

District-Wide Freight Activity Center Connector Definition and Evaluation

FDOT District One

2019



DISTRICT 1



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FAC Connector Definition & Evaluation

January 2019

1 Introduction

The report summarizes methods used to identify and evaluate Freight Activity Center (FAC) Connectors in Florida Department of Transportation (FDOT) District One. As indicated in the report, FAC Connectors are defined as local and state roadways connecting freight trip generating uses within FACs with Freight Mobility Corridors (FMCs) designated in the District's Freight Mobility and Trade Plan.

The definition and evaluation process described in this report were undertaken to identify issues impacting transportation and freight logistics along key corridors as part of the District's ongoing efforts to provide more efficient and safe freight movement in the region. The report provides a review of FAC Connector conditions district-wide and offers more detailed information on conditions of FAC Connectors in FACs with high levels of existing and potential industrial development activity.

The report is organized in five sections, as follows:

1. Introduction
2. Approach
3. Review of Roadway Classifications
4. Definition and Evaluation of FAC Connectors
5. Evaluation of FAC Connectors Within Priority FACs

The results of the study are intended to serve both as a resource to District staff as projects are defined and prioritized for funding, and as a tool to identify future planning activities required to further evaluate conditions and determine improvement strategies.

2 Approach

The study was organized in three stages as follows: 1) a review of existing roadway classifications was completed to provide policy context for the identification of FAC Connectors; 2) FAC Connectors were identified and a district-wide evaluation of FAC Connector conditions was completed; and 3) FAC Connectors in the top 10 FACs (based on a review of industrial development activity) were evaluated to highlight conditions and constraints requiring further attention.

2.1 Review Roadway Classifications

A review of existing roadway classifications and systems was completed to provide context for the definition and assessment of FAC Connectors. Existing designations summarized include those established as part of the National Highway System, the National Highway Freight Network, Florida's Strategic Intermodal System, and District's Freight Mobility and Trade Plan's Freight Mobility Corridors.

2.2 Identification and Assessment of FAC Connectors

For the purpose of the study, Freight Activity Center (FAC) Connectors were defined as roadway segments providing direct, first/last mile connections between clusters of freight trip generators in designated FACs and higher level Freight Mobility Corridors (FMCs). Higher level FMCs are those corridors identified in the District's FMTP as Limited Access Facilities, Regional Facilities, and Distribution Routes.

For identified FAC Connectors, an evaluation was undertaken to determine general performance characteristics and conditions. The screening process involved four screenings: a volume and capacity screening, a crash screening, a bridge screening, and a rail crossing screening. The volume and capacity screening focused on evaluating FAC Connectors based on traffic volume and traffic volume higher than capacity. The crash screening focused on evaluating the connectors based on total crashes, crashes per mile rates, number of truck involved crashes, and fatal crashes. The bridge screening identified bridge locations along FAC Connectors, including overpasses. The rail crossing screening identified FAC Connectors with rail crossings.

2.3 Evaluation of FAC Connectors within Priority FACs

A preliminary evaluation of FAC land use and development potential was conducted to identify FACs with the greatest existing building square footage in industrial and related land uses and the greatest amount of existing and vacant land identified as having industrial and related use. This effort resulted in the identification of FACs with the highest levels of existing and potential industrial development activity, and thus the potential to generate significant volumes of freight truck trips on FAC Connectors. For FAC Connectors serving the top 10 FAC's, an additional level of evaluation was completed to document conditions and constraints requiring further attention.

3 Review of Roadway Classifications

To provide a context for the identification of FAC Connectors in District One, a review of existing local, state, and federal roadway classifications was completed. These classifications describe the role and function of roadway facilities across the State, and thus provide the basis for setting priorities for project improvements and funding.

3.1 Existing Designations

This section reviews existing roadway classifications with a freight focus. Existing classifications include the National Highway System, National Highway Freight Network, Florida’s Strategic Intermodal System, and the Freight Mobility and Trade Plan’s Freight Mobility Corridors.

3.1.1 National Highway System

The National Highway System (NHS) is made up of roadways considered important to the nation’s economy, defense, and mobility. The NHS includes the following subsystems of roadways:

- Interstate – The Eisenhower Interstate System.
- Other Principal Arterials – Highways in rural and urban areas which provide access between an arterial and a major port, airport, public transportation facility, or other intermodal transportation facility.
- Strategic Highway Network (STRAHNET) – Highways which are important to the United States’ strategic defense policy and which provide defense assess, continuity, and emergency capabilities for defense purposes.
- Major Strategic Highway Network Connectors – Highways which provide access between major military installations and highways which are part of the Strategic Highway Network
- Intermodal Connectors – Highways which provide access between major intermodal facilities and the other four subsystems making up the National Highway System.

Of particular relevance to this study are the intermodal connectors. Within District 1, four such facilities exist. These connectors, listed in Table 1, serve one seaport and three airports.

Table 1. National Highway System Intermodal Connectors

Facility	Type	Connector Description	Connector Length	Facility ID
Port Manatee	Port Terminal	Piney Point Rd (Dock St to US 41), US 41 (Piney Point to I-275)	3.666	FL7P
S.W. Florida Intl. Airport – Fort Myers	Airport	Daniels Rd (I-75 to airport entrance)	0.572	FL8A
Sarasota/Bradenton Intl Airport	Airport	University Pkwy (I-75 to airport entrance)	6.554	FL9A
Naples Municipal Airport	Airport	North Rd (Terminal to Pulling), Pulling Rd (North to Pine Ridge), Pine Ridge Rd (Pulling to I-75)	7.037	FL43A

Source: Federal Highway Administration.¹

¹ https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/

3.1.2 National Highway Freight Network

The National Highway Freight Network (NHFN) emerged as part of the Fixing America's Surface Transportation (FAST) Act after the repeal of the Primary Freight Network and the National Freight Network from the Moving Ahead for Progress in the 21st Century Act (MAP-21). Similar to the NHS, the NHFN is also comprised of multiple subsystems of roadways. This includes the following:

- Primary Highway Freight System (PHFS) – Highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. The network consists of 41,518 centerline miles nationwide, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads.
- Other Interstate Portions not on the PHFS – Highways consisting of the remaining portion of Interstate roads not included on the PHFS. These portions provide continuity to the network and access to freight transportation facilities. This portion of the network amounts to approximately 9,511 centerline miles, which may fluctuate based on additions and deletions to the Interstate Highway System.
- Critical Rural Freight Corridors (CRFCs) – Public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal transportation facilities.
- Critical Urban Freight Corridors (CUFCs) – Public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal transportation facilities.²

The defined intermodal connectors in this network are a subset of those found on the NHS. Of those included in Table 1, only FL7P (Port Manatee) and FL8A (S.W. Florida International Airport – Fort Myers) are included as part of the NHFN.

3.1.3 Strategic Intermodal System

At a state level, the Florida Department of Transportation has identified its Strategic Intermodal System (SIS). This system was established in 2003 to focus resources on the facilities which are most important for interregional, interstate, and international travel. The SIS includes all forms of transportation which can be used to move people and goods. The end result of this designation is a network which carries more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight and cruise passengers, almost all rail freight, 89 percent of all interregional rail and bus passengers, and 55 percent of total traffic and more than 70 percent of all truck traffic on the State Highway System.³

The SIS is periodically updated, with the latest iteration available through the SIS Atlas⁴, among other supporting documentation such as the shapefiles of these designated roadways.⁵ In addition to the main roadway network (i.e. I-95, I-75), the SIS designation also includes a set of intermodal connectors. These include the following locations:

- Port Manatee
- Sarasota – Bradenton International Airport
- Lee Tran Intermodal Center (Fort Myers)

² <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>

³ <http://www.fdot.gov/planning/sis/about.shtm>

⁴ http://www.fdot.gov/planning/systems/programs/mspi/pdf/SIS_Atlas.pdf

⁵ <http://www.fdot.gov/planning/systems/documents/brochures/default.shtm>

- Southwest Florida International Airport
- Winter Haven Intermodal Freight Terminal/Central Florida Intermodal Logistic Center
- Punta Gorda Airport

Note that while some of these have intermodal connectors designated as part of other national networks, they are not necessarily the same roadways. For instance, in the case of Southwest Florida International Airport, the intermodal connector identified as part of the National Highway Freight Network is different from the SIS connector.

