		0	D	D	
SR 79	Roche Ave	MP 19.190	Inbound	RU		0	C	C	
SR 79	MP 19.190	Vernon City Limits	Inbound	RU		0	C	C	
SR 79	Vernon City Limits	Sugardoll Rd	Inbound	RU		0	B	B	
SR 79	Sugardoll Rd	MP 3.708	Inbound	RU		0	B	B	
SR 79	MP 3.708	Strickland Rd	Inbound	RU		0	C	C	
SR 79	Strickland Rd	Washington Co. Line	Inbound	RU	1	0	A	A	
SR 79	Washington Co. Line	Steel Field Rd	Inbound	RU		0	A	A	
SR 79	Steel Field Rd	SR 79	Inbound	RU		0	A	A	
Don Johnson Memorial Hwy	SR 79	Airport Dr	Inbound	RU	1	0	C	C	
SR79 - SR 388	Aggregate Inbound								B
Don Johnson Memorial Hwy	Airport Dr	SR 79	Outbound	RU	1	0	C	C	
SR 79	SR 388	Steel Field Rd	Outbound	RU		0	A	A	
SR 79	Steel Field Rd	Washington Co. Line	Outbound	RU		0	A	A	
SR 79	Bay Co. Line	Strickland Rd	Outbound	RD	1	0	A	A	
SR 79	Strickland Rd	MP 3.708	Outbound	RU		0	C	C	
SR 79	MP 3.708	Sugardoll Rd	Outbound	RU		0	B	B	
SR 79	Sugardoll Rd	Vernon City Limits	Outbound	RU		0	B	B	
SR 79	Vernon City Limits	MP 19.190	Outbound	RU		0	C	C	
SR 79	MP 19.190	Roche Ave	Outbound	RU		0	C	C	
SR 79	Roche Ave	Pate Pond Rd	Outbound	RU		0	D	D	
SR 79	Pate Pond Rd	Douglas Ferry	Outbound	RU		0	B	B	
SR 79	Douglas Ferry	Holmes Co. Line	Outbound	RU		0	C	C	
SR 79	Washington Co. Line	I-10	Outbound	RU		0	C	C	
SR 388 - SR 79	Aggregate Outbound								B

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.
² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD), Rural Undeveloped (RU)
³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.
⁴ Queue Storage Ratio reported ≥ 1.0

Panama City Greyhound Bus Terminal SIS						District 3			Map on Page 38
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
US 231 / SR 75	Transmitter Rd	W 15th St	Inbound	OU	1	0	F	C	
US 231	Aggregate Inbound								C
US 231 / SR 75	W 15th St	Transmitter Rd	Outbound	OU	1	0	F	C	
US 231	Aggregate Outbound								C

Pensacola Greyhound SIS						District 3		Map on Page 39
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Pensacola Blvd / US 29	I-10	Burgess Rd	Inbound	OU	1	0	F	F
Pensacola Blvd			Aggregate Inbound					F
Burgess Rd	Station	US 29	Outbound	OU	2	0	F	F
Pensacola Blvd / US 29	Burgess Rd	I-10	Outbound	OU	1	0	F	F
Burgess Rd - Pensacola Blvd			Aggregate Outbound					F

Port of Panama City SIS						District 3		Map on Page 40
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
SR 77	CR 2300	Grassy Point Rd	Inbound	T/U	1	0	B	A
SR 77	Grassy Point Rd	E 4th St	Inbound	OU	2	0	B	B
SR 77	E 4th St	14th St	Inbound	OU	2	0	E	D
SR 390	Ohio Ave	US 98	Inbound	OU	1	2	F	F
SR 77 – SR 390			Aggregate Inbound					E
US 98 / SR 30A	Moody Ave	23rd St	Outbound	OU	1	0	F	F
SR 390	US 98	SR 390	Outbound	OU	1	1	C	C
SR 390	23rd St	Ohio Ave	Outbound	OU	1	0	F	F
SR 77	14th St	E 4th St	Outbound	OU	1	1	D	C
SR 77	E 4th St	Grassy Point Rd	Outbound	OU	1	0	A	A
SR 77	Grassy Point Rd	CR2300	Outbound	T/U	1	0	B	A
US 98 – SR 77			Aggregate Outbound					D

Tallahassee Greyhound Bus Terminal SIS						District3		Map on Page 41
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Mahan Dr / US 90 / SR 10	I-10	Magnolia Dr	Inbound	OU	1	3	F	F
Tennessee St / US 90 / SR 10	Magnolia Dr	Monroe St	Inbound	OU	2	3	F	F
Tennessee St / US 90 / SR 10	Monroe St	Duval St	Inbound	OU	2	1	F	F
Mahan Dr - Tennessee St			Aggregate Inbound					F
Tennessee St / US 90 / SR 10	Duval St	Monroe St	Outbound	OU	2	1	F	F
Tennessee St / US 90 / SR 10	Monroe St	Magnolia Dr	Outbound	OU	2	4	F	F
Mahan Dr / US 90 / SR 10	Magnolia Dr	I-10	Outbound	OU	1	4	F	F
Mahan Dr - Tennessee St			Aggregate Outbound					F

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD), Rural Undeveloped (RU)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Port of Pensacola SIS & NHS						District3			Map on Page 42
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Chase St	I-110	Bayfront Pkwy	Inbound	OU	1	0	F	E	
Bayfront Pkwy / SR 196	Chase St	Barracks St	Inbound	OU	2	0	F	B	
Mahan Dr - Tennessee St	(SIS & NHS) Aggregate Inbound								B
Barracks St	Port Gate	Main St	Outbound	OU	2	0	D	D	
Bayfront Pkwy / SR 196	Barracks St	9th Ave	Outbound	OU	2	1	A	A	
9th Ave	Bayfront Pkwy	Chase St	Outbound	OU	2	0	B	B	
9th Ave / SR 289	Chase St	Gregory Street	Outbound	OU	2	0	F	F	
Mahan Dr - Tennessee St	(SIS & NHS) Aggregate Outbound								B

Northwest Florida Regional Airport NHS						District 3			Map on Page 43
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 85	I-10	Antioch Rd	Inbound	RD	1	0	F	F	
SR 85	Antioch Rd	SR 123 / Clary Hwy	Inbound	RU	1	0	C	C	
SR 85	SR 123	SR 20	Inbound	T/U	1	0	B	A	
SR 85	SR 85	SR 397	Inbound	T/U	1	0	B	B	
SR 85	SR 397	SR 123 / Clary Hwy	Inbound	T/U	1	0	A	A	
SR 85	Aggregate Inbound								C
SR 85	SR 123 / Clary Hwy	SR 397	Outbound	T/U	1	0	A	A	
SR 85	SR 397	SR 85	Outbound	T/U	1	0	C	C	
SR 85	SR 20	SR 123	Outbound	T/U	1	0	C	A	
SR 85	SR 123 / Clary Hwy	Antioch Rd	Outbound	RD	1	0	C	C	
SR 85	Antioch Rd	I-10	Outbound	RU	1	0	F	F	
SR 85	Aggregate Outbound								C

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD), Rural Undeveloped (RU)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Pensacola Gulf Coast Regional Airport SIS & NHS						District 3		Map on Page 44	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 291	I-10	Burgess Rd	Inbound	LU	1	1	F	F	
SR 291	Burgess Rd	Airport Dr	Inbound	LU	1	1	D	D	
Airport Blvd / SR 750	SR 291	College Pkwy	Inbound	LU	1	0	F	D	
Airport Blvd / SR 750	College Pkwy	9th Ave	Inbound	LU	1	0	B	B	
Airport Blvd / SR 750	9th Ave	12th Ave	Inbound	LU	1	1	C	C	
N 12th Blvd	Airport Blvd	College Blvd	Inbound	LU	1	0	C	C	
SR 291 - Airport Dr	(SIS & NHS) Aggregate Inbound – N Davis Hwy								D
Airport Blvd / SR 750	12th Ave	9th Ave	Outbound	LU	1	0	C	C	
Airport Blvd / SR 750	9th Ave	N Davis Hwy	Outbound	LU	1	2	F	E	
SR 291	Airport Blvd	I-10 WB Ramps	Outbound	LU	2	1	D	C	
Airport Blvd - SR 291	(SIS & NHS) Aggregate Outbound – N Davis Hwy								D
Airport Blvd / SR 750	I-110 SB ramps	SR 291 / Davis Hwy	Inbound	LU	1	0	F	E	
Airport Blvd	(SIS) Aggregate Inbound - Airport Blvd								E
Airport Blvd / SR 750	SR 291 / Davis Hwy	I-110 SB Ramps	Outbound	LU	1	0	F	E	
Airport Blvd	(SIS) Aggregate Outbound - Airport Blvd								D

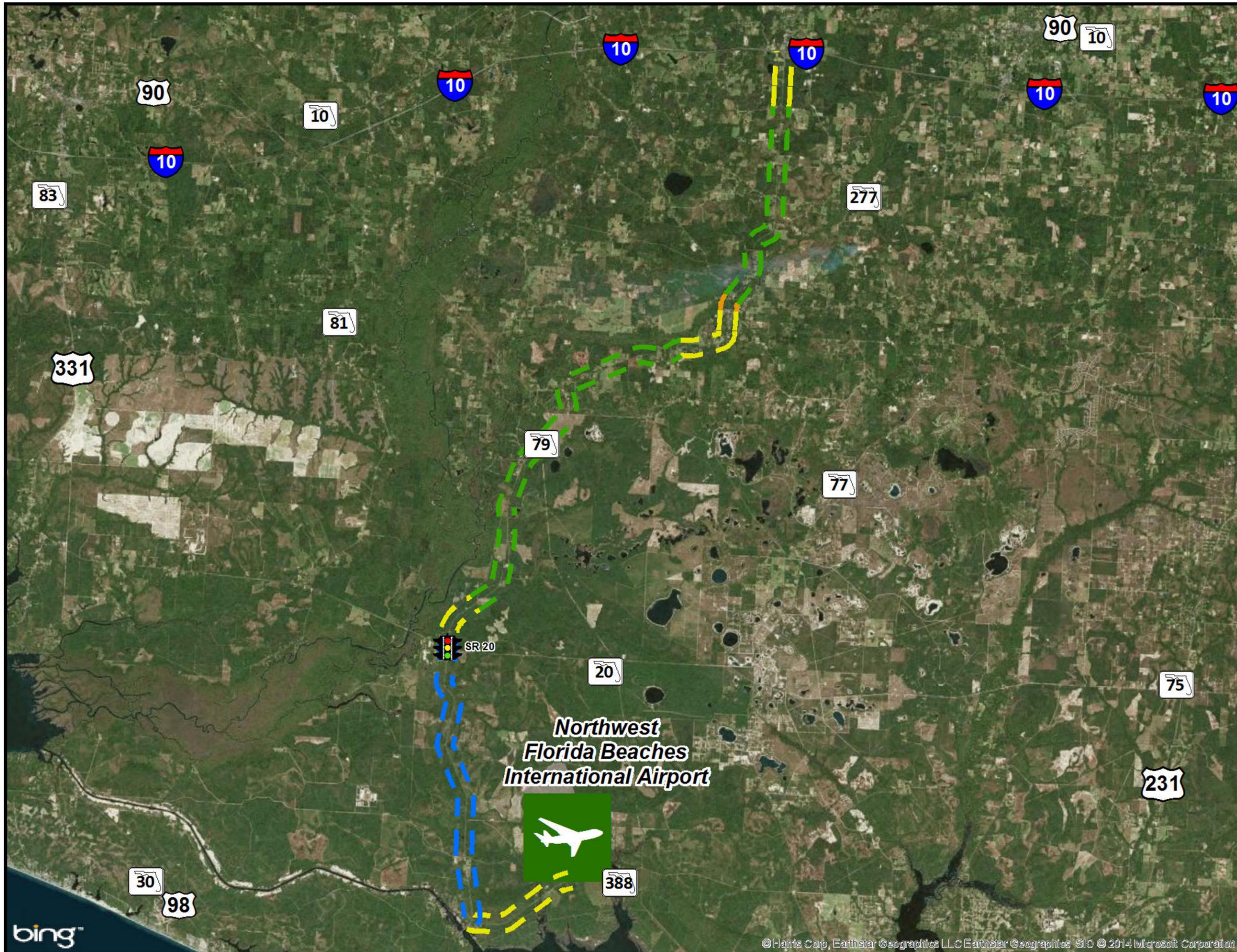
Tallahassee Regional Airport SIS & NHS						District 3		Map on Page 45	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
US 319 / SR 263	I-10 / SR 8	Cascade Dr	Inbound	T/U	1	1	F	F	
US 319 / SR 263	Cascade Dr	Orange Ave	Inbound	T/U	1	0	B	B	
US 319 / SR 263	Orange Ave	Airport	Inbound	T/U	1	0	B	B	
US 319 - SR 263	(SIS & NHS) Aggregate Inbound								F
US 319 / SR 263	Airport	Orange Ave	Outbound	T/U	1	0	C	C	
US 319 / SR 263	Orange Ave	Cascade Dr	Outbound	T/U	1	0	C	C	
US 319 / SR 263	Cascade Dr	I-10 / SR 8	Outbound	T/U	1	2	E	C	
US 319 - SR 263	(SIS & NHS) Aggregate Outbound								C

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD), Rural Undeveloped (RU)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Northwest Florida Beaches Int'l Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

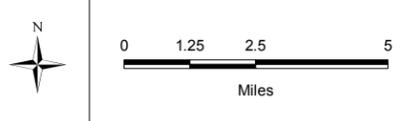
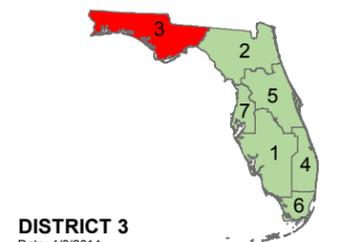
Roadways

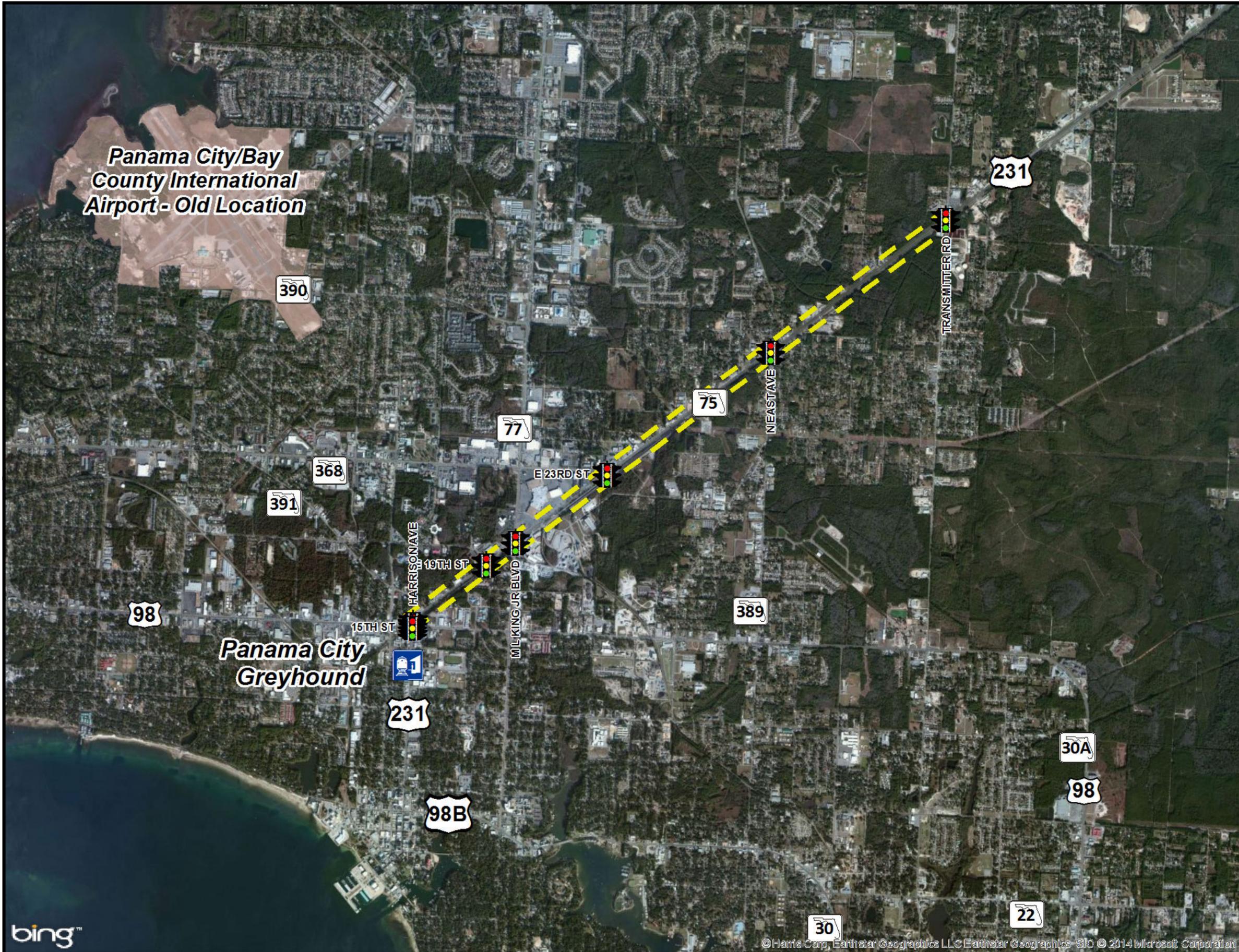
- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



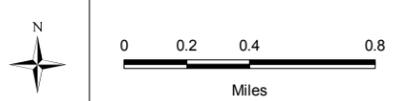
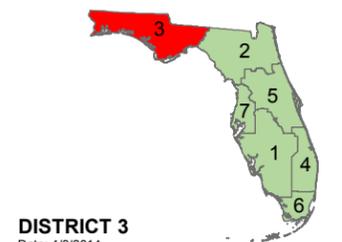


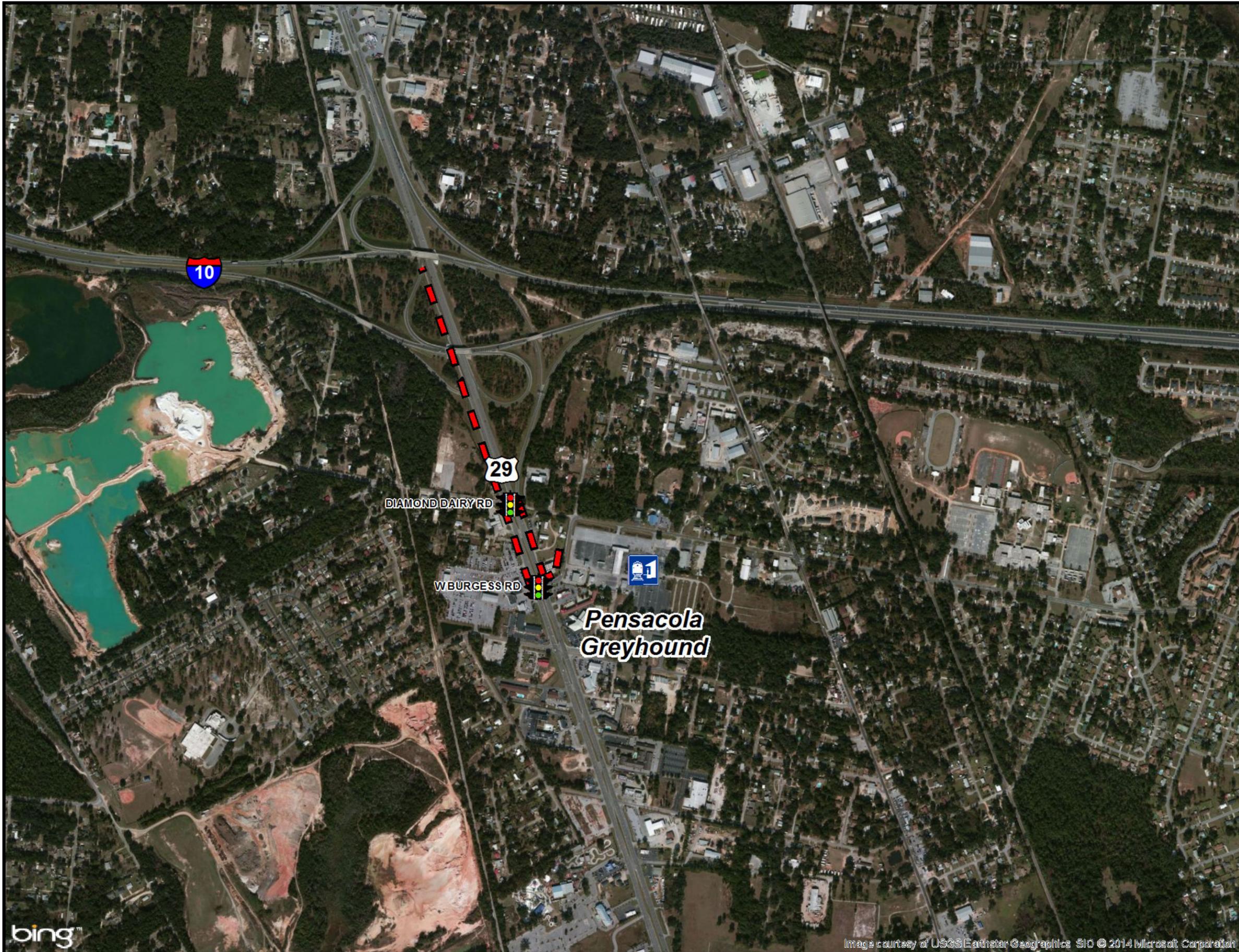
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Panama City Greyhound Bus Terminal
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



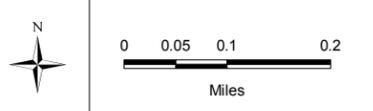
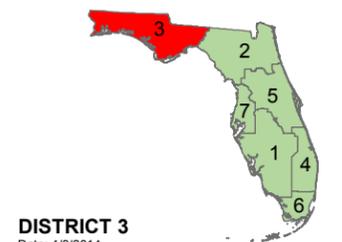


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Pensacola Greyhound Bus Terminal
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Port of Panama City
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

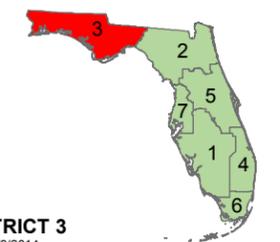
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

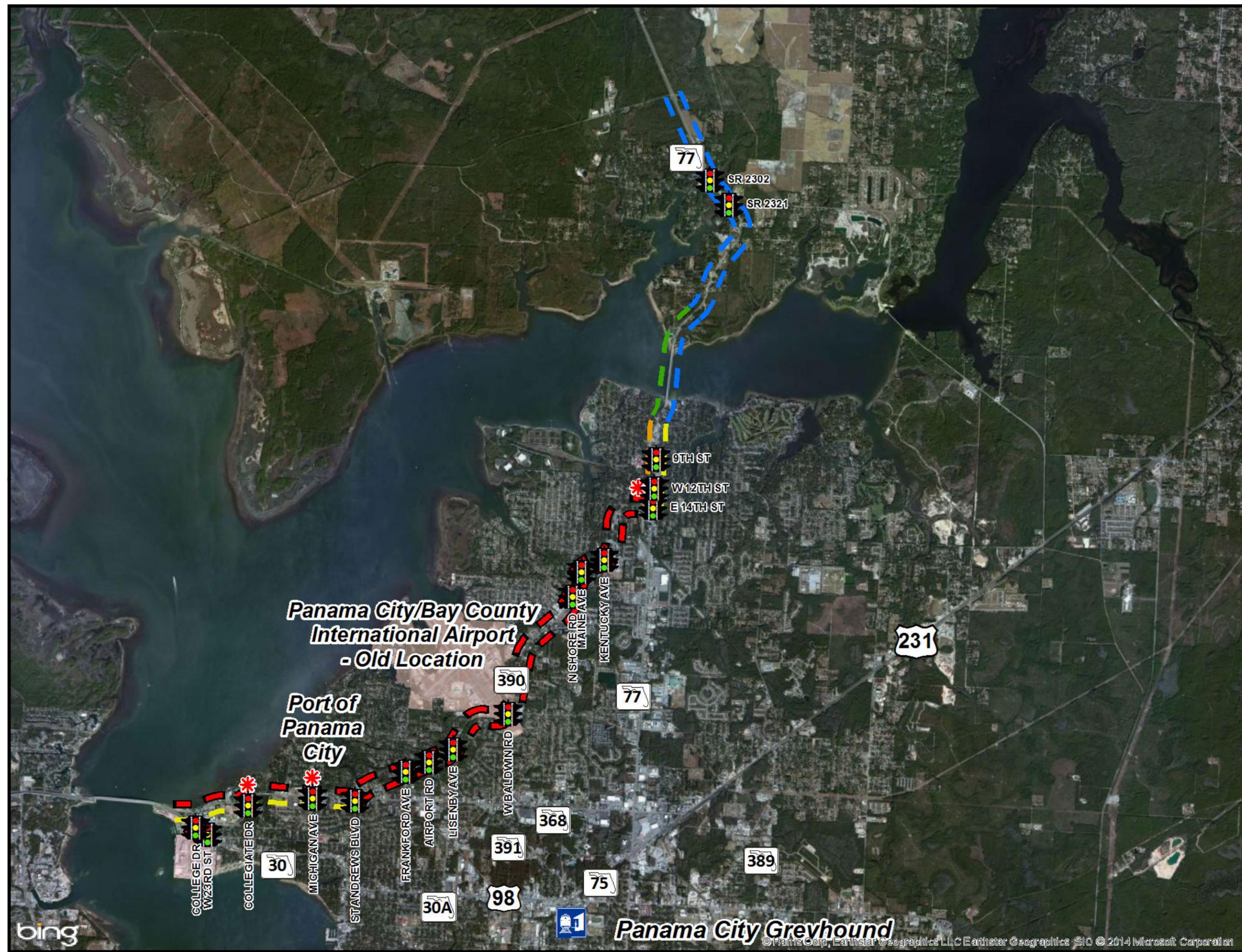
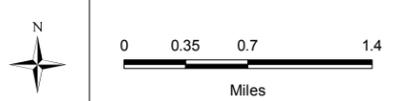
LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 3
 Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Tallahassee Greyhound Bus Terminal
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

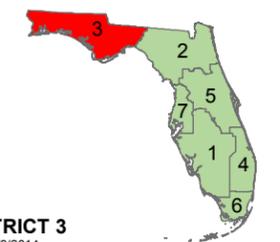
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

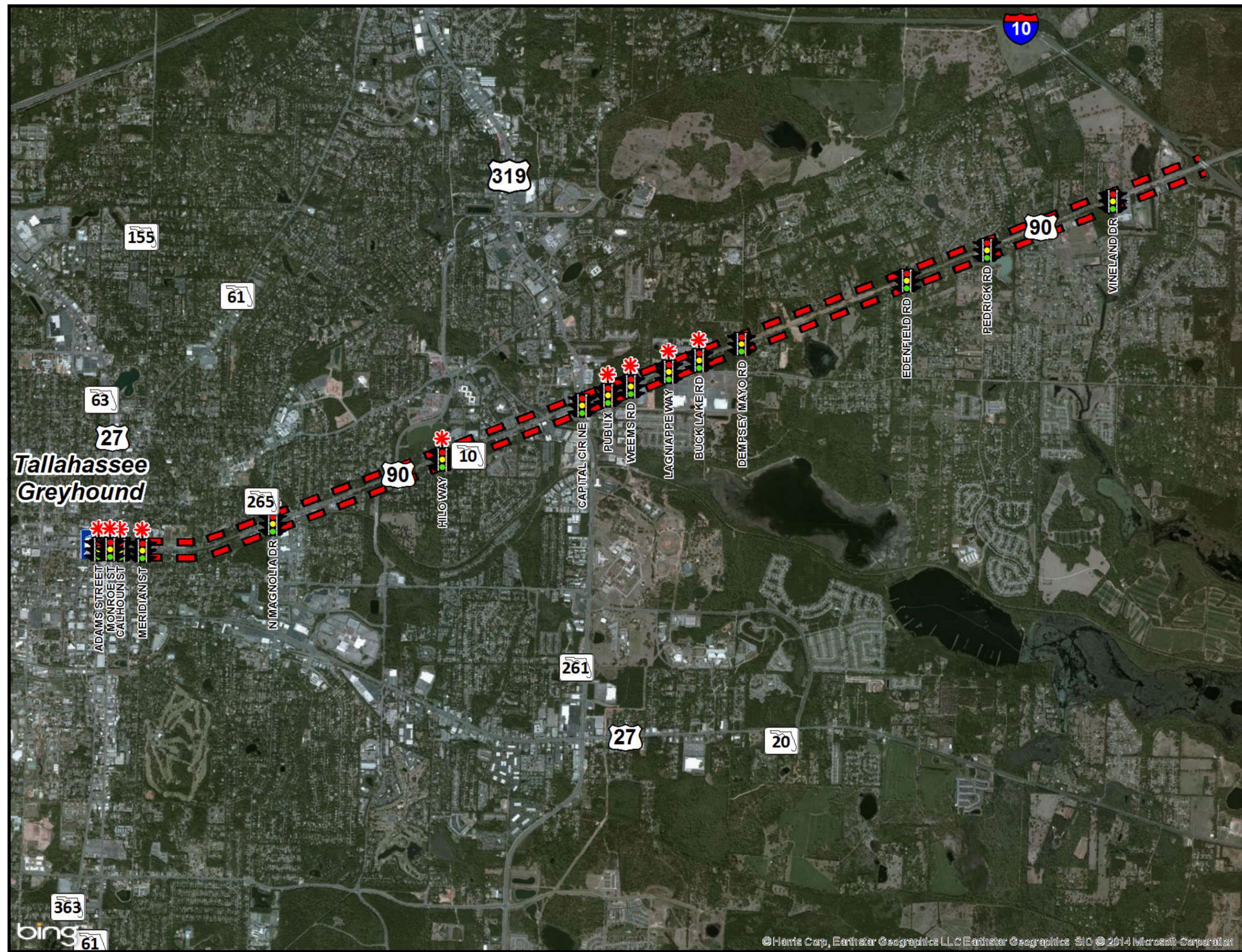
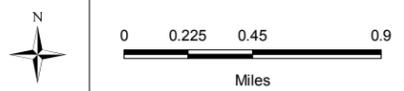
LOS

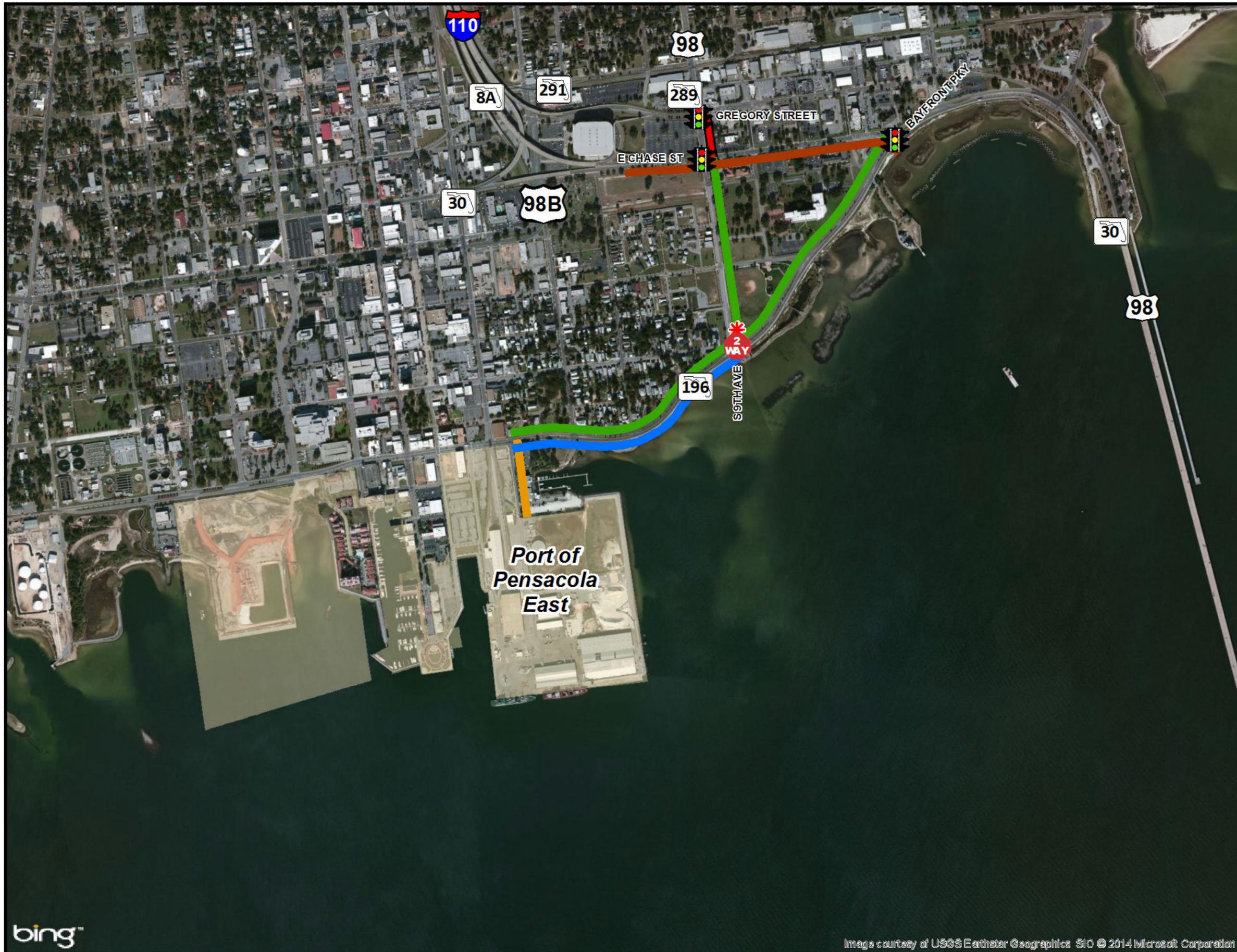
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 3
Date: 4/3/2014



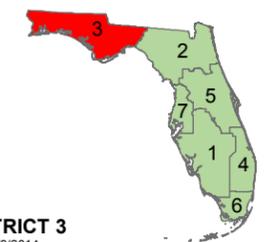


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Port of Pensacola
 State of Florida Department of Transportation
 Systems Planning Office

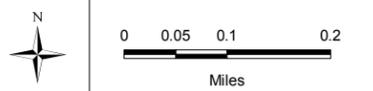
LEGEND

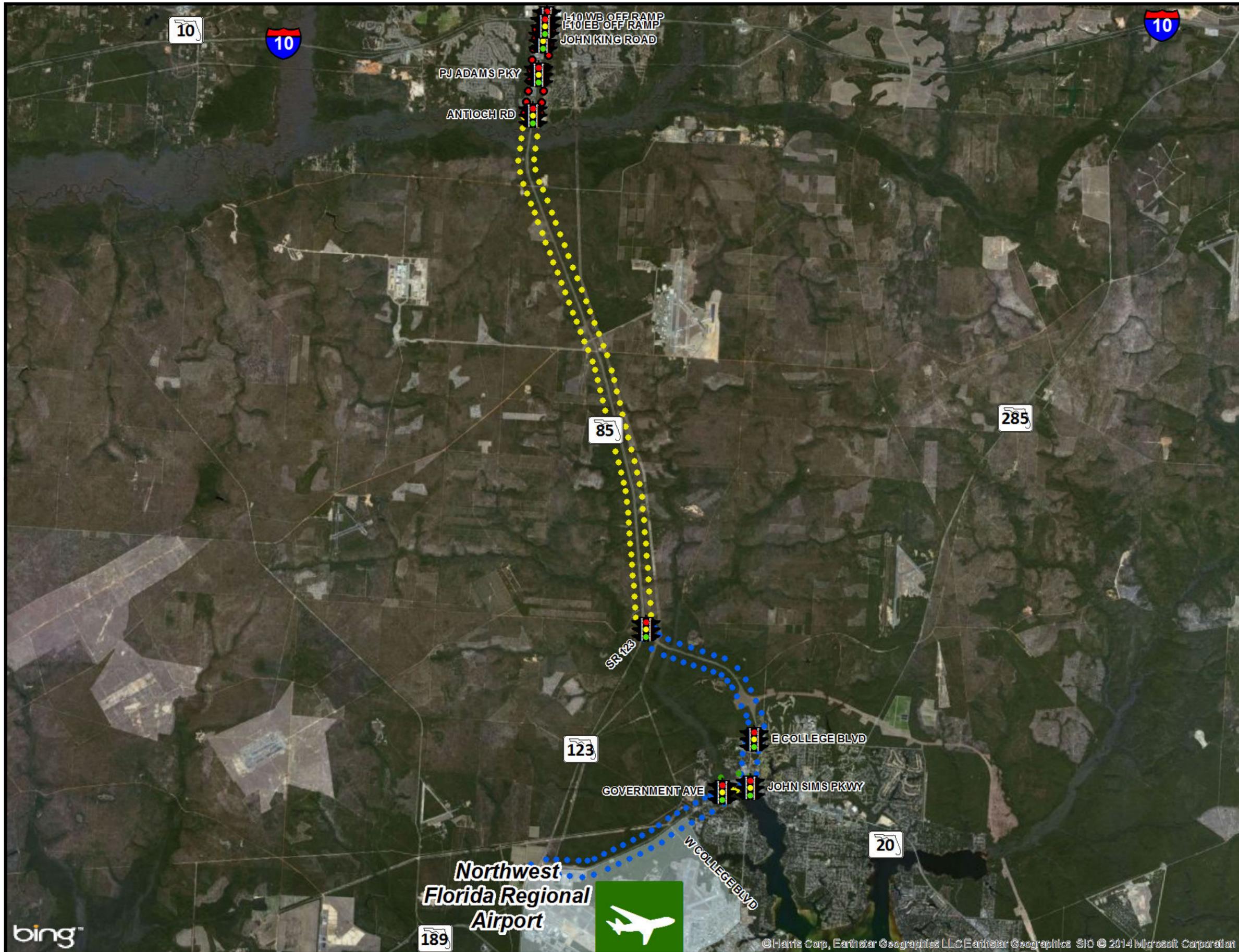
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 3
 Date: 4/3/2014