3.1.4 Freight Mobility and Trade Plan

An additional component of the FAST Act is that states are required to develop a state freight plan to receive freight specific funding. Florida was well ahead of this requirement through the development of the Freight Mobility and Trade Plan (FMTP) which saw its Policy Element adopted in June 2013 and the Investment Element adopted in September 2014.

As part of this process, the FMTP included a designation of Freight Mobility Corridors (FMCs). These are determined to be essential components of the transportation network for moving goods within a region and can be divided into three modes: highway, rail and waterways. For the highway component, three types of facilities were identified, which are defined as follows:

- Limited-Access – Typically, these roadways are on Florida's SIS network and provide uninterrupted flows for high volumes of traffic and serve as primary trade corridors connecting certain regions of the state to the rest of the state and country.
- Regional Facility – Provides high capacity connections between limited access facilities and regional freight activity centers. These corridors, which may be part of the SIS network, serve the region through movements for long-haul truck trips and can accommodate high volumes of truck traffic.
- Distribution Route – Includes state roadways and other local roadways designated in local truck route ordinances at the county and municipal levels. Freight distribution routes serve to distribute truck traffic to local delivery areas. The freight distribution routes provide an adequate network for trucks to deliver goods, while also minimizing truck traffic on other local roads within populated areas.⁶

3.1.5 Locally Designated Truck Routes

At a more local level, regions, counties, metropolitan planning organizations (MPOs), and localities may choose to designate a local truck route network. Local truck routes are typically designated through local processes involving coordination with local stakeholders and their designation serve as recommended routes for trucks to take within specific jurisdictions. At present, district-wide datasets indicating locally-defined truck routes are not available for use in this study but the creation of such could prove useful in determining and evaluating local preferences for truck routing.

3.1.6 Existing Designations and Funding Sources

Existing designations at the national and state level serve as a basis for determining eligible sources of funding for improvements. The National Highway System and National Highway Freight Network both have dedicated funding at the federal level. The Strategic Intermodal System also has its own funding mechanism at the state level. The Freight Mobility Corridors identified as part of the FMTP are not directly tied to a dedicated funding source nor are locally designated truck routes. However, understanding these designations is important in evaluating District priorities and plans for improvements.

⁶ https://freightmovesflorida.com/wp-content/uploads/2016/09/FDOT_D1_FMTP.pdf

4 Definition and Evaluation of FAC Connectors

4.1 FAC Connector Definition

For the purpose of this study, FAC Connectors within the District are identified as roadway segments providing direct, first/last mile connections between industrial uses within designated FACs and higher level FMCs. Higher level FMCs include those designated in the D1 FMTP as Limited Access (FMC1), Regional Facility (FMC2), and Distribution Route (FMC3).

The definition includes roadway segments with the following characteristics:

- Roadway segments with arterial and collector functional classifications providing direct access to clusters of industrial, warehouse-distribution, or other freight trip generators within designated FACs. These include roadway segments providing direct connections between local roadway networks serving multiple users and higher level FMCs adjacent to or near the FAC.
- Local roadway segments in urban and rural areas, regardless of functional classification, providing access to FACs with one or a small number of industrial, warehouse-distribution, or other freight trip generators.

Roadway segments meeting the above criteria but with operational or other constraints were excluded from consideration as FAC Connectors. Constraints considered in this evaluation included the presence of restricted bridges and incompatible land uses (residential, education, and recreational). It should also be noted that FAC Connectors were not defined for FACs where the majority of industrial, warehouse-distribution, and other freight trip generators had direct access to higher level of FACs and thus did not require first/last mile connections to higher level FMCs.

Applying the definition above resulted in the identification of 55 total connectors serving the 47 FACs identified in the District One FMTP. Designated FAC Connectors are identified in Table 2 below and in the map set in Appendix A.

Table 2. FAC Connectors by FAC and County

FACC ID	FAC ID	Street Name	FAC Name	County	# of Lanes	AADT 2016
1	1	Airport Rd	Punta Gorda Airport	Charlotte	2	-
2	2	New Market Rd/CR 29	Immokalee	Collier	2	10300
8	8	CR 833	Southern Gardens Citrus	Hendry	2	1350
10-1	10	Francisco St/CR 832	Clewiston Sugar	Hendry	4	5700
10-2	10	Sonora Ave/CR 832	Clewiston Sugar	Hendry	2	6500
10-3	10	Georgia Ave	Clewiston Sugar	Hendry	2	1200
10-4	10	Lewis Blvd	Clewiston Sugar	Hendry	2	1200
11	11	Haywood Taylor Blvd	Sebring Regional Airport	Highlands	4	3100
14-1	14	Hanson St	State Farmers Market	Lee	2	8600
14-2	14	Veronica Shoemaker Blvd	State Farmers Market	Lee	4	10500
14-3	14	Fowler St	State Farmers Market	Lee	4	21800
14-4	14	Evans Ave	State Farmers Market	Lee	3	4700
14-5	14	Metro Pkwy	State Farmers Market	Lee	6	17200
15	15	Piney Point Rd	Port Manatee FAC	Manatee	2	2300
16-1	16	16th Ave E	North Central Manatee FAC	Manatee	2	5000
16-2	16	17th St E	North Central Manatee FAC	Manatee	4	7400
16-3	16	24th Ave E	North Central Manatee FAC	Manatee	2	-
17	17	9th St E	Tropicana Area FAC	Manatee	4	7689
18	18	44th Ave E	Central Manatee FAC	Manatee	2	950
20	20	9th St	Okeechobee North	Okeechobee	2	2900
22-1	22	Deen Still Rd	Davenport Industrial FAC	Polk	2	-
22-2	22	Waverly Barn Rd	Davenport Industrial FAC	Polk	2	-
22-3	22	Main St	Davenport Industrial FAC	Polk	2	-
25-1	25	Logistics Pkwy	Central Florida Intermodal Logistics Center	Polk	2	-
25-2	25	Intermodal Dr	Central Florida Intermodal Logistics Center	Polk	2	-
26	26	Saddle Creek Rd	North Combee Road FAC	Polk	2	9500
27	27	SR 539	Kathleen Road FAC	Polk	4	29000
30-1	30	Industrial Park Rd	Mulberry FAC	Polk	2	-
30-2	30	Prairie Industrial Pkwy	Mulberry FAC	Polk	2	-
30-3	30	Prairie Mine Rd	Mulberry FAC	Polk	2	-
31-1	31	Gandy Rd	Auburndale FAC	Polk	2	-
31-2	31	Main St	Auburndale FAC	Polk	2	3800
31-3	31	Dairy Rd	Auburndale FAC	Polk	2	13700
32-1	32	Maine Ave	Lakeland Regional Industrial FAC	Polk	2	-
32-2	32	Reynolds Rd	Lakeland Regional Industrial FAC	Polk	2	9200
33-1	33	Clark Rd	West Lakeland FAC	Polk	2	-
33-2	33	County Line Rd	West Lakeland FAC	Polk	2	-
33-3	33	Frontage Rd S	West Lakeland FAC	Polk	2	-
33-4	33	N Galloway Rd/CR 542A	West Lakeland FAC	Polk	2	9700
33-5	33	Swindell Rd	West Lakeland FAC	Polk	2	-
34	34	E Frederick Ave	Dundee Citrus 1	Polk	2	-
38-1	38	Waring Rd	Lakeland Linder Regional Airport	Polk	2	-
38-2	38	Drane Field Rd	Lakeland Linder Regional Airport	Polk	2	7900
38-3	38	SR 572	Lakeland Linder Regional Airport	Polk	4	9800

42-1	42	Hunt Brothers Rd	Hunt Bros	Polk	2	3500
42-2	42	Hunt Brothers Rd	Hunt Bros	Polk	2	-
43	43	Mcintosh Rd	Clark Road (Publix)	Sarasota	2	8700
44-1	44	Tallevast Rd	South Manatee/Sarasota FAC	Manatee	2	8200
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	Manatee	4	18600
44-3	44	Whitfield Ave	South Manatee/Sarasota FAC	Manatee	2	7300
45	45	Myrtle St	North Sarasota Industrial FAC	Sarasota	2	6300
46-1	46	10th St	12th Street Industrial Area	Sarasota	4	7500
46-2	46	12th St	12th Street Industrial Area	Sarasota	4	10500
46-3	46	17th St	12th Street Industrial Area	Sarasota	4	16600
46-4	46	N Orange Ave	12th Street Industrial Area	Sarasota	2	6300

Source: Roadway Characteristics Inventory (RCI)

4.2 Evaluation of FAC Connectors

A four part screening process was completed to evaluate conditions along the fifty five (55) designated FAC Connectors in District One. Using readily-available data, each FAC Connector was evaluated

- Capacity and Volume Screening – LOS plus simplified V/C analysis if possible given available data regarding functional class, lanes, and volumes. If no capacity data readily available, identify the highest volume corridors and add notes regarding corridors identified as having high percentages of truck volumes.
- Crash Screening – Identifying High Crash Corridors based on total crashes, crashes per mile, truck involved crashes, and fatal crashes.
- Bridge Screening – Note corridors with bridges present and rail crossings present. Conduct street view search to check for bridge restrictions. Indicate corridors with bridges that may influence route decisions and could result in future analyses to identify alternative corridors.
- Rail Crossing Screening – Identify corridors with at grade rail crossings and check against grade crossing hot spots list.