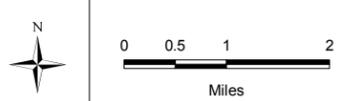
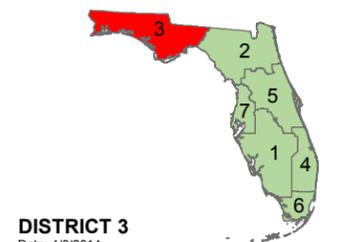


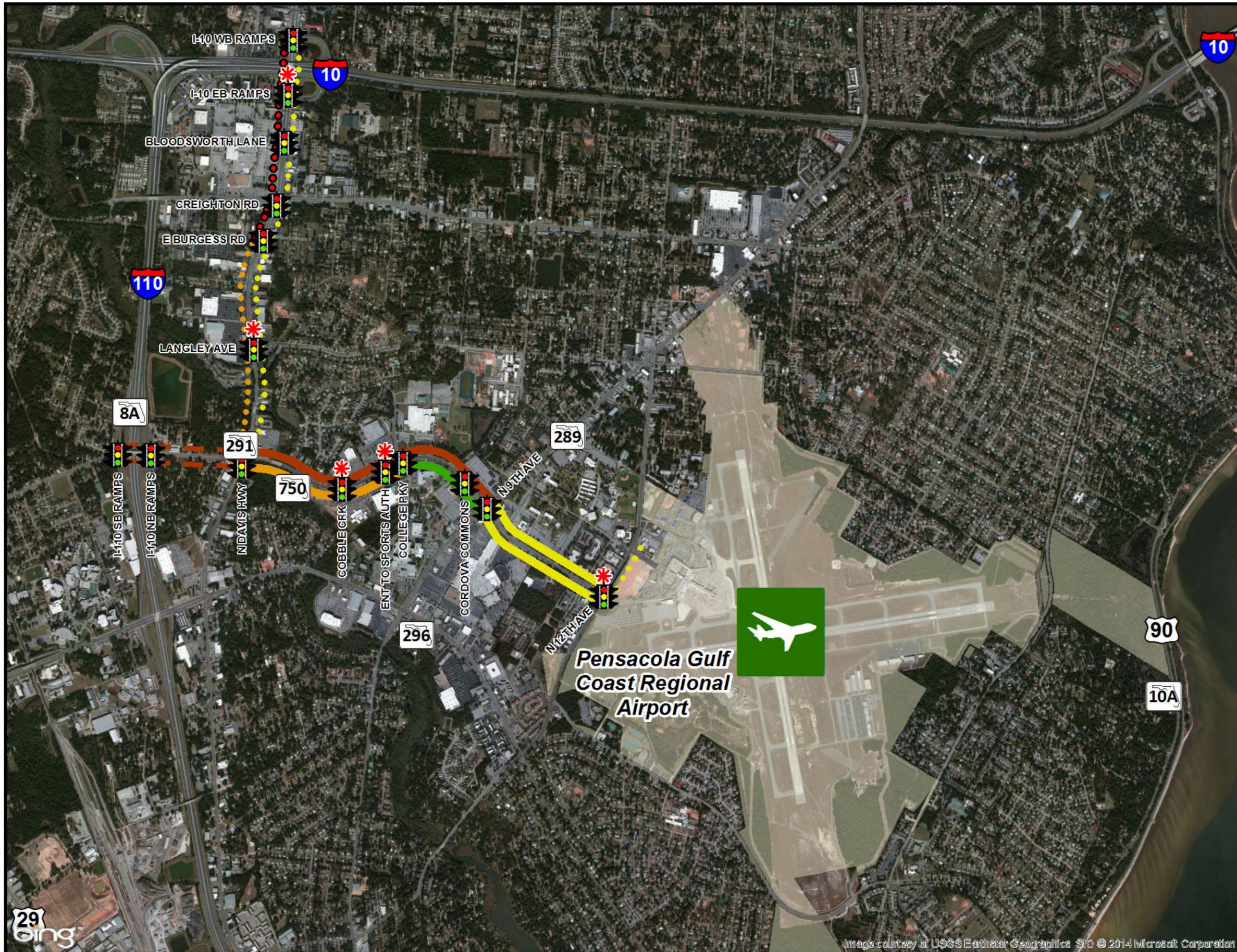
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Northwest Florida Regional Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Pensacola Gulf Coast Regional Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

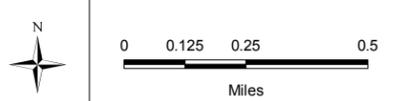
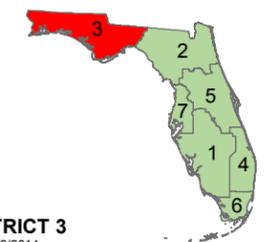
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



Summary of Results – FDOT District 4

Boca Raton Tri-Rail Station SIS						District 4		Map on Page 54
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Yamato Rd	I-95	Technology Way	Inbound	OU	1	0	F	F
Technology Way	Yamato Rd	50th St	Inbound	OU	2	0	B	B
50th St	Technology Way	Station	Inbound	OU	2	0	F	F
Yamato Rd - 50th St	Aggregate Inbound							F
50th St	Station	Technology Way	Outbound	OU	2	0	F	F
Technology Way	50th St	Yamato Rd	Outbound	OU	2	0	F	F
Yamato Rd	Technology Way	I-95	Outbound	OU	1	0	C	C
50th St - Yamato Rd	Aggregate Outbound							C

Boynton Beach Tri-Rail Station SIS						District 4		Map on Page 55
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Gateway Blvd	I-95	High Ridge Rd	Inbound	OU	2	0	F	F
High Ridge Rd	Gateway Blvd	NW Commerce Park Dr	Inbound	OU	2	0	B	B
Gateway Blvd - High Ridge Rd	Aggregate Inbound							E
High Ridge Rd	NW Commerce Park Dr	Gateway Blvd	Outbound	OU	2	0	E	E
Gateway Blvd	High Ridge Rd	I-95	Outbound	OU	2	0	D	D
High Ridge Rd - Gateway Blvd	Aggregate Outbound							D

Cypress Creek Tri-Rail Station SIS						District 4		Map on Page 56
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
W Cypress Creek Rd	I-95 NB	N Andrews Ave	Inbound	LU	2	C	D	C
N Andrews Ave	W Cypress Creek Rd	N Andrews Way	Inbound	LU	2	D	D	D
Cypress Creed Rd - Andrews Ave	Aggregate Inbound							C
N Andrews Ave	N Andrews Way	W Cypress Creek Rd	Outbound	LU	2	E	E	E
W Cypress Creek Rd	N Andrews Ave	I-95 NB	Outbound	LU	2	B	D	B
Andrews Ave - Cypress Creek Rd	Aggregate Outbound							C

Deerfield Beach Amtrak Tri-Rail Station SIS						District 4		Map on Page 57
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Hillsboro Blvd	I-95	Goolsby Blvd	Inbound	OU	1	1	F	F
Goolsby Blvd	Hillsboro Blvd	Amtrak	Inbound	OU	2	0	B	B
Hillsboro Blvd – Goolsby Blvd	Aggregate Inbound							E
Goolsby Blvd	Amtrak	Hillsboro Blvd	Outbound	OU	2	0	F	F
Hillsboro Blvd	Goolsby Blvd	I-95	Outbound	OU	1	0	F	F
Hillsboro Blvd – Goolsby Blvd	Aggregate Outbound							F

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Delray Beach Amtrak Tri-Rail Station SIS						District 4			Map on Page 58
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 809 / Atlantic Ave	I-95	Congress Ave	Inbound	OU	2	0	F	F	
Congress Ave	Atlantic Ave	Amtrak	Inbound	OU	1	0	A	A	
Atlantic Ave - Congress Ave			Aggregate Inbound					C	
Congress Ave	Amtrak	Atlantic Ave	Outbound	OU	1	0	D	D	
SR 809 / Atlantic Ave	Congress Ave	I-95	Outbound	OU	2	0	F	F	
Congress Ave - Atlantic Ave			Aggregate Outbound					F	

Fort Lauderdale Amtrak Tri-Rail Station SIS						District 4			Map on Page 59
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
I-95 SB Ramp	I-95 SB	Access Road	Inbound	LU	2	0	D	D	
Access Road	I-95 SB Off Ramp	SW 1st St	Inbound	LU	2	0	E	E	
I-95 SB Ramp - Access Rd			Aggregate SB Inbound					D	
I-95 NB On Ramp	I-95 NB	Park N Ride	Inbound	LU	2	0	D	D	
I-95 NB Ramp			Aggregate NB Inbound					D	
Access Road	SW 1st Street	I-95 On Ramp	Outbound	LU	2	0	E	E	
I-95 On Ramp			Aggregate NB Outbound					E	
I-95 SB On Ramp	SW 1st Street	I-95 SB On Ramp	Outbound	LU	2	0	A	A	
I-95 SB On Ramp			Aggregate SB Outbound					A	

Fort Lauderdale Airport Tri-Rail Station SIS						District 4			Map on Page 60
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 818 / Griffin Rd	I-95	Ravenswood Rd	Inbound	LU	1	0	F	E	
Ravenswood Rd	Griffin Rd	Gulf Stream Way	Inbound	LU	2	0	D	D	
Gulf Stream Way	Ravenswood Rd	Station	Inbound	LU	2	0	D	D	
Griffin Rd - Gulf Stream Way			Aggregate Inbound					D	
Gulf Stream Way	Station	Ravenswood Rd	Outbound	LU	2	0	C	C	
Ravenswood Rd	Gulf Stream Way	Griffin Rd	Outbound	LU	2	0	C	C	
SR 818 / Griffin Rd	Ravenswood Rd	I-95	Outbound	LU	1	0	F	F	
Gulf Stream Way - Griffin Rd			Aggregate Outbound					D	

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Fort Lauderdale Greyhound Station SIS						District 4		Map on Page 61	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Broward Blvd	I-95	NW 11th Ave	Inbound	LU	1	3	F	F	
Broward Blvd	NW 11th Ave	NE 3rd Ave	Inbound	LU	2	5	F	F	
NE 3rd Ave	W Broward Blvd	NE 3rd St	Inbound	LU	2	2	F	F	
NE 3rd St	NE 3rd Ave	Greyhound	Inbound	LU	2	0	C	C	
Broward Blvd - NE 3rd St	Aggregate Inbound								F
NE 3rd St	Greyhound	NE 3rd Ave	Outbound	LU	2	0	D	D	
NE 3rd Ave	NE 3rd St	W Broward Blvd	Outbound	LU	2	0	F	F	
Broward Blvd	NE 3rd Ave	NW 11th Ave	Outbound	LU	2	3	F	F	
Broward Blvd	NW 11th Ave	I-95	Outbound	LU	1	2	F	F	
NE 3rd St - Broward Blvd	Aggregate Outbound								F

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Fort Lauderdale / Hollywood International Airport SIS & NHS						District 4		Map on Page 62	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
US 1 Ramp	I-595	US 1	Inbound	LU		B	B	B	
Terminal Drive	US 1	FLL	Inbound	LU		A	A	A	
US 1 - Terminal Drive	(SIS) Aggregate Inbound - US 1								B
SW 24th Ave	I-95	SW 4th Ave	Inbound	LU	1	F	F	F	
SW 4th Ave	SW 24th St	Perimeter Rd	Inbound	LU	2	A	A	A	
SW 24th St - Perimeter Rd	(SIS & NHS) Aggregate Inbound - SW 24th St								D
Terminal Drive	FLL	US 1	Outbound	LU		B	B	B	
I-595 Ramp	US 1	I-595	Outbound	LU		B	B	B	
Terminal Drive - US 1	(SIS) Aggregate Outbound - US 1								B
SW 4th Ave	Perimeter Rd	SW 24th St	Outbound	LU	2	C	C	C	
SW 24th Ave	SW 4th Ave	I-95	Outbound	LU	1	B	C	B	
Perimeter Rd - SW 24th St	(SIS & NHS) Aggregate Outbound - SW 24th St								C

Hollywood Amtrak Tri-Rail Station SIS						District 4		Map on Page 63	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 820 / Hollywood Blvd	I-95 NB Ramps	Amtrak	Inbound	OU	2	0	F	E	
Hollywood Blvd	Aggregate Inbound								E
SR 820 / Hollywood Blvd	Amtrak	Calle Grande Dr	Outbound	OU	2	1	A	A	
SR 820 / Hollywood Blvd	Calle Grande Dr	I-95 NB Ramps	Outbound	OU	2	0	F	D	
Hollywood Blvd	Aggregate Outbound								C

Lake Worth Tri-Rail Station SIS						District 4		Map on Page 64
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
N 10th Ave	I-95 NB	Barnett Dr	Inbound	OU	1	1	F	F
N 10th Ave	Barnett Dr	Boutwell Rd	Inbound	OU	1	2	F	F
Boutwell Rd	N 10th Ave	Lake Worth Rd	Inbound	OU	2	0	B	B
SR 802 / Lake Worth Rd	Arcano Dr	Station	Inbound	OU	2	0	B	B
N 10th Ave - Lake Worth Rd	Aggregate Inbound							D
SR 802 / Lake Worth Rd	Station	Arcano Dr	Outbound	OU	2	0	B	B
Boutwell Rd	Lake Worth Rd	N 10th Ave	Outbound	OU	2	0	A	A
N 10th Ave	Boutwell Rd	Barnett Dr	Outbound	OU	1	2	F	F
N 10th Ave	Barnett Dr	I-95 NB	Outbound	OU	1	0	F	F
Lake Worth Rd - N 10th Ave	Aggregate Outbound							C

Palm Beach International Airport SIS						District 4		Map on Page 65
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Airport Connector	I-95 NB	WPB	Inbound	OU		0	B	A
Airport Connector - I-95 NB	Aggregate Inbound I-95 NB							A
Airport Connector	I-95 SB	WPB	Inbound	OU		0	B	A
Airport Connector - I-95 SB	Aggregate Inbound - I-95 SB							A
Airport Connector	WPB	I-95 NB	Outbound	OU		0	A	A
Airport Connector - I-95 NB	Aggregate Outbound - I-95 NB							A
Airport Connector	WPB	I-95 SB	Outbound	OU		0	A	A
Airport Connector - I-95 SB	Aggregate Outbound - I-95 SB							A

Pompano Beach Tri-Rail Station SIS						District 4		Map on Page 66
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
SR 834 / Sample Road	I-95	Military Trail	Inbound	OU	2	1	F	F
Military Trail	Sample Road	NW 33rd St	Inbound	OU	1	0	D	D
NW 33rd St	Military Trail	Entrance	Inbound	OU	2	1	A	A
Sample Rd - NW 33rd St	Aggregate Inbound							E
NW 33rd St	Exit	Military Trail	Outbound	OU	2	0	D	D
Military Trail	NW 33rd St	Sample Rd	Outbound	OU	1	0	F	F
SR 834 / Sample Road	Military Trail	I-95	Outbound	OU	2	1	F	B
NW 33rd St - Sample Rd	Aggregate Outbound							D

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Port Everglades SIS & NHS						District 4			Map on Page 62
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SW 24th St	SW 18th Tce	S Andrews Ave	Inbound	LU	1	0	F	F	
Andrews Ave	SW 24th St	SE 30th St	Inbound	LU	2	0	A	A	
Andrews Ave	WE 30th St	Eller Dr	Inbound	LU	2	0	A	A	
Eller Dr	Andrews Ave	McIntosh Rd	Inbound	LU	2	0	F	F	
SW 24th St – Eller Dr	(SIS & NHS) Aggregate Inbound								D
Eller Dr	McIntosh Rd	Andrews Ave	Outbound	LU	2	0	B	A	
Andrews Ave	Eller Dr	SE 30th St	Outbound	LU	2	1	A	A	
Andrews Ave	SE 30th St	SW 24th St	Outbound	LU	2	0	C	C	
SW 24th St	Andrews Ave	SW 18th Tce	Outbound	LU	1	1	D	C	
Eller Dr - SW 24th St	(SIS & NHS) Aggregate Outbound								A

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Port of Palm Beach and Mangonia Park Tri-Rail Station SIS & NHS						District 4		Map on Page 67	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Bee Line Hwy	Blue Heron Blvd	Military Trail	Inbound	LU	1	0	C	C	
Bee Line Hwy	Military Trail	Congress Ave	Inbound	LU	1	0	D	C	
Dr. MLK Jr Blvd	Congress Ave	Old Dixie Highway	Inbound	OU	2	0	F	F	
Old Dixie Highway	Dr. MLK Jr Blvd	Avenue E	Inbound	OU	2	0	A	A	
Dr. MLK Jr Blvd - Old Dixie Hwy	(SIS & NHS) Aggregate Inbound - Dr. MLK Jr Blvd							D	
45th Street	I-95	Broadway	Inbound	OU	2	2	F	F	
US 1 / Broadway	45th Street	Avenue E	Inbound	OU	2	1	D	C	
US 1 / Broadway	Avenue E	E 11th St	Inbound	OU	2	0	A	A	
45th Street - US 1	(SIS) Aggregate Inbound - 45th St							E	
Old Dixie Highway	Avenue E	Dr. MLK Jr Blvd	Outbound	OU	2	0	D	D	
Dr. MLK Jr Blvd	Old Dixie Highway	Bee Line Hwy	Outbound	OU	2	0	F	F	
Old Dixie Hwy - Dr. MLK Jr Blvd	(SIS & NHS) Aggregate Outbound - Dr. MLK Jr Blvd							F	
US 1 / Broadway	E 11th St	Avenue E	Outbound	OU	2	0	B	B	
US 1 / Broadway	Avenue E	45th St	Outbound	OU	2	1	D	D	
45th St	Broadway	I-95	Outbound	OU	2	3	F	F	
US 1 - 45th St	(SIS) Aggregate Outbound - 45th St							E	
Blue Heron Blvd	I-95	Congress Rd	Inbound	LU	1	0	D	D	
Congress Ave	Blue Heron Blvd	Dr. MLK Jr Blvd	Inbound	LU	1	1	B	B	
Blue Heron Blvd – Congress Ave	(NHS) Aggregate Inbound - Blue Heron Blvd							C	
Congress Ave	Dr. MLK Jr Blvd	Blue Heron Blvd	Outbound	OU	1	0	D	D	
Blue Heron Blvd	Congress Rd	I-95	Outbound	OU	1	0	E	E	
Congress Ave - Blue Heron Blvd	(NHS) Aggregate Outbound - Blue Heron Blvd							D	
45th St	I-95	Congress	Outbound	LU	1	0	E	D	
Congress Ave	45th St	Dr. MLK Jr Blvd	Outbound	LU	1	0	C	C	
Old Dixie Hwy – Dr. MLK Jr Blvd	(NHS) Aggregate Inbound - 45th St / Dr. MLK Jr Blvd							C	
Congress Ave	45th St	Dr. MLK Jr Blvd	Outbound	OU	1	0	F	D	
Old Dixie Hwy – Dr. MLK Jr Blvd	(NHS) Aggregate Outbound– Congress Ave SB							C	

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Sheridan Street Tri-Rail Station SIS						District 4	Map on Page 68	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Sheridan Street	I-95 NB Ramps	N 29th Ave	Inbound	OU	2	1	F	F
N 29th Ave	Sheridan Street	Station	Inbound	OU	2	0	F	F
Sheridan St - N 29th Ave			Aggregate Inbound					F
N 29th Ave	Station	Sheridan Street	Outbound	OU	2	0	F	F
Sheridan Street	N 29th Ave	I-95 NB Ramps	Outbound	OU	2	1	F	F
N 29th Ave - Sheridan St			Aggregate Outbound - Sheridan St					F
I-95 SB Access	Station	I-95 SB Ramp	Outbound	OU	2	0	F	F
I-95 SB Access			Aggregate Outbound - I-95 SB Access					F

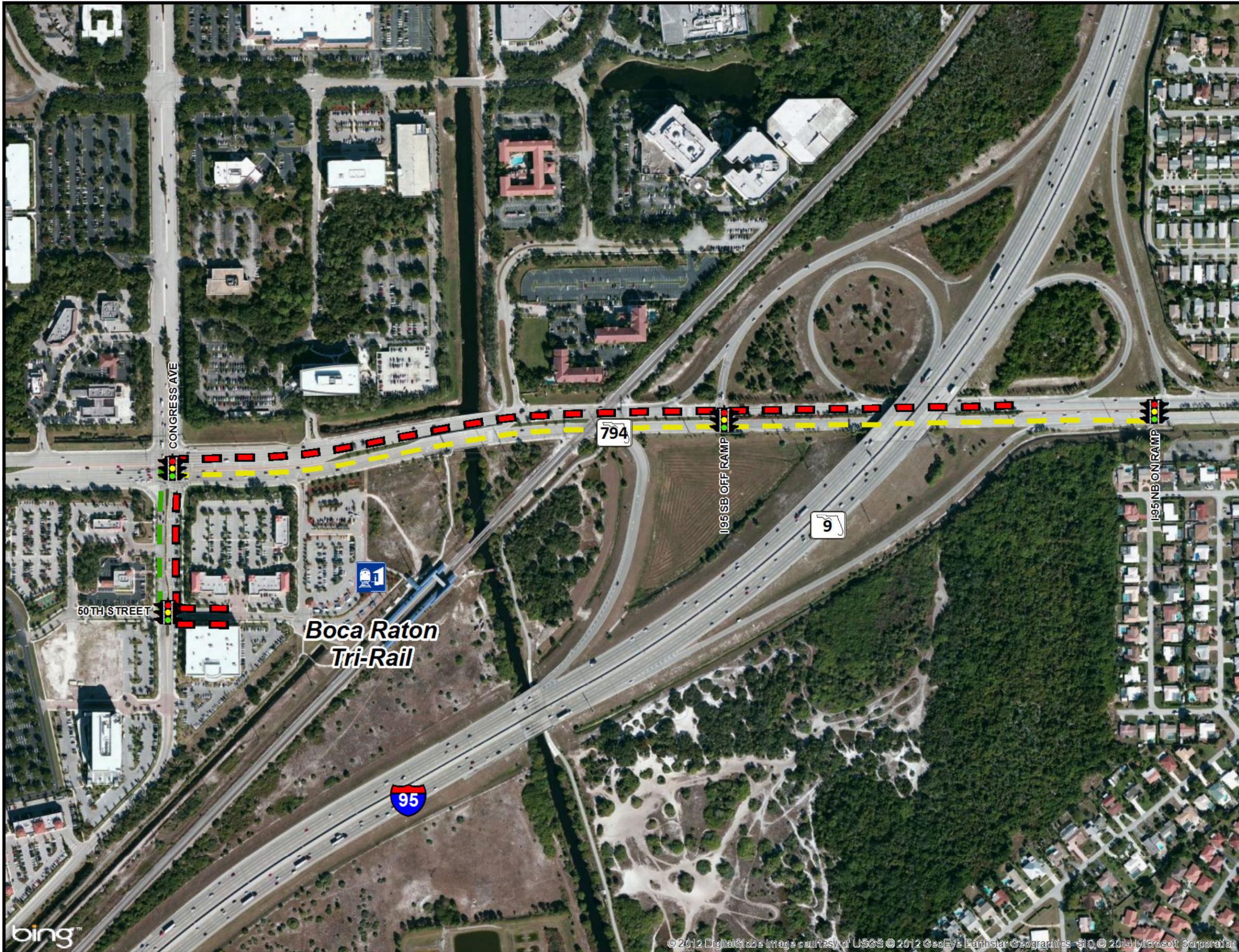
West Palm Beach Intermodal Center SIS						District 4	Map on Page 69	
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
SR 704 / Okeechobee Blvd	I-95 SB Off Ramp	Tamarind Ave	Inbound	OU	1	2	F	F
Tamarind Ave	SR 704	Fern St	Inbound	OU	2	0	C	C
SR 704 - Tamarind Ave			Aggregate Inbound					F
Tamarind Ave	Fern St	SR 704	Outbound	OU	2	1	F	F
SR 704 / Okeechobee Blvd	Tamarind Ave	I-95 SB Ramp	Outbound	OU	1	0	F	F
Tamarind Ave - SR 704			Aggregate Outbound					E

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Boca Raton Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

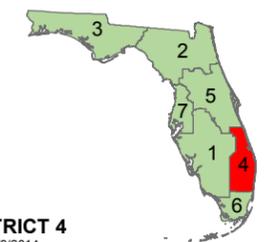
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

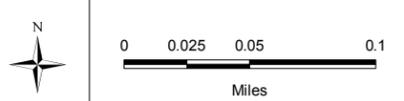
LOS

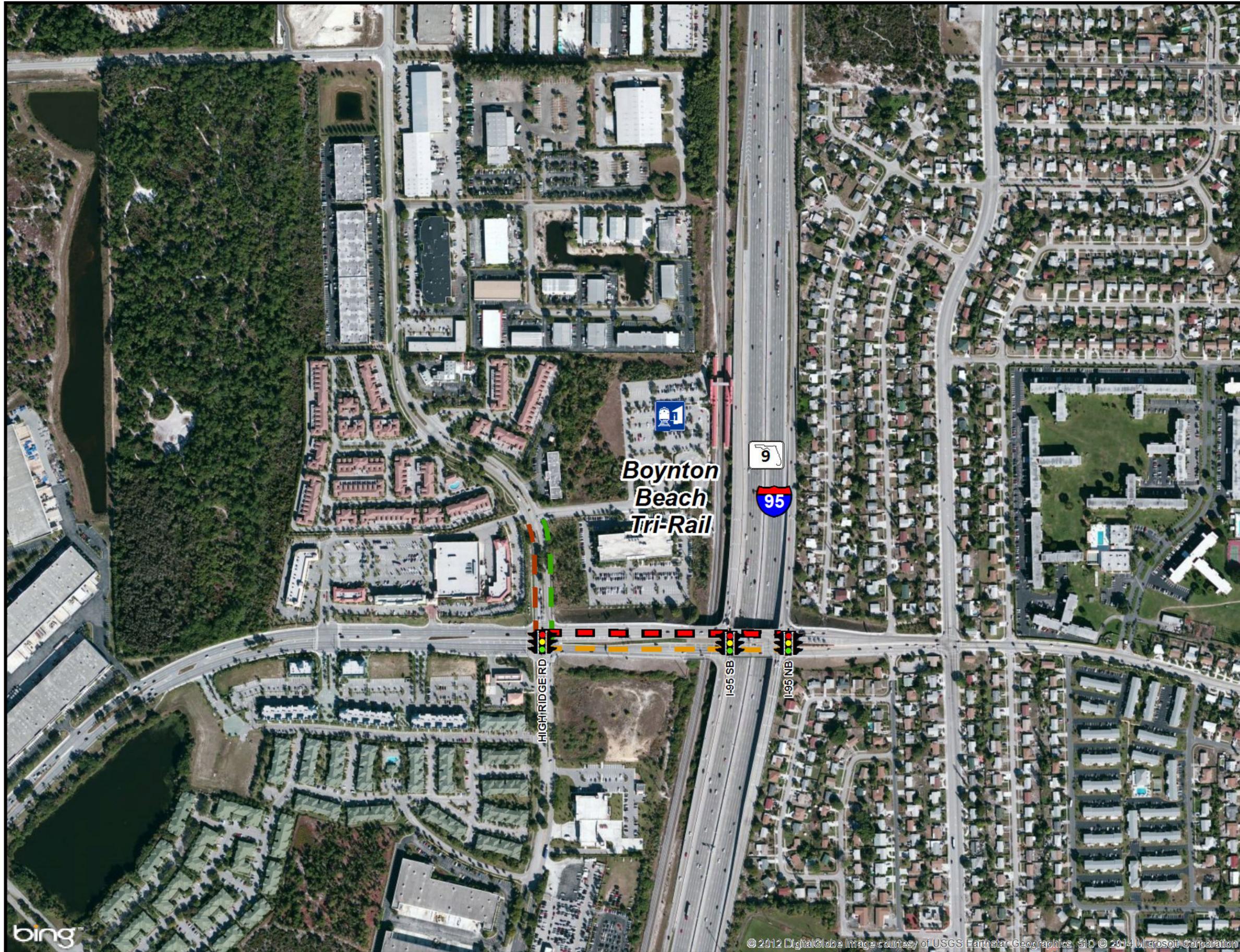
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Boynton Beach Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

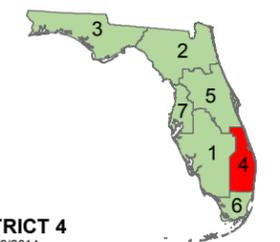
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

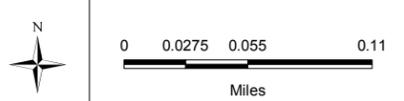
LOS

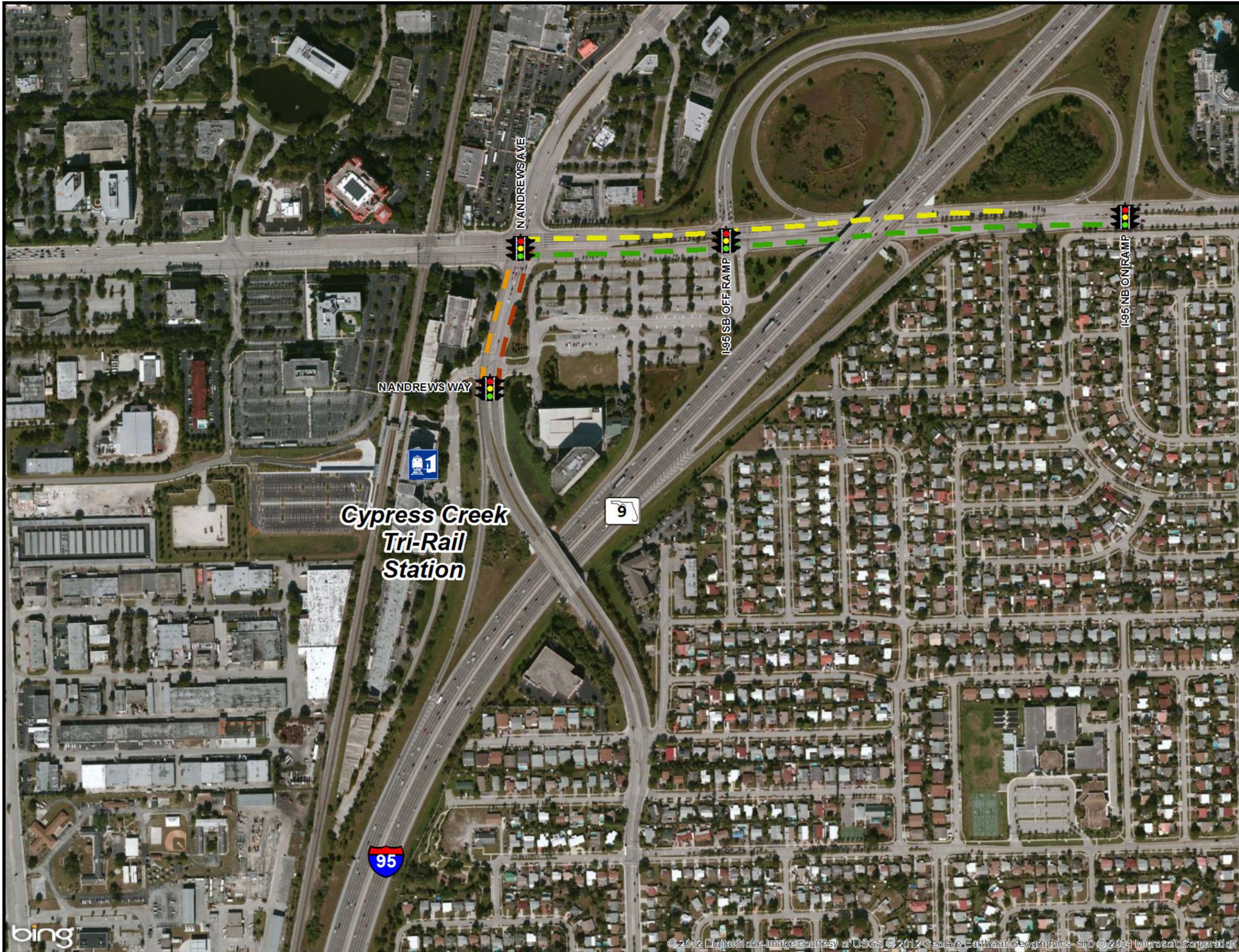
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



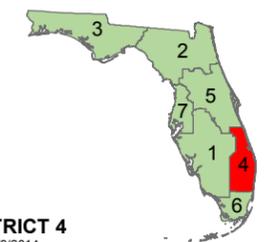


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Cypress Creek Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

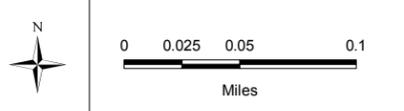
LEGEND

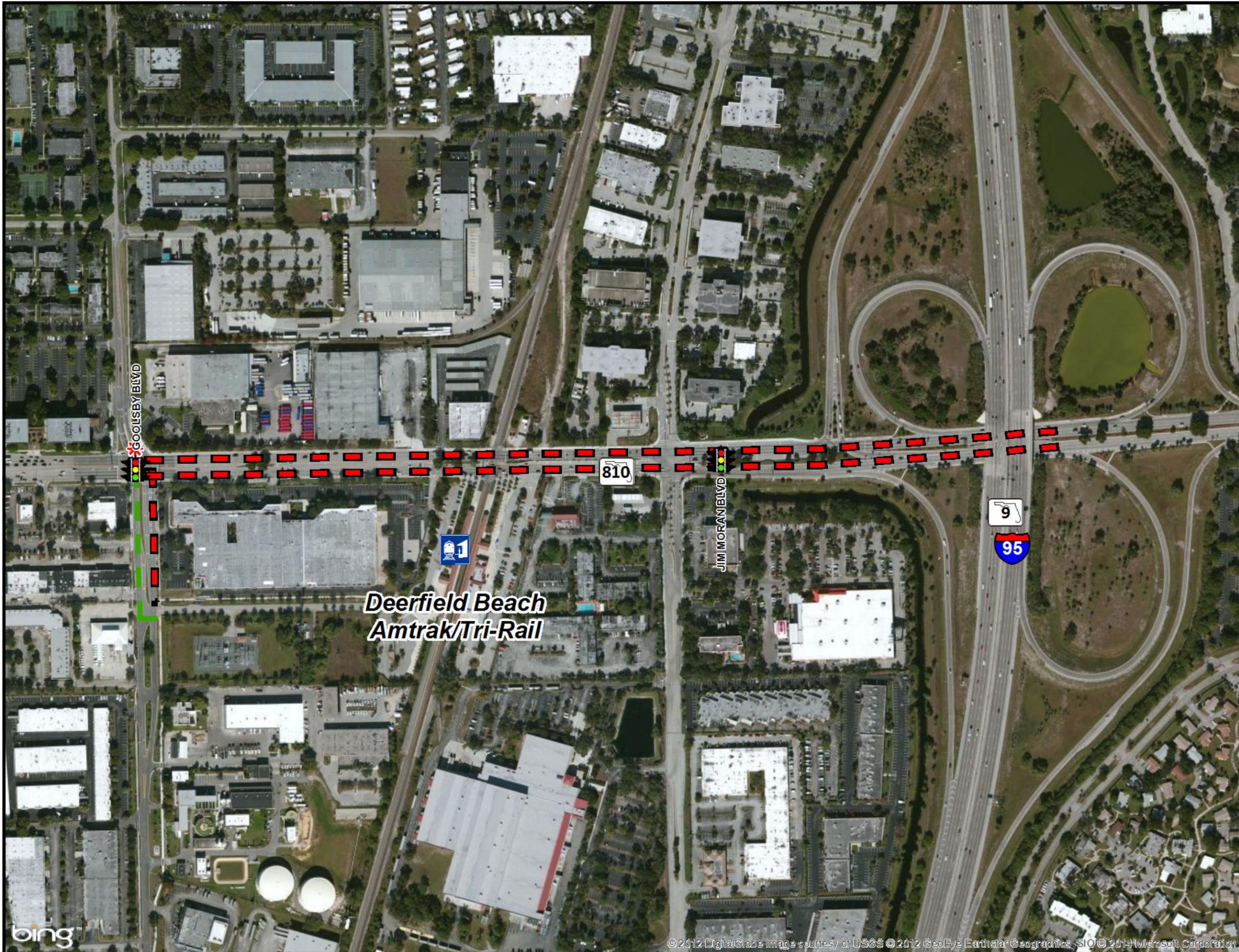
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



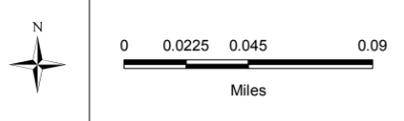
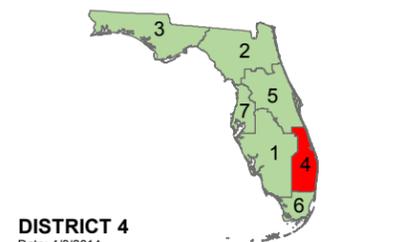


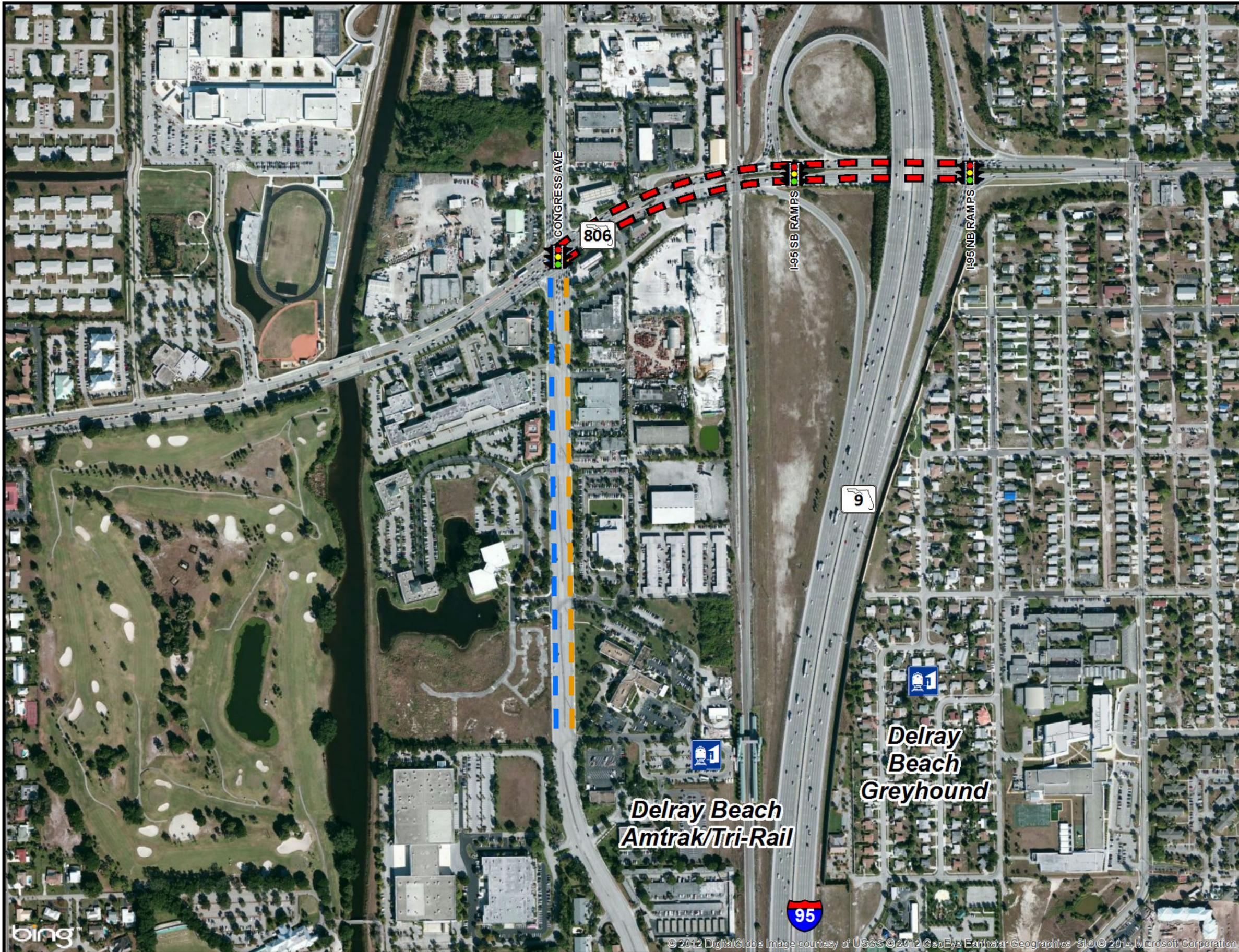
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
 Deerfield Beach Amtrak / Tri-Rail
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



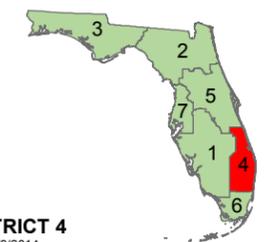


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Delray Beach Amtrak / Tri-Rail
 State of Florida Department of Transportation
 Systems Planning Office

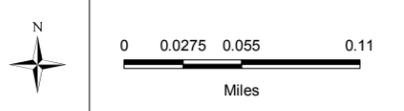
LEGEND

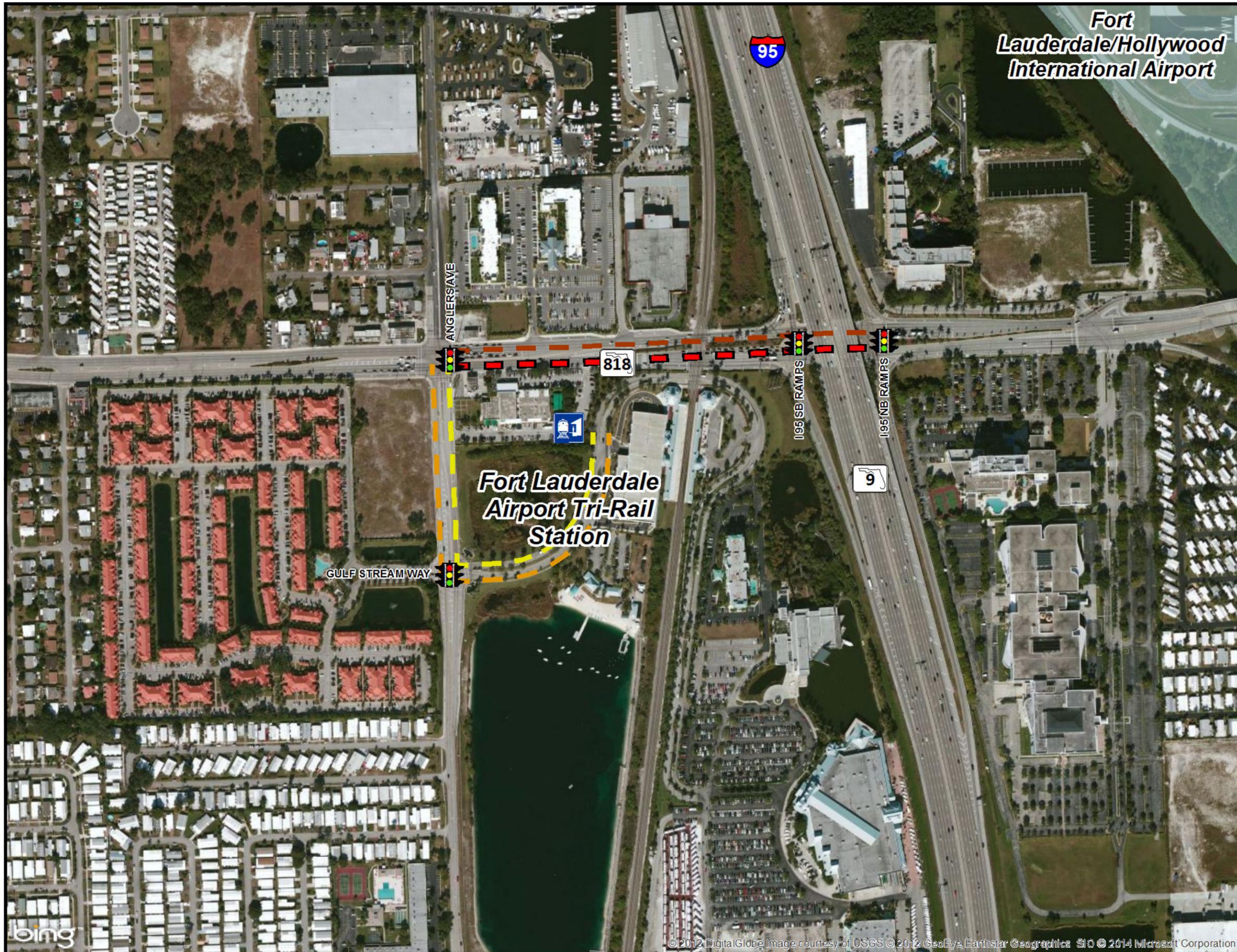
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014





INTERMODAL SYSTEMS DEVELOPMENT

SIS Connector and NHS Designation Evaluation

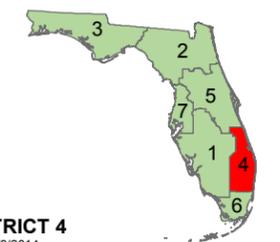
Fort Lauderdale Airport Tri-Rail Station

State of Florida Department of Transportation
Systems Planning Office

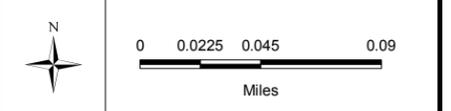
LEGEND

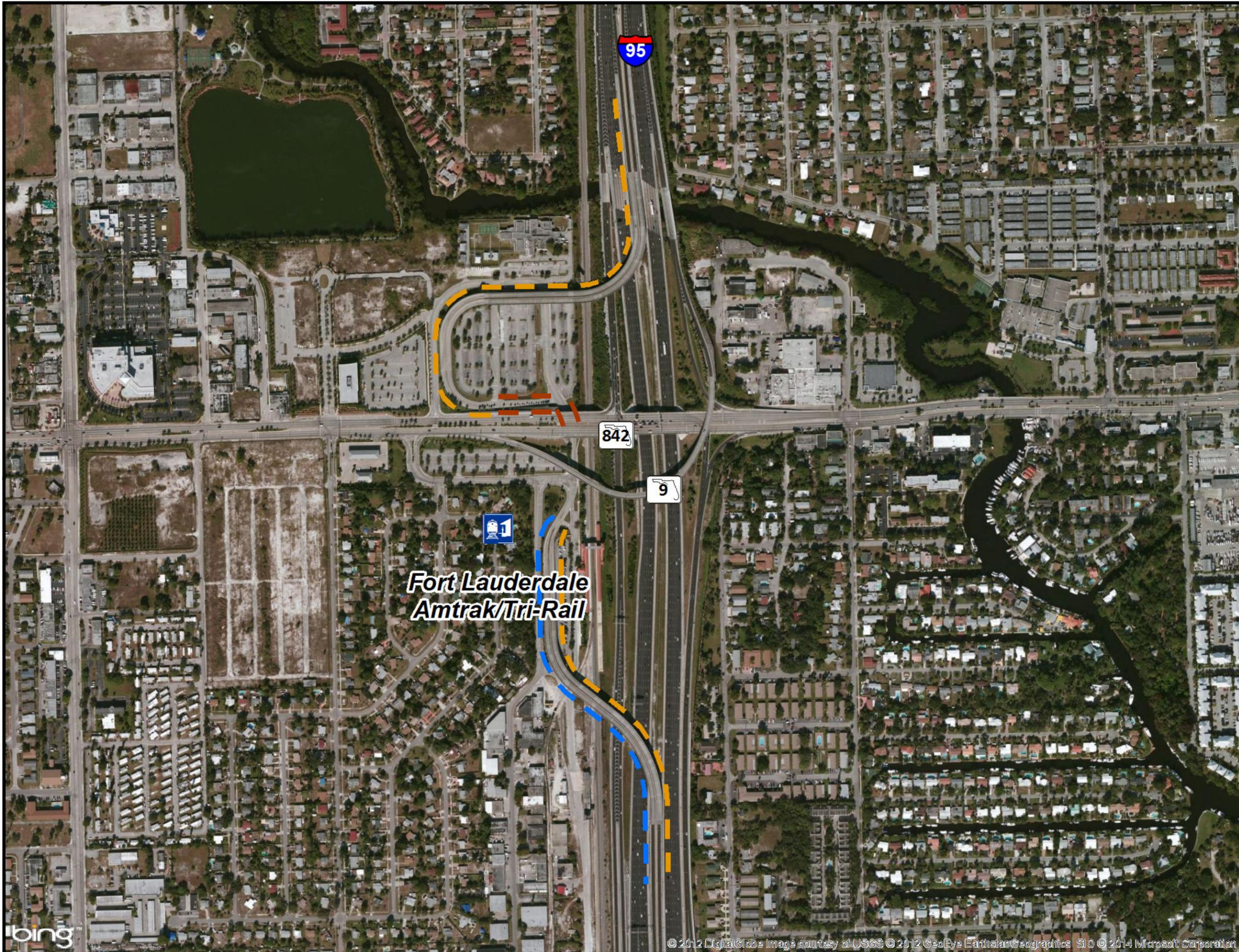
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
Date: 4/3/2014



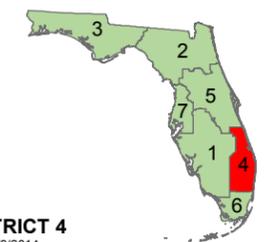


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Fort Lauderdale Amtrak / Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

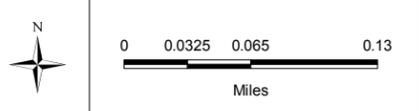
LEGEND

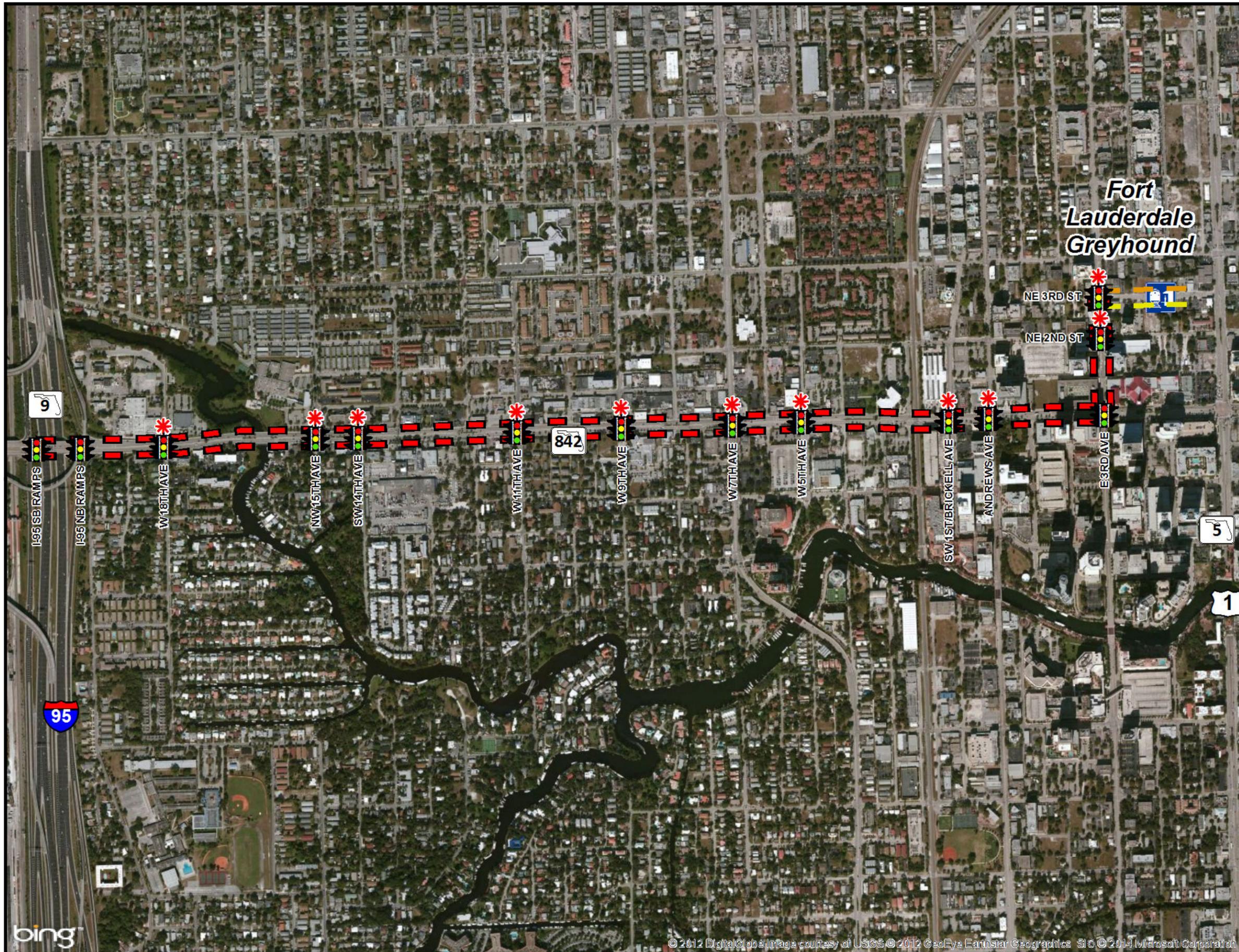
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



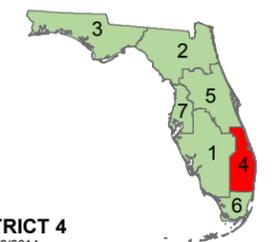


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Fort Lauderdale Greyhound Station
 State of Florida Department of Transportation
 Systems Planning Office

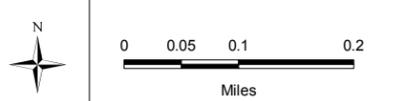
LEGEND

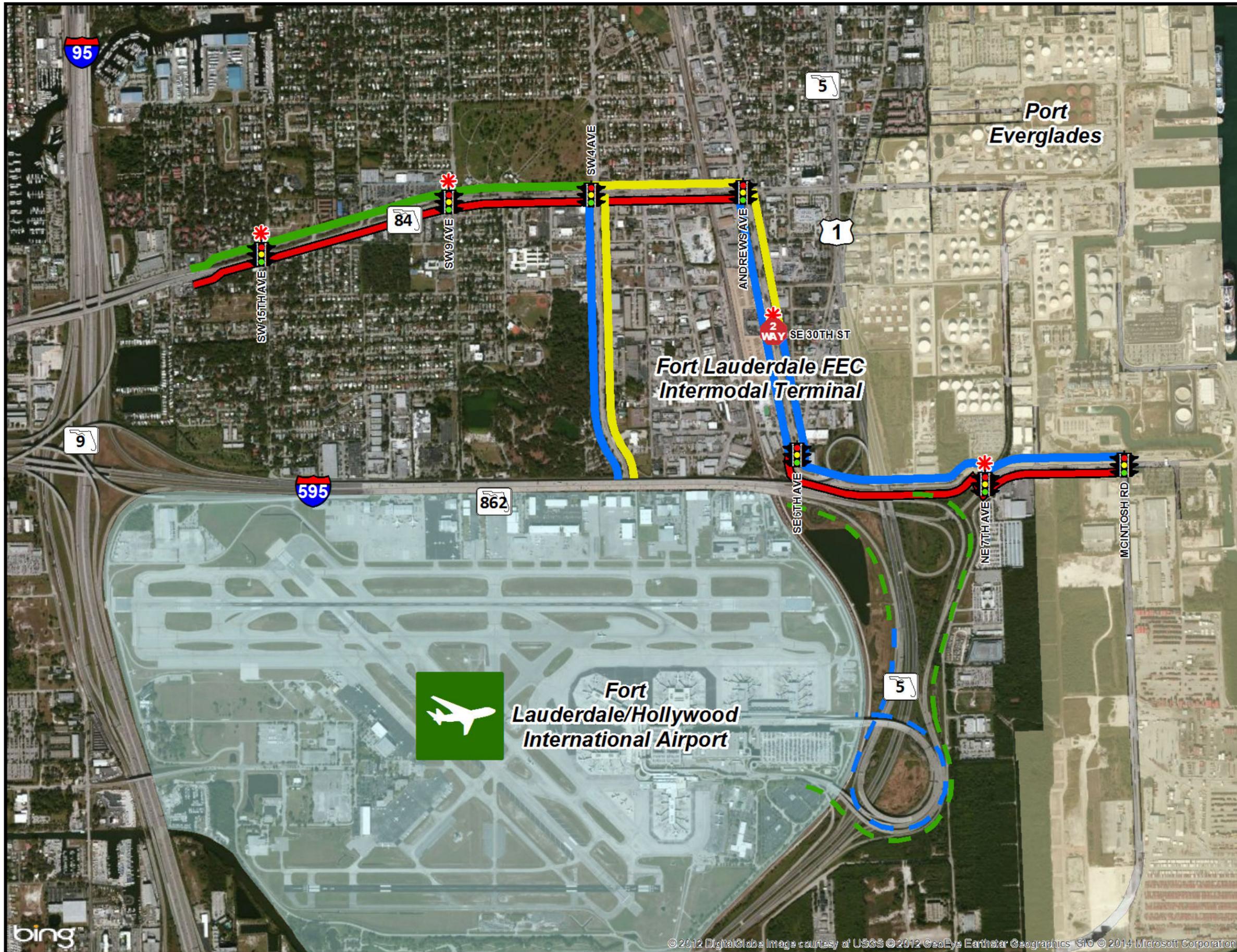
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 LL Int'l Airport, FEC Terminal, Port Everglades
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Roadways

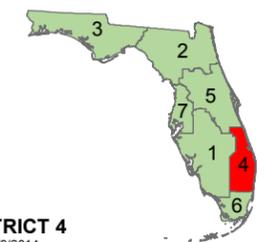
- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

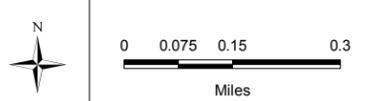
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

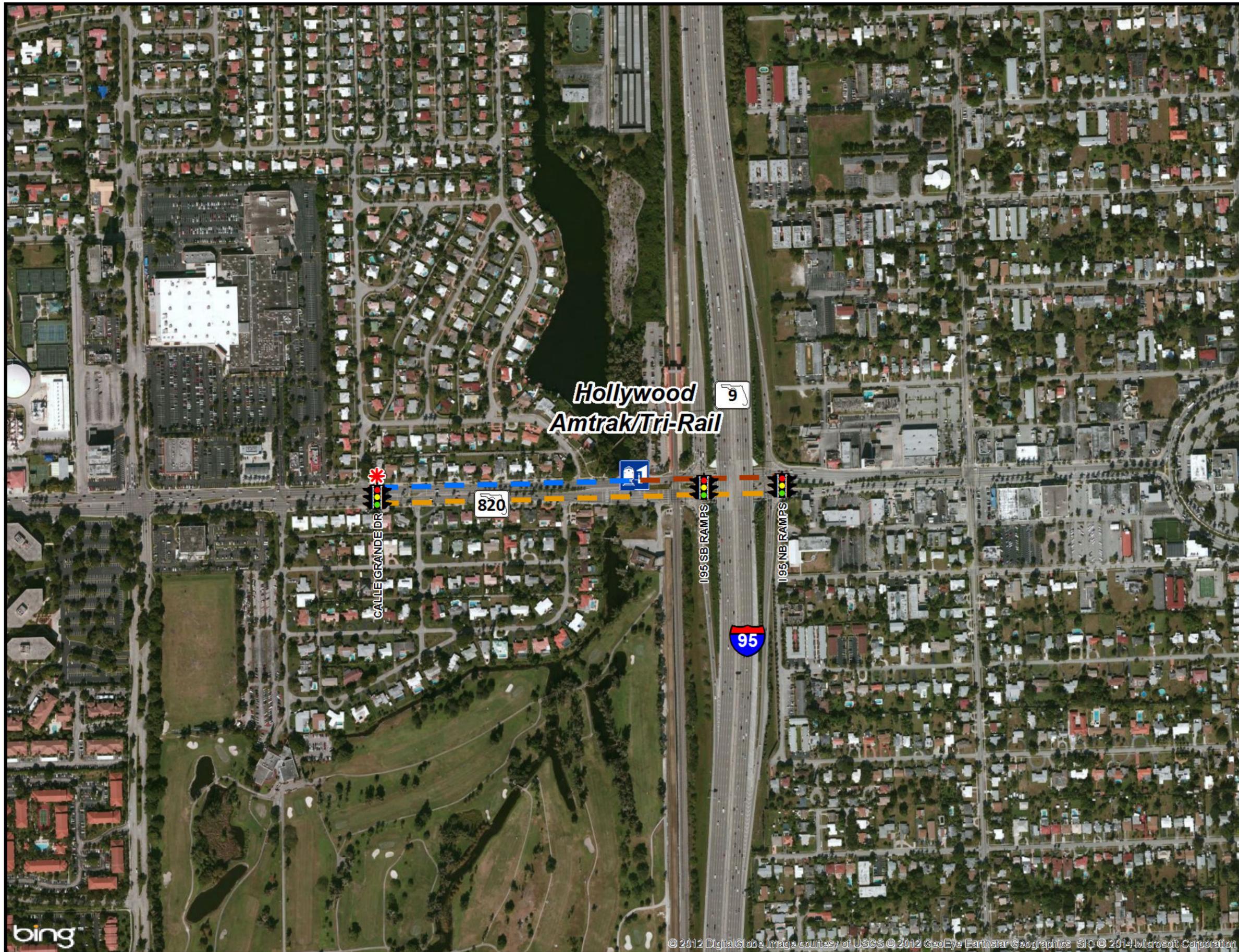
LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Hollywood Amtrak Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

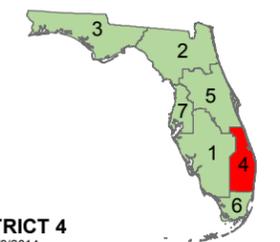
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

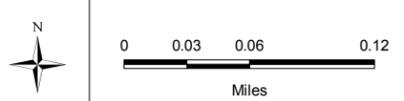
LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Lake Worth Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

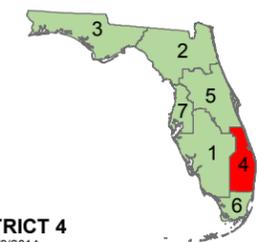
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

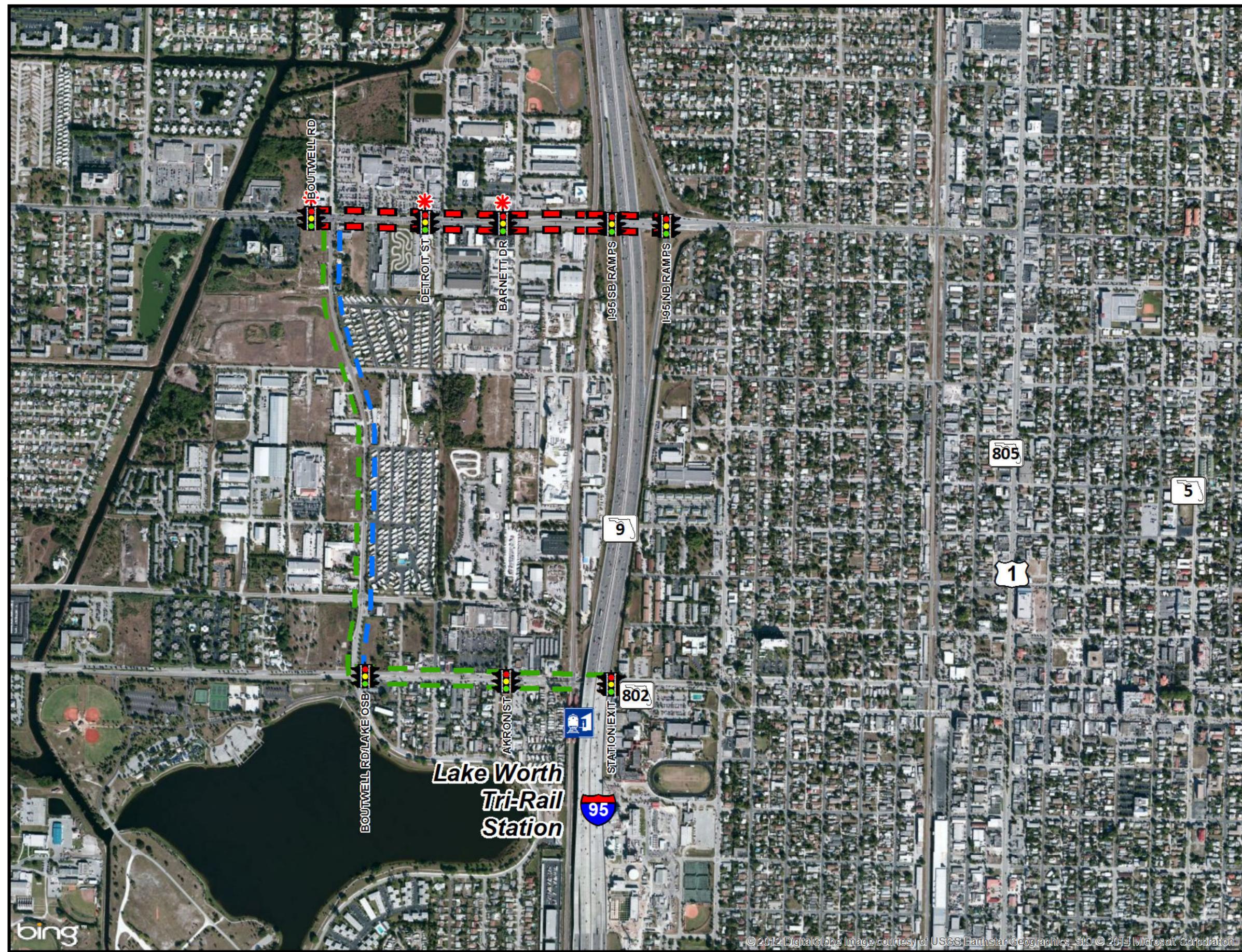
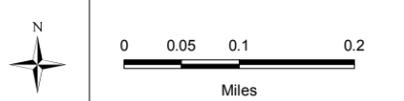
LOS

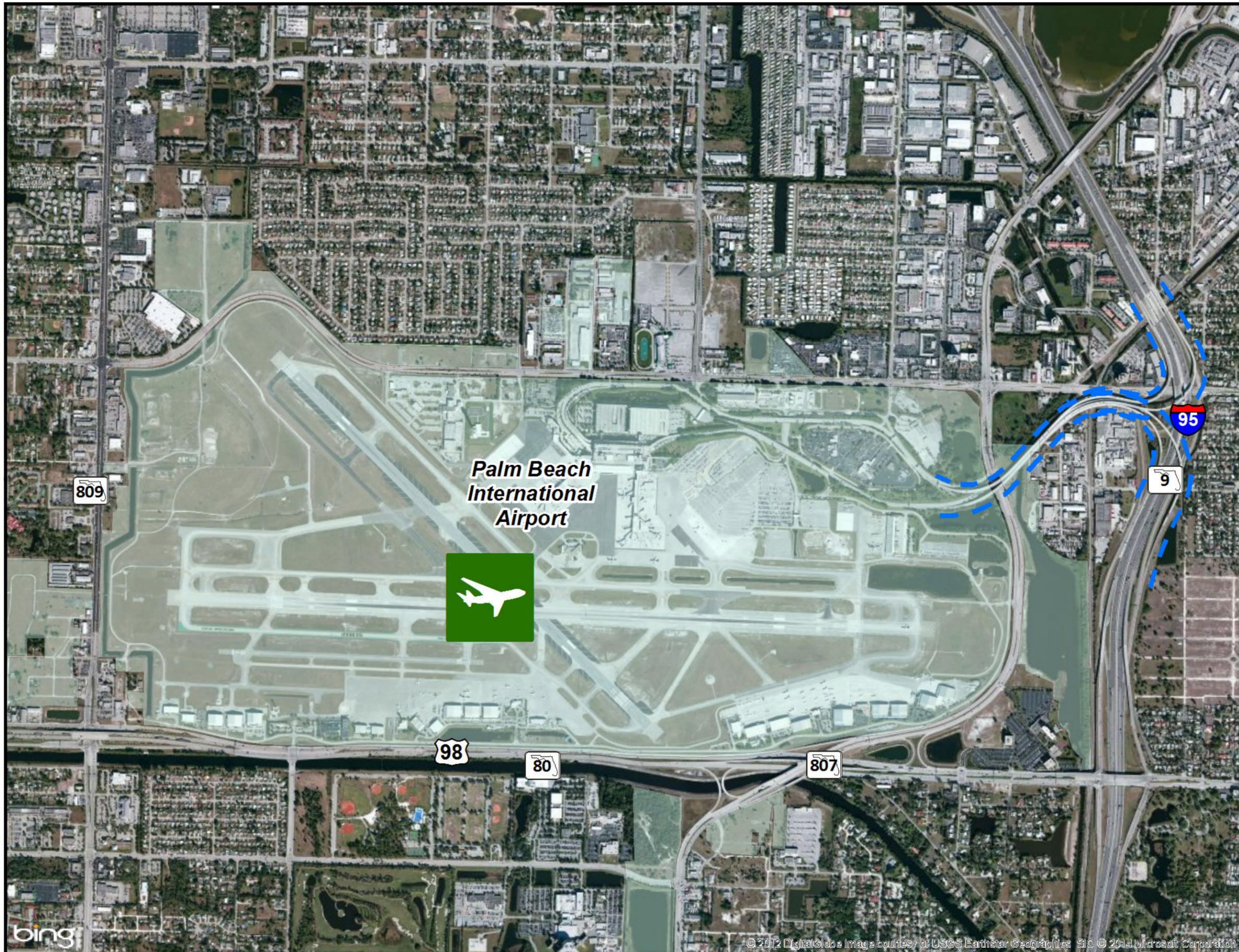
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



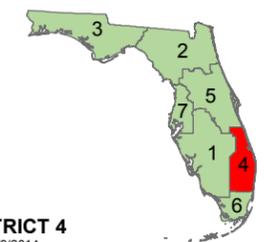


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Palm Beach International Airport
 State of Florida Department of Transportation
 Systems Planning Office

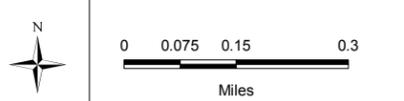
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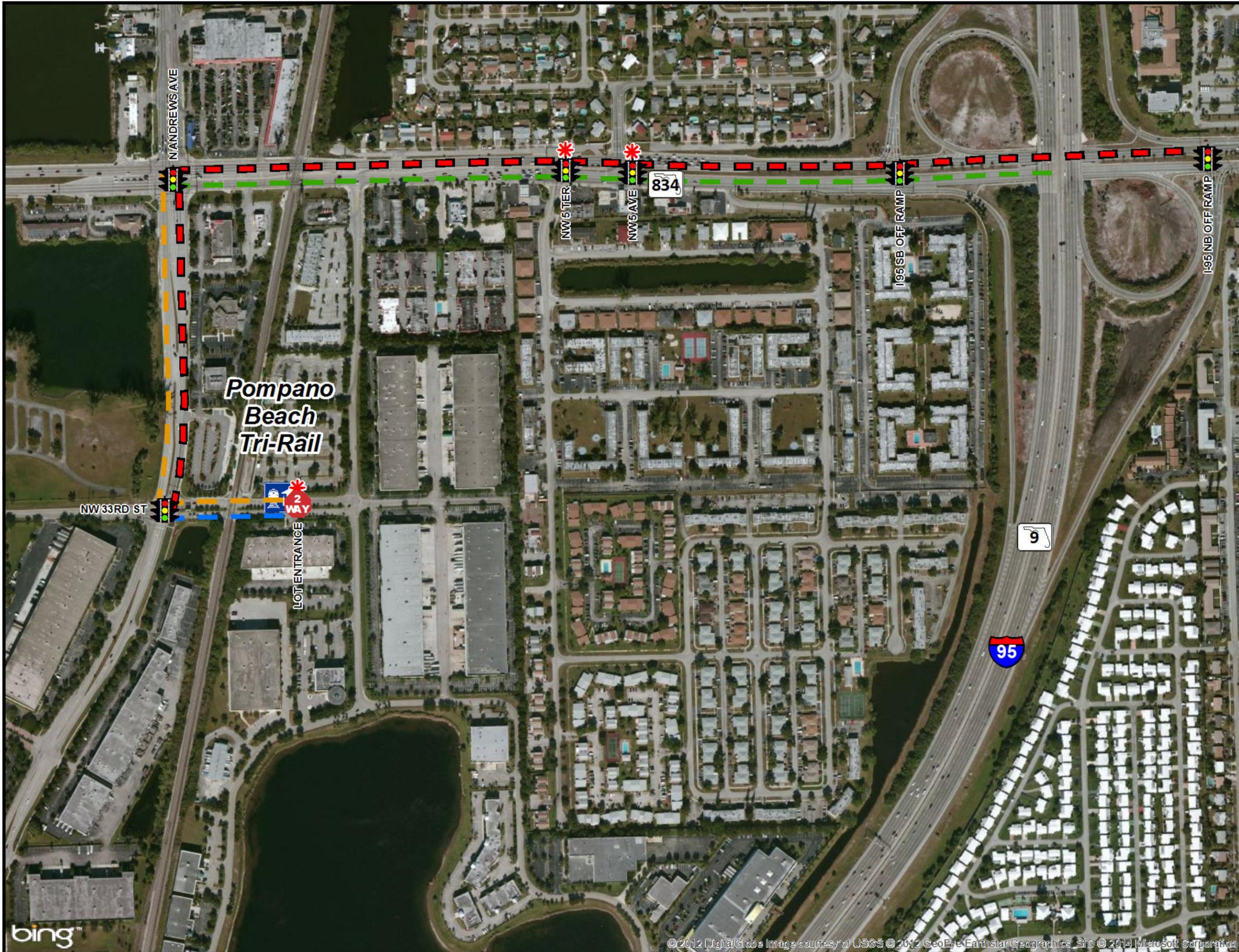
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