4.2.1 Volume and Capacity Screening

2016 AADT values from the Roadway Characteristics Inventory (RCI) database were used to identify FAC Connectors with the highest AADT. The top 10 FAC Connectors with regards to AADT are summarized in Table 3. Sixteen FAC Connectors have volume to capacity (v/c) ratios greater than 1.0. The v/c ratio is calculated using traffic volumes (AADT 2016) and roadway capacity (using roadway functional classification and number of lanes to estimate capacity based on standards from the FDOT QLOS Handbook, April 2018). A v/c ratio over 1.0 indicates that a roadway is currently operating at traffic volumes greater than the roadway capacity. Only 36 of the 55 FAC Connectors had AADT data available. (Please note that AADT values are only reported for 36 of the 55 FAC Connectors. AADT for local roadway segments is not reported in the RCI on the complete list of 55.

Table 3. Top 10 FAC Connectors – Traffic Volume (AADT) - 2016

FACC ID	FAC ID	Street Name	FAC Name	Functional Classification	AADT (2016)	Truck AADT (2016)	Total Lanes
27	27	SR 539	Kathleen Road FAC	16 - Minor Arterial URBAN	29,000	1,624	4
14-3	14	Fowler St	State Farmers Market	14 - Principal Arterial-Other	21,800	1,047	4
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	16 - Minor Arterial URBAN	18,600	1,172	4
14-5	14	Metro Pkwy	State Farmers Market	14 - Principal Arterial-Other	17,200	1,239	6
46-3	46	17th St	12th Street Industrial Area	17 - Major Collector URBAN	16,600	631	4
31-3	31	Dairy Rd	Auburndale FAC	17 - Major Collector URBAN	13,700	1,316	2
14-2	14	Veronica Shoemaker Blvd	State Farmers Market	17 - Major Collector URBAN	10,500	819	4
46-2	46	12th St	12th Street Industrial Area	17 - Major Collector URBAN	10,500	567	4
2	2	New Market Rd/CR 29	Immokalee	17 - Major Collector URBAN	10,300	1,751	2
38-3	38	SR 572	Lakeland Linder Regional Airport	16 - Minor Arterial URBAN	9,800	971	4

Source: Roadway Characteristics Inventory (RCI)

Table 4. FAC Connectors with Traffic Volumes (AADT) Higher than Capacity – 2016

FACC ID	FAC ID	Street Name	FAC Name	Functional Classification	AADT (2016)	Truck AADT (2016)	Total Lanes	Capacity*	V/C Ratio
31-3	31	Dairy Rd	Auburndale FAC	17 - Major Collector URBAN	13,700	1,316	2	3,780	3.62
2	2	New Market Rd/CR 29	Immokalee	17 - Major Collector URBAN	10,300	1,751	2	3,780	2.72
33-4	33	N Galloway Rd/CR 542A	West Lakeland FAC	16 - Minor Arterial URBAN	9,700	767	2	3,780	2.57
26	26	Saddle Creek Rd	North Combee Road FAC	17 - Major Collector URBAN	9,500	494	2	3,780	2.51
32-2	32	Reynolds Rd	Lakeland Regional Industrial FAC	17 - Major Collector URBAN	9,200	1,178	2	3,780	2.43
43	43	McIntosh Rd	Clark Road (Publix)	17 - Major Collector URBAN	8,700	557	2	3,780	2.3
14-1	14	Hanson St	State Farmers Market	17 - Major Collector URBAN	8,600	1,153	2	3,780	2.28
44-1	44	Tallevast Rd	South Manatee/Sarasota FAC	17 - Major Collector URBAN	8,200	558	2	3,780	2.17
38-2	38	Drane Field Rd	Lakeland Linder Regional Airport	17 - Major Collector URBAN	7,900	814	2	3,780	2.09
44-3	44	Whitfield Ave	South Manatee/Sarasota FAC	17 - Major Collector URBAN	7,300	687	2	3,780	1.93
10-2	10	Sonora Ave/CR 832	Clewiston Sugar	16 - Minor Arterial URBAN	6,500	371	2	3,780	1.72
46-4	46	N Orange Ave	12th Street Industrial Area	17 - Major Collector URBAN	6,300	303	2	3,780	1.67
45	45	Myrtle St	North Sarasota Industrial FAC	17 - Major Collector URBAN	6,300	215	2	3,780	1.67
16-1	16	16th Ave E	North Central Manatee FAC	17 - Major Collector URBAN	5,000	470	2	3,780	1.32
27	27	SR 539	Kathleen Road FAC	16 - Minor Arterial URBAN	29,000	1,624	4	28,100	1.03
31-2	31	Main St	Auburndale FAC	16 - Minor Arterial URBAN	3,800	418	2	3,780	1.01

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

4.2.2 Crash Screening

Crash data for years 2011 to 2014 were provided by the FDOT State Safety Office. The data was analyzed to assess the crashes on the FAC Connectors. The crash screening focused on evaluating the connectors based on total crashes, crashes per mile rates, number of truck involved crashes and fatal crashes. These four filters resulted in the identification of the top 10 FAC Connectors with the highest number of total crashes, top 10 FAC connectors with the highest number of crashes per mile, the top 10 FAC Connectors with the highest number of truck involved crashes, and FAC Connectors with fatal crashes.

Table 5. Top 10 FAC Connectors - Highest Number of Crashes – 2011 to 2014

FACC ID	FAC ID	Street Name	FAC Name	Fatal Crashes	Injury Crashes	No Injury Crashes	Total Crashes
14-3	14	Fowler St	State Farmers Market	5	89	89	184
27	27	SR 539	Kathleen Road FAC	4	75	54	134
14-5	14	Metro Pkwy	State Farmers Market	1	29	57	89
26	26	Saddle Creek Rd	North Combee Road FAC	2	38	33	75
18	18	44th Ave E	Central Manatee FAC	0	24	30	56
14-1	14	Hanson St	State Farmers Market	0	27	27	55
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	0	30	24	54
14-4	14	Evans Ave	State Farmers Market	0	34	20	54
38-3	38	SR 572	Lakeland Linder Regional Airport	2	33	18	53
14-2	14	Veronica Shoemaker Blvd	State Farmers Market	0	20	25	45

Source: Source: FDOT State Safety Office

Table 6. Top 10 FAC Connectors - Highest Number of Crashes per Mile – 2011 to 2014

FACC ID	FAC ID	Street Name	FAC Name	Fatal Crashes	Injury Crashes	No Injury Crashes	Crashes per Mile
14-3	14	Fowler St	State Farmers Market	5	89	89	111.37
46-3	46	17th St	12th Street Industrial Area	0	11	10	58.95
45	45	Myrtle St	North Sarasota Industrial FAC	0	19	22	56.62
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	0	30	24	54.49
38-1	38	Waring Rd	Lakeland Linder Regional Airport	0	4	3	51.92
27	27	SR 539	Kathleen Road FAC	4	75	54	45.00
31-3	31	Dairy Rd	Auburndale FAC	1	13	9	42.15
17	17	9th St E	Tropicana Area FAC	0	14	25	41.93
14-1	14	Hanson St	State Farmers Market	0	27	27	40.02
16-1	16	16th Ave E	North Central Manatee FAC	0	13	6	37.95

Source: Source: FDOT State Safety Office

Table 7. Top 10 FAC Connectors - Highest Number Truck involved crashes – 2011 to 2014