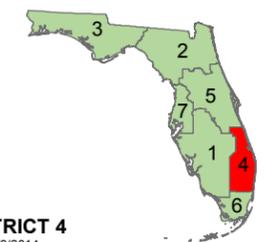


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Pompano Beach Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

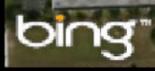
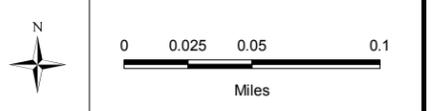
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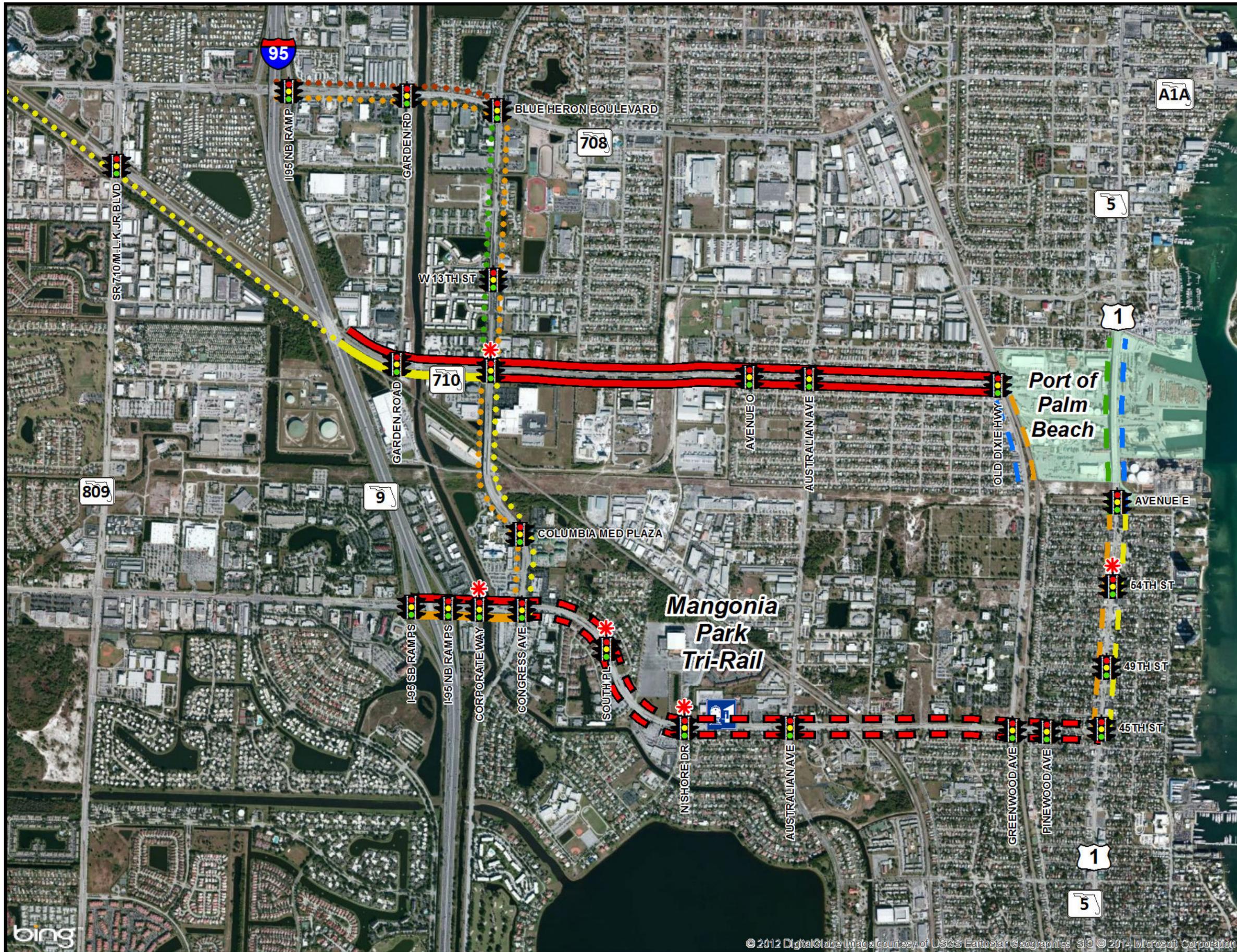
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014

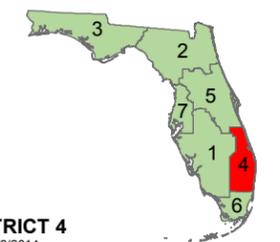




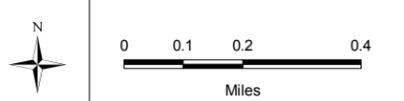
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Port of Palm Beach and Mangonia Park Tri-Rail
 State of Florida Department of Transportation
 Systems Planning Office

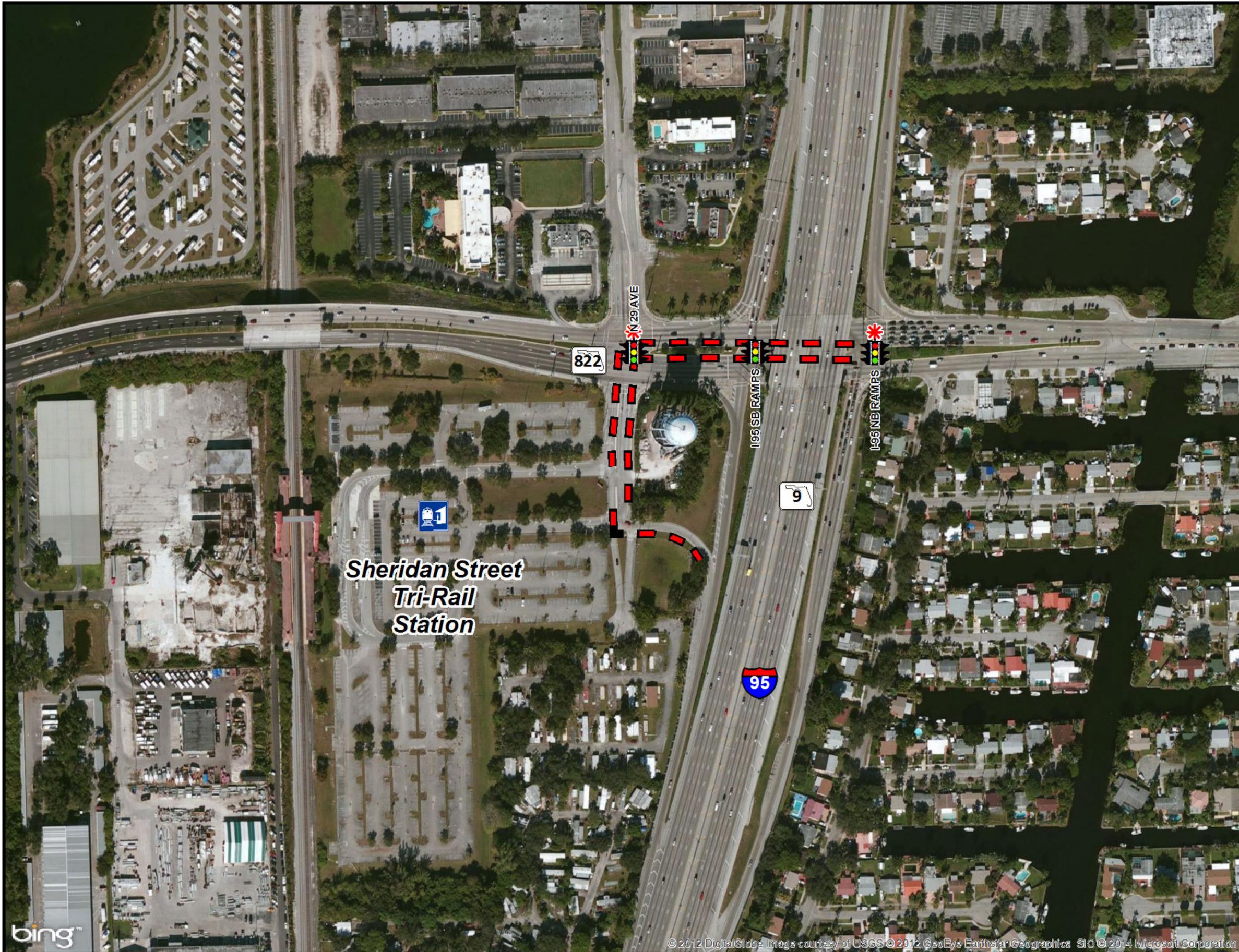
- LEGEND**
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



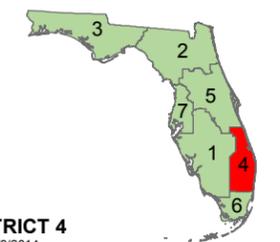


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Sheridan Street Tri-Rail Station
 State of Florida Department of Transportation
 Systems Planning Office

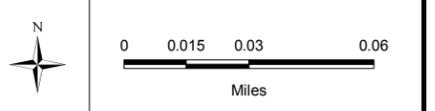
LEGEND

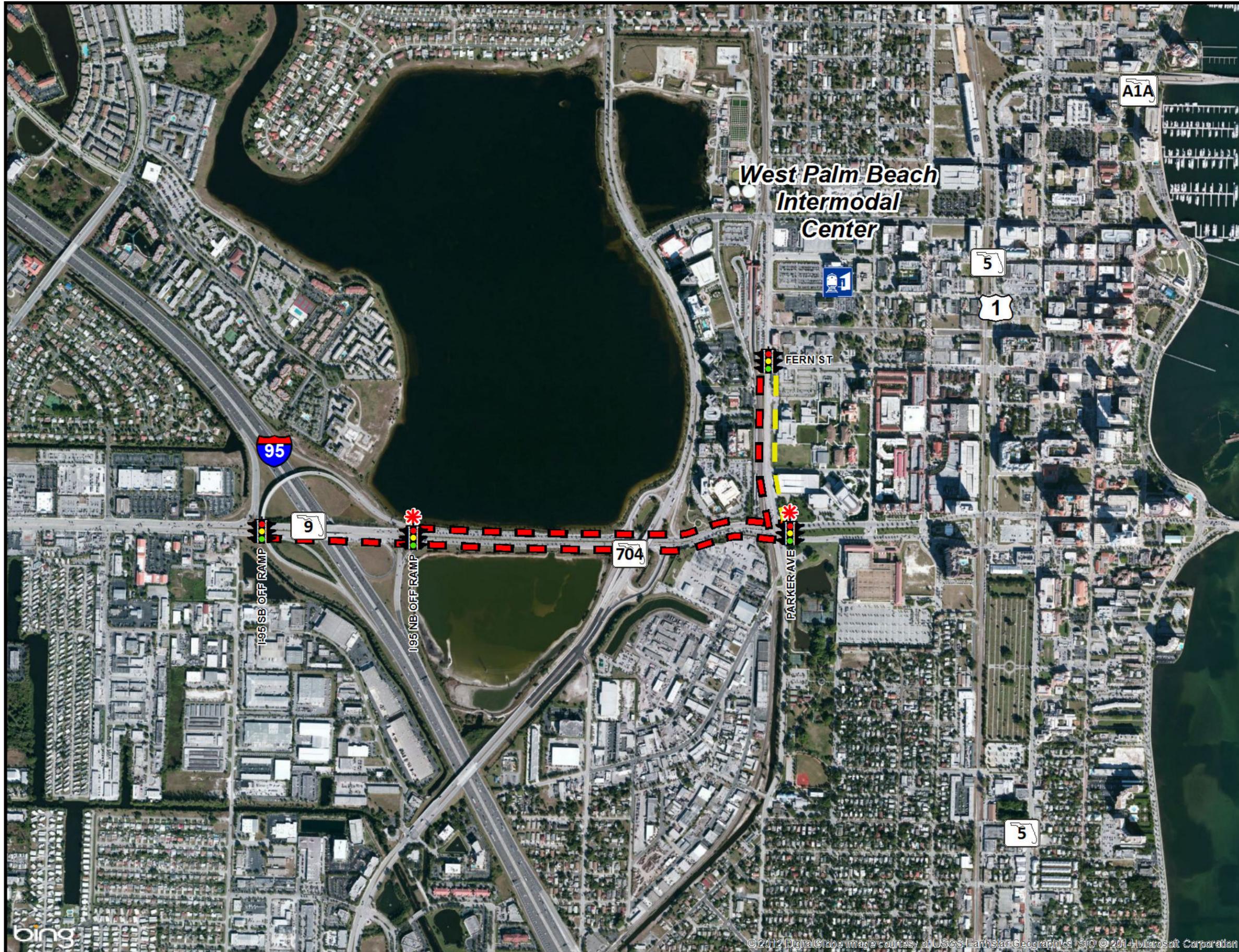
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



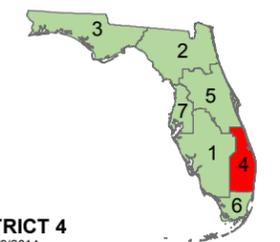


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
West Palm Beach Intermodal Center
 State of Florida Department of Transportation
 Systems Planning Office

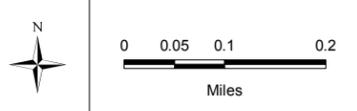
LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 4
 Date: 4/3/2014



Summary of Results – FDOT District 5

Daytona Beach International Airport SIS & NHS						District 5			Map on Page 76
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Beville Rd	I-95	Williamson Blvd	Inbound	OU	1	0	D	D	
Williamson Blvd	Beville Rd	Midway Ave	Inbound	OU	1	0	C	B	
Midway Ave	Williamson Blvd	Airport	Inbound	OU	1	0	B	B	
Beville Rd - Midway Ave		(NHS) Aggregate Inbound from South - Beville Rd							B
Midway Ave	Airport	Williamson Blvd	Outbound	OU	1	0	B	B	
Williamson Blvd	Midway Ave	Beville Rd	Outbound	OU	1	0	D	C	
Beville Rd	Williamson Blvd	I-95	Outbound	OU	1	0	A	A	
Midway Ave – Beville Rd		(NHS) Aggregate Outbound to South - Beville Rd							B
Int'l Speedway Blvd	I-95	Midway Ave	Inbound	OU	1	0	D	C	
Midway Ave	Int'l Speedway Blvd	Richard Petty Blvd	Inbound	OU	1	0	F	F	
Int'l Speedway Blvd - Midway Ave		(SIS & NHS) Aggregate Inbound from West - Int'l Speedway Blvd							C
Daytona Beach Greyhound SIS						District 5			Map on Page 76
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
International Speedway Blvd	I-95	Ridgewood Ave	Inbound	OU	1	8	F	F	
International Speedway Blvd		Aggregate Inbound							F
International Speedway Blvd	Ridgewood Ave	I-95	Outbound	OU	1	9	C	C	
International Speedway Blvd		Aggregate Outbound							C
Sanford (Auto Train Station) Amtrak SIS & NHS						District 5			Map on Page 77
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 46 / W 1st St	I-4	Persimmon Ave	Inbound	LU	1	0	D	C	
Persimmon Ave	W 1st St	Amtrak	Inbound	LU	2	0	A	A	
SR 46 – Persimmon Ave		(SIS & NHS) Aggregate Inbound							C
Persimmon Ave	Amtrak	W 1st St	Outbound	LU	2	0	B	B	
SR 46 / W 1st St	Persimmon Ave	I-4	Outbound	LU	1	1	F	F	
Persimmon Ave – SR 46		(SIS & NHS) Aggregate Outbound							F
Cape Canaveral Space Center SIS						District 5			Map on Page 78
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
SR 50 / Cheney Hwy	I-95	Columbia Blvd	Inbound	T/U	1	0	D	D	
SR 405 / Columbia Blvd	Cheney Hwy	NASA Causeway	Inbound	T/U	1	0	F	B	
Cheney Hwy – Columbia Blvd		Aggregate Inbound							B
SR 405 / Columbia Blvd	NASA Causeway	Cheney Hwy	Outbound	T/U	1	0	F	B	
SR 50 / Cheney Hwy	Columbia Blvd	I-95	Outbound	T/U	1	0	D	D	
Columbia Blvd – Cheney Hwy		Aggregate Outbound							B

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥1.0

Kissimmee Intermodal Center SIS						District 5		Map on Page 79		
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS		
Hoagland Blvd	Florida Turnpike	Main St	Inbound	OU	1	0	D	C		
Main St	Osceola Pkwy	Neptune Rd	Inbound	OU	1	1	F	D		
Osceola Pkwy - Main St			Aggregate Inbound						C	
Main St	Neptune Rd	Osceola Pkwy	Outbound	OU	1	0	F	F		
Hoagland Blvd	Main St	Florida Turnpike	Outbound	OU	1	0	F	F		
Main St - Osceola Pkwy			Aggregate Outbound						E	

Kissimmee Gateway Airport SIS						District 5		Map on Page 79		
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS		
Hoagland Blvd	Florida Turnpike	Main St	Inbound	OU	1	0	D	C		
Main St	Osceola Pkwy	Irlo Bronson Mem. Hwy	Inbound	OU	1	0	E	C		
Irlo Bronson Memorial Hwy	Main St	Hoagland Blvd	Inbound	OU	1	7	F	F		
Hoagland Blvd	Irlo Bronson Mem. Hwy	Airport	Inbound	OU	2	0	A	A		
Hoagland Blvd			Aggregate Inbound						D	
Hoagland Blvd	Airport	Irlo Bronson Mem. Hwy	Outbound	OU	2	0	C	C		
Irlo Bronson Memorial Hwy	Hoagland Blvd	Main St	Outbound	OU	1	7	C	C		
Main St	Irlo Bronson Mem. Hwy	Osceola Pkwy	Outbound	OU	1	0	F	F		
Hoagland Blvd	Main St	Florida Turnpike	Outbound	OU	1	0	F	F		
Hoagland Blvd			Aggregate Outbound						D	

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Melbourne International Airport and Melbourne Greyhound SIS & NHS						District 5			Map on Page 80
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
New Haven Ave	I-95 SB Ramps	Airport Blvd	Inbound	OU	1	4	F	D	
Airport Blvd	New Haven Ave	Eddie Allen Rd	Inbound	OU	2	1	E	C	
Airport Blvd	Eddie Allen Rd	NASA Blvd	Inbound	OU	2	0	C	C	
NASA Blvd	Airport Blvd	Eddie Allen Rd	Inbound	OU	2	0	B	B	
New Haven Ave - NASA Blvd			(SIS & NHS) Aggregate Inbound - New Haven Ave					D	
NASA Blvd	Eddie Allen Rd	Airport Blvd	Outbound	OU	2	0	B	B	
Airport Blvd	NASA Blvd	Eddie Allen Rd	Outbound	OU	2	0	C	C	
Airport Blvd	Eddie Allen Rd	New Haven Ave	Outbound	OU	2	0	D	B	
New Haven Ave	Airport Blvd	I-95 SB Ramps	Outbound	OU	1	0	F	D	
NASA Blvd - New Haven Ave			(SIS & NHS) Aggregate Outbound - New Haven Ave					D	
Eau Gallie Blvd	I-95 SB Ramps	John Rodes Blvd	Inbound	OU	1	0	F	E	
Eau Gallie Blvd	John Rodes Blvd	Sarno Rd	Inbound	OU	1	0	C	C	
Sarna Rd	Eau Gallie Blvd	Apollo Blvd	Inbound	OU	1	0	F	C	
Apollo Blvd	Sarno Rd	Airport Rd	Inbound	OU	1	0	F	C	
Airport Dr	Apollo Blvd	NASA Blvd	Inbound	OU	1	0	C	C	
NASA Blvd	Airport Blvd	Eddie Allen Rd	Inbound	OU	2	0	B	B	
Eau Gallie Blvd - NASA Blvd			(SIS) Aggregate Inbound - Eau Gallie Blvd					C	
NASA Blvd	Eddie Allen Rd	Airport Blvd	Outbound	OU	2	0	B	B	
Airport Dr	NASA Blvd	Apollo Blvd	Outbound	OU	1	0	C	C	
Apollo Blvd	Airport Rd	Sarno Rd	Outbound	OU	1	0	F	D	
Sarna Rd	Apollo Blvd	Eau Gallie Blvd	Outbound	OU	1	0	F	D	
Eau Gallie Blvd	Sarno Rd	John Rodes Blvd	Outbound	OU	1	0	C	C	
Eau Gallie Blvd	John Rodes Blvd	I-95 SB Ramps	Outbound	OU	1	0	F	F	
NASA BLVD - Eau Gallie Blvd			(SIS) Aggregate Outboundn - Eau Gallie Blvd					C	
Orlando Amtrak SIS & NHS						District 5			Map on Page 81
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Kaley St	I-4	Division Ave	Inbound	LU	2	1	F	F	
Division Ave	Kaley St	Columbia St	Inbound	LU	2	0	B	B	
Columbia St	Division Ave	Sligh Blvd	Inbound	LU	2	0	C	C	
Kaley St - Columbia St			(SIS & NHS) Aggregate Inbound					C	
Columbia St	Sligh Blvd	Division Ave	Outbound	LU	2	0	C	C	
Division Ave	Columbia St	Kaley St	Outbound	LU	2	0	C	C	
Kaley St	Division Ave	I-4	Outbound	LU	2	0	C	C	
Columbia St - Kaley St			(SIS & NHS) Aggregate Outbound					C	
Sligh Blvd	W Copeland Dr	W Columbia St	Outbound	LU	2	0	C	C	
W Columbia St	Sligh Blvd	S Division Ave	Outbound	LU	2	0	C	C	
S Division Ave	W Columbia St	W Gore St	Outbound	LU	2	0	C	C	
W Gore St	S Division Ave	I-4	Outbound	LU	2	0	C	C	
Sligh Blvd - Gore St			(NHS) Aggregate Outbound					C	

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥1.0

Orlando Greyhound SIS						District 5		Map on Page 81
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
John Young Parkway	EB On Ramp	Bus Center Rd	Inbound	LU	1	3	F	F
John Young Parkway	Aggregate Inbound							F
John Young Parkway	Bus Center Rd	EB On Ramps	Outbound	LU	1	0	F	F
John Young Parkway	Aggregate Outbound							F

Orlando Sanford International Airport SIS & NHS						District 5		Map on Page 82
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
Lake Mary Blvd	SR 417	Red Cleveland Blvd	Inbound	OU	1	0	D	C
Red Cleveland Blvd	Lake Mary Blvd	Marquette Ave	Inbound	OU	1	0	B	B
Red Cleveland Blvd	Marquette Ave	Control Tower Ln	Inbound	OU	1	0	A	A
Lake Mary Blvd - Red Cleveland Blvd	(SIS & NHS) Aggregate Inbound							B
Red Cleveland Blvd	Control Tower Ln	Marquette Ave	Outbound	OU	1	0	C	C
Red Cleveland Blvd	Marquette Ave	Lake Mary Blvd	Outbound	OU	1	0	D	D
Lake Mary Blvd	Red Cleveland Blvd	SR 417	Outbound	OU	1	0	E	C
Red Cleveland Blvd - Lake Mary Blvd	(SIS & NHS) Aggregate Outbound							C

Orlando International Airport SIS						District 5		Map on Page 83
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
SR 436 / Jeff Fuqua Blvd	Beachline Expy	Airport	Inbound	LU		0	C	C
SR 436 / Jeff Fuqua Blvd	Aggregate Inbound - SR 436							C
SR 436 / Jeff Fuqua Blvd	Airport	Beachline Expy	Outbound	LU		0	C	C
SR 436 / Jeff Fuqua Blvd	Aggregate Outbound - SR 436							C
Tradeport Dr	Beachline Expy	Boggy Creek Rd	Inbound	LU	2	0	D	A
Tradeport Dr	Aggregate Inbound - Tradeport Dr							A
Tradeport Dr	Boggy Creed Rd	Beachline Expy	Outbound	LU	2	0	D	A
Tradeport Dr	Aggregate Outbound - Tradeport Dr							A

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥1.0

Orlando CSX Terminal SIS & NHS						District 5			Map on Page 83
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Boggy Creek Rd	Beachline Expy	Landstreet Rd	Inbound	LU	2	0	A	A	
Landstreet Rd	Boggy Creek Rd	Atlantic Ave	Inbound	LU	2	0	A	A	
Atlantic Ave	Landstreet Rd	Terminal	Inbound	LU	2	0	C	C	
Lake Mary Blvd - Red Cleveland Blvd			(SIS & NHS) Aggregate Inbound					A	
Atlantic Ave	Terminal	Landstreet Rd	Outbound	LU	2	0	C	C	
Landstreet Rd	Atlantic Ave	Boggy Creek Rd	Outbound	LU	2	0	A	A	
Boggy Creek Rd	Landstreet Rd	Beachline Expy	Outbound	LU	2	0	A	A	
Red Cleveland Blvd - Lake Mary Blvd			(SIS & NHS) Aggregate Outbound					A	

Port Canaveral SIS & NHS						District 5			Map on Page 84
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
George King Blvd	US 1	Atlantic Ave	Inbound	OU	1	0	C	C	
George King Blvd			(NHS) Aggregate Inbound - George King Blvd					C	
George King Blvd	Atlantic Ave	US 1	Outbound	OU	2	0	D	B	
A1A	US 1	SR 407	Outbound	OU	1	0	B	B	
George King Blvd - A1A			(NHS) Aggregate Outbound - George King Blvd					B	
SR 401 / Cape Rd	Beachline Expy	Port	Outbound	LU	2	0	C	B	
SR 401 / Cape Rd			(SIS & NHS) Aggregate Inbound - Cape Rd					B	
SR 401 / Cape Rd	Port	Beachline Expy	Outbound	LU	2	0	C	B	
SR 401 / Cape Rd			(SIS & NHS) Aggregate Outbound - Cape Rd					B	

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Daytona Beach Int'l Airport and Greyhound
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

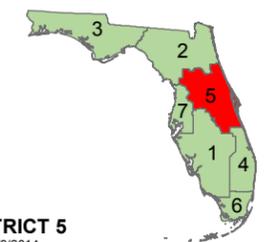
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals

- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals

- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector

- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 5
Date: 4/3/2014

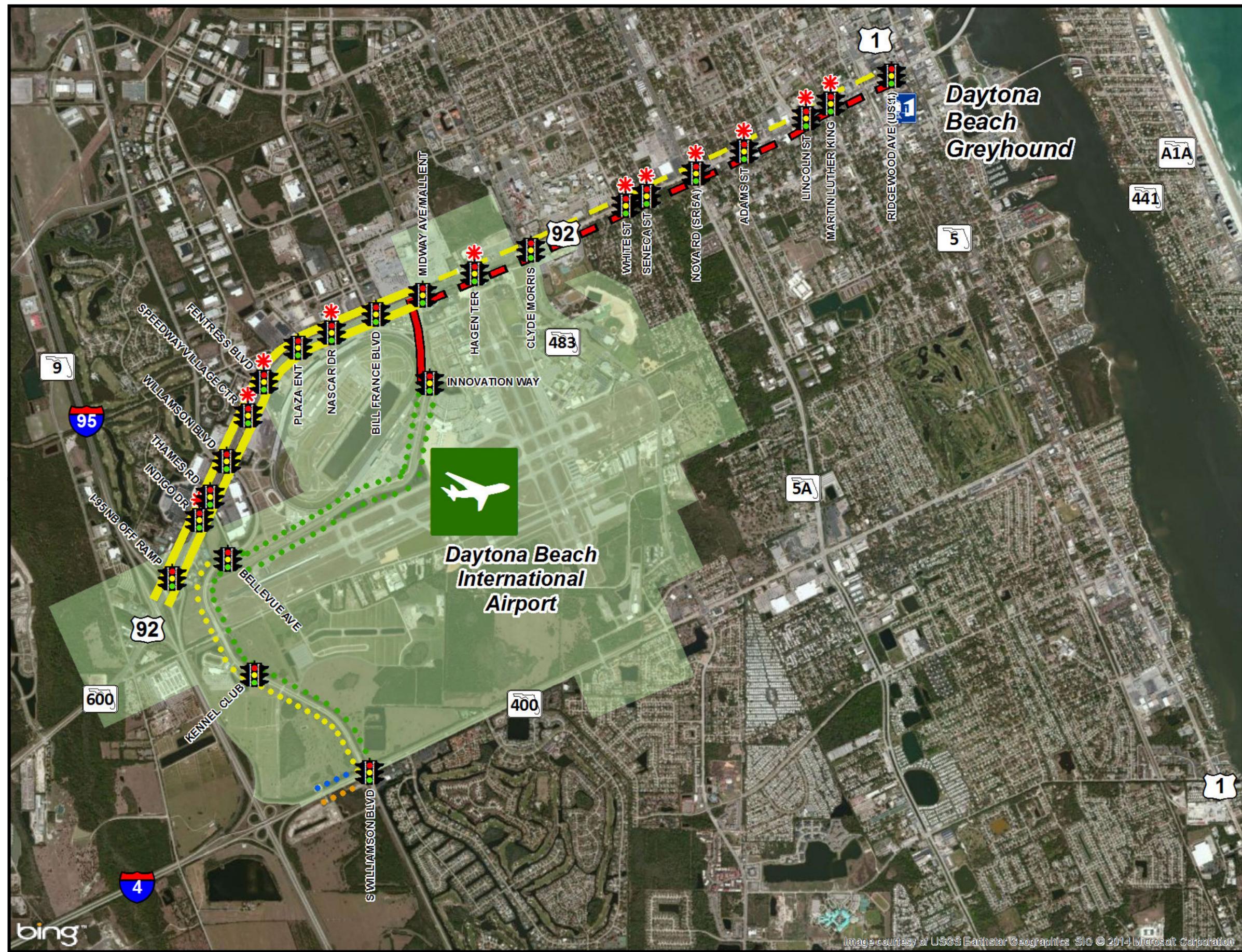
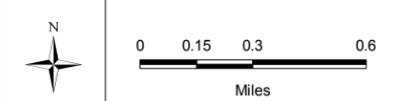
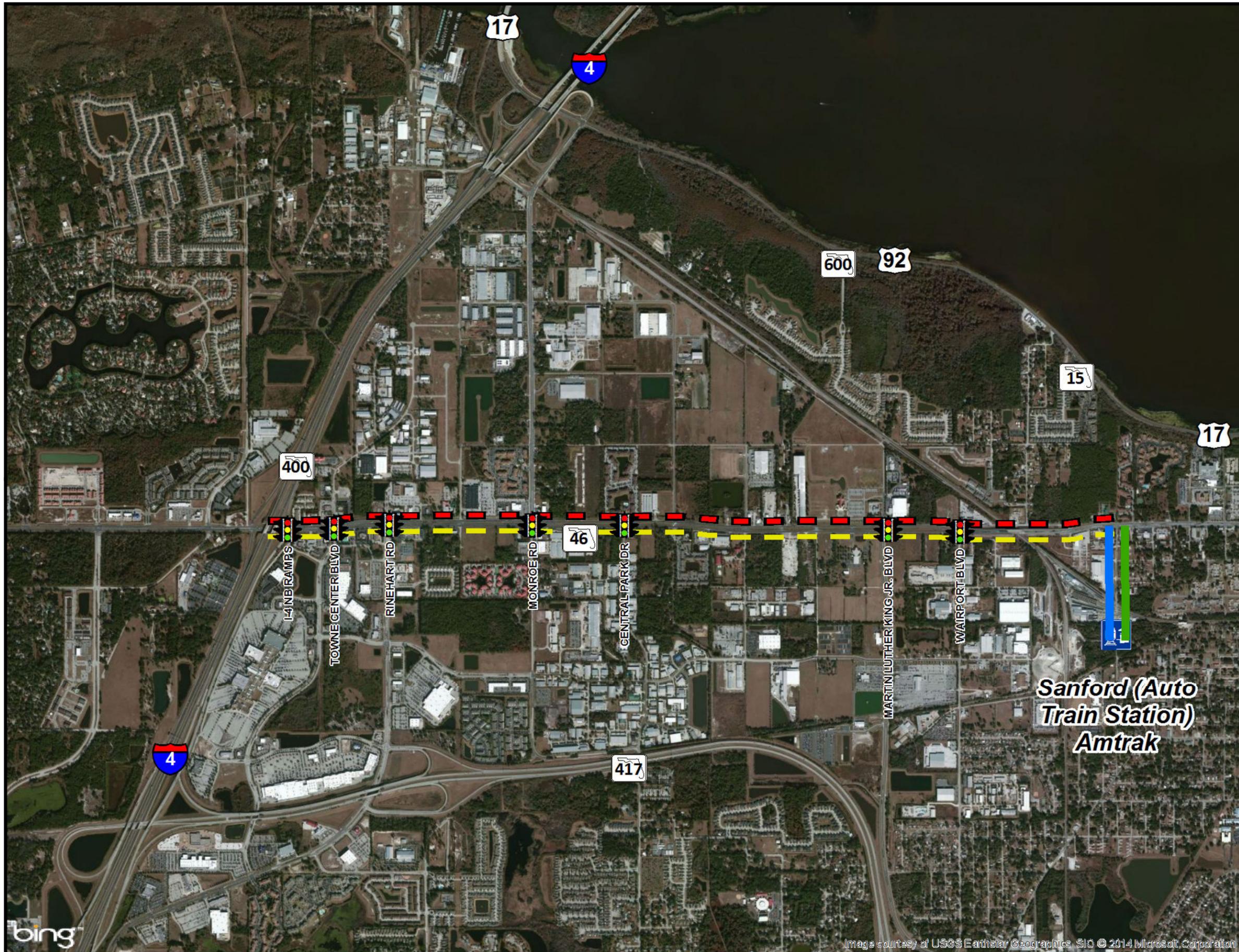


Image courtesy of USGS Earthstar Geographics. SIO © 2014 Microsoft Corporation

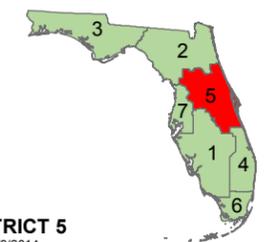


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Sanford (Auto Train Station) Amtrak
 State of Florida Department of Transportation
 Systems Planning Office