FACC ID	FAC ID	Street Name	FAC Name	Truck Involved Crashes	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Injuries
14-1	14	Hanson St	State Farmers Market	8	0	1
26	26	Saddle Creek Rd	North Combee Road FAC	7	1	1
33-3	33	Frontage Rd S	West Lakeland FAC	6	0	2
45	45	Myrtle St	North Sarasota Industrial FAC	5	0	2
38-2	38	Drane Field Rd	Lakeland Linder Regional Airport	5	0	2
14-3	14	Fowler St	State Farmers Market	5	0	1
38-3	38	SR 572	Lakeland Linder Regional Airport	4	0	3
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	4	0	3
27	27	SR 539	Kathleen Road FAC	4	0	1
2	2	New Market Rd/CR 29	Immokalee	4	0	0

Source: Source: FDOT State Safety Office

Table 8. FAC Connectors - Number of Fatal Crashes – 2011 to 2014

FACC ID	FAC ID	Street Name	FAC Name	Fatal Crashes	Truck Involved Crashes with Fatalities
14-3	14	Fowler St	State Farmers Market	5	0
27	27	SR 539	Kathleen Road FAC	4	0
38-3	38	SR 572	Lakeland Linder Regional Airport	2	0
26	26	Saddle Creek Rd	North Combee Road FAC	2	1
31-3	31	Dairy Rd	Auburndale FAC	1	0
46-1	46	10th St	12th Street Industrial Area	1	0
14-5	14	Metro Pkwy	State Farmers Market	1	0
10-1	10	Francisco St/CR 832	Clewiston Sugar	1	0
16-2	16	17th St E	North Central Manatee FAC	1	0

Source: Source: FDOT State Safety Office

4.2.3 Truck Traffic and Crashes

Table 9 shows the top 20 FAC Connectors by total crashes between 2011 and 2014, and the 2016 AADT and truck AADT, total crashes, truck involved crashes and their percentage of total crashes. Truck involved crashes percentage fluctuates across the top 20 FAC connectors by total crashes, and does not express a consistent trend. Truck AADT also fluctuates across the connectors and does not show a trend that can be related to total crashes.

Table 9. Top 20 FAC Connectors by total number of crashes and traffic volumes

FACC ID	FAC ID	Street Name	FAC Name	AADT (2016) *	Truck AADT (2016) *	Total Crashes	Truck Involved Crashes	Truck Involved Crashes %
14-3	14	Fowler St	State Farmers Market	21800	1047	184	5	3%
27	27	SR 539	Kathleen Road FAC	29000	1624	134	4	3%
14-5	14	Metro Pkwy	State Farmers Market	17200	1239	89	1	1%
26	26	Saddle Creek Rd	North Combee Road FAC	9500	494	75	7	9%
18	18	44th Ave E	Central Manatee FAC	950	90	56	0	0%
14-1	14	Hanson St	State Farmers Market	8600	1153	55	8	15%
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	18600	1172	54	4	7%
14-4	14	Evans Ave	State Farmers Market	4700	184	54	1	2%
38-3	38	SR 572	Lakeland Linder Regional Airport	9800	971	53	4	8%
14-2	14	Veronica Shoemaker Blvd	State Farmers Market	10500	819	45	0	0%
33-3	33	Frontage Rd S	West Lakeland FAC	N/A	N/A	41	6	15%
45	45	Myrtle St	North Sarasota Industrial FAC	6300	215	41	5	12%
17	17	9th St E	Tropicana Area FAC	7689	2115	41	2	5%
46-2	46	12th St	12th Street Industrial Area	10500	567	32	0	0%
38-2	38	Drane Field Rd	Lakeland Linder Regional Airport	7900	814	30	5	17%
44-3	44	Whitfield Ave	South Manatee/Sarasota FAC	7300	687	30	0	0%
42-2	42	Hunt Brothers Rd	Hunt Bros	N/A	N/A	28	2	7%
31-3	31	Dairy Rd	Auburndale FAC	13700	1316	25	1	4%
2	2	New Market Rd/CR 29	Immokalee	10300	1751	24	4	17%
46-3	46	17th St	12th Street Industrial Area	16600	631	22	0	0%

Sources: Roadway Characteristics Inventory (RCI) and FDOT State Safety Office

* N/A indicates traffic data was not available

Table 10 shows the top 20 FAC Connectors by total crashes between 2011 and 2014, their 2016 AADT and truck AADT ranks, along with the truck percentage on each corridor, and the truck involved crashes and their percentage of the total crashes. Truck percentage fluctuates with no consistent trend across the top 20 FAC connectors by total number of crashes. The percentage of truck involved crashes don't show a consistent trend across the top 20 FAC connectors by total crashes.

Table 10. Top 20 FAC Connectors by total number of crashes and truck percentage

FACC ID	FAC ID	Street Name	FAC Name	AADT Rank *	Truck AADT Rank *	Truck % *	Total Crashes	Truck Involved Crashes	Truck Involved Crashes %
14-3	14	Fowler St	State Farmers Market	2	9	5%	184	5	3%
27	27	SR 539	Kathleen Road FAC	1	3	6%	134	4	3%
14-5	14	Metro Pkwy	State Farmers Market	4	5	7%	89	1	1%
26	26	Saddle Creek Rd	North Combee Road FAC	12	21	5%	75	7	9%
18	18	44th Ave E	Central Manatee FAC	36	36	9%	56	0	0%
14-1	14	Hanson St	State Farmers Market	15	8	13%	55	8	15%
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	3	7	6%	54	4	7%
14-4	14	Evans Ave	State Farmers Market	27	35	4%	54	1	2%
38-3	38	SR 572	Lakeland Linder Regional Airport	10	10	10%	53	4	8%
14-2	14	Veronica Shoemaker Blvd	State Farmers Market	7	11	8%	45	0	0%
33-3	33	Frontage Rd S	West Lakeland FAC	N/A	N/A	N/A	41	6	15%
45	45	Myrtle St	North Sarasota Industrial FAC	23	32	3%	41	5	12%
17	17	9th St E	Tropicana Area FAC	18	1	28%	41	2	5%
46-2	46	12th St	12th Street Industrial Area	7	18	5%	32	0	0%
38-2	38	Drane Field Rd	Lakeland Linder Regional Airport	17	12	10%	30	5	17%
44-3	44	Whitfield Ave	South Manatee/Sarasota FAC	21	15	9%	30	0	0%
42-2	42	Hunt Brothers Rd	Hunt Bros	N/A	N/A	N/A	28	2	7%
31-3	31	Dairy Rd	Auburndale FAC	6	4	10%	25	1	4%
2	2	New Market Rd/CR 29	Immokalee	9	2	17%	24	4	17%
46-3	46	17th St	12th Street Industrial Area	5	17	4%	22	0	0%

Sources: Roadway Characteristics Inventory (RCI) and FDOT State Safety Office

* N/A indicates traffic data was not available

Table 11 shows the top 20 FAC connectors by truck percentages and their corresponding total crashes, truck involved crashes and their percentage of the total crashes, along with their total crashes rank. Truck involved crashes percentages vary across the top 20 connectors by truck percentage, and don't express a consistent trend. Total crashes rank also varies across the top 20 FAC connectors by truck percentage and does not express a consistent trend.