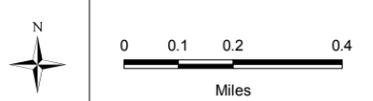
LEGEND

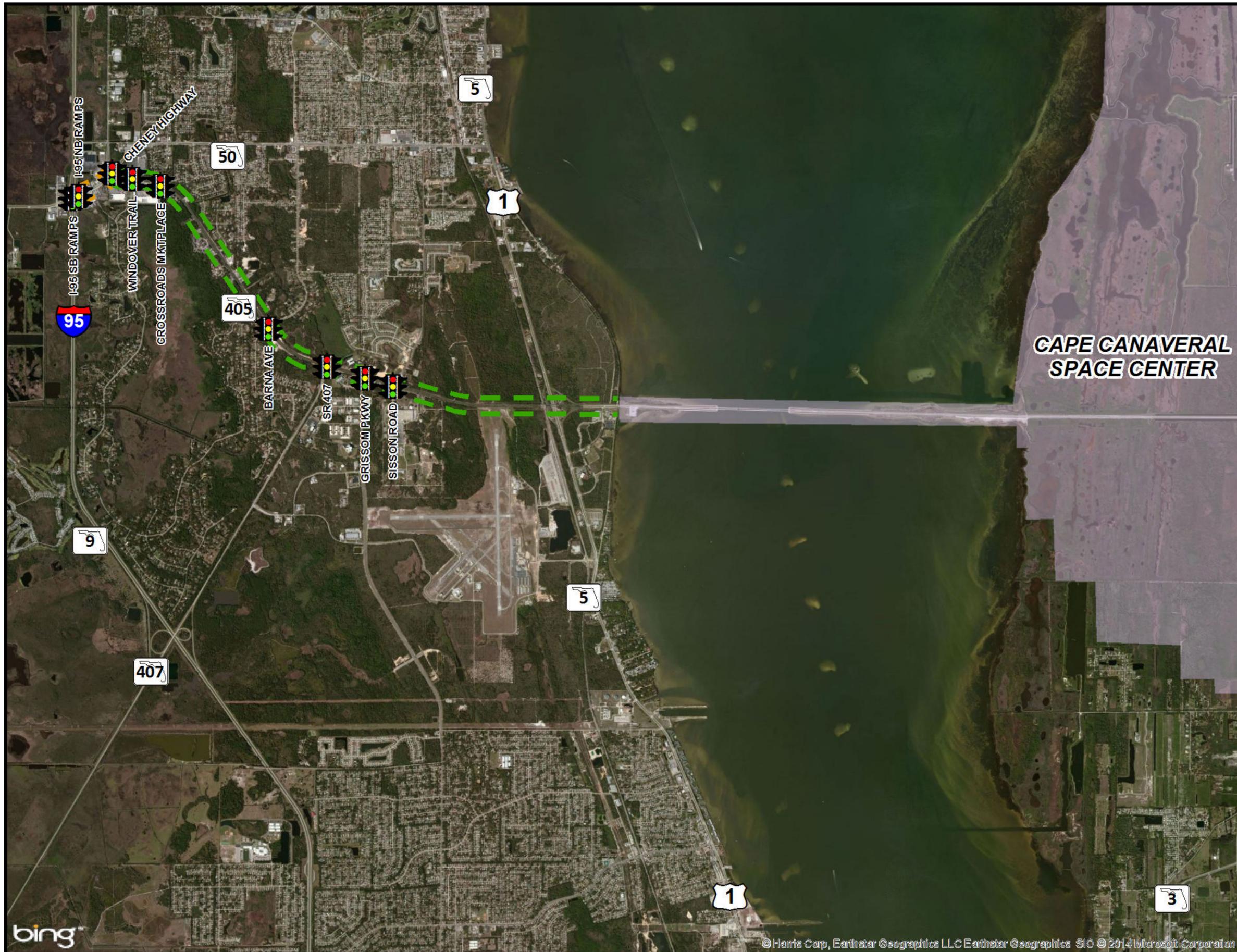
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
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 - LOS D
 - LOS E
 - LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 5
 Date: 4/3/2014



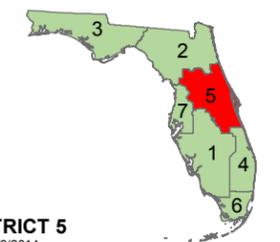


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Cape Canaveral Space Center
 State of Florida Department of Transportation
 Systems Planning Office

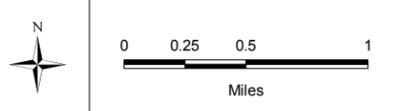
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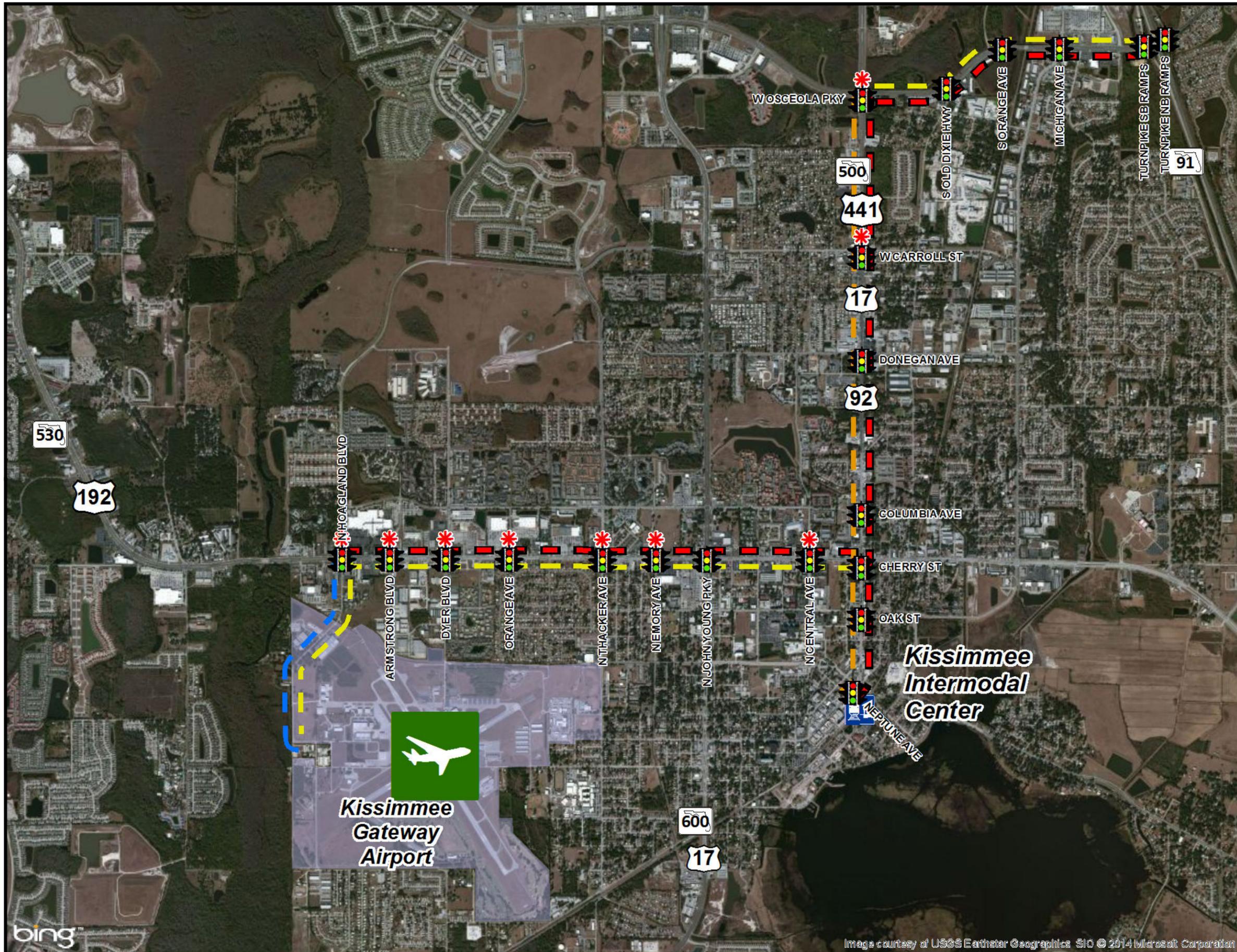
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
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INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Kissimmee Airport and Intermodal Center
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Roadways

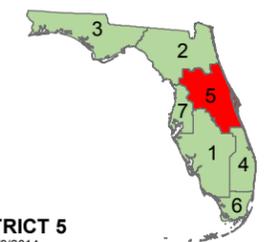
- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

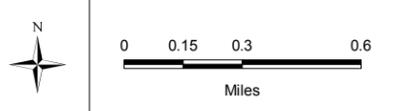
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

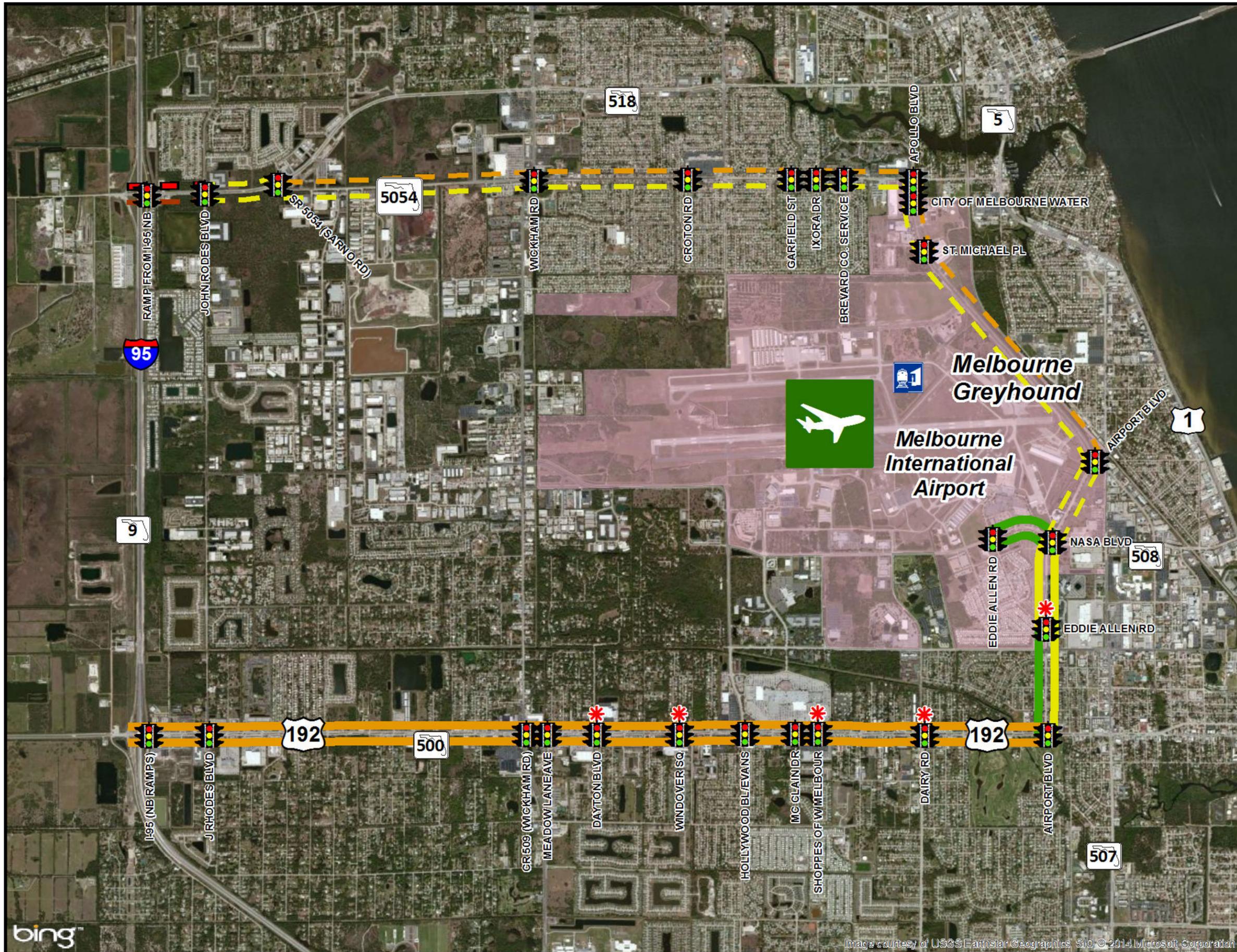
LT Queue Storage Ratio Exceeds 1.0

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INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Melbourne Int'l Airport and Greyhound
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

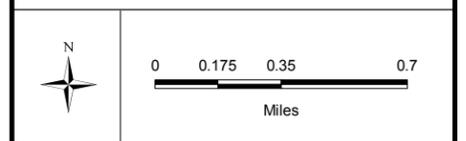
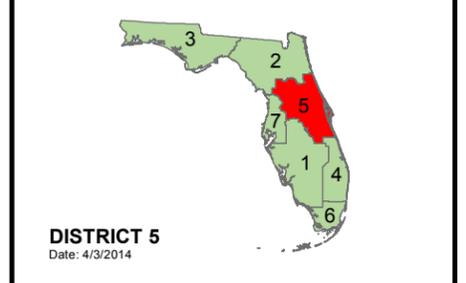
Roadways

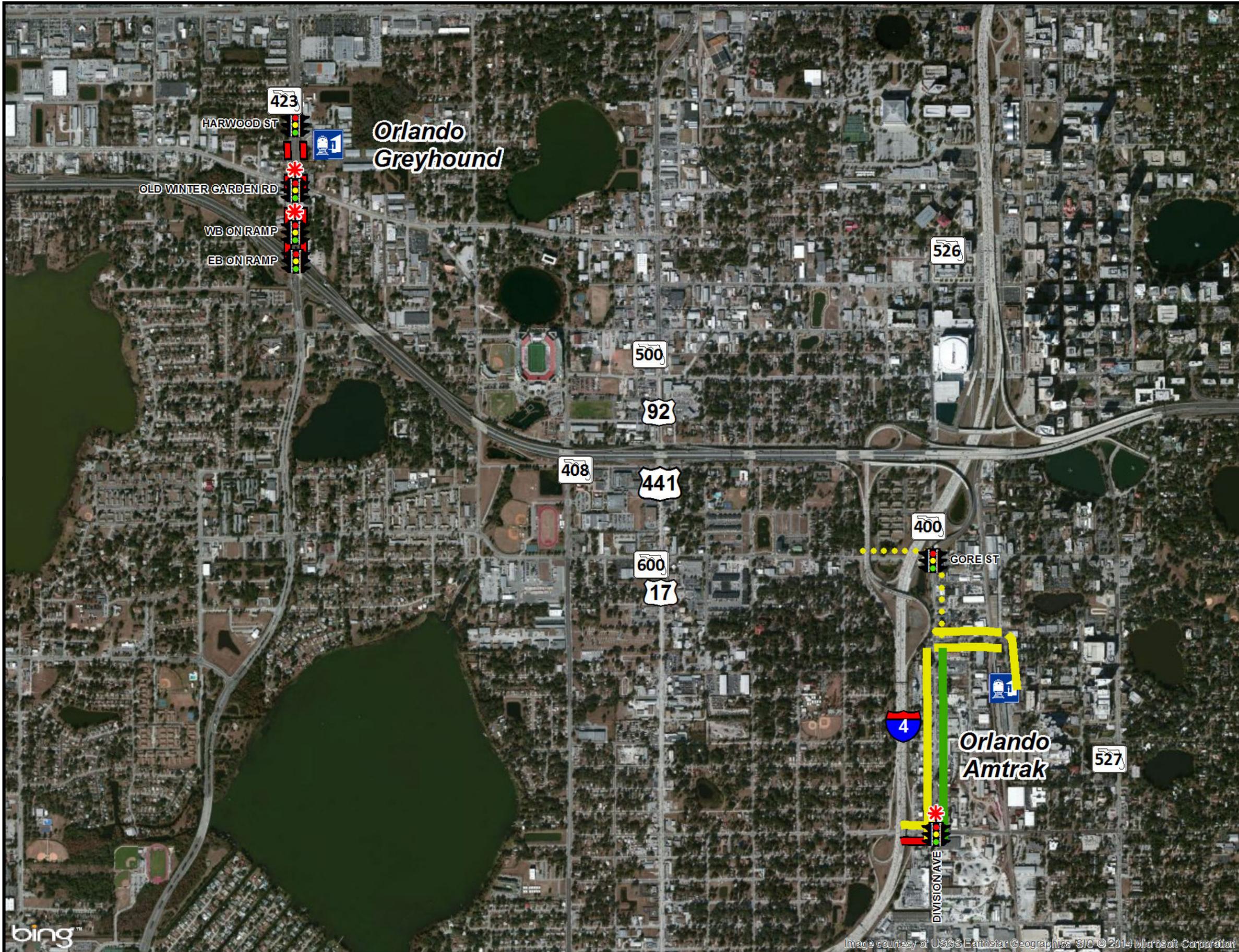
- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

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- LOS C
- LOS D
- LOS E
- LOS F
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Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



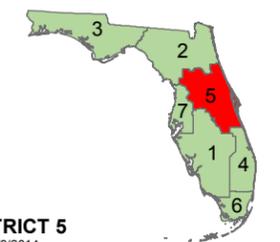


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Orlando Amtrak and Greyhound
 State of Florida Department of Transportation
 Systems Planning Office

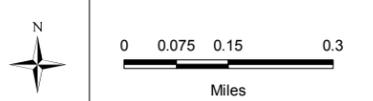
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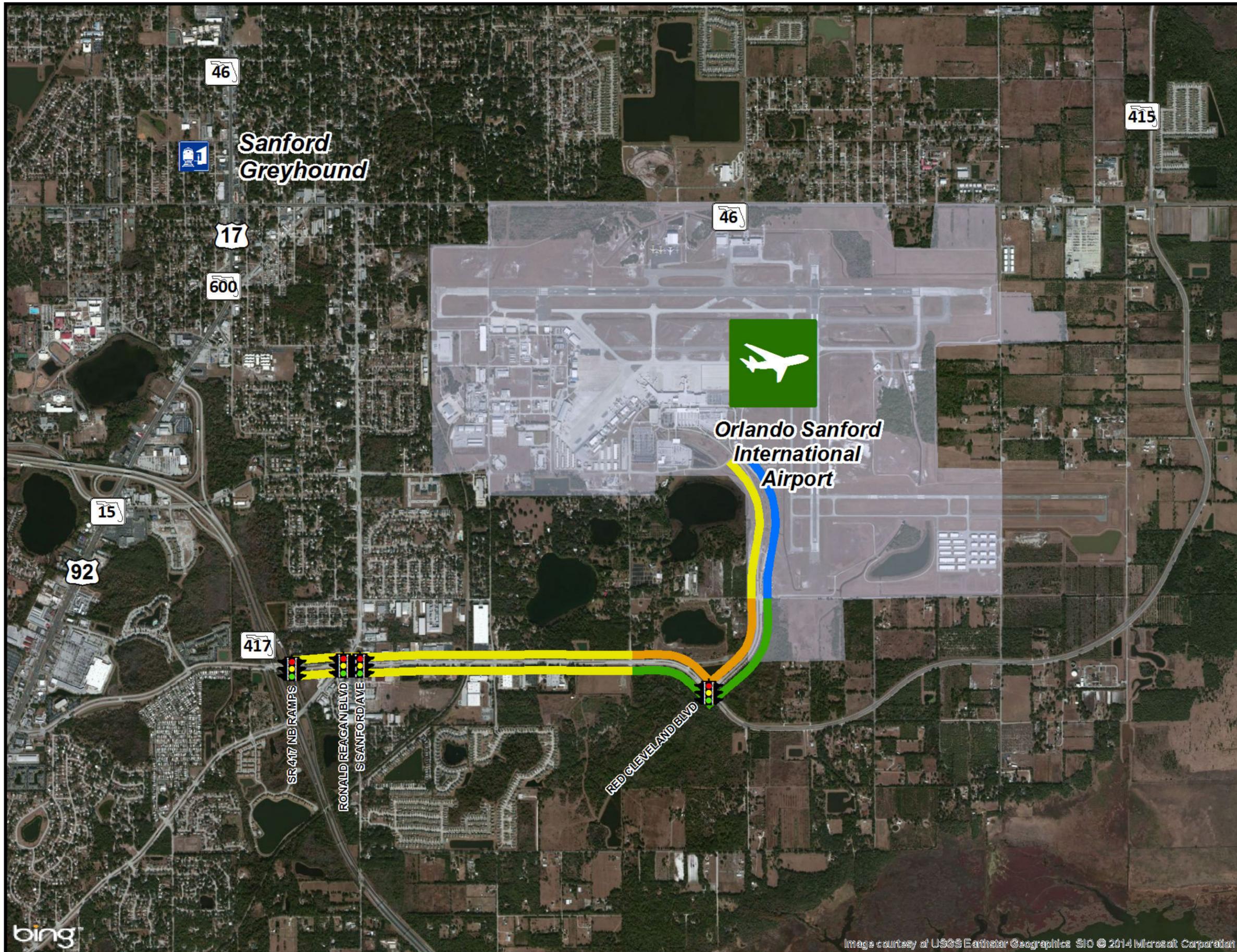
- SIS Hubs**
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DISTRICT 5
 Date: 4/3/2014



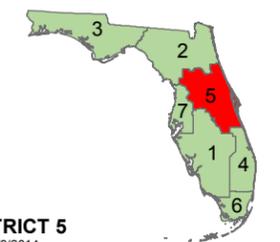


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Orlando Sanford Int'l Airport
 State of Florida Department of Transportation
 Systems Planning Office

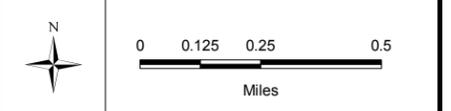
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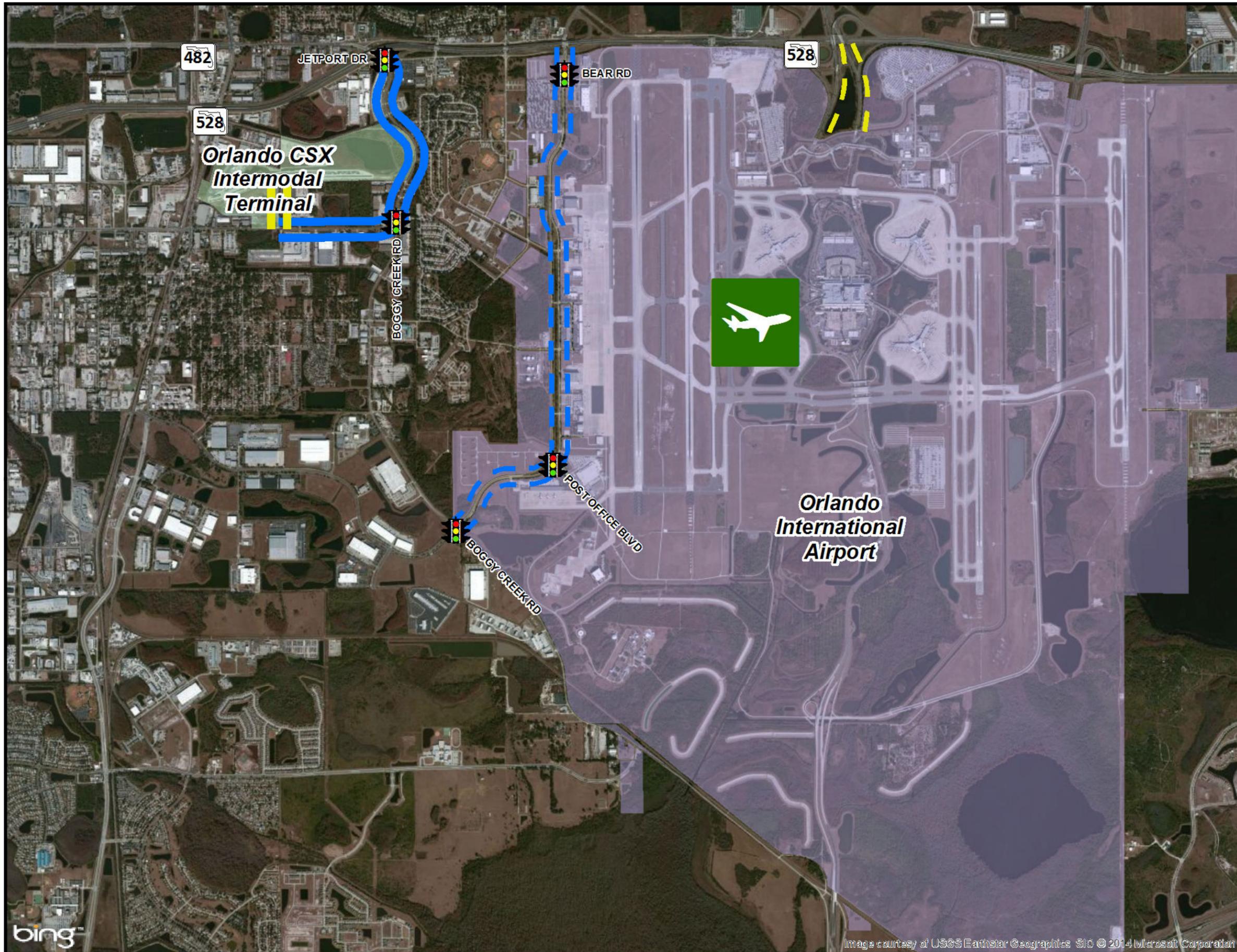
- SIS Hubs**
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DISTRICT 5
 Date: 4/3/2014



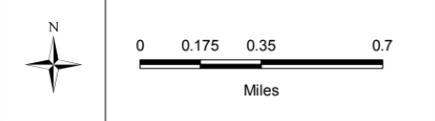
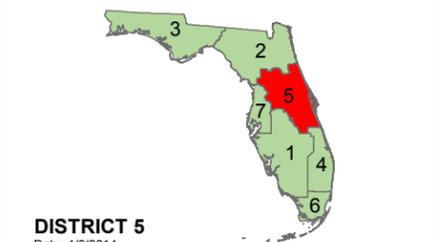


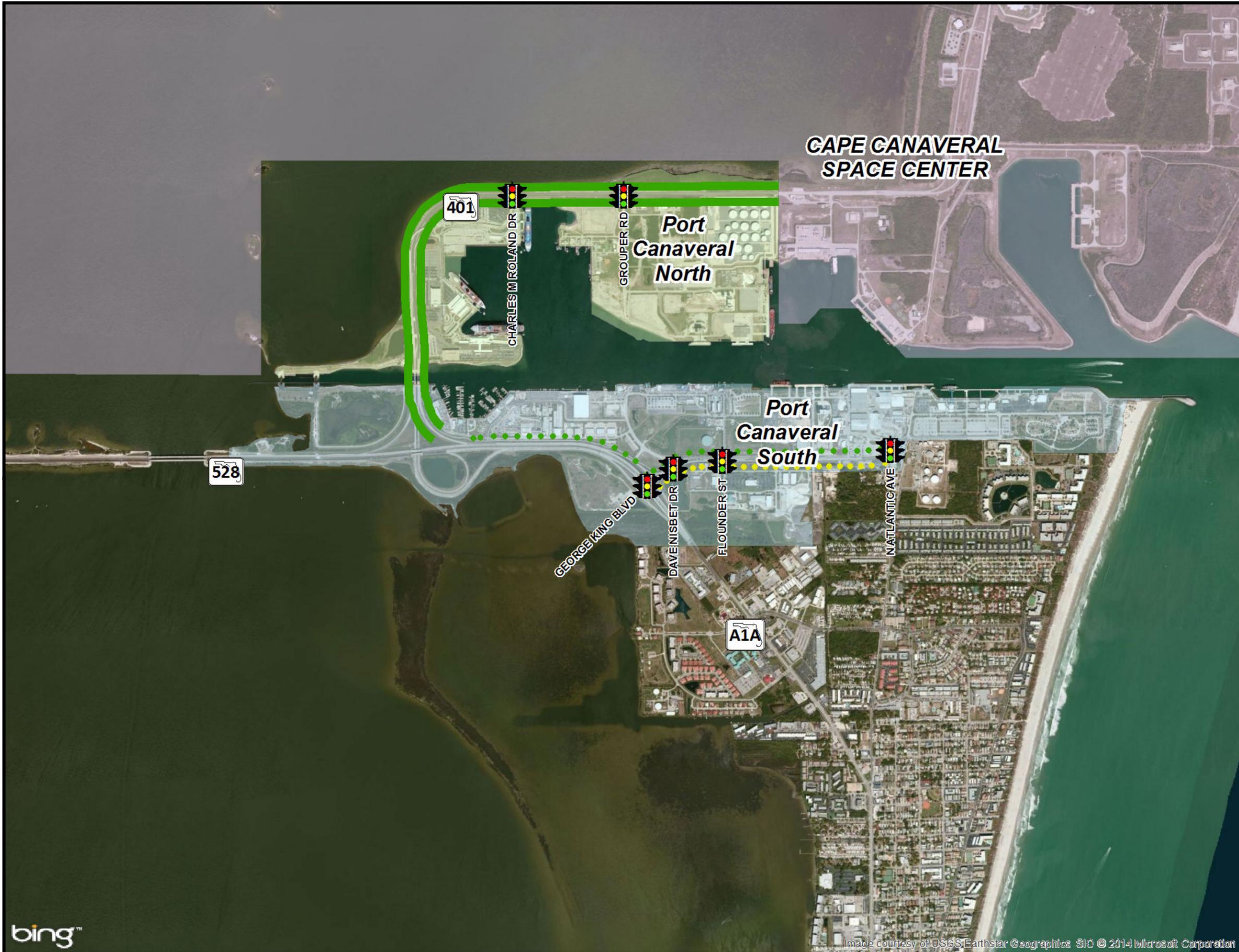
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Orlando Int'l Airport and CSX Terminal
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
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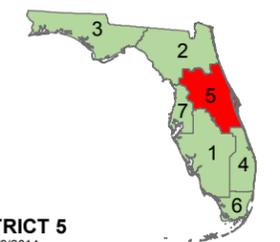


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Port Canaveral
 State of Florida Department of Transportation
 Systems Planning Office

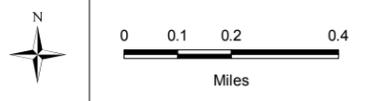
LEGEND

- SIS Hubs**
- Airports
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Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 5
 Date: 4/3/2014



Summary of Results – FDOT District 6

Golden Glades Intermodal Terminal SIS						District 6		Map on Page 89
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
US 441 / SR 7	I-95 Off Ramp	Parking Lot Off Ramp	Inbound	LU		0	C	C
US 441 Off-Ramp	SR 7	Parking Lot	Inbound	LU		0	F	F
I-95 - Parking Lot	Aggregate Inbound							D
Parking Lot Exit	Parking Lot	US 441	Outbound	LU		0	F	F
US 441	Merge	SR 826 Diverge	Outbound	LU		0	D	D
US 441	SR 826	SR 7	Outbound	LU		0	F	F
I-95 On Ramp	SR 7	I-95	Outbound	LU		0	D	D
Parking Lot - I-95	Aggregate Outbound							F
Miami FEC Intermodal Freight Terminal SIS & NHS						District 6		Map on Page 90
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS
W 21st St	SR 826	NW 72nd Ave	Inbound	LU	2	2	C	C
SR 969	SR 934	NW 74th St	Inbound	LU	2	1	F	F
NW 74th St	NW 72nd Ave	NW 69th Ave	Inbound	LU	2	0	C	C
W 21st St - NW 69th Ave	(SIS & NHS) Aggregate Inbound - SR 826							C
NW 69th Ave	Terminal	NW 74th St	Outbound	LU	2	0	F	F
NW 74th St	NW 69th Ave	NW 72nd Ave	Outbound	LU	2	0	E	E
SR 969	NW 74th St	SR 934	Outbound	LU	2	0	F	F
W 21st St	SW 72nd Ave	SR 826	Outbound	LU	2	0	C	B
NW 69th Ave - W 21st St	(SIS & NHS) Aggregate Outbound - SR 826							F
NW 74th St	Okeechobee Rd	NW 69th Ave	Inbound	LU	2	0	D	D
NW 74th St	(NHS) Aggregate Inbound - US 27							D
NW 74th St	NW 69th Ave	Okeechobee Rd	Outbound	LU	2	0	F	D
NW 74th St	(NHS) Aggregate Outbound - US 27							F

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Miami International Airport SIS & NHS						District 6			Map on Page 91
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
NW 42nd Ave	SR 836	Central Station Off Ramp	Inbound	LU		0	D	D	
Central Station Off Ramp	NW 42nd Ave	Station	Inbound	LU		0	A	A	
NW 42nd Ave - Central Station Off Ramp	(SIS) Aggregate Inbound – NW 42nd Ave							B	
SB NW 42 Ave On Ramp	MIC	NW 42nd Ave	Outbound	LU		0	B	B	
SB NW 42 Ave On Ramp	(SIS) Aggregate Outbound - MIC							B	
NW 12th St Dr	Airport	SR 836	Outbound	LU		0	C	C	
NW 12th St Dr	(SIS) Aggregate Outbound - NW 12th St Dr							C	
NW 37th Ave	NW 14th St	NW 21st St	Inbound	LU	2	0	C	C	
NW 21st St	NW 37th St	NW 38th Ct	Inbound	LU	2	0	D	D	
W 21st St - NW 69th Ave	(NHS) Aggregate Inbound – NW 37th Ave							C	
NW 21st St	NW 38th Ct	NW 37th St	Outbound	LU	2	0	B	B	
NW 37th Ave	NW 21st St	NW 14th St	Outbound	LU	1	1	E	D	
NW 69th Ave - W 21st St	(NHS) Aggregate Outbound – NW 37th Ave							D	
NW 36th St	SR 826	NW 67th Ave	Inbound	LU	1	0	F	F	
NW 67th Ave	NW 36th St	NW 22nd St	Inbound	LU	1	0	E	C	
NW 36th St - NW 67th Ave	(NHS) Aggregate Inbound - NW 36th St							C	
NW 67th Ave	NW 22nd St	NW 36th St	Outbound	LU	2	0	F	C	
NW 36th St	NW 67th Ave	SR 826	Outbound	LU	1	1	F	F	
NW 67th Ave - NW 36th St	(NHS) Aggregate Outbound - NW 36th St							F	
NW 25th Street Viaduct	SR 826	NW 22nd St	Inbound	LU	1	0	B	B	
NW 25th Street Viaduct	(SIS) Aggregate Inbound – NW 25th St Viaduct							B	
NW 25th Street Viaduct	NW 22nd St	SR 826	Outbound	LU	1	0	A	A	
NW 25th Street Viaduct	(SIS) Aggregate Outbound – NW 25th St Viaduct							A	

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.