Table 11 Top 20 FAC Connectors by Truck Percentage

FACC ID	FAC ID	Street Name	FAC Name	Truck %	Total Crashes	Truck Involved Crashes	Truck Involved Crashes %	Total Crashes Rank
15	15	Piney Point Rd	Port Manatee FAC	28%	4	1	25%	38
17	17	9th St E	Tropicana Area FAC	28%	41	2	5%	13
8	8	CR 833	Southern Gardens Citrus	18%	0	0	N/A	48
2	2	New Market Rd/CR 29	Immokalee	17%	24	4	17%	19
20	20	9th St	Okeechobee North	16%	13	2	15%	29
10-3	10	Georgia Ave	Clewiston Sugar	16%	5	0	0%	36
10-4	10	Lewis Blvd	Clewiston Sugar	16%	0	0	-	49
14-1	14	Hanson St	State Farmers Market	13%	55	8	15%	6
32-2	32	Reynolds Rd	Lakeland Regional Industrial FAC	13%	9	2	22%	30
31-2	31	Main St	Auburndale FAC	11%	9	1	11%	31
11	11	Haywood Taylor Blvd	Sebring Regional Airport	10%	7	1	14%	33
38-2	38	Drane Field Rd	Lakeland Linder Regional Airport	10%	30	5	17%	15
42-1	42	Hunt Brothers Rd	Hunt Bros	10%	8	0	0%	32
38-3	38	SR 572	Lakeland Linder Regional Airport	10%	53	4	8%	9
31-3	31	Dairy Rd	Auburndale FAC	10%	25	1	4%	18
16-1	16	16th Ave E	North Central Manatee FAC	9%	19	0	0%	23
16-2	16	17th St E	North Central Manatee FAC	9%	15	1	7%	26
18	18	44th Ave E	Central Manatee FAC	9%	56	0	0%	5
44-3	44	Whitfield Ave	South Manatee/Sarasota FAC	9%	30	0	0%	16
33-4	33	N Galloway Rd/CR 542A	West Lakeland FAC	8%	14	1	7%	27

Sources: Roadway Characteristics Inventory (RCI) and FDOT State Safety Office

In a comparison of truck traffic and percentage of truck traffic to crash incidents it does not appear that truck traffic has a correlation to the number of crash incidents on FAC connector corridors. Truck traffic and truck percentage on the corridors don't show a consistent trend that relates to total crashes, and truck involved crashes and total crashes don't show a consistent trend that relates to truck percentage. The data shows that higher truck volume or higher truck percentage do not have a direct or indirect relationship to crashes on a corridor.

4.2.4 Bridge Screening

Thirteen FAC Connectors have one or more bridges along the roadway segment itself or a bridge over the roadway. Each FAC was reviewed to check for bridges that interface with the FAC Connectors.

Table 12. Summary of FAC Connectors with Bridges

FACC ID	FAC ID	Street Name	FAC Name	Number of Bridges	Structure Number(s)	NBI Condition
33-3	33	Frontage Rd S	West Lakeland FAC	4	160237; 160238; 160239; 160240	http://bridgereports.com/1080849
33-1	33	Clark Rd	West Lakeland FAC	2	160236; 160240	http://bridgereports.com/1080848
38-3	38	SR 572	Lakeland Linder Regional Airport	2	160245; 160246	http://bridgereports.com/1080857
27	27	SR 539	Kathleen Road FAC	2	160328; 160068	http://bridgereports.com/1080923
32-2	32	Reynolds Rd	Lakeland Regional Industrial FAC	2	160276; 160274	http://bridgereports.com/1080886
38-1	38	Waring Rd	Lakeland Linder Regional Airport	2	160247; 160248	http://bridgereports.com/1080859
31-2	31	Main St	Auburndale FAC	1	160346	http://bridgereports.com/1646845
26	26	Saddle Creek Rd	North Combee Road FAC	1	160276	http://bridgereports.com/1080888
10-4	10	Lewis Blvd	Clewiston Sugar	1	074024	http://bridgereports.com/1078573
45	45	Myrtle St	North Sarasota Industrial FAC	1	174127	http://bridgereports.com/1646857
44-2	44	63rd Ave E	South Manatee/Sarasota FAC	1	134095	http://bridgereports.com/1080141
33-4	33	N Galloway Rd/CR 542A	West Lakeland FAC	1	160102	http://bridgereports.com/1080761
14-5	14	Metro Pkwy	State Farmers Market	1	120199; 120173	http://bridgereports.com/1683426

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

4.2.5 Rail Crossing Screening

Twenty FAC Connectors have one or more at-grade rail crossings along the roadway corridor. Each FAC was reviewed to check for At-grade Rail Crossings that interface with the connectors. FDOT's Railroad crossing numbers were recorded for each FAC.

Table 13. Summary of FAC Connectors with At-grade Rail Crossings

FACC ID	Street Name	FAC ID	FAC Name	At-Grade RR Crossing	FDOT RR Crossing Number(s)
10-1	Francisco St/CR 832	10	Clewiston Sugar	1	627712L
14-1	Hanson St	14	State Farmers Market	1	623296X
14-3	Fowler St	14	State Farmers Market	1	623277T
14-4	Evans Ave	14	State Farmers Market	1	926857X
15	Piney Point Rd	15	Port Manatee FAC	2	624748J; 624745N
16-1	16th Ave E	16	North Central Manatee FAC	1	624610H
16-3	24th Ave E	16	North Central Manatee FAC	1	624609N
17	9th St E	17	Tropicana Area FAC	1	624711U
20	9th St	20	Okeechobee North	3	915299B; 628056H; 628057P
26	Saddle Creek Rd	26	North Combee Road FAC	1	624146T
30-2	Prairie Industrial Pkwy	30	Mulberry FAC	1	624528N
38-3	SR 572	38	Lakeland Linder Regional Airport	1	624300N
42-2	Hunt Brothers Rd	42	Hunt Bros	1	627529F
44-1	Tallevast Rd	44	South Manatee/Sarasota FAC	1	624686N
44-2	63rd Ave E	44	South Manatee/Sarasota FAC	1	624689J
44-3	Whitfield Ave	44	South Manatee/Sarasota FAC	1	624687V
45	Myrtle St	45	North Sarasota Industrial FAC	1	624682L
46-2	12th St	46	12th Street Industrial Area	1	624659S
46-3	17th St	46	12th Street Industrial Area	1	624660L
46-4	N Orange Ave	46	12th Street Industrial Area	1	624675B

Sources: <https://fdot.maps.arcgis.com/apps/Viewer/index.html?appid=7a6607e0da27427b8>

5 Evaluation of FAC Connectors within Priority FAC

5.1 Definition of Priority FACs

An evaluation of land use data was completed to identify FACs with the highest levels of existing and potential industrial development. This analysis resulted in identification of the following:

- FAC's with the greatest building area with DOR land use codes indicating existing industrial and related land uses; and
- FAC's with the greatest land area with DOR land use codes indicating developed industrial and related land area and vacant industrial and related land area.

Table 14 shows the results of the analysis of FACs with the greatest existing building square footage in industrial and related land uses and Table 15 shows FACs with the greatest amount of existing and vacant land identified as having industrial and related use. These tables include information for all FACs, including those with and without designated FAC Connectors. The FACs without FAC Connectors, shown in gray in the tables, were excluded from further evaluation. Please note the FAC evaluation did not include a determination of development feasibility or an assessment of development controls, environmental constraints, or other factors influencing ultimate build-out potential. Such analyses could be included in future studies to establish estimates of development potential and projected impacts on designated freight mobility corridors, including FAC Connectors.

As the tables indicate, both traditional industrial districts in more urban locations rank highly, as do more recently developed warehouse and distribution districts along the I-4 corridor. The Port Manatee FAC ranks in the middle of FACs for existing industrial and related land uses but high on Table 15 which is sorted by vacant and industrial land. Note that both the Winter Haven ILC and the America's Gateway ILC rank low on the list, likely due to the fact that current DOR land use codes do not fully reflect long term development potential in these locations, but this is not a concern for the current study as these FACs are serviced by existing FMCs and do not include FAC Connectors

Table 14: Building Area within FACs Identified as Industrial

FAC ID	Name	County	FACC	Industrial Building Area (SF)
33	West Lakeland	Polk	Y	14,221,505
44	South Manatee/Sarasota	Manatee	Y	11,831,437
31	Auburndale	Polk	Y	8,295,662
32	Lakeland Regional Industrial	Polk	Y	4,732,130
14	State Farmers Market	Lee	Y	4,378,198
43	Clark Road (Publix)	Sarasota	Y	3,444,219
27	Kathleen Road	Polk	Y	2,700,707
17	Tropicana Area	Manatee	Y	2,599,282
26	North Combee Road	Polk	Y	2,548,616
45	North Sarasota Industrial	Sarasota	Y	2,408,423
22	Davenport Industrial	Polk	Y	2,341,756
46	12th Street Industrial Area	Sarasota	Y	2,313,740
18	Central Manatee	Manatee	Y	2,273,115
16	North Central Manatee	Manatee	Y	2,196,486
30	Mulberry	Polk	Y	1,350,849
15	Port Manatee FAC	Manatee	Y	1,249,522
10	Clewiston Sugar	Hendry	Y	1,022,615
38	Lakeland Linder Regional Airport	Polk	Y	674,864
2	Immokalee Farmers Mkt & Airport	Collier	Y	601,462
8	Southern Gardens Citrus	Hendry	Y	424,095
34	Dundee Citrus 1	Polk	Y	394,595
20	Okeechobee North	Okeechobee	Y	308,221
42	Hunt Bros	Polk	Y	112,231
1	Punta Gorda Airport	Charlotte	Y	71,555
25	Central Florida ILC	Polk	Y	0
11	Sebring Regional Airport	Highlands	Y	0
28	Northeast Lakeland	Polk	N	1,998,117
39	North Winter Haven	Polk	N	1,742,391
40	Haines City Industrial	Polk	N	1,741,975
47	Sarasota Technology Park	Sarasota	N	1,316,567
24	Frostproof	Polk	N	1,272,530
36	Florida's Natural Growers	Polk	N	1,235,392
4	Walmart Distribution Center 7023	DeSoto	N	1,226,827
29	West Bartow	Polk	N	935,801
23	SR 60 (Mosaic/Babcock)	Polk	N	646,980
35	South Bartow	Polk	N	636,178
9	PRC3	Hendry	N	281,245
3	PRC1	DeSoto	N	211,034
41	Dundee Citrus 2	Polk	N	195,817
37	Lake Wales/SR 60	Polk	N	169,456
19	SR 37 Mosaic Area	Manatee	N	73,234
6	Palmdale	Glades	N	34,860
21	Southeast Milk	Okeechobee	N	0
5	Americas Gateway Logistics Center	Glades	N	0
7	Wauchula State Farmer's Market	Hardee	N	0
12	Delray Plants	Highlands	N	0
13	Southwest Florida Intl Airport	Lee	N	0

(Gray Highlighting applied for FACs with no designated FAC Connectors)

Table 15: Land within FACs Identified as Developed and Vacant Industrial

FAC ID	FAC Name	County	FACC	Developed + Vacant Industrial Land (Acres)	Vacant Industrial as % of Total Industrial
44	South Manatee/Sarasota	Manatee	Y	3,254	12.63%
33	West Lakeland	Polk	Y	1,910	29.33%
31	Auburndale	Polk	Y	1,505	33.54%
32	Lakeland Regional Industrial	Polk	Y	1,182	91.25%
15	Port Manatee FAC	Manatee	Y	1,093	24.81%
14	State Farmers Market	Lee	Y	762	44.90%
16	North Central Manatee	Manatee	Y	649	96.82%
30	Mulberry	Polk	Y	647	50.87%
27	Kathleen Road	Polk	Y	393	79.56%
43	Clark Road (Publix)	Sarasota	Y	376	11.08%
18	Central Manatee	Manatee	Y	346	50.39%
20	Okeechobee North	Okeechobee	Y	280	38.07%
45	North Sarasota Industrial	Sarasota	Y	278	16.43%
46	12th Street Industrial Area	Sarasota	Y	270	6.90%
26	North Combee Road	Polk	Y	267	8.38%
17	Tropicana Area	Manatee	Y	256	2.17%
22	Davenport Industrial	Polk	Y	242	45.50%
2	Immokalee Farmers Mkt & Airport	Collier	Y	211	29.11%
38	Lakeland Linder Regional Airport	Polk	Y	211	0.96%
8	Southern Gardens Citrus	Hendry	Y	157	0.00%
10	Clewiston Sugar	Hendry	Y	123	0.00%
1	Punta Gorda Airport	Charlotte	Y	79	468.04%
34	Dundee Citrus 1	Polk	Y	25	23.90%
42	Hunt Bros	Polk	Y	15	13.15%
25	Central Florida ILC	Polk	Y	12	0.00%
11	Sebring Regional Airport	Highlands	Y	0	0.00%
23	SR 60 (Mosaic/Babcock)	Polk	N	3,124	1.48%
19	SR 37 Mosaic Area	Manatee	N	1,490	0.00%
28	Northeast Lakeland	Polk	N	469	107.22%
40	Haines City Industrial	Polk	N	450	86.81%
39	North Winter Haven	Polk	N	319	37.73%
35	South Bartow	Polk	N	310	66.74%
47	Sarasota Technology Park	Sarasota	N	245	52.88%
24	Frostproof	Polk	N	236	24.92%
37	Lake Wales/SR 60	Polk	N	171	0.00%
4	Walmart Distribution Center 7023	DeSoto	N	171	0.00%
29	West Bartow	Polk	N	133	67.84%
36	Florida's Natural Growers	Polk	N	118	0.00%
9	PRC3	Hendry	N	91	0.00%
3	PRC1	DeSoto	N	57	0.00%
6	Palmdale	Glades	N	45	0.00%
21	Southeast Milk	Okeechobee	N	33	0.00%
41	Dundee Citrus 2	Polk	N	23	54.32%
5	Americas Gateway Logistics Center	Glades	N	0	0
7	Wauchula State Farmer's Market	Hardee	N	0	0
12	Delray Plants	Highlands	N	0	0
13	Southwest Florida Intl Airport	Lee	N	0	0

(Gray Highlighting applied for FACs with no designated FAC Connectors).

Based on a review of the data presented in Tables 14 and 15, and consideration of information regarding long term potential for industrial development provided by the Department, the following were identified Priority FACs. The identification of the priority FACs was conducted solely for the purpose of this study and is not intended to indicate general priority for other Department planning and decision-making processes.

Table 16 shows the priority FACs and the connectors within each FAC.

Table 16. Priority FACs with their corresponding FAC Connectors

FAC ID	FAC Name	FACC ID	Road Name
44	South Manatee/Sarasota FAC	44-1	Tallevast Rd
		44-2	63rd Ave E
		44-3	Whitfield Ave
33	West Lakeland FAC	33-1	Clark Rd
		33-2	County Line Rd
		33-3	Frontage Rd S
		33-4	N Galloway Rd/CR 542A
		33-5	Swindell Rd
31	Auburndale FAC	31-1	Gandy Rd
		31-2	Main St
		31-3	Dairy Rd
32	Lakeland Regional Industrial FAC	32-1	Maine Ave
		32-2	Reynolds Rd
15	Port Manatee FAC	15	Piney Point Rd
14	State Farmers Market	14-1	Hanson St
		14-2	Veronica Shoemaker Blvd
		14-3	Fowler St
		14-4	Evans Ave
		14-5	Metro Pkwy
27	Kathleen Road FAC	27	SR 539
43	Clark Road (Publix)	43	Mcintosh Rd
2	Immokalee	2	New Market Rd/CR 29
38	Lakeland Linder Regional Airport	38-1	Waring Rd
		38-2	Drane Field Rd
		38-3	SR 572

5.2 FAC Connector Conditions in Priority FACs

This section of the report provides a review of FAC Connector conditions within priority FACs. This includes a summary of the FAC Corridor's land use context, connectivity with FMCs, and a review of volume and capacity data, crash history, bridge and rail crossings, and planned projects.

5.2.1 FAC 44: South Manatee/Sarasota

The South Manatee/Sarasota FAC is home to the Sarasota-Bradenton International Airport, located in the South-West corner of the FAC. There are several major warehouse and distribution facilities, as well as a number of industrial and commercial uses scattered along the Northern half of the FAC. The FAC includes a strip of vacant land in the mid-section. Surrounding land uses include residential, commercial and vacant.

The South Manatee/Sarasota FAC is served by US 41 and US 301 which are designated as regional facilities (FMC 2) in the District one FMTP, passing along side and through the FAC respectively. Both FMCs connect the South Manatee/Sarasota FAC to SR 70 (53rd Avenue E), another East-West regional facility FMC that connects to I-75, which is designated a limited access facility (FMC 1). University parkway and 15th Street East serve the FAC as distribution routes (FMC3) that pass through the FAC. The South Manatee/Sarasota FAC is also served by two railroad tracks, both are part of the Seminole Gulf Railway network and run parallel to one another.

The first/last mile connections for freight trip generating uses are Tallevast Road, 63rd Avenue East and Whitefield Avenue. A review of conditions by FAC Connector are summarized in Tables 17A-G.