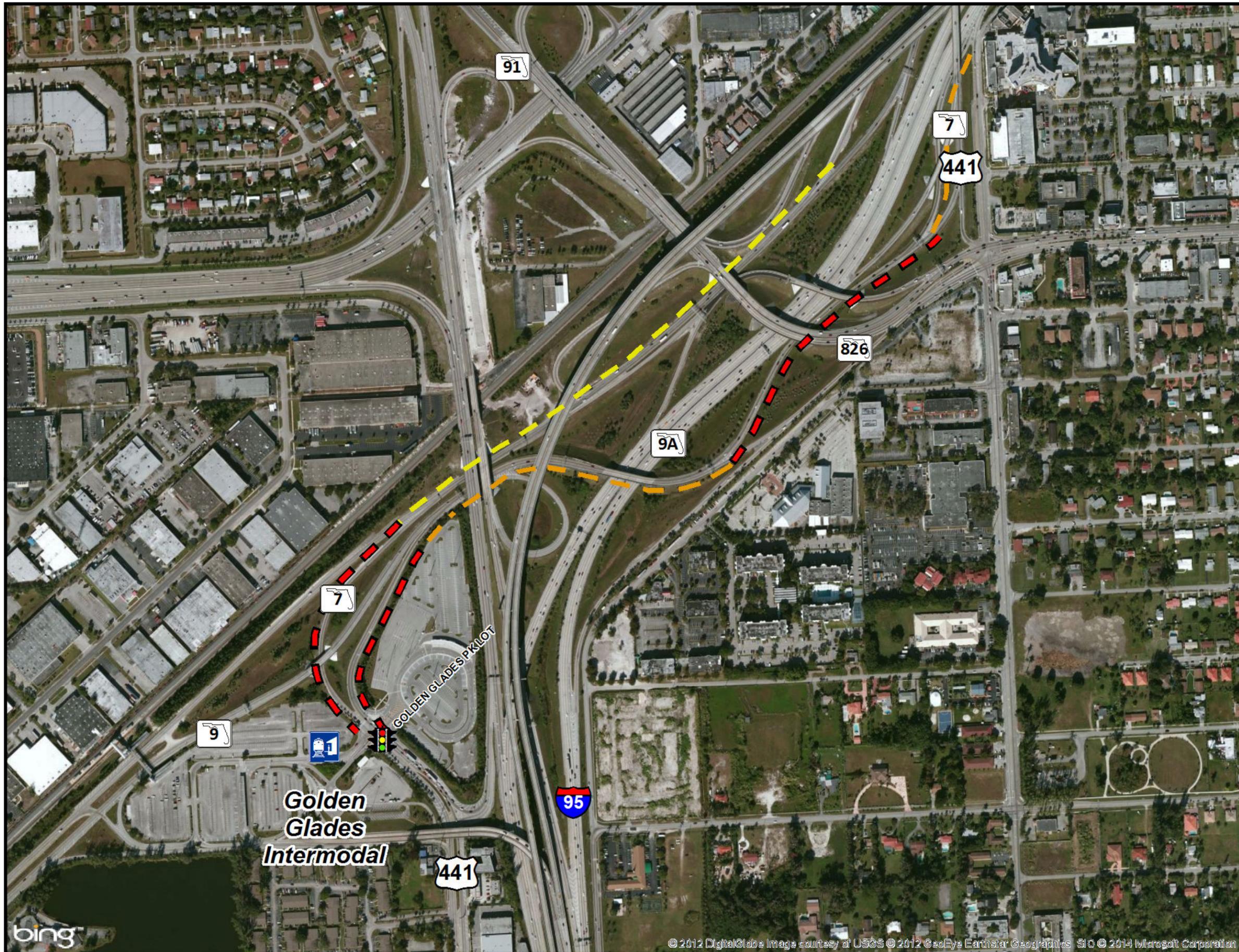
² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

Port of Miami SIS & NHS						District 6			Map on Page 92
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
NW 3rd Ct	NW 8th St	NW 5th St	Inbound	LU	2	0	F	E	
NW 5th St	NW 3rd Ct	Biscayne Blvd	Inbound	LU	2	0	F	D	
Port Blvd	Biscayne Blvd	Port	Inbound	LU	2	0	A	A	
Port Blvd - NE 12th St	(NHS) Aggregate Inbound – NW 5th St								C
NW 6th St / Port Blvd	US 1 / Biscayne Blvd	NE 1st Ave	Outbound	LU	2	0	E	E	
NE 1st Ave	NW 6th St	NE 12th St	Outbound	LU	2	0	F	D	
Port Blvd - NE 12th St	(NHS) Aggregate Outbound - NE 1st Ave								D
NW 6th St / Port Blvd	US 1 / Biscayne Blvd	NW 3rd Ave	Outbound	LU	2	0	F	D	
NW 3rd Ave	NW 6th St	NW 8th St	Outbound	LU	2	0	C	C	
Port Blvd - NW 3rd Ave	(NHS) Aggregate Outbound - NW 3rd Ave								D
I-395	Herald Plaza	Watson Island	Inbound	LU		0	D	D	
I-395	(SIS & NHS) Aggregate Inbound - Watson Island								C
I-395	Watson Island	Herald Plaza	Outbound	LU		0	E	E	
I-395	(SIS & NHS) Aggregate Outbound - Watson Island								E

- ¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.
- ² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)
- ³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.
- ⁴ Queue Storage Ratio reported ≥ 1.0

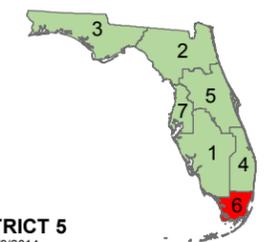


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Golden Glades Intermodal Terminal
 State of Florida Department of Transportation
 Systems Planning Office

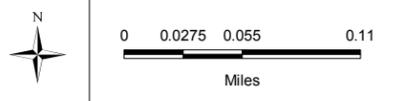
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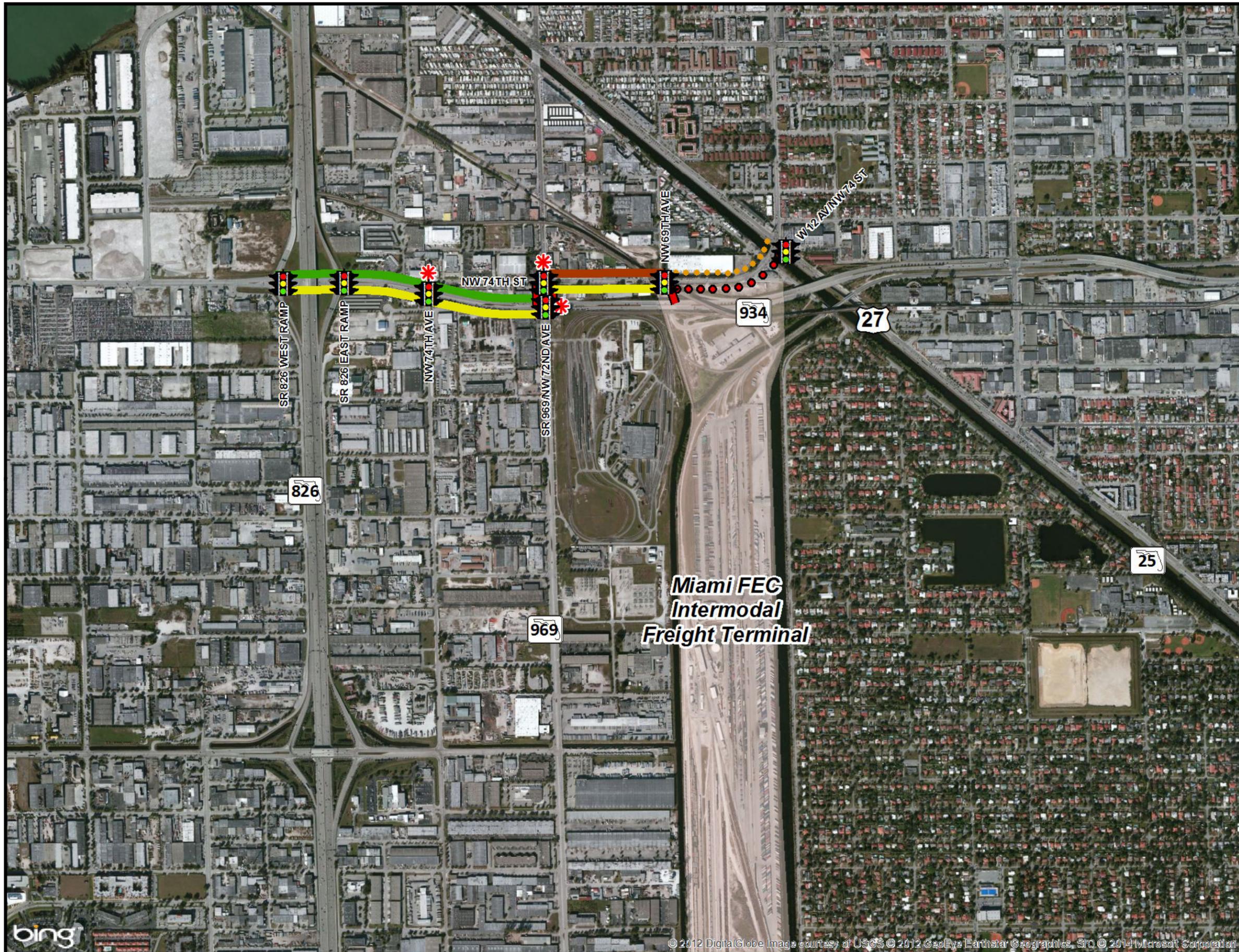
- SIS Hubs**
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DISTRICT 5
 Date: 4/3/2014



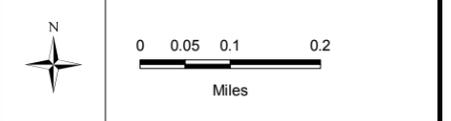
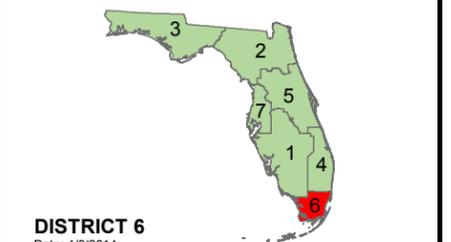


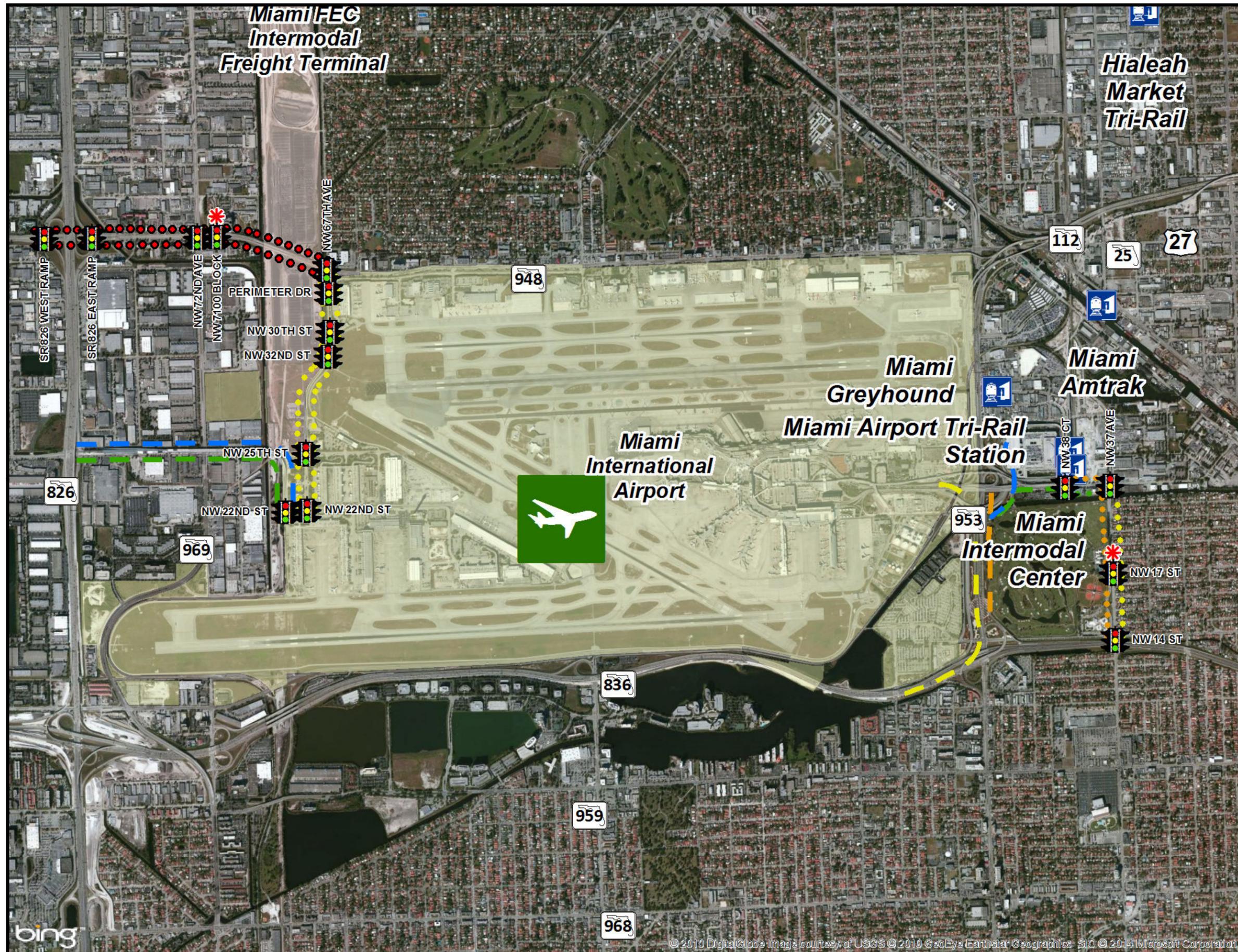
INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Miami FEC Intermodal Freight Terminal
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

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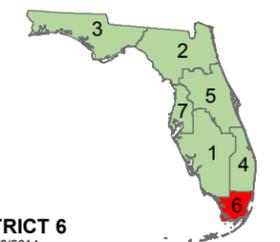


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Miami International Airport
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

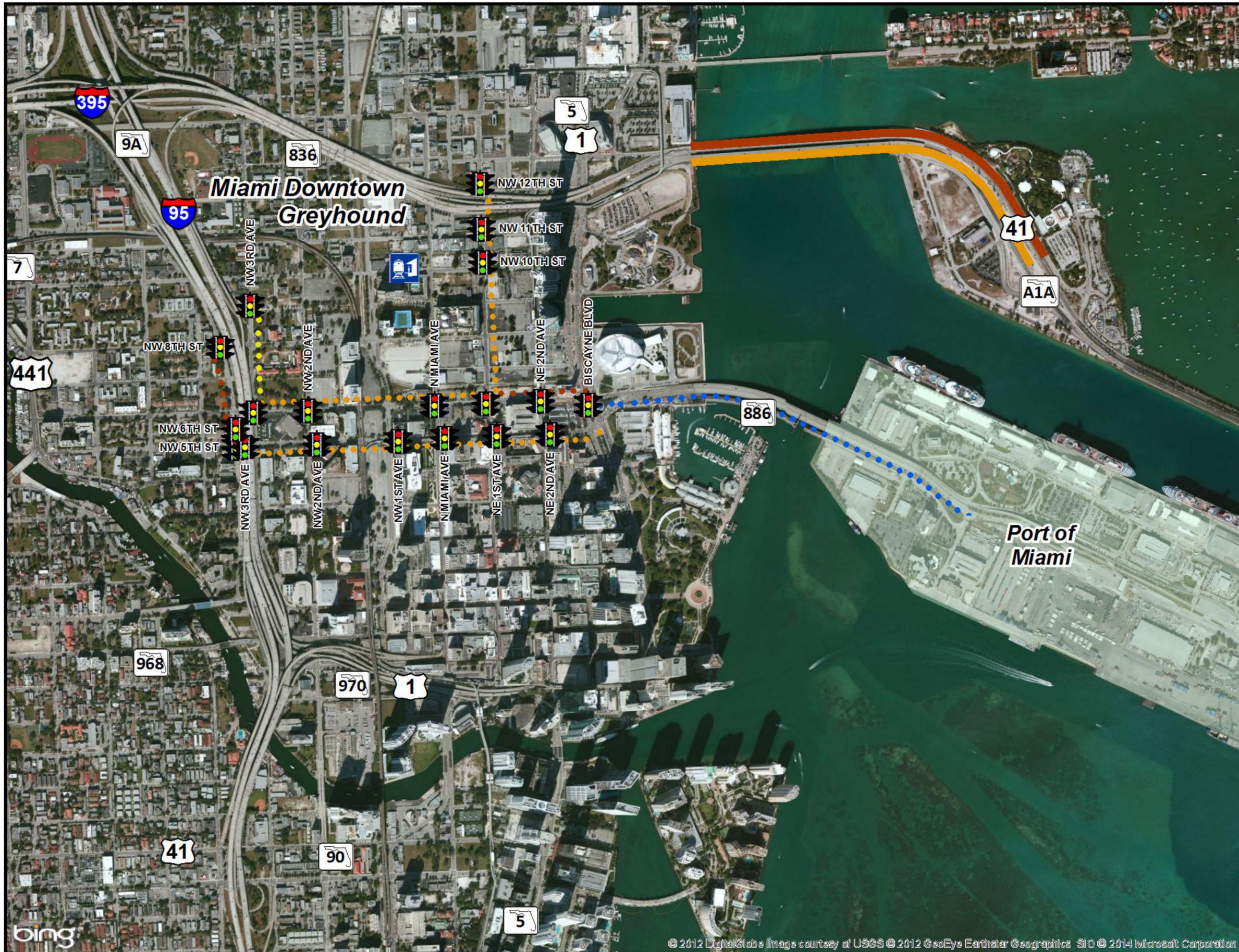
- SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Passenger Terminals (Planned)
 - Spaceport
 - Intermodal Freight - Rail Terminals
- Emerging SIS Hubs**
- Airports
 - Seaports
 - Passenger Terminals
 - Intermodal Freight - Rail Terminals
- Roadways**
- SIS Connector
 - NHS Connector
 - SIS and NHS Connector
- LOS**
- LOS A
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 6
 Date: 4/8/2014





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Port of Miami
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

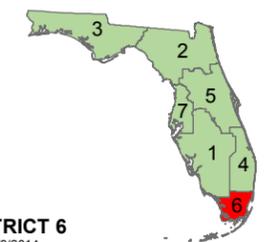
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

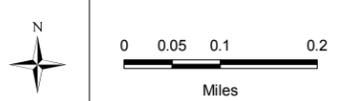
LOS

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 6
 Date: 4/3/2014



Summary of Results – FDOT District 7

Port of Tampa SIS & NHS						District 7			Map on Page 97
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
US 41B	Mackay Bay Bridge	Crosstown Expy Ramp	Outbound	LU	1	0	D	B	
US 41B	Crosstown Expy Ramp	E 13th Ave	Outbound	LU	2	0	D	D	
US 41B	(NHS) Aggregate Outbound - US 41							B	
Adamo Dr - Channelside Dr	US 41B NB	E Kennedy Blvd	Inbound	LU	1	1	F	F	
Adamo Dr - Channelside Dr	(SIS) Aggregate Inbound - Channelside Dr							F	
Channelside Dr - Adamo Dr	E Kennedy Blvd	US 41B SB	Outbound	LU	1	1	F	F	
Channelside Dr - Adamo Dr	(SIS) Aggregate Outbound - Channelside Dr							F	
US 41B	Adamo Dr	Durham St	Inbound	LU	1	0	D	D	
US 41B	Durham St	Grant St	Inbound	LU	1	0	C	C	
US 41 B	Grant St	S 22nd St	Inbound	LU	1	0	C	C	
US 41B	S 22nd St	US 41 / Tamiami Trail	Inbound	LU	1	0	A	A	
US 41 / Tamiami Trail	US 41B	Pendola Point Rd	Inbound	LU	1	0	D	B	
US 41B	(SIS) Aggregate Inbound - US 41							B	
US 41 / Tamiami Trail	Pendola Point Rd	Causeway Blvd	Outbound	LU	1	0	D	B	
US 41B	US 41	S 22nd Street	Outbound	LU	1	0	A	A	
US 41 B	S 22nd Street	Crosstown Expy Ramp	Outbound	LU	1	0	D	C	
US 41B	(SIS) Aggregate Outbound - US 41							B	
Tampa CSX Intermodal Terminal SIS & NHS						District 7			Map on Page 98
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
US 41 / N 50th St	I-4	E 14th Ave	Inbound	LU	1	F	F	F	
E Columbus Dr	N 50th St	N 62nd St	Inbound	LU	1	A	A	A	
N 62nd St	E Columbus Dr	Terminal	Inbound	LU	2	A	A	A	
N 50th St - N 62nd St	(SIS) Aggregate Inbound - Columbus Dr							B	
N 62nd St	Terminal	E Columbus Dr	Outbound	LU	2	B	B	B	
E Columbus Dr	N 62nd St	N 50th St	Outbound	LU	1	B	B	B	
N 50th St	E 14th Ave	I-4	Outbound	LU	1	F	F	F	
N 62nd St - N 50th St	(SIS) Aggregate Outbound - Columbus Dr							D	
US 41 / N 50th St	I-4	Broadway Ave	Inbound	LU	1	F	F	F	
Broadway Ave	N 50th St	N 62nd St	Inbound	LU	1	B	B	B	
N 62nd St	Broadway Ave	Terminal	Inbound	LU	1	E	E	E	
N 50th St - N 62nd St	(NHS) Aggregate Inbound - Broadway Ave							D	
N 62nd St	Terminal	Broadway Ave	Outbound	LU	2	B	B	B	
Broadway Ave	N 62nd St	N 50th St	Outbound	LU	1	B	B	B	
US 41 / N 50th St	Broadway Ave	I-4	Outbound	LU	1	F	F	F	
N 62nd St - N 50th St	(NHS) Aggregate Outbound - Broadway Ave							C	

Tampa Greyhound SIS						District 7			Map on Page 99
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Scott St	Tampa St	Orange Ave	Inbound	LU	2	0	F	F	
Orange Ave	Scott St	Polk St	Inbound	LU	2	0	F	F	
Polk St	Pierce	Ashley Dr	Inbound	LU	2	0	F	E	
Ashley Dr	Polk St	Tyler St	Inbound	LU	2	1	F	F	
Scott St - Ashley Dr	Aggregate Inbound							F	

¹ Refers to the direction on the connector relative to the SIS Hub. "Inbound" indicates traveling towards the hub. "Outbound" indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0

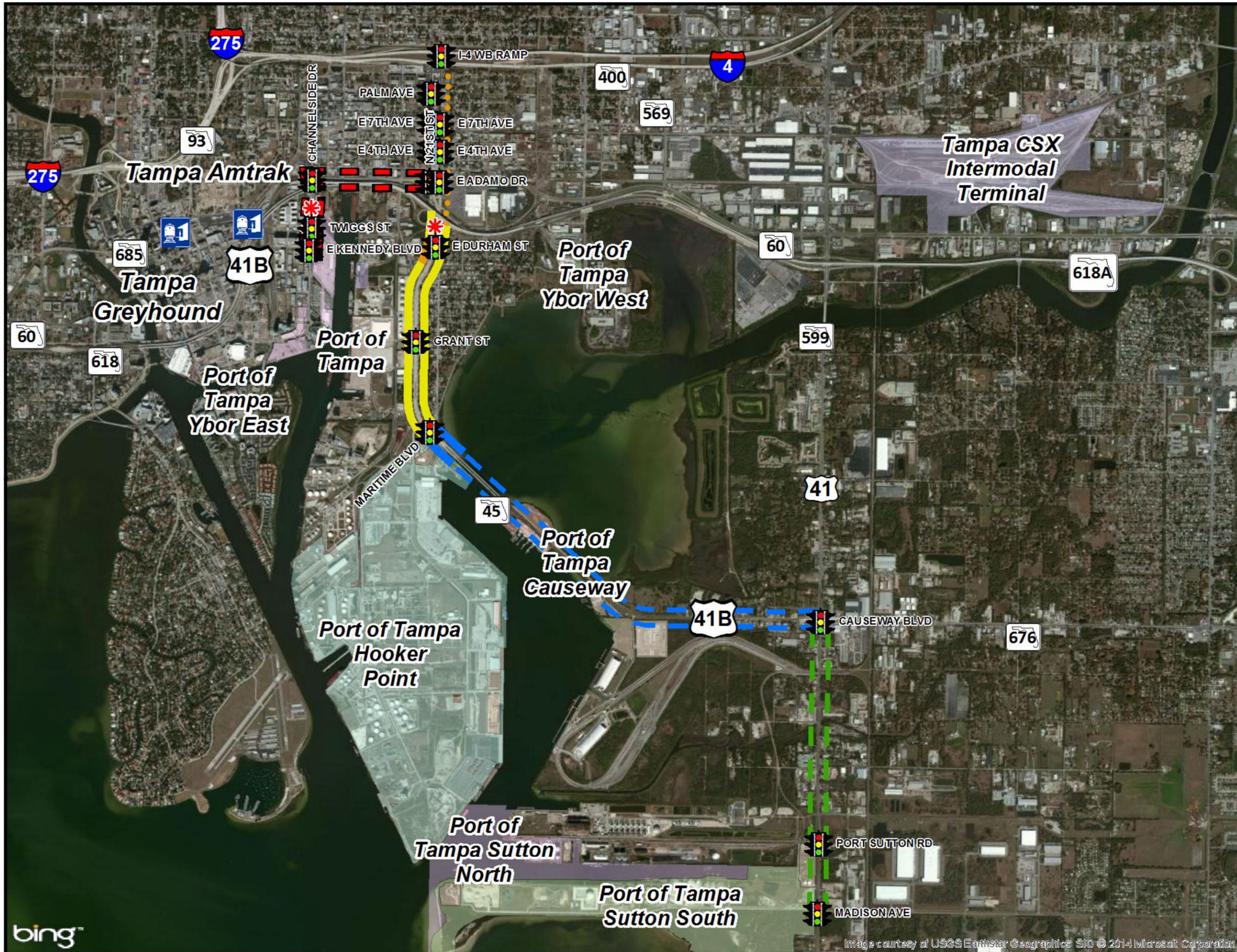
Port of Tampa – Redwing SIS						District 7			Map on Page 100
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Big Bend Rd	I-75	US 41 / Tamiami Trail	Inbound	LU	1	0	F	F	
US 41	Big Bend Dr	Pembroke Rd	Inbound	LU	1	0	B	B	
Pembroke Rd	US 41	Port	Inbound	LU	1	0	A	A	
Big Bend Rd - Pembroke Rd	Aggregate Inbound							B	
Pembroke Rd	Port	US 41	Outbound	LU	1	0	C	C	
US 41	Pembroke Rd	Big Bend Rd	Outbound	LU	1	0	B	B	
Big Bend Rd	US 41 / Tamiami Trail	I-75	Outbound	LU	1	0	E	C	
Pembroke Rd - Big Bend Rd	Aggregate Outbound							C	
St. Petersburg Clearwater International Airport SIS & NHS						District 7			Map on Page 101
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Ulmerton Rd	I-275	Roosevelt Blvd - Ramp	Inbound	LU	1	0	F	F	
Roosevelt Rd	Ulmerton Rd	Airport Pkwy	Inbound	LU	1	2	F	F	
Ulmerton Rd - Roosevelt Rd	(SIS & NHS) Aggregate Inbound							F	
Roosevelt Rd	Airport Pkwy	Ulmerton Rd	Outbound	LU	1	0	C	A	
Ulmerton Rd	Roosevelt Blvd	I-275	Outbound	LU	1	2	F	C	
Roosevelt Rd - Ulmerton Rd -	(SIS & NHS) Aggregate Outbound							C	
Tampa International Airport SIS & NHS						District 7			Map on Page 102
Connector	From	To	Inbound / Outbound ¹	Area ²	Class ³	L/T Queue Spills ⁴	Worst Segment LOS	Section LOS	
Hillsborough Ave	Veterans Expy	Air Cargo Rd	Inbound	LU	1	1	D	C	
Hillsborough Ave	(SIS & NHS) Aggregate Inbound – Hillsborough Ave							C	
Hillsborough Ave	Air Cargo Rd	Veterans Expy	Outbound	LU	1	1	F	F	
Hillsborough Ave	(SIS & NHS) Aggregate Outbound – Hillsborough Ave							F	
SR 616 WB	SR 616 WB	TIA	Inbound	LU		0	B	B	
SR 616 WB	(SIS) Aggregate Inbound - SR 616 WB							B	
SR 60 EB	SR 60 EB	TIA	Inbound	LU		0	B	B	
SR 60 EB	(SIS) Aggregate Inbound - SR 60 EB							B	
SR 60 WB	SR 60 WB	TIA	Outbound	LU		0	C	C	
SR 60 WB	(SIS) Aggregate Inbound - SR 60 WB							C	
SR 589 NB	TIA	SR 589 NB	Outbound	LU		0	B	B	
SR 589 NB	(SIS) Aggregate Outbound - SR 589 NB							B	
SR 60 WB	TIA	SR 60 WB	Outbound	LU		0	B	B	
SR 60WB	(SIS) Aggregate Inbound - SR 60 WB							B	
SR 616 EB	TIA	SR 616 EB	Outbound	LU		0	C	C	
SR 616 EB	(SIS) Aggregate Outbound - SR 616 EB							C	

¹ Refers to the direction on the connector relative to the SIS Hub. “Inbound” indicates traveling towards the hub. “Outbound” indicates traveling away from the hub.

² Large Urbanized (LU), Other Urbanized (OU), Transitioning/Urban (T/U), Rural Developed (RD)

³ ArtPlan Arterial Class. Arterials with a posted speed limit of 40 mph or greater are considered Class 1 arterials. Arterials with a posted speed limit of 35 mph or less are considered Class 2 arterials. If left blank, HIGHPLAN or FREEPLAN was used for the section and the Arterial class does not apply.

⁴ Queue Storage Ratio reported ≥ 1.0



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Port of Tampa
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Roadways

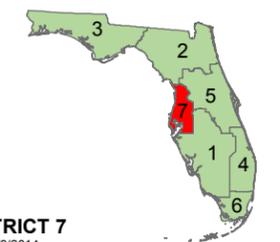
- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

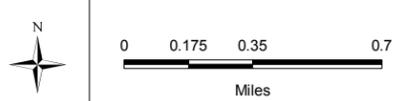
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 7
 Date: 4/3/2014



INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Tampa CSX Intermodal Terminal
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

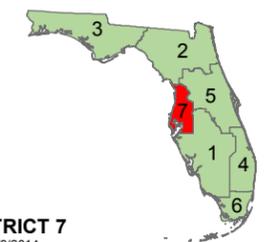
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

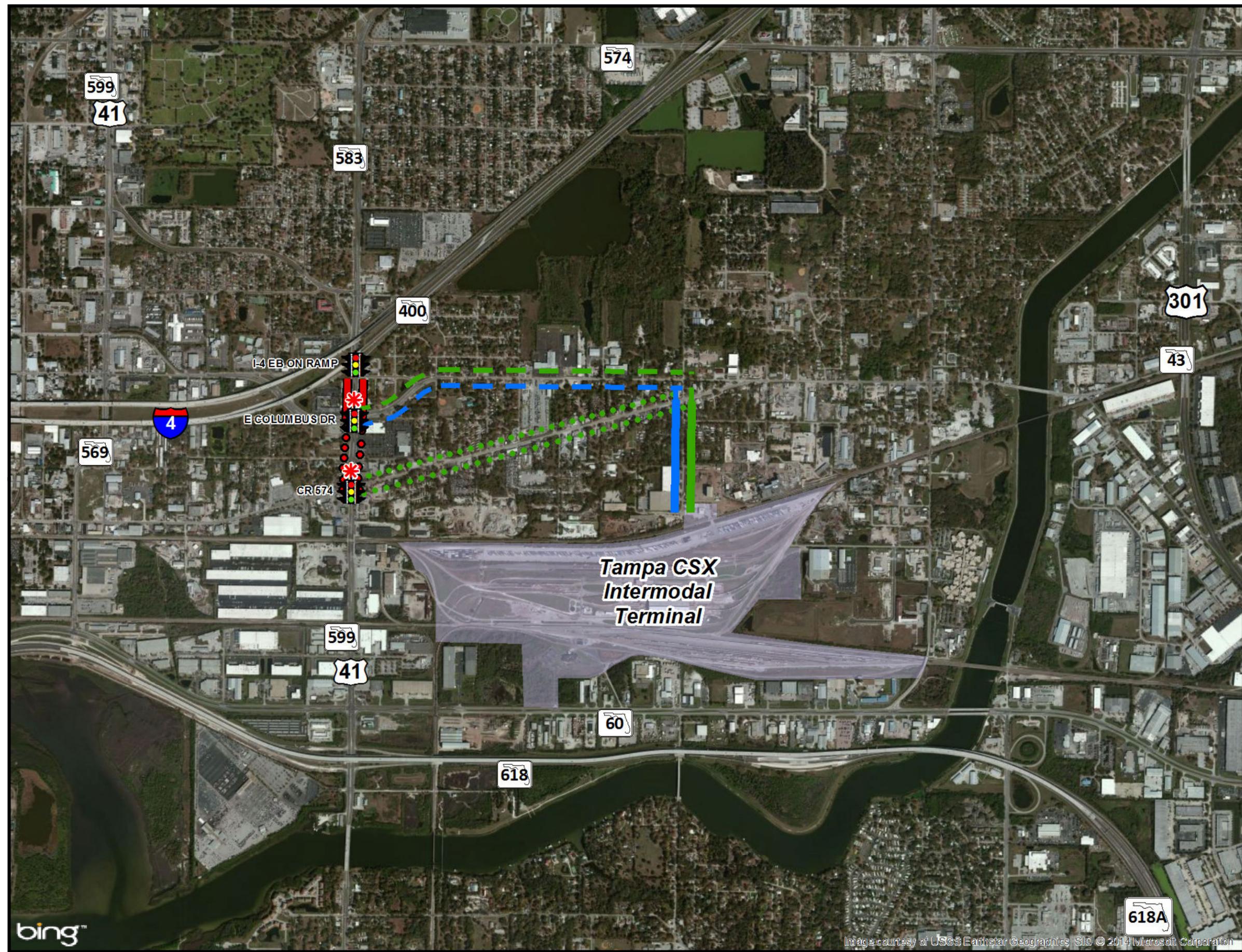
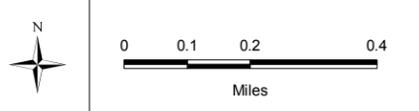
LOS

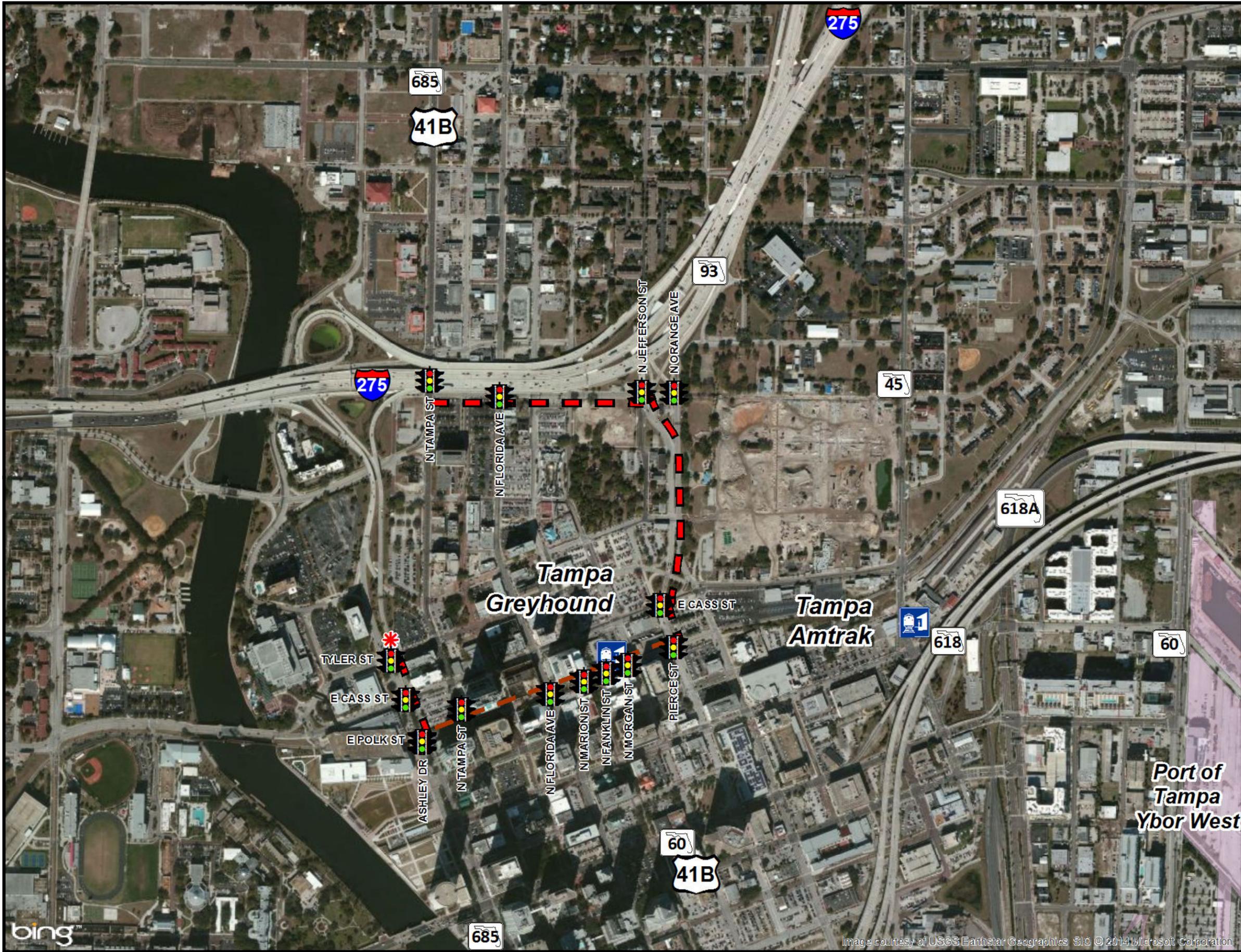
- LOS A
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- LOS D
- LOS E
- LOS F
- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 7
 Date: 4/3/2014





INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
 Tampa Amtrak and Greyhound
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

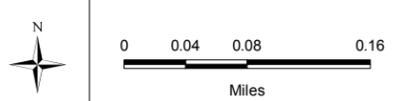
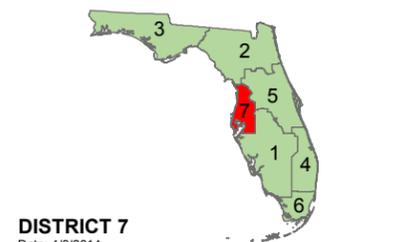
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

LOS

- LOS A
- LOS B
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- LOS D
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- LOS F
- LT Queue Storage Ratio Exceeds 1.0

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INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS
Designation Evaluation
Port of Tampa - Redwing
 State of Florida Department of Transportation
 Systems Planning Office

LEGEND

SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Emerging SIS Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