Table 17A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit
44-1	Tallevast Rd	0.85	2	40
44-2	63rd Ave E	0.99	4	40
44-3	Whitfield Ave	0.84	2	40*

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 17B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	Truck % 2016	V/C Ratio	Capacity*
44-1	17 - Major Collector URBAN	8200	6.8	2.17	3780
44-2	16 - Minor Arterial URBAN	18600	6.3	0.74	25290
44-3	17 - Major Collector URBAN	7300	9.4	1.93	3780

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 17C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
44-2	Manatee	1	134095	http://bridgereports.com/1080141	Bridge over drainage ditch

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 17D. Connectors with At-grade Rail Crossings

FACC ID	County	At Grade Crossing	FDOT Railroad Xing No.
44-1	Manatee	1	624686N
44-2	Manatee	1	624689J
44-3	Manatee	1	624687V

Sources: <https://fdot.maps.arcgis.com/apps/Viewer/index.html?appid=7a6607e0da27427b80425880107d3586>

Table 17E. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
44-1	16	0	9	5	18.92
44-2	54	0	30	24	54.49
44-3	30	0	14	16	35.56

Source: FDOT State Safety Office

Table 17F. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
44-1	15	0	1.67
44-2	41	0	1.37
44-3	23	0	1.64

Source: FDOT State Safety Office

Table 17G. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
44-1	0	0	0	0
44-2	4	3	0	3
44-3	0	0	0	0

Source: FDOT State Safety Office

- FAC Connector 44-1: Tallevast Road provides access between 15th Street East and US 301, which are designated as a distribution route (FMC 3) and a regional facility (FMC 2) respectively in the District one FMTP. The corridor is surrounded primarily by residential and vacant land. Tallevast Rd carries 8200 Vehicles per day, 6.8 % of which is identifies as truck traffic, and the corridor has a crash rate per mile of 18.92 and is listed as 8th for higher than capacity connectors. There's at-grade railroad crossing that passes through the connector.
- FAC Connector 44-2: 63rd Avenue East provides access between 15th Street East and US 301, which are designated as a distribution route (FMC 3) and a regional facility (FMC 2) respectively in the District one FMTP. The corridor is surrounded primarily by commercial and industrial facilities. 63rd Ave E carries 18600 Vehicles per day, 6.3 % of which is identifies as truck traffic, and the corridor has a crash rate per mile of 54.49 and listed as 4th for highest number of crashes per mile connector and 3rd for highest traffic volume higher than capacity. There's at-grade railroad crossing that passes through the connector. Along the connector there is a bridge going over a drainage ditch.
- FAC Connector 44-3: Whitfield Avenue provides access between 15th Street East and US 301, which are designated as a distribution route (FMC 3) and a regional facility (FMC 2) respectively in the District one FMTP. The corridor is surrounded primarily by commercial, industrial and vacant land. Whitfield Ave carries 7300 Vehicles per day, 9.4 % of which is identifies as truck traffic, and the corridor has a crash rate per mile of 35.56, and is listed as 10th for higher than capacity connectors. There's at-grade railroad crossing that passes through the connector.

5.2.2 FAC 33: West Lakeland

The West Lakeland FAC is home to several major warehouse and distribution facilities, including a Publix complex that includes a super market bakery, frozen food facility, warehouses, dairy processing plant and a dispatch facility, along with an Amazon fulfillment center and a Knight Transportation service center. Land uses within the FAC are industrial, commercial, vacant land and very little residential land. The surrounding land uses include an airport, residential, agricultural and vacant land.

The West Lakeland FAC is served by I-4 and Polk Parkway, which are both designated as limited access facilities (FMC 1) in the District One FMTP. South Florida Avenue, US-98 and Lakeland Hills are located east of the FAC and serve the region, all three designated as regional facilities (FMC 2). The West Lakeland FAC is served by four railroad lines that intersect at three different points. The railroad tracks are all part of the CSX railroad network.

The first/last mile connections for freight trip generating uses are Clark Road, County Line Road, Frontage Road S, North Galloway Road/CR542A and Swindell Road. A review of conditions by FAC Connector are summarized in Tables 18A-F.

Table 18A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit
33-1	Clark Rd	0.61	2	35*
33-2	County Line Rd	0.11	2	45*
33-3	Frontage Rd S	2.69	2	45*
33-4	N Galloway Rd/CR 542A	0.88	2	45*
33-5	Swindell Rd	1.01	2	40*

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 18B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	Truck % 2016	V/C Ratio	Capacity*
33-1	19 - Local URBAN	-	-	-	-
33-2	19 - Local URBAN	-	-	-	-
33-3	19 - Local URBAN	-	-	-	-
33-4	16 - Minor Arterial URBAN	9700	7.9	2.57	3780
33-5	19 - Local URBAN	-	-	-	-

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 18C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
33-1	Polk	2	160236; 160240	http://bridgereports.com/1080848 http://bridgereports.com/1080852	Bridge over I-4 east of Polk Parkway Ramps/Overpasses
33-3	Polk	4	160237; 160238; 160239; 160240	http://bridgereports.com/1080849 http://bridgereports.com/1080850 http://bridgereports.com/1080851 http://bridgereports.com/1080852	Under 4 bridges (ramps between I-4 and Polk Parkway)
33-4	Polk	1	160102	http://bridgereports.com/1080761	Bridge over drainage ditch

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 18D. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
33-1	6	0	5	0	9.81
33-2	0	0	0	0	-
33-3	41	0	26	15	15.22
33-4	14	0	6	8	15.92
33-5	2	0	2	0	1.99

Source: FDOT State Safety Office

Table 18E. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
33-1	7	0	1.40
33-2	0	0	-
33-3	43	0	1.65
33-4	7	0	1.17
33-5	3	0	1.50

Source: FDOT State Safety Office

Table 18F. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
33-1	0	0	0	0
33-2	0	0	0	0
33-3	6	2	0	2
33-4	1	0	0	0
33-5	0	0	0	0

Source: FDOT State Safety Office

- FAC Connector 33-1: Clark Road provides access between New Tampa Highway and Swindell Road, intersecting with Frontage Road South along the way. Swindell Rd, Frontage Rd S and New Tampa Highway are designated as connectors (FMC 4) in the District One FMTP. The Corridor is surrounded by commercial, vacant and residential land. There's a bridge along the corridor that overpasses I-4 and there's another bridge that goes over Clark Rd itself, which is a ramp connecting Polk Pkwy to I-4. The corridor has a crash rate per mile of 9.81.
- FAC Connector 33-2: County Line Road provides access between Swindell Road and I-4 On/Off ramps. This small portion of County Line Road is designated as a connector (FMC 4), while the extension of this portion that extends south is designated as distribution route (FMC 3) in the District One FMTP. Swindell Rd is designated as Connector (FMC 4) and I-4 is designated as a limited access facility (FMC 1) in the District One FMTP. The corridor is surrounded by vacant land on both sides.
- FAC Connector 33-3: Frontage Road South provides access between County Line Road and North Galloway Road. County Line Rd is designated as distribution route (FMC 3) and N Galloway Rd is designated as a connector (FMC 4) in the District One FMTP. The corridor is primarily surrounded by commercial and very little residential land on the southern side of the corridor, and I-4 on the northern side of the corridor. Frontage Rd S passes under 4 bridges (ramps between I-4 and Polk pkwy). The corridor has a crash rate per mile of 15.22.

- FAC Connector 33-4: North Galloway Road/CR 542A provides access between Frontage Road South and New Tampa Highway. Frontage Rd S is designated as a connector (FMC 4), while New Tampa Hwy is designated as a distribution route (FMC 3) in the District One FMTP. The corridor is primarily surrounded by residential and vacant land, and very few commercial land. N Galloway Rd carries 9700 vehicles per day, 7.9% of which is identified as truck traffic, and the corridor comes in 3rd with regards to traffic volume higher than capacity. N Galloway Rd has a bridge that goes over a water ditch. The corridor has a crash rate per mile of 15.9.
- FAC Connector 33-5: Swindell Road provides access between Clark Road and County Line Road, both are designated as connectors (FMC 4) in the District One FMTP. The corridor is surrounded by industrial, vacant and residential land uses. The corridor has a crash rate per mile of 1.99.

5.2.3 FAC 31: Auburndale

The Auburndale FAC is home to several commercial warehouse, light industrial and distribution facilities, including a Coca Cola Auburndale/Minute Maid Co. facility, Florida Distillers, Packing Corporation of America, among others. Land uses within the FAC are commercial, industrial, residential and very little vacant land. The industrial land uses are mainly clustered along the south and west sides of the FAC. Residential and commercial land uses are mainly located on the north and east sides of the FAC.