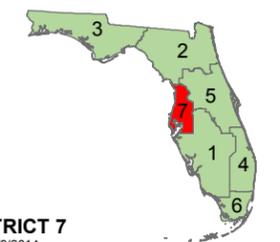
Roadways

- SIS Connector
- NHS Connector
- SIS and NHS Connector

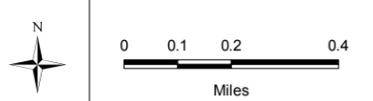
LOS

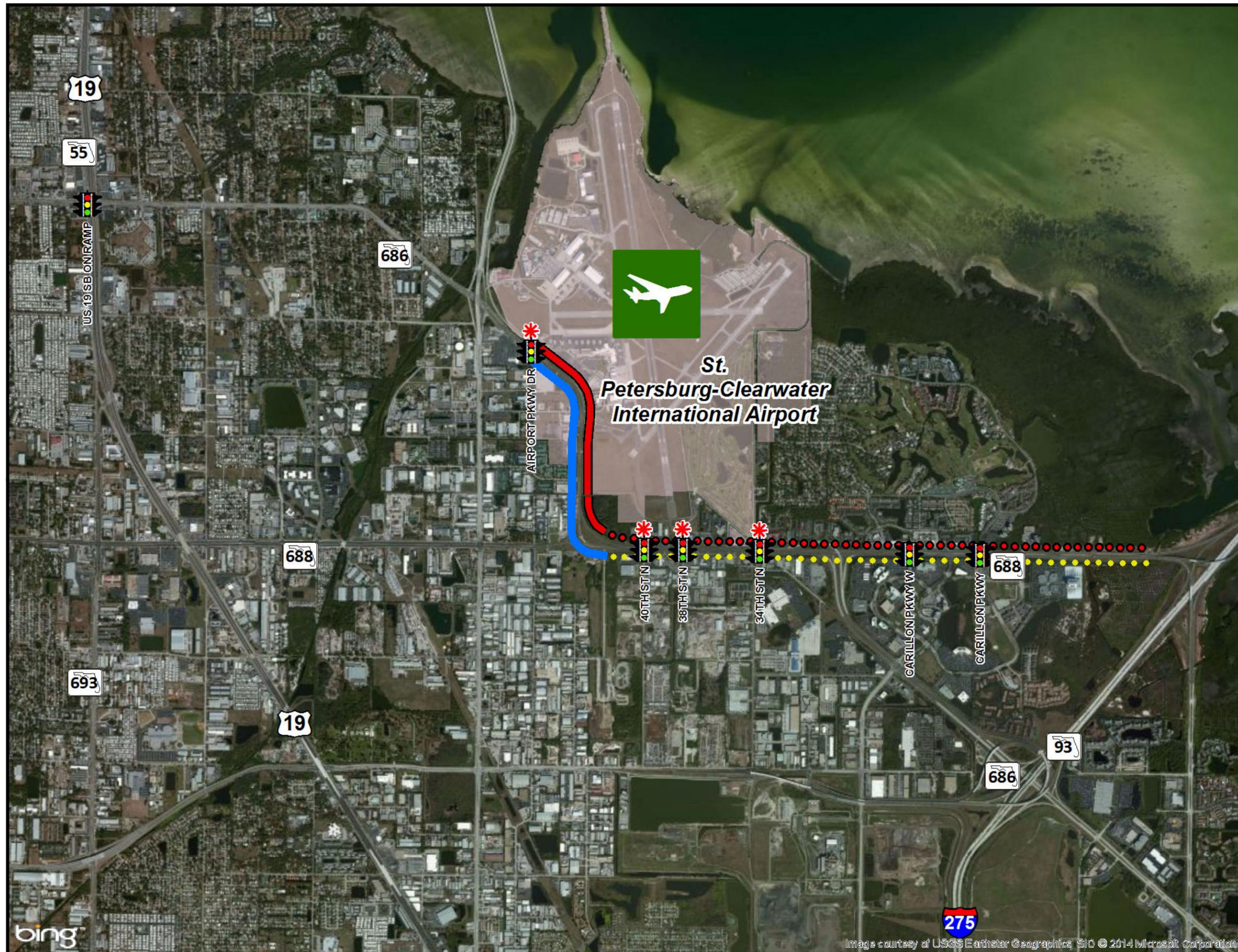
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DISTRICT 7
 Date: 4/3/2014



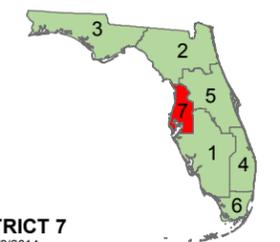


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
St. Petersburg-Clearwater Int'l Airport
 State of Florida Department of Transportation
 Systems Planning Office

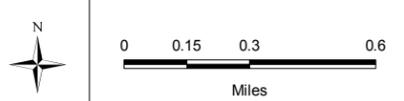
LEGEND

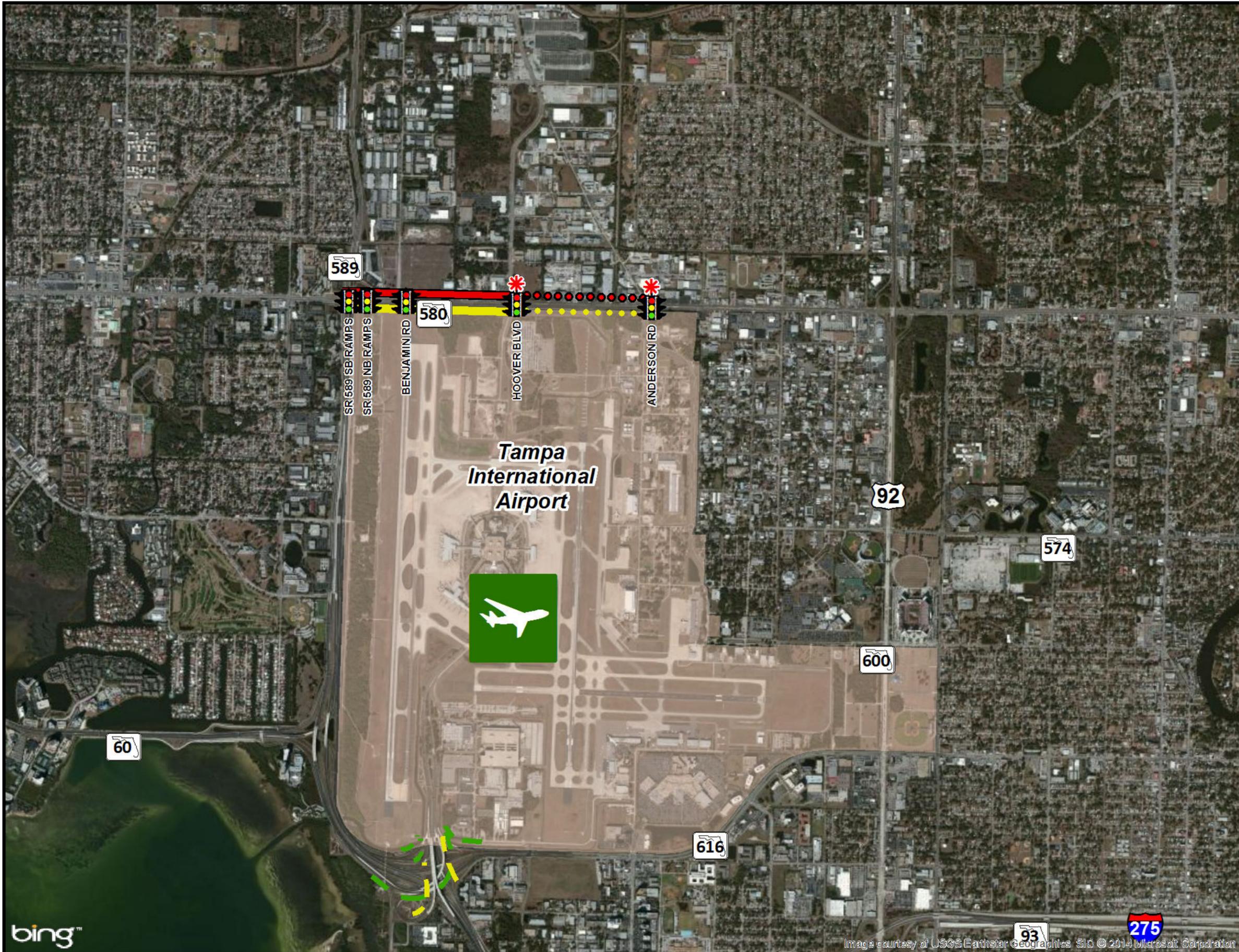
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DISTRICT 7
 Date: 4/3/2014



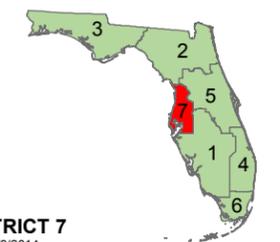


INTERMODAL SYSTEMS DEVELOPMENT
SIS Connector and NHS Designation Evaluation
Tampa International Airport
 State of Florida Department of Transportation
 Systems Planning Office

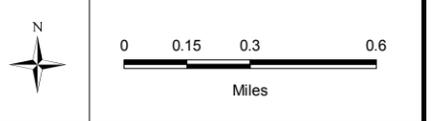
LEGEND

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 - Passenger Terminals (Planned)
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- LT Queue Storage Ratio Exceeds 1.0

Note: The results shown are based on a planning-level analysis performed using LOSPLAN.



DISTRICT 7
 Date: 4/3/2014



REFERENCES

1. FDOT and University of Florida. *ARTPLAN 2012 Users Guide*. Florida. 2012.
2. FDOT Systems Planning Office. *2013 Quality / Level of Service Handbook*. State of Florida Department of Transportation. Florida. 2013.
3. FDOT Office of Policy Planning. *eSIS Glossary*. State of Florida Department of Transportation. Update: June 2, 2010.

Appendix A Input Anomalies

ANALYSIS ANOMALIES

Not all data used for the analysis fit within the limits set by ARTPLAN. Additionally, the necessary inputs were not available in the Primary and Secondary source identified in the Task 1 technical memorandum *Summary of Data Collection Activities*. The table below highlights locations where the field data exceeded ARTPLAN thresholds or a default value was used.

FDOT District	Hub	Connector	Intersection (if Applicable)	Min. AADT Applied (1000 veh)	Max. L/T Storage Applied (1600 ft)	Default Speed Limit Applied	Max. Left g/C Applied (0.25)
1	Sarasota-Bradenton International Airport	University Parkway	Cooper Creek Blvd		✓		
2	Gainesville Greyhound Bus Station	NE 23 rd Avenue	NE Waldo Rd / SR 24				✓
2	Jacksonville Amtrak Station	Clifford Lane		✓		✓	
2	Jacksonville Amtrak Station	US 23	Edgewood Ave N		✓		
2	Jacksonville International Airport	Woodwings Road		✓			
2	Jacksonville NS Intermodal Terminal	Old Kings Road		✓			
2	Jacksonville NS Intermodal Terminal	Edgewood Dr		✓			
2	Port of Fernandina	Dade Street		✓			
2	Port of Jacksonville – Dames Point	New Berlin Road				✓	
3	Port of Panama City	SR 390	W 23 rd Street				✓
3	Port of Panama City	W 23 rd Street	SR 390				✓
3	Port of Panama City	SR 390	Lisenby Avenue				✓
3	Port of Panama City	SR 390	CR 2302				✓
3	Tallahassee Greyhound Bus Terminal	Mahan Drive	Capital Circle				✓
3	Tallahassee Regional Airport	US 319	Tennessee Street		✓		✓
4	Boca Raton Tri-Rail Station	Technology Way				✓	
4	Boca Raton Tri-Rail Station	50 th Street				✓	
4	Cypress Creek Tri-Rail Station	N Andrews Ave				✓	
4	Cypress Creek Tri-Rail Station	Cypress Creek Rd	I-95 NB On Ramp		✓		
4	Deerfield Beach Amtrak Tri-Rail Station	Goolsby Blvd				✓	
4	Fort Lauderdale Tri-Rail Station	I-95 SB Off Ramp		✓			
4	Fort Lauderdale Greyhound Station	Broward Blvd	I-95 SB Ramps				✓
4	Lake Worth Tri-Rail Station	Boutwell Rd	Lake Worth Rd				✓
4	Pompano Beach Tri-Rail Station	NW 33 rd St				✓	
4	West Palm Beach Intermodal Center	SR 704	Tamrind Ave				✓
5	Orlando CSX Terminal	Atlantic Ave				✓	
7	Port of Tampa	US 41 / Tamiami Trail	Pendola Point Rd		✓		
7	Port of Tampa	US 41 / Tamiami Trail	Causeway Blvd		✓		

Appendix B Discussion of Select Connector Results

DISCUSSION OF SELECT CONNECTOR RESULTS

GAINESVILLE GREYHOUND

- Maximum left g/C ratio applied on 1 approach.
 - EB Left-turn at NE 23rd Ave & NE Waldo Rd / SR 24
- The SIS connector movement follows the right-turn of the same approach.
- Complete signal timing data was available for the analysis.

This SIS connector only connects to the Gainesville Greyhound hub and is not part of another hub-to-corridor connection. The performed ArtPlan analysis results are similar (LOS C) as those reported in the Alachua County 2012 LOS Report for the same roadway section (LOS C). The atypical approach configuration (a shared left-through and right-turn lane) may affect the results. Turning movement counts may reveal an alternative way of coding the approach. Being able to input the correct signal timing data would likely improve the operations of the approach.

As results are similar to previous studies and further information is expected to provide results similar or better, ***further investigation is not recommended.***

TALLAHASSEE REGIONAL AIRPORT

- High left-turn queue storage ratios on 3 approaches.
 - SB left-turn at Capital Circle NW & I-10 EB ramps
 - NB left-turn at Capital Circle NW & Hartsfield Rd
 - NB left-turn at Capital Circle NW & Tharpe St
- Maximum left-turn g/C ratio applied on 1 approach. The high L/T queue storage ratios are not located where the maximum left g/C ratio has been applied.
 - SB Left-turn at Capital Circle NW & Tennessee St
- Max left-turn storage applied on 1 approach. The high L/T queue storage ratios are not located where the maximum left storage has been applied.
 - SB Left-turn at Capital Circle NW & Tennessee St
- Complete signal timing data was available for the analysis.

The performed ArtPlan analysis results are similar (LOS B, C & F) as those reported in the Leon County 2012 LOS Report (LOS C & F) for the same roadway sections. High left-turn queues storage ratios do not automatically affect the through movement performance.

Relatively high left-turn green time and/or left-turn storage implies a large left turn movement at those locations. Adjusting turn percentages to reflect turning movement counts, assuming heavy left-turns, would therefore hurt left-turn performance and likely improve through movement performance.

As results are similar to previous studies and further information is expected to provide results similar or better, ***further investigation is not recommended.***

PORT OF PENSACOLA

- High left-turn queue storage ratio at uncontrolled intersection that is part of the SIS connector route.
 - EB left-turn at S 9th Ave & Bayfront Parkway
- No signal timing data.

The Escambia County 2012 LOS Report was not available at the time of the draft report. Signal timing data and turning movement counts at intersection of US 98 / E Chase St & Bayfront Parkway would likely improve results on Chase Street (ARTPLAN results LOS E).

Turning movement counts at S 9th Ave & Bayfront Parkway would help verify potential queue storage issue.

Given lack of information for current analysis and issues highlighted by analysis, ***further investigation is recommended.***

PORT OF TAMPA – HOOKER POINT, SUTTON NORTH & SUTTON SOUTH

- Maximum left-turn queue storage applied on 2 approaches, one of which is on the SIS connector route (NB US 41 / Tamiami Trail & Causeway Blvd). Both approaches are along US 41 / Tamiami Trail.
 - NB left-turn at US 41 / Tamiami Trail & Causeway Blvd
 - SB left-turn at US 41 / Tamiami Trail and Madison Ave
- No signal timing data.

The Hillsborough County 2012 LOS Report was not available at the time of the draft report. Relatively long left-turn storage (>1600 feet) on the north and south approaches implies a large left turn movement at those locations. Recall that no turning movement counts were used in the analyses. Turning movement counts may warrant an alternative coding of those approaches if the left turn is shown to be the predominant movement. Given the implied heavy left-turn movements, actual signal data may show lower thru movement g/C and higher left turn g/C than the ArtPlan default.

The ARTPLAN results for U 41 / Tamiami Trail are LOS B. If a left-turn is the predominant movement, changes to the LOS would be expected. Signal timing data and turning movement count data would make the analysis results more reliable.

Given lack of information for current analysis and the potential changes possible, ***further investigation is recommended.***

PORT OF PANAMA CITY

- 4 high L/T queue storage ratios.
- The maximum left g/C ratio applied on 4 approaches. The high L/T queue storage ratios are not located where the maximum left g/C ratio has been applied.
- Incomplete signal timing data.

The Bay County 2012 LOS Report was not available at the time of the draft report. Relatively high left g/C ratio implies a large left turn movement at those locations. A high left-turn queue storage ratio does not affect the ARTPLAN analysis of the through movement.

One of the max left g/C ratio is applied to a movement (EB LT at W 23rd St & SR 290 / SR Andrews Blvd) that is part of the SIS connector route.

The ARTPLAN results are LOS E and LOS D for the inbound and outbound directions respectively. Turning movement counts and signal timing data could improve the results of the segments reported as congested and improving the overall score or verify the poor operations.

Given lack of information for current analysis and the importance to verify the failing segments, ***further investigation is recommended.***

TALLAHASSEE GREYHOUND

- High left-turn queue storage ratios on 16 approaches, one of which is on the SIS connector route.
- The maximum left-turn g/C ratio was applied on 1 approach, which is not an approach with a high left-turn queue storage ratio.
 - WB left-turn at Mahan Dr & Capital Circle
- Complete signal timing data was available for the analysis.

This SIS connector only connects to the Tallahassee Greyhound hub and is not part of another hub-to-corridor connection. The results in the Leon County 2012 LOS Report showed these sections operating at LOS C, D & F. The ARTPLAN analysis showed an LOS of F for both directions. Turning movement counts and/or field verification could improve the results of the segments reported as congested or verify the poor operations of the connector. Possible result improvements would not be expected to be better than the Section LOS's of C, D & F reported in the Leon County 2012 LOS Report.

As results are similar to previous studies and further information is expected to provide results similar, ***further investigation is not recommended.***

FORT LAUDERDALE GREYHOUND

- High left-turn queue storage ratios on 15 approaches
- The maximum left-turn g/C ratio was applied on 1 approach, which is not an approach with a high left-turn queue storage ratio.
 - WB left-turn at Broward Blvd & I-95 SB ramps
- Incomplete signal timing data.

This SIS connector only connects to the Fort Lauderdale Greyhound hub and is not part of another hub-to-corridor connection. The Broward County 2012 LOS Report was not available at the time of the draft report. The District 4 SIS Connector Assessment showed a 2009 LOS of B & D along Broward Blvd. The ARTPLAN analysis showed an LOS F for the same sections. Turning movement counts and/or field verification could improve the results of the segments reported as congested or verify the poor operations of the connector.

Given the age of comparison information, lack of information for current analysis and the importance to verify the failing segments, ***further investigation is recommended.***

SHERIDAN STREET TRI-RAIL STATION

- High left-turn queue storage ratios on 2 approaches, both of which are on the SIS connector route.
 - WB left-turn at Sheridan Street & N 29th Ave
 - EB left-turn at Sheridan Street & I-95 NB Ramps
- Incomplete signal timing data.
- Unreliable traffic volume data for outbound I-95 SB ramp access.

There is not traffic count data on the FTI 2012 DVD for the direct access from the Park-n-ride lot to the I-95 SB on ramp. The AADT of the I-95 SB on ramp is 16,500. The direct access is yield-controlled and has been treated as a stop sign, and the g/C is set at 0.40 as per the QLOS handbook.

The Broward County 2012 LOS Report was not available at the time of the draft report. The District 4 SIS Connector Assessment did not provide a 2009 LOS for the direct connection to the I-95 SB on-ramp road segment. The ARTPLAN results show an LOS of F using a conservative AADT of 16,500 vehicles. Testing thresholds, the ARTPLAN results show an LOS of F using the minimum AADT of 1,000 vehicles. The LOS of F is most likely factor of the length of the facility, 0.069 miles (approximately 350 feet), as ARTPLAN relies on the Average Speed for determining the LOS of the facility.

Given the lack of comparison information and lack of information for current analysis, ***further investigation is recommended.***

Appendix C Results Comparison

Lee Tran Intermodal Center					District 1	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D1 LOS Report	Results Comparison
Dr M L King Jr. Blvd / SR 82	I-75	Veronica Shoemaker Blvd	Inbound	F	C, C, D	Different
Dr M L King Jr. Blvd / SR 82	Veronica Shoemaker Blvd	Hendry Street	Inbound	F	D, D, E	Similar
Dr M L King Jr. Blvd / SR 82	Aggregate Inbound			D		
Dr M L King Jr. Blvd / SR 82	Hendry Street	Ford Street	Outbound	F	D, D, E	Similar
Dr M L King Jr. Blvd / SR 82	Ford Street	Michigan Ave	Outbound	C	C, C, D	Similar
Dr M L King Jr. Blvd / SR 82	Michigan Ave	I-75	Outbound	B	C, C, D	Similar
Dr M L King Jr. Blvd / SR 82	Aggregate Outbound			D		

Port of Manatee					District 1	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D1 LOS Report	Results Comparison
Tamiami Trail / US 41	I-275	Piney Point Road	Inbound	A	B	Similar
Piney Point Road	Piney Point Road	Harlee Road	Inbound	B	B	Similar
US 41 - Piney Point Road	Aggregate Inbound			A		
Piney point Road	Harlee Road	Piney Point Road	Outbound	C	B	Similar
Tamiami Trail / US 41	Piney Point Road	I-275	Outbound	A	B	Similar
Piney Point Road - US 41	Aggregate Outbound			A		

Sarasota Bradenton International Airport					District 1	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D1 LOS Report	Results Comparison
University Parkway	I-75	Lockwood Ridge Rd	Inbound	C	C	Similar
University Parkway	Lockwood Ridge Road	Airport Circle	Inbound	C	C	Similar
University Parkway	Aggregate Inbound			C		
University Parkway	Airport Circle	Lockwood Ridge Rd	Outbound	C	C	Similar
University Parkway	Lockwood Ridge Road	I-75	Outbound	C	C	Similar
University Parkway	Aggregate Outbound			C		

Southwest Florida International Airport				District 1		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D1 LOS Report	Results Comparison
Alico Road	I-75	Ben Hill Griffin Parkway	Inbound	C	C	Similar
Ben Hill Griffin Parkway	Alico Rd	Midfield Terminal Rd	Inbound	B	C	Similar
Midfield Terminal Road	Ben Hill Griffin Parkway	Air Cargo Ln	Inbound	A	N/A	N/A
Alico Rd - Airport	Aggregate Inbound			B		
Midfield Terminal Road	Air Cargo Ln	Ben Hill Griffin Parkway	Outbound	C	N/A	N/A
Ben Hill Griffin Parkway	Midfield Terminal Rd	Alico Rd	Outbound	B	C	Similar
Alico Road	Ben Hill Griffin Parkway	I-75	Outbound	B	C	Similar
Airport - Alico Road	Aggregate Outbound			B		
Daniels Parkway	I-75	Treeline Ave	Inbound	D	E	Similar
Daniels Parkway	Aggregate Inbound – Daniels Parkway			D		
Daniels Parkway	Treeline Ave	I-75	Outbound	D	E	Similar
Daniels Parkway	Aggregate Outbound – Daniels Parkway			D		

Naples Regional Airport				District 1		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Pine Ridge Rd	I-75	Airport Pulling Rd	Inbound	C	C	Similar
Airport Pulling Rd	Pine Ridge Rd	North Rd	Inbound	B	C	Similar
Pine Ridge Rd - North Rd	Aggregate Inbound			B		
Rd	North Rd	Pine Ridge Rd	Outbound	C	N/A	N/A
Airport Pulling Rd	Pine Ridge Rd	North Rd	Outbound	D	C	Similar
Pine Ridge Rd	Airport Pulling Rd	I-75	Outbound	D	C	Similar
Pine Ridge Rd - North Rd	Aggregate Inbound			D		

Cecil Spaceport				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
New World Ave / SR 134	SR 23	Nomandy Blvd	Inbound	A	C	Different
New World Ave	Normandy Blvd	103rd St	Inbound	A	C	Different
New World Ave	103rd St	Crossover Street	Inbound	A	C	Different
Crossover Street	New World Ave	Spaceport	Inbound	B	C	Similar
New World Ave - Crossover St	Aggregate Inbound			A		
Crossover Street	Spaceport	New World Ave	Outbound	B	C	Similar
New World Ave	Crossover Street	103rd St	Outbound	A	C	Different
New World Ave	103rd St	Normandy Blvd	Outbound	B	C	Similar
New World Ave / SR 134	Normand Blvd	SR 23	Outbound	A	C	Different
Crossover St - New World Ave	Aggregate Outbound			A		

Gainesville Greyhound				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
NE Waldo Rd	SR 26	NE 16th Ave	Inbound	C	C	Similar
NE Waldo Rd	NE 16th Ave	NE 23rd Ave	Inbound	A	C	Different
NE 23rd Ave	NE Waldo Rd	N Main St	Inbound	C	C	Similar
NE Waldo Rd - NE 23rd Ave	Aggregate Inbound			C		
NE 23rd Ave	N Main St	NE Waldo Rd	Outbound	C	C	Similar
NE Waldo Rd	NE 23rd Ave	NE 16th Ave	Outbound	B	C	Similar
NE Waldo Rd	NE 16th Ave	SR 26	Outbound	C	C	Similar
NE 23rd Ave - NE Waldo Rd	Aggregate Outbound			C		

Gainesville Regional Airport				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
NE 39th Ave	I-75	NE Waldo Rd	Inbound	C	C	Similar
NE Waldo Rd	NE 39th Ave	NE 49th Ave	Inbound	A	B	Similar
NE 39th Ave - NE Waldo Rd	Aggregate Inbound			C		
NE Waldo Rd	NE 49th Ave	NE 39th Ave	Outbound	B	B	Similar
NE 39th Ave	NE Waldo Rd	I-75	Outbound	C	C	Similar
NE Waldo Rd - NE 39th Ave	Aggregate Outbound			C		

Jacksonville Amtrak Station				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
MLK Jr Parkway	I-95	US 1	Inbound	C	C	Similar
US 1	MLK Jr Parkway	Clifford Lane	Inbound	C	C	Similar
Clifford Lane	US 1	Station	Inbound	A	N/A	N/A
MLK Jr Parkway - Clifford Ln	Aggregate Inbound - US 1			C		
Clifford Lane	Station	US 1	Outbound	D	N/A	N/A
US 1	Clifford Lane	MLK Jr Parkway	Outbound	B	C	Similar
MLK Jr Parkway	US 1	I-95	Outbound	C	C	Similar
Clifford Ln - MLK Jr Parkway	Aggregate Outbound			C		
US 1 / US 23	I-295	Clifford Lane	Inbound	C	C	Similar
US 1 / US 23	Aggregate Inbound - US 1			C		

Jacksonville CSX Intermodal Terminal				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Pritchard Rd	I-295	Sportsman Club Rd	Inbound	F	C	Different
Sportsman Club Rd	Pritchard Road	Terminal	Inbound	B	C	Similar
MLK Jr Parkway - Clifford Ln	Aggregate Inbound			B		
Sportsman Club Rd	Terminal	Pritchard Road	Outbound	B	C	Similar
Pritchard Rd	Sportsman Club Rd	I-295	Outbound	F	C	Different
Clifford Ln - MLK Jr Parkway	Aggregate Outbound			B		

Jacksonville FEC Intermodal Terminal				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
University Blvd	I-95	Richard Street	Inbound	F	C	Different
University Blvd	Richard Street	Phillips Highway	Inbound	C	C	Similar
Phillips Highway	Richard Street	Bowden Rd	Inbound	F	C	Different
Phillips Highway	Bowden Rd	Stepp Ave	Inbound	A	C	Different
University Blvd - Phillips Hwy	Aggregate Inbound - University Blvd			D		
Phillips Highway	Stepp Ave	University Blvd	Outbound	D	C	Similar
Butler Blvd	Phillips Hwy	I-95	Outbound	F	C	Different
Phillips Hwy - Butler Blvd	Aggregate Outbound - University Blvd			F		
Butler Blvd	I-95	Phillips Highway	Inbound	F	C	Different
Phillips Highway	Butler Blvd	Terminal	Inbound	A	C	Different
Butler Blvd - Phillips Hwy	Aggregate Inbound - Butler Blvd			B		
Phillips Hwy	Stepp Ave	Butler Blvd	Outbound	B	C	Similar
Butler Blvd	Phillips Hwy	Bonneval Rd	Outbound	F	C	Different
Butler Blvd	Bonneval Rd	I-95	Outbound	B	C	Similar
Phillips Hwy - Butler Blvd	Aggregate Outbound - Butler Blvd			C		
Phillips Highway	Terminal	Butler Blvd	Outbound	B	C	Similar
Butler Blvd	Phillips Hwy	I-95	Outbound	F	C	Different
Phillips Hwy - Butler Blvd	Aggregate Outbound - Butler Blvd			C		

Jacksonville Greyhound Terminal				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Forsyth St	I-95	Pearl St	Inbound	D	C	Similar
Pearl St	Forsyth St	Bay St	Inbound	F	C	Different
Forsyth St - Pearl St	Aggregate Inbound			D		
Pearl Street	Bay St	Forsyth St	Outbound	F	C	Different
Forsyth St	Pearl St	Julia St	Outbound	F	C	Different
Julia Street	Forsyth St	Adams St	Outbound	F	C	Different
Adams St	Julia Street	Lee Street	Outbound	E	C	Different
Pearl St - Adams St	Aggregate Outbound			E		

Jacksonville International Airport				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
SR 102	I-95	Int'l Airport Blvd	Inbound	B	C	Similar
SR 102	Int'l Airport Blvd	Int'l Airport Blvd	Inbound	B	C	Similar
Yankee Clipper Dr	Int'l Airport Blvd	Pecan Park Rd	Inbound	A	C	Different
SR 102 - Yankee Clipper Dr	Aggregate Inbound - I-95			B		
Dixie Clipper Dr	Pecan Park Rd	SR 102	Outbound	A	C	Different
SR 102	Int'l Airport Blvd	Int'l Airport Blvd	Outbound	B	C	Similar
SR 102	Int'l Airport Blvd	I-95	Outbound	C	C	Similar
Dixie Clipper Dr - SR 102	Aggregate Outbound - I-95			B		
Int'l Airport Blvd	I-295	Woodwings Rd	Inbound	B	C	Similar
Woodwings Rd	Int'l Airport Blvd	Pecan Park Rd	Inbound	A	C	Different
Int'l Airport Blvd - Woodwings Rd	Aggregate Inbound - Woodwings Rd			B		
Woodwings Rd	Pecan Park Rd	Int'l Airport Blvd	Outbound	A	C	Different
Int'l Airport Blvd	Woodwings Rd	Pecan Park Rd	Outbound	B	C	Similar
Woodwings Rd - Int'l Airport Blvd	Aggregate Outbound - Woodwings Rd			B		
SR 243	I-295	Pecan Park Rd	Inbound	B	C	Similar
Pecan Park Rd	Int'l Airport Blvd	Service Rd	Inbound	A	N/A	
Pecan Park Rd	Service Rd	Woodwings Rd	Inbound	A	N/A	
Pecan Park Rd	Aggregate Inbound - Pecan Park Rd			B		
Pecan Park Rd	Pecan Park Rd	Int'l Airport Blvd	Outbound	A	N/A	
Pecan Park Rd	Woodwings Rd	Pecan Park Rd	Outbound	A	N/A	
Woodwings Rd - Int'l Airport Blvd	Aggregate Outbound - Woodwings Rd			A		

Port of Fernandina				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
US 301	I-95	Still Quarters Rd	Inbound	B	B	Similar
US 301	Still Quarters Rd	Oaktree Ln	Inbound	B	B	Similar
US 301	Oaktree Ln	US 17 / SR 5	Inbound	A	D	Different
SR AIA / SR 200	US 17 / SR 5	Palm Tree Dr	Inbound	A	C	Different
SR AIA / SR 200	Palm Tree Dr	Oneil-Scott Rd	Inbound	F	C	Different
SR AIA / SR 200	Oneil-Scott Rd	Creekside	Inbound	C	C	Similar
SR AIA / SR 200	Creekside	Lime Street	Inbound	C	C	Similar
SR AIA / SR 200	Lime Street	Atlantic Ave	Inbound	C	D	Similar
N 8th St	Atlantic Ave	Dade St	Inbound	A	C	Different
Dade St	N 8th St	N 3rd St	Inbound	A	C	Different
US 301 - Dade St	Aggregate Inbound			C		
Dade St	N 3rd St	N 8th St	Outbound	C	C	Similar
N 8th St	Dade St	Atlantic Ave	Outbound	B	C	Similar
SR AIA / SR 200	Atlantic Ave	Lime Street	Outbound	F	D	Similar
SR AIA / SR 200	Lime Street	Creekside	Outbound	C	C	Similar
SR AIA / SR 200	Creekside	Oneil-Scott Rd	Outbound	C	C	Similar
SR AIA / SR 200	Oneil-Scott Rd	Palm Tree Dr	Outbound	F	C	Different
SR AIA / SR 200	Palm Tree Dr	US 17 / SR 5	Outbound	F	C	Different
US 301	US 17 / SR 5	Still Quarters Rd	Outbound	A	D	Different
US 301	Still Quarters Rd	I-95	Outbound	B	B	Similar
Dade St - US 301	Aggregate Outbound			C		

Port of Jacksonville - Blount Island				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Zoo Pkwy	I-295	David Rawls Rd	Inbound	B	C	Similar
David Rawls Rd	SR 105	Port Entrance	Inbound	B	C	Similar
Zoo Pkwy - David Rawls Rd	Aggregate Inbound			B		
David Rawls Rd	Port Entrance	SR 105	Outbound	B	C	Similar
Zoo Pkwy	David Rawls Rd	I-295	Outbound	B	C	Similar
David Rawls Rd - Zoo Pkwy	Aggregate Outbound			B		

Port of Jacksonville - Dames Point				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Zoo Pkwy	I-95	BP Refinery	Inbound	A	C	Different
Zoo Pkwy	BP Refinery	Hess Refinery	Inbound	A	C	Different
Zoo Pkwy	Hess Refinery	August Dr	Inbound	A	C	Different
Zoo Pkwy	August Dr	New Berlin Rd	Inbound	B	C	Similar
New Berlin Rd	Zoo Pkwy	Port Entrance	Inbound	C	C	Similar
Zoo Pkwy - New Berlin Rd	Aggregate Inbound			A		
New Berlin Rd	Port Entrance	Zoo Pkwy	Outbound	C	C	Similar
Zoo Pkwy	New Berlin Rd	August Dr	Outbound	A	C	Different
Zoo Pkwy	August Dr	Hess Refinery	Outbound	A	C	Different
Zoo Pkwy	Hess Refinery	BP Refinery	Outbound	A	C	Different
Zoo Pkwy	BP Refinery	I-95	Outbound	A	C	Different
New Berlin Rd - Zoo Pkwy	Aggregate Outbound			A		

Port of Jacksonville - Talleyrand				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
US 1	I-95	Phoenix Ave	Inbound	C	D	Similar
Phoenix Ave	US-1	21st St	Inbound	F	C	Different
21st St	Phoenix Ave	Talleyrand Ave	Inbound	A	C	Different
Talleyrand Ave	21st St	11th St	Inbound	A	C	Different
US 1 - Talleyrand Ave	Aggregate Inbound - 21st St			B		
Talleyrand Ave	11th St	21st St	Outbound	A	C	Different
21st St	Talleyrand Ave	Phoenix Ave	Outbound	A	C	Different
Phoenix Ave	21st St	US-1	Outbound	C	C	Similar
US 1	Phoenix Ave	I-95	Outbound	C	D	Similar
Talleyrand Ave - US 1	Aggregate Outbound - 21st St			B		
8th Street	US-1	Talleyrand Ave	Inbound	B	N/A	N/A
8th Street	Aggregate Inbound - 8th St			B		
8th Street	Talleyrand Ave	US-1	Outbound	B	N/A	N/A
8th Street	Aggregate Outbound - 8th St			B		
Talleyrand Ave	8th St	Duval St	Outbound	A	N/A	N/A
Talleyrand Ave	Aggregate Outbound - Talleyrand Ave			A		
Talleyrand Ave	Duval Street	8th St	Inbound	B	N/A	N/A
Talleyrand Ave	8th St	11th St	Inbound	B	N/A	N/A
Talleyrand Ave	Aggregate Inbound - Talleyrand Ave			B		

Jacksonville Multimodal Terminal Center				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Forsyth St	Cleveland St	Lee St	Inbound	D	C	Similar
Lee St	Forsyth St	Terminal	Inbound	F	C	Different
Forsyth St - Lee St	Aggregate Inbound			E		
Lee St	Terminal	Adams St	Outbound	E	C	Different
Adams St	Lee St	I-95	Outbound	A	C	Different
Lee St- Adams St	Aggregate Outbound			C		

Jacksonville NS Intermodal Terminal				District 2		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D2 LOS Report	Results Comparison
Pritchard Rd	I-295	Old Kings Rd	Inbound	B	C	Similar
Old Kings Rd	Pritchard Rd	Pritchard Rd	Inbound	A	C	Different
Old Kings Rd	Pritchard Rd	Edgewood Ave	Inbound	A	C	Different
Edgewood Ave	Old Kings Rd	Tallulah Ave	Inbound	D	C	Similar
Tallulah Ave	Edgewood Ave	Entrance	Inbound	A	C	Different
US 1 - Talleyrand Ave	Aggregate Inbound			B		
Tallulah Ave	Entrance	Edgewood Ave	Outbound	A	C	Different
Edgewood Ave	Tallulah Ave	Old Kings Rd	Outbound	F	C	Different
Old Kings Rd	Edgewood Ave	Pritchard Rd	Outbound	A	C	Different
Old Kings Rd	Pritchard Rd	Pritchard Rd	Outbound	A	C	Different
Pritchard Rd	Old Kings Rd	I-295	Outbound	B	C	Similar
Talleyrand Ave - US 1	Aggregate Outbound - Old Kings Rd			C		
Edgewood Ave	I-10	Old Kings Rd	Inbound	D	C	Similar
Edgewood Ave	Aggregate Outbound - Edgewood Ave			D		
Tallulah Ave	Picketville Rd	Edgewood Ave	Outbound	C	C	Similar
Edgewood Ave	Edgewood Dr	I-10	Outbound	D	C	Similar
Picketville Rd - Edgewood Ave	Aggregate Outbound - Edgewood Ave			D		