The Auburndale FAC is served by US-92, which is designated as a regional facility (FMC 2) in the District One FMTP. US-92 runs East-West through the top portion of the FAC. There are three distribution routes (FMC 3) that are serving the FAC directly, these include: Recker Highway, Ariana Boulevard and Havendale Boulevard Northwest. There are also three distribution routes (FMC 3) that are serving the FAC indirectly, these include: Polk City Road, Berkley Road and Winter Lake Road/SR 540. The Auburndale FAC is served by two intersecting railroad lines. The Railroad tracks branch out within the FAC providing access to the facilities in the FAC. The railroad tracks are all part of the CSX railroad network.

The first/last mile connections for freight trip generating uses are Gandy Road, Main Street and Dairy Road. A review of conditions by FAC Connector are summarized in Tables 19A-F.

Table 19A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
31-1	Gandy Rd	0.49	2	30*
31-2	Main St	1.07	2	30
31-3	Dairy Rd	0.59	2	40*

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 19B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	LOS 2016	Truck % 2016	V/C Ratio	Capacity*	AADT 2040	LOS 2040
31-1	19 - Local URBAN	-	-	-	-	-	-	-
31-2	16 - Minor Arterial URBAN	3800	C	11	1.01	3780	15300	D
31-3	17 - Major Collector URBAN	13700	-	9.6	3.62	3780	-	-

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 19C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
31-2	Polk	1	160346	http://bridgereports.com/1646845	Bridge over Recker Highway and CSX RR

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 19D. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
31-1	2	0	0	1	4.12
31-2	9	0	3	6	8.42
31-3	25	1	13	9	42.15

Source: FDOT State Safety Office

Table 19E. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
31-1	0	0	-
31-2	3	0	1.00
31-3	22	1	1.69

Source: FDOT State Safety Office

Table 19F. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
31-1	0	0	0	0
31-2	1	0	0	0
31-3	1	0	0	0

Source: FDOT State Safety Office

- FAC Connector 31-1: Gandy Road provides access between Bennett Street and Dairy Road. Dairy Road is designated as a connector (FMC 4) in the District one FMTP. The corridor is surrounded primarily by industrial facilities. The corridor has a crash rate per mile of 4.12.
- FAC Connector 31-2: Main Street provides access between Recker Highway and US-92, which are designated as a distribution route (FMC 3) and regional facility (FMC 2) respectively in the District one FMTP. The corridor is surrounded by residential, commercial and industrial facilities. Main St carries 3600 Vehicles per day, 11 % of which is identifies as truck traffic, the corridor has a crash rate per mile of 8.42 and is listed as 16th for higher than capacity connectors. Along the connector there is a bridge going over Recker Hwy and CSX Railroad.
- FAC Connector 31-3: Dairy Road provides access between Gandy Road and US 92, which are designated as a connector (FMC 4) and a regional facility (FMC 2) respectively in the District one FMTP. The corridor is surrounded by residential, commercial and industrial land uses. Dairy Rd carries 13700 Vehicles per day, 9.6 % of which is identifies as truck traffic, and the corridor is listed as the top connector for higher than capacity connectors, at a V/C ratio of 3.62. The corridor has a crash rate per mile of 42.15 and is listed as 7th for highest number of crashes per mile.

5.2.4 FAC 32: Lakeland Regional Industrial

The Lakeland Regional Industrial FAC is home to several major warehouses, distribution and industrial facilities, including Refrescous, Hexion, Budweiser, Stericycle, Morgan Corporation, Republic Services and CEMEX among others. Land uses within the FAC are industrial, commercial, vacant land and very little residential land. The surrounding land uses include an airport, residential, agricultural and vacant land.

The Lakeland Regional Industrial FAC is served by Polk Parkway, which is designated as a limited access facility (FMC 1) in the District One FMTP. Polk Pkwy runs East-West through the bottom portion of the FAC. The FAC is also served by US-98/Bartow Road and East Memorial Boulevard, both are designated as regional facilities (FMC 2), US-98 runs Southeast-Northwest serving the west end of the FAC, while E Memorial Blvd run East-West and is located north of the FAC. Winter Lake Road and Combee Road also serve the FAC, both are designated as distribution route (FMC3). The Lakeland Regional Industrial FAC is served by a single railroad line going through the FAC with a few small branching lines that serve the FAC. The railroad track is part of the CSX network.

The first/last mile connections for freight trip generating uses are Main Avenue and Reynolds Road. A review of conditions by FAC Connector are summarized in Tables 20A-F.

Table 20A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
32-1	Maine Ave	2.349	2	35*
32-2	Reynolds Rd	1.006	2	45*

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 20B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	LOS 2016	Truck % 2016	V/C Ratio	Capacity*
32-1	19 - Local URBAN	-	-	-	-	-
32-2	17 - Major Collector URBAN	9200	-	12.8	2.43	3780

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 20C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
32-2	Polk	2	160273; 160274	http://bridgereports.com/1080885 http://bridgereports.com/1080888	Under 2 bridges (Polk Parkway)

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 20D. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
32-1	20	0	6	14	8.52
32-2	9	0	5	4	8.94

Source: FDOT State Safety Office

Table 20E. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
32-1	8	0	1.33
32-2	8	0	1.60

Source: FDOT State Safety Office

Table 20F. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
32-1	3	0	0	0
32-2	2	1	0	1

Source: FDOT State Safety Office

- FAC Connector 32-1: Maine Avenue provides access between South Combee Road and Bronco Lane. S Combee Rd is designated as a distribution route (FMC 3) in the District one FMTP. The corridor is surrounded by industrial, commercial and residential land uses. The corridor has a crash rate per mile of 8.52.
- FAC Connector 32-2: Reynolds Road provides access between Maine Avenue and Winter Lake Road. Main Ave is designated as a connector (FMC 4), while Winter Lake Rd is designated as distribution route (FMC 3) in the District one FMTP. The corridor is primarily surrounded by commercial and industrial facilities. Reynolds Rd carries 9200 vehicles per day, 12.8 % of which is identifies as truck traffic, and the corridor is listed as the 5th corridor for higher than capacity connectors. The corridor also has a crash rate per mile of 8.94. There are two bridges that go over Reynolds Rd, both are overpass bridges for Polk Parkway, each for a given direction.

5.2.5 FAC 15: Port Manatee

The Port Manatee FAC is home to Port Manatee which is located at the West side of the FAC. The FAC includes several industrial and commercial facilities, such as a FedEx Ground, Air Products and Chemical Inc., Port Manatee Commerce Center, Trans Montaigne - Port Manatee, Thatcher Chemical of Florida, Airport Manatee 48X and others. Land uses within the FAC are primarily industrial, commercial, agricultural and vacant land uses. The surrounding land uses include vacant, agricultural, commercial and residential.

The Port Manatee FAC is served by US-41 which is designated as a regional facility (FMC2) in the District One FMTP. US-41 connects to I-275 which is located south of the FAC and is designated as a limited access facility (FMC 1). Buckeye Road and Moccasin Wallow Road also serve the FAC, both are designated as distribution routes (FMC3). Buckeye Rd serves the FAC directly while Moccasin Wallow Rd serves it indirectly, both connect the FAC to I-75 which is designated as a limited access facility in the District One FMTP. The Port Manatee FAC is served by two railroad lines. The port manatee has a short railroad line that connects directly to the CSX network line.

The first/last mile connection for freight trip generating uses is Piney Point Road. A review of conditions by FAC Connector are summarized in Tables 21A-F.

Table 21A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
15	Piney Point Rd	0.583	2	30

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 21B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	LOS 2016	Truck % 2016	V/C Ratio	Capacity*	AAD T 2040	LOS 2040
15	17 - Major Collector URBAN	2300	C	27.5	0.61	3780	3400	C

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 21C. Connectors with At-grade Rail Crossings

FACC ID	County	At Grade Crossing	FDOT Railroad Xing No.
15	Manatee	2	624748J; 624745N

Sources: <https://fdot.maps.arcgis.com/apps/Viewer/index.html?appid=7a6607e0da27427b80425880107d3586>

Table 21D. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
15	4	0	1	3	6.86

Source: FDOT State Safety Office

Table 21E. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
15	1	0	1.00

Source: FDOT State Safety Office

Table 21F.Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
15	1	0	0	0

Source: FDOT State Safety Office

- FAC Connector 15: Piney point Road provides access between Reeder Road and US-41. US-41 is designated as a regional facility (FMC