Northwest Florida Beaches International Airport				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
SR 79	I-10	Washington Co. Line	Inbound	C	B	Similar
SR 79	Holmes Co. Line	Douglas Ferry	Inbound	C	B	Similar
SR 79	Douglas Ferry	Pate Pond Rd	Inbound	B	B	Similar
SR 79	Pate Pond Rd	Roche Ave	Inbound	D	B	Different
SR 79	Roche Ave	MP 19.190	Inbound	C	B	Similar
SR 79	MP 19.190	Vernon City Limits	Inbound	C	B	Similar
SR 79	Vernon City Limits	Sugardoll Rd	Inbound	B	B	Similar
SR 79	Sugardoll Rd	MP 3.708	Inbound	B	B, C	Similar
SR 79	MP 3.708	Strickland Rd	Inbound	C	C, B	Similar
SR 79	Strickland Rd	Washington Co. Line	Inbound	A	B, C	Similar
SR 79	Washington Co. Line	Steel Field Rd	Inbound	A	N/A	N/A
SR 79	Steel Field Rd	SR 79	Inbound	A	N/A	N/A
Don Johnson Memorial Hwy	SR 79	Airport Dr	Inbound	C	N/A	N/A
SR79 - SR 388	Aggregate Inbound			B		
Don Johnson Memorial Hwy	Airport Dr	SR 79	Outbound	C	N/A	N/A
SR 79	SR 388	Steel Field Rd	Outbound	A	N/A	N/A
SR 79	Steel Field Rd	Washington Co. Line	Outbound	A	N/A	N/A
SR 79	Bay Co. Line	Strickland Rd	Outbound	A	B, C	Similar
SR 79	Strickland Rd	MP 3.708	Outbound	C	C, B	Similar
SR 79	MP 3.708	Sugardoll Rd	Outbound	B	B, C	Similar
SR 79	Sugardoll Rd	Vernon City Limits	Outbound	B	B	Similar
SR 79	Vernon City Limits	MP 19.190	Outbound	C	B	Similar
SR 79	MP 19.190	Roche Ave	Outbound	C	B	Similar
SR 79	Roche Ave	Pate Pond Rd	Outbound	D	B	Different
SR 79	Pate Pond Rd	Douglas Ferry	Outbound	B	B	Similar
SR 79	Douglas Ferry	Holmes Co. Line	Outbound	C	B	Similar
SR 79	Washington Co. Line	I-10	Outbound	C	B	Similar
SR 388 - SR 79	Aggregate Outbound			B		

Panama City Greyhound Bus Terminal				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
US 231	Transmitter Rd	W 15th St	Inbound	C	N/A	
US 231	Aggregate Inbound			C		
US 231	W 15th St	Transmitter Rd	Outbound	C	N/A	
US 231	Aggregate Outbound			C		

Pensacola Greyhound				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
Pensacola Blvd	I-10	Burgess Rd	Inbound	F	N/A	
Pensacola Blvd	Aggregate Inbound			F		
Burgess Rd	Station	US 29	Outbound	F	N/A	
Pensacola Blvd	Burgess Rd	I-10	Outbound	F	N/A	
Burgess Rd - Pensacola Blvd	Aggregate Outbound			F		

Port of Panama City				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
SR 77	CR 2300	Grassy Point Rd	Inbound	A	N/A	
SR 77	Grassy Point Rd	E 4th St	Inbound	B	N/A	
SR 77	E 4th St	14th St	Inbound	D	N/A	
SR 390	Ohio Ave	US 98	Inbound	F	N/A	
SR 77 - SR 390	Aggregate Inbound			E		
US 98	Moody Ave	23rd St	Outbound	F	N/A	
SR 390	US 98	SR 390	Outbound	C	N/A	
SR 390	23rd St	Ohio Ave	Outbound	F	N/A	
SR 77	14th St	E 4th St	Outbound	C	N/A	
SR 77	E 4th St	Grassy Point Rd	Outbound	A	N/A	
SR 77	Grassy Point Rd	CR2300	Outbound	A	N/A	
US 98 - SR 77	Aggregate Outbound			D		

Tallahassee Greyhound Bus Terminal				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
Mahan Dr	I-10	Magnolia Dr	Inbound	F	C, F, F	Similar
Tennessee St	Magnolia Dr	Monroe St	Inbound	F	F, D, D	Similar
Tennessee St	Monroe St	Duval St	Inbound	F	D	Different
Mahan Dr - Tennessee St	Aggregate Inbound			F		
Tennessee St	Duval St	Monroe St	Outbound	F	D	Different
Tennessee St	Monroe St	Magnolia Dr	Outbound	F	F, D, D	Similar
Mahan Dr	Magnolia Dr	I-10	Outbound	F	C, F, F	Similar
Mahan Dr - Tennessee St	Aggregate Outbound			F		

Port of Pensacola				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
Chase St	I-110	Bayfront Pkwy	Inbound	E	N/A	
Bayfront Pkwy	Chase St	Barracks St	Inbound	B	N/A	
Mahan Dr - Tennessee St	Aggregate Inbound			B		
Barracks St	Port Gate	Main St	Outbound	D	N/A	
Bayfront Pkwy	Barracks St	9th Ave	Outbound	A	N/A	
9th Ave	Bayfront Pkwy	Chase St	Outbound	B	N/A	
9th Ave	Chase St	Gregory Street	Outbound	F	N/A	
Mahan Dr - Tennessee St	Aggregate Outbound			B		

Northwest Florida Regional Airport				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
SR 85	I-10	Antioch Rd	Inbound	F	N/A	
SR 85	Antioch Rd	SR 123 / Clary Hwy	Inbound	C	N/A	
SR 85	SR 123	SR 20	Inbound	A	N/A	
SR 85	SR 85	SR 397	Inbound	B	N/A	
SR 85	SR 397	SR 123 / Clary Hwy	Inbound	A	N/A	
SR 85	Aggregate Inbound			C		
SR 85	SR 123 / Clary Hwy	SR 397	Outbound	A	N/A	
SR 85	SR 397	SR 20	Outbound	C	N/A	
SR 85	SR 20	SR 123 / Clary Hwy	Outbound	A	N/A	
SR 85	SR 123 / Clary Hwy	Antioch Rd	Outbound	C	N/A	
SR 85	Antioch Rd	I-10	Outbound	F	N/A	
SR 85	Aggregate Outbound			C		

Pensacola Gulf Coast Regional Airport				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
SR 291	I-10	Burgess Rd	Inbound	F	N/A	
SR 291	Burgess Rd	Airport Blvd	Inbound	D	N/A	
Airport Blvd	SR 291	College Pkwy	Inbound	D	N/A	
Airport Blvd	College Pkwy	9th Ave	Inbound	B	N/A	
Airport Blvd	9th Ave	12th Ave	Inbound	C	N/A	
N 12th Ave	Airport Blvd	College Blvd	Inbound	C	N/A	
SR 291 - Airport Blvd	Aggregate Inbound			D		
Airport Blvd	12th Ave	9th Ave	Outbound	C	N/A	
Airport Blvd	9th Ave	N Davis Hwy	Outbound	E	N/A	
SR 291	Airport Blvd	I-10 WB Ramps	Oubound	C	N/A	
SR 291 - Airport Blvd	Aggregate Outbound			D		
SR 750 / Airport Blvd	I-110 SB ramps	SR 291 / Davis Hwy	Inbound	E	N/A	
SR 750 / Airport Blvd	Aggregate Inbound - Airport Blvd (SIS add)			E		
SR 750 / Airport Blvd	SR 291 / Davis Hwy	I-110 SB Ramps	Outbound	E	N/A	
SR 750 / Airport Blvd	Aggregate Outbound - Airport Blvd (SIS add)			D		

Tallahassee Regional Airport				District 3		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 D3 LOS Report	Results Comparison
US 319	I-10 / SR 8	Cascade Dr	Inbound	F	F, F, C, C, C	Similar
US 319 / SR 263	Cascade Dr	Orange Ave	Inbound	B	N/A	N/A
US 319 / SR 263	Orange Ave	Airport	Inbound	B	C, C	Similar
US 319 - SR 263	Aggregate Inbound			F		
US 319 / SR 263	Airport	Orange Ave	Outbound	C	C, C	Similar
US 319 / SR 263	Orange Ave	Cascade Dr	Outbound	C	N/A	N/A
US 319	Cascade Dr	I-10 / SR 8	Outbound	C	F, F, C, C, C	Similar
US 319 - SR 263	Aggregate Outbound			C		

Boca Raton Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Yamato Rd	I-95	Technology Way	Inbound	F	F	Similar
Technology Way	Yamato Rd	50th St	Inbound	B	F	Different
50th St	Technology Way	Station	Inbound	F	N/A	
Yamato Rd - 50th St	Aggregate Inbound			F		
50th	Station	Technology Way	Outbound	F	N/A	
Technology Way	50th St	Yamato Rd	Outbound	F	F	Similar
Yamato Rd	Technology Way	I-95	Outbound	C	F	Different
50th St - Yamato Rd	Aggregate Outbound			C		

Boynton Beach Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Gateway Blvd	I-95	High Ridge Rd	Inbound	F	B, F	Similar
High Ridge Rd	Gateway Blvd	NW Commerce Park Dr	Inbound	B	F	Different
Gateway Blvd - High Ridge Rd	Aggregate Inbound			E		
High Ridge Rd	NW Commerce Park Dr	Gateway Blvd	Outbound	E	F	Similar
Gateway Blvd	High Ridge Rd	I-95	Outbound	D	B, F	Different
High Ridge Rd - Gateway Blvd	Aggregate Outbound			D		

Cypress Creek Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
W Cypress Creek Rd	I-95 NB	N Andrews Ave	Inbound	C	D, F	Similar
N Andrews Ave	W Cypress Creek Rd	N Andrews Way	Inbound	D	E	Similar
Cypress Creed Rd - Andrews Ave	Aggregate Inbound			C		
N Andrews Ave	N Andrews Way	W Cypress Creek Rd	Outbound	E	E	Similar
W Cypress Creek Rd	N Andrews Ave	I-95 NB	Outbound	B	D, F	Different
Andrews Ave - Cypress Creek Rd	Aggregate Outbound			C		

Deerfield Beach Amtrak Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Hillsboro Blvd	I-95	Goolsby Blvd	Inbound	F	B, F	Similar
Goolsby Blvd	Hillsboro Blvd	Amtrak	Inbound	B	F	Different
	Aggregate Inbound			E		
Goolsby Blvd	Amtrak	Hillsboro Blvd	Outbound	F	F	Similar
Hillsboro Blvd	Goolsby Blvd	I-95	Outbound	F	B, F	Similar
	Aggregate Outbound			F		

Delray Beach Amtrak Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
SR 809 / Atlantic Ave	I-95	Congress Ave	Inbound	F	F	Similar
Congress Ave	Atlantic Ave	Amtrak	Inbound	A	D	Different
Atlantic Ave - Congress Ave	Aggregate Inbound			C		
Congress Ave	Amtrak	Atlantic Ave	Outbound	D	D	Similar
SR 809 / Atlantic Ave	Congress Ave	I-95	Outbound	F	F	Similar
Congress Ave - Atlantic Ave	Aggregate Outbound			F		

Fort Lauderdale Amtrak Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
I-95 SB Ramp	I-95 SB	Access Road	Inbound	D	D	Similar
Access Road	I-95 SB Off Ramp	SW 1st St	Inbound	E	D	Similar
I-95 SB Ramp - Access Rd	Aggregate SB Inbound			D		
I-95 NB On Ramp	I-95 NB	Park N Ride	Inbound	D	D	Similar
I-95 NB Ramp	Aggregate NB Inbound			D		
Access Road	SW 1st Street	I-95 On Ramp	Outbound	E	D	Similar
I-95 On Ramp	Aggregate NB Outbound			E		
I-95 SB On Ramp	SW 1st Street	I-95 SB On Ramp	Outbound	A	D	Different
I-95 SB On Ramp	Aggregate SB Outbound			A		

Fort Lauderdale Airport Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
SR 818 / Griffin Rd	I-95	Ravenswood Rd	Inbound	E	F, C	Similar
Ravenswood Rd	Griffin Rd	Gulf Stream Way	Inbound	D	C	Similar
Gulf Stream Way	Ravenswood Rd	Station	Inbound	D	F	Different
Griffin Rd - Gulf Stream Way	Aggregate Inbound			D		
Gulf Stream Way	Station	Ravenswood Rd	Outbound	C	F	Different
Ravenswood Rd	Gulf Stream Way	Griffin Rd	Outbound	C	C	Similar
SR 818 / Griffin Rd	Ravenswood Rd	I-95	Outbound	F	F, C	Similar
Gulf Stream Way - Griffin Rd	Aggregate Outbound			D		

Fort Lauderdale Greyhound Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Broward Blvd	I-95	NW 11th Ave	Inbound	F	B	Different
Broward Blvd	NW 11th Ave	NE 3rd Ave	Inbound	F	B, D	Different
NE 3rd Ave	W Broward Blvd	NE 3rd St	Inbound	F	D	Different
NE 3rd St	NE 3rd Ave	Greyhound	Inbound	C	N/A	
Broward Blvd - NE 3rd St	Aggregate Inbound			F		
NE 3rd St	Greyhound	NE 3rd Ave	Outbound	D	N/A	
NE 3rd Ave	NE 3rd St	W Broward Blvd	Outbound	F	D	Different
Broward Blvd	NE 3rd Ave	NW 11th Ave	Outbound	F	B, D	Different
Broward Blvd	NW 11th Ave	I-95	Outbound	F	D	Different
NE 3rd St - Broward Blvd	Aggregate Outbound			F		

Fort Lauderdale / Hollywood International Airport				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
US 1 Ramp	I-595	US 1	Inbound	B	C	Similar
Terminal Drive	US 1	FLL	Inbound	A	C	Different
US 1 - Terminal Drive	Aggregate Inbound - US 1			B		
SW 24th St	I-95	SW 4th Ave	Inbound	F	C, D	Different
SW 4th Ave	SW 24th St	Perimeter Rd	Inbound	A	B	Similar
SW 24th St - Perimeter Rd	Aggregate Inbound - SW 24th St			D		
Terminal Drive	FLL	US 1	Outbound	B	C	Similar
I-595 Ramp	US 1	I-595	Outbound	B	C	Similar
Terminal Drive - US 1	Aggregate Outbound - US 1			B		
SW 4th Ave	Perimeter Rd	SW 24th St	Outbound	C	B	Similar
SW 24th St	SW 4th Ave	I-95	Outbound	B	C, D	Similar
Perimeter Rd - SW 24th St	Aggregate Outbound - SW 24th St			C		

Hollywood Amtrak Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
SR 820 / Hollywood Blvd	I-95 NB Ramps	Amtrak	Inbound	E	N/A	
Hollywood Blvd	Aggregate Inbound			E	N/A	
SR 820 / Hollywood Blvd	Amtrak	Calle Grande Dr	Outbound	A	N/A	
SR 820 / Hollywood Blvd	Calle Grande Dr	I-95 NB Ramps	Outbound	D	N/A	
Hollywood Blvd	Aggregate Outbound			C		

Lake Worth Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
N 10th Ave	I-95 NB	Barnett Dr	Inbound	F	C	Different
N 10th Ave	Barnett Dr	Boutwell Rd	Inbound	F	C	Different
Boutwell Rd	N 10th Ave	Lake Worth Rd	Inbound	B	C	Similar
SR 802 / Lake Worth Rd	Arcano Dr	Station	Inbound	B	B	Similar
N 10th Ave - Lake Worth Rd	Aggregate Inbound			D		
SR 802 / Lake Worth Rd	Station	Arcano Dr	Outbound	B	B	Similar
Boutwell Rd	Lake Worth Rd	N 10th Ave	Outbound	A	C	Different
N 10th Ave	Boutwell Rd	Barnett Dr	Outbound	F	C	Different
N 10th Ave	Barnett Dr	I-95 NB	Outbound	F	C	Different
Lake Worth Rd - N 10th Ave	Aggregate Outbound			C		

Palm Beach International Airport					District 4	
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Airport Connector	I-95 NB	WPB	Inbound	A	D	Different
Airport Connector - I-95 NB	Aggregate Inbound - I-95 NB			A		
Airport Connector	I-95 SB	WPB	Inbound	A	C	Different
Airport Connector - I-95 SB	Aggregate Inbound - I-95 SB			A		
Airport Connector	WPB	I-95 NB	Outbound	A	C	Different
Airport Connector - I-95 NB	Aggregate Outbound - I-95 NB			A		
Airport Connector	WPB	I-95 SB	Outbound	A	C	Different
Airport Connector - I-95 SB	Aggregate Outbound - I-95 SB			A		

Pompano Beach Tri-Rail Station					District 4	
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
SR 834 / Sample Road	I-95	Military Trail	Inbound	F	F	Similar
Military Trail	Sample Road	NW 33rd St	Inbound	D	D	Similar
NW 33rd St	Military Trail	Entrance	Inbound	A	N/A	
Sample Rd - NW 33rd St	Aggregate Inbound			E		
NW 33rd St	Exit	Military Trail	Outbound	D	N/A	
Military Trail	NW 33rd St	Sample Rd	Outbound	F	D	Different
SR 834 / Sample Road	Military Trail	I-95	Outbound	B	F	Different
NW 33rd St - Sample Rd	Aggregate Outbound			D		

Port Everglades					District 4	
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
SW 24th St	SW 18th Tce	S Andrews Ave	Inbound	F	C, D, C	Different
Andrews Ave	SW 24th St	SE 30th St	Inbound	A	B	Similar
Andrews Ave	WE 30th St	Eller Dr	Inbound	A	B	Similar
Eller Dr	Andrews Ave	McIntosh Rd	Inbound	F	D	Different
SW 24th St - Eller Dr	Aggregate Inbound			D		
Eller Dr	McIntosh Rd	Andrews Ave	Outbound	A	C, D, C	Different
Andrews Ave	Eller Dr	SE 30th St	Outbound	A	B	Similar
Andrews Ave	WE 30th St	SW 24th St	Outbound	C	B	Similar
Eller Dr	Andrews Ave	McIntosh Rd	Outbound	C	D	Similar
Eller Dr - SW 24th St	Aggregate Outbound			A		

Port of Palm Beach and Mangonia Park Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Bee Line Hwy	Blue Heron Blvd	Military Trail	Inbound	C	N/A	
Bee Line Hwy	Military Trail	Congress Ave	Inbound	C	N/A	
Dr. MLK Jr Blvd	Congress Ave	Old Dixie Highway	Inbound	F	N/A	
Old Dixie Highway	Dr. MLK Jr Blvd	Avenue E	Inbound	A	N/A	
Dr. MLK Jr Blvd - Old Dixie Hwy	Aggregate Inbound - Dr. MLK Jr Blvd			D		
45th St	I-95	Broadway	Inbound	F	N/A	
US 1 / Broadway	45th Street	Avenue E	Inbound	C	N/A	
US 1 / Broadway	Avenue E	E 11th St	Inbound	A	N/A	
45th St - US 1	Aggregate Inbound - 45th St			E		
Old Dixie Highway	Avenue E	Dr. MLK Jr Blvd	Outbound	D	N/A	
Dr. MLK Jr Blvd	Old Dixie Highway	Bee Line Hwy	Outbound	F	N/A	
Old Dixie Hwy - Dr. MLK Jr Blvd	Aggregate Outbound - Dr. MLK Jr Blvd			F		
US 1 / Broadway	E 11th St	Avenue E	Outbound	B	N/A	
US 1 / Broadway	Avenue E	45th St	Outbound	D	N/A	
45th St	Broadway	I-95	Outbound	F	N/A	
US 1 - 45th St	Aggregate Outbound - 45th St			E		
Blue Heron Blvd	I-95	Congress Rd	Inbound	D	N/A	
Congress Ave	Blue Heron Blvd	Dr. MLK Jr Blvd	Inbound	B	N/A	
Old Dixie Hwy - Dr. MLK Jr Blvd	Aggregate Inbound - Blue Heron Blvd			C		
Congress Ave	Dr. MLK Jr Blvd	Blue Heron Blvd	Outbound	D	N/A	
Blue Heron Blvd	Congress Rd	I-95	Outbound	E	N/A	
Dr. MLK Jr Blvd - Old Dixie Hwy	Aggregate Outbound - Blue Heron Blvd			D		
45th Street	I-95	Congress Ave	Inbound	D	N/A	
Congress Ave	45th St	DR. MLK Jr Blvd	Inbound	C	N/A	
Old Dixie Hwy - Dr. MLK Jr Blvd	Aggregate Inbound - 45th St / Dr. MLK Jr Blvd			C		
Congress Ave	DR. MLK Jr Blvd	45th St	Outbound	D	N/A	
Congress Ave	Aggregate Inbound - Congress Ave SB			D		

Sheridan Street Tri-Rail Station				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
Sheridan Street	I-95 NB Ramps	N 29th Ave	Inbound	F	F	Similar
N 29th Ave	Sheridan Street	Station	Inbound	F	A	Different
Sheridan St - N 29th Ave	Aggregate Inbound			F		
N 29th Ave	Station	Sheridan Street	Outbound	F	A	Different
Sheridan Street	N 29th Ave	I-95 NB Ramps	Outbound	F	F	Similar
N 29th Ave - Sheridan St	Aggregate Outbound - Sheridan St			F		
I-95 SB Access	Station	I-95 SB Ramp	Outbound	F	N/A	
I-95 SB Access	Aggregate Outbound - I-95 SB Access			F		

West Palm Beach Intermodal Center				District 4		
Connector	From	To	Inbound / Outbound ¹	Section LOS	D4 2009 LOS Results	Results Comparison
SR 704 / Okeechobee Blvd	I-95 SB Off Ramp	Tamarind Ave	Inbound	F	A	Different
Tamarind Ave	SR 704	Fern St	Inbound	C	F	Different
SR 704 - Tamarind Ave	Aggregate Inbound			F		
Tamarind Ave	Fern St	SR 704	Outbound	F	F	Similar
SR 704 / Okeechobee Blvd	Tamarind Ave	I-95 SB Ramp	Outbound	F	A	Different
Tamarind Ave - SR 704	Aggregate Outbound			E		

Daytona Beach International Airport				District 5		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
Beville Rd	I-95	Williamson Blvd	Inbound	D	C	Similar
Williamson Blvd	Beville Rd	Midway Ave	Inbound	B	N/A	
Midway Ave	Williamson Blvd	Airport	Inbound	B	N/A	
Beville Rd - Midway Ave	Aggregate Inbound - Beville Rd			B		
Midway Ave	Airport	Williamson Blvd	Outbound	B	N/A	
Williamson Blvd	Midway Ave	Beville Rd	Outbound	C	N/A	
Beville Rd	Williamson Blvd	I-95	Outbound	A	C	Different
Beville Rd - Midway Ave	Aggregate Outbound - Beville Rd			B		
Int'l Speedway Blvd	I-95	Midway Ave	Inbound	C	C	Similar
Midway Ave	Int'l Speedway Blvd	Richard Petty Blvd	Inbound	F	N/A	
Int'l Speedway Blvd - Midway Ave	Aggregate Inbound - Int'l Speedway Blvd			C		

Daytona Beach Greyhound				District 5		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
International Speedway Blvd	I-95	Ridgewood Ave	Inbound	F	C	Different
International Speedway Blvd	Aggregate Inbound			F		
International Speedway Blvd	Ridgewood Ave	I-95	Outbound	C	C	Similar
International Speedway Blvd	Aggregate Outbound			C		

Sanford (Auto Train Station) Amtrak				District 5		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
SR 46 / W 1st St	I-4	Persimmon Ave	Inbound	C	C	Similar
Persimmon Ave	W 1st St	Amtrak	Inbound	A	C	Different
SR 46 - Persimmon Ave	Aggregate Inbound			C		
Persimmon Ave	Amtrak	W 1st St	Outbound	B	C	Similar
SR 46 / W 1st St	Persimmon Ave	I-4	Outbound	F	C	Different
Persimmon Ave – SR 46	Aggregate Outbound			F		

Cape Canaveral Space Center				District 5		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
SR 50 / Cheney Hwy	I-95	Columbia Blvd	Inbound	D	C	Similar
SR 405 / Columbia Blvd	Cheney Hwy	NASA Causeway	Inbound	B	C	Similar
Cheney Hwy - Columbia Blvd	Aggregate Inbound			B		
SR 405 / Columbia Blvd	NASA Causeway	Cheney Hwy	Outbound	B	C	Similar
SR 50 / Cheney Hwy	Columbia Blvd	I-95	Outbound	D	C	Similar
Columbia Blvd - Cheney Hwy	Aggregate Outbound			B		

Kissimmee Intermodal Center				District 5		
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
Hoagland Blvd	Florida Turnpike	Main St	Inbound	C	C	Similar
Main St	Osceola Pkwy	Neptune Rd	Inbound	D	C	Similar
Osceola Pkwy - Main St	Aggregate Inbound			C		
Main St	Neptune Rd	Osceola Pkwy	Outbound	F	C	Different
Hoagland Blvd	Main St	Florida Turnpike	Outbound	F	C	Different
Main St - Osceola Pkwy	Aggregate Outbound			E		

Kissimmee Gateway Airport					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
Osceola Pkwy	Florida Turnpike	Main St	Inbound	C	C	Similar
Main St	Osceola Pkwy	Irlo Bronson Mem. Hwy	Inbound	C	C	Similar
Irlo Bronson Memorial Hwy	Main St	Hoagland Blvd	Inbound	F	C	Different
Hoagland Blvd	Irlo Bronson Mem. Hwy	Airport	Inbound	A	N/A	
Hoagland Blvd	Aggregate Inbound			D		
Hoagland Blvd	Airport	Irlo Bronson Mem. Hwy	Outbound	C	N/A	
Irlo Bronson Memorial Hwy	Hoagland Blvd	Main St	Outbound	C	C	Similar
Main St	Irlo Bronson Mem. Hwy	Osceola Pkwy	Outbound	F	C	Different
Osceola Pkwy	Main St	Florida Turnpike	Outbound	F	C	Different
Hoagland Blvd	Aggregate Outbound			D		

Melbourne International Airport and Melbourne Greyhound					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
New Haven Ave	I-95 SB Ramps	Airport Blvd	Inbound	D	C	Similar
Airport Blvd	New Haven Ave	Eddie Allen Rd	Inbound	C	C	Similar
Airport Blvd	Eddie Allen Rd	NASA Blvd	Inbound	C	C	Similar
NASA Blvd	Airport Blvd	Eddie Allen Rd	Inbound	B	D	Different
New Haven Ave - NASA Blvd	Aggregate Inbound - New Haven Ave			D		
NASA Blvd	Eddie Allen Rd	Airport Blvd	Outbound	B	D	Different
Airport Blvd	NASA Blvd	Eddie Allen Rd	Outbound	C	C	Similar
Airport Blvd	Eddie Allen Rd	New Haven Ave	Outbound	B	C	Similar
New Haven Ave	Airport Blvd	I-95 SB Ramps	Outbound	D	C	Similar
NASA Blvd - New Haven Ave	Aggregate Outbound - New Haven Ave			D		
Eau Gallie Blvd	I-95 SB Ramps	John Rodes Blvd	Inbound	E	C	Different
Eau Gallie Blvd	John Rodes Blvd	Sarno Rd	Inbound	C	C	Similar
Sarno Rd	Eau Gallie Blvd	Apollo Blvd	Inbound	C	C	Similar
Apollo Blvd	Sarno Rd	Airport Rd	Inbound	C	C	Similar
Airport Dr	Apollo Blvd	NASA Blvd	Inbound	C	C	Similar
NASA Blvd	Airport Blvd	Eddie Allen Rd	Inbound	B	D	Different
Eau Gallie Blvd - NASA Blvd	Aggregate Inbound - Eau Gallie Blvd			C		
NASA Blvd	Eddie Allen Rd	Airport Blvd	Outbound	B	D	Different
Airport Dr	NASA Blvd	Apollo Blvd	Outbound	C	C	Similar
Apollo Blvd	Airport Rd	Sarno Rd	Outbound	D	C	Similar
Sarno Rd	Apollo Blvd	Eau Gallie Blvd	Outbound	D	C	Similar
Eau Gallie Blvd	Sarno Rd	John Rodes Blvd	Outbound	C	C	Similar
Eau Gallie Blvd	John Rodes Blvd	I-95 SB Ramps	Outbound	F	C	Different
NASA BLVD - Eau Gallie Blvd	Aggregate Outbound - Eau Gallie Blvd			C		

Orlando Amtrak					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
Kaley St	I-4	Division Ave	Inbound	F	D	Different
Division Ave	Kaley St	Columbia St	Inbound	B	D	Different
Columbia St	Division Ave	Sligh Blvd	Inbound	C	B	Similar
Kaley St - Columbia St	Aggregate Inbound			C		
Columbia St	Sligh Blvd	Division Ave	Outbound	C	B	Similar
Division Ave	Columbia St	Kaley St	Outbound	C	D	Similar
Kaley St	Division Ave	I-4	Outbound	C	D	Similar
Columbia St - Kaley St	Aggregate Outbound			C		

Orlando Greyhound					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
John Young Parkway	EB On Ramp	Bus Center Rd	Inbound	F	C	Different
John Young Parkway	Aggregate Inbound			F		
John Young Parkway	Bus Center Rd	EB On Ramps	Outbound	F	C	Different
John Young Parkway	Aggregate Outbound			F		

Orlando Sanford International Airport					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
Lake Mary Blvd	SR 417	Red Cleveland Blvd	Inbound	C	C	Similar
Red Cleveland Blvd	Lake Mary Blvd	Marquette Ave	Inbound	B	B	Similar
Red Cleveland Blvd	Marquette Ave	Control Tower Ln	Inbound	A	B	Similar
Lake Mary Blvd - Red Cleveland Blvd	Aggregate Inbound			B		
Red Cleveland Blvd	Control Tower Ln	Marquette Ave	Outbound	C	B	Similar
Red Cleveland Blvd	Marquette Ave	Lake Mary Blvd	Outbound	D	B	Different
Lake Mary Blvd	Red Cleveland Blvd	SR 417	Outbound	C	C	Similar
Red Cleveland Blvd - Lake Mary Blvd	Aggregate Outbound			C		

Orlando International Airport					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
SR 436 / Jeff Fuqua Blvd	Beachline Expy	Airport	Inbound	C	C	Similar
SR 436 / Jeff Fuqua Blvd	Aggregate Inbound - SR 436			C		
SR 436 / Jeff Fuqua Blvd	Airport	Beachline Expy	Outbound	C	D	Similar
SR 436 / Jeff Fuqua Blvd	Aggregate Outbound - SR 436			C		
Tradeport Dr	Beachline Expy	Boggy Creek Rd	Inbound	A	C	Different
Tradeport Dr	Aggregate Inbound - Tradeport Dr			A		
Tradeport Dr	Boggy Creek Rd	Beachline Expy	Outbound	A	C	Different
Tradeport Dr	Aggregate Outbound - Tradeport Dr			A		

Orlando CSX Terminal					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
Boggy Creek Rd	Beachline Expy	Landstreet Rd	Inbound	A	D	Different
Landstreet Rd	Boggy Creek Rd	Atlantic Ave	Inbound	A	C	Different
Atlantic Ave	Landstreet Rd	Terminal	Inbound	C	B	Similar
Lake Mary Blvd - Red Cleveland Blvd	Aggregate Inbound			A		
Atlantic Ave	Terminal	Landstreet Rd	Outbound	C	B	Similar
Landstreet Rd	Atlantic Ave	Boggy Creek Rd	Outbound	A	C	Different
Boggy Creek Rd	Landstreet Rd	Beachline Expy	Outbound	A	D	Different
Red Cleveland Blvd - Lake Mary Blvd	Aggregate Outbound			A		

Port Canaveral					District 5	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
George King Blvd	US 1	Atlantic Ave	Inbound	C	N/A	
George King Blvd	Aggregate Inbound - George King Blvd			C		
George King Blvd	Atlantic Ave	US 1	Outbound	B	N/A	
A1A	US 1	SR 407	Outbound	B	N/A	
George King Blvd	Aggregate Outbound - George King Blvd			B		
SR 401 / Cape Rd	Beachline Expy	Port	Outbound	B	C	Similar
SR 401 / Cape Rd	Aggregate Inbound - Cape Rd			B		
SR 401 / Cape Rd	Port	Beachline Expy	Outbound	B	C	Similar
SR 401 / Cape Rd	Aggregate Outbound - Cape Rd			B		

Golden Glades Intermodal Terminal					District 6	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
US 441 / SR 7	I-95 Off Ramp	Parking Lot Off Ramp	Inbound	C	F	Different
US 441 Off-Ramp	SR 7	Parking Lot	Inbound	F	F	Similar
I-95 - Parking Lot	Aggregate Inbound			D		
Parking Lot Exit	Parking Lot	US 441	Outbound	F	F	Similar
US 441	Merge	SR 826 Diverge	Outbound	D	D	Similar
US 441	SR 826	SR 7	Outbound	F	F	Similar
I-95 On Ramp	SR 7	I-95	Outbound	D		
Parking Lot - I-95	Aggregate Outbound			F		

Miami FEC Intermodal Freight Terminal					District 6	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
W 21st St	SR 826	NW 72nd Ave	Inbound	C	C	Similar
SR 969	SR 934	NW 74th St	Inbound	F	D	Different
NW 74th St	NW 72nd Ave	NW 69th Ave	Inbound	C	C	Similar
NW 69th Ave	NW 74th St	Entrance	Inbound		C	N/A
W 21st St - NW 69th Ave	Aggregate Inbound			C		
NW 74th St	Okeechobee Rd	NW 69th Ave	Inbound	D		
NW 74th St	Aggregate Inbound - US 27			D		
NW 74th St	NW 69th Ave	Okeechobee Rd	Outbound	F		
NW 74th St	Aggregate Outbound - US 27			F		
NW 69th Ave	Terminal	NW 74th St	Outbound	F	C	Different
NW 74th St	NW 69th Ave	NW 72nd Ave	Outbound	E	C	Different
SR 969	NW 74th St	SR 934	Outbound	F	D	Different
W 21st St	SW 72nd Ave	SR 826	Outbound	B	C	
NW 69th Ave - W 21st St	Aggregate Outbound - SR 826			F		

Miami International Airport					District 6	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
NW 42nd Ave	SR 836	Central Station Off Ramp	Inbound	D	N/A	
Central Station Off Ramp	NW 42nd Ave	Station	Inbound	A	N/A	
NW 42nd Ave - Central Station Off Ramp	Aggregate Inbound - NW 42nd Ave			B		
NW 12th St Dr	Airport	SR 836	Outbound	C	N/A	
NW 12th St Dr	Aggregate Outbound - NW 12th St Dr			C		
NW 37th Ave	NW 14th St	NW 21st St	Inbound	C	N/A	
NW 21st St	NW 37th St	NW 38th Ct	Inbound	C	N/A	
W 21st St - NW 69th Ave	Aggregate Inbound - NW 37th Ave			C		
NW 21st St	NW 38th Ct	NW 37th St	Outbound	B	N/A	
NW 37th Ave	NW 21st St	NW 14th St	Outbound	D	N/A	
NW 69th Ave - W 21st St	Aggregate Outbound - NW 37th Ave			D		
SB NW 42 Ave On Ramp	MIC	NW 42nd Ave	Outbound	B	N/A	
SB NW 42 Ave On Ramp	Aggregate Outbound - MIC			B		
NW 36th St	SR 826	NW 67th Ave	Inbound	F	F	Similar
NW 67th Ave	NW 36th St	NW 22nd St	Inbound	C	N/A	
NW 36th St - NW 67th Ave	Aggregate Inbound - NW 36th St			C		
NW 67th Ave	NW 22nd St	NW 36th St	Outbound	C	N/A	
NW 36th St	NW 67th Ave	SR 826	Outbound	F	F	Similar
NW 67th Ave - NW 36th St	Aggregate Outbound - NW 36th St			F		
Port of Miami					District 6	
Connector	From	To	Inbound / Outbound ¹	Section LOS	2012 LOS Spreadsheet Results	Results Comparison
NW 3rd Ct	NW 8th St	NW 5th St	Inbound	E	N/A	
NW 5th St	NW 3rd Ct	Biscayne Blvd	Inbound	D	N/A	
Port Blvd	Biscayne Blvd	Port	Inbound	A	C	Different
NW 3rd Ct - Port Blvd	Aggregate Inbound - NW 5th St			C		
NW 6th St / Port Blvd	US 1 / Biscayne Blvd	NE 1st Ave	Outbound	E	C	Different
NE 1st Ave	NW 6th St	NE 12th St	Outbound	D	D	Similar
Port Blvd - NE 12th St	Aggregate Outbound - NE 1st Ave			D		
NW 6th St / Port Blvd	US 1 / Biscayne Blvd	NW 3rd Ave	Outbound	D	N/A	
NW 3rd Ave	NW 6th St	NW 8th St	Outbound	D	N/A	
Port Blvd - NW 3rd Ave	Aggregate Outbound - NW 3rd Ave			D		
I-395	Herald Plaza	Watson Island	Inbound	D	F	Different
I-395	Aggregate Inbound - Watson Island			D		
I-395	Watson Island	Herald Plaza	Outbound	E	F	Similar
I-395	Aggregate Inbound - Watson Island			E		

At the time of this report, no 2012 LOS reports for D7 were available to the project team.

SIS AND NHS CON HIGHWAY ADEQU



FLORIDA DEPARTMENT OF TRANSPORTATION

KITTELSON & ASSOCIATES, INC.
CAMBRIDGE SYSTEMATICS, INC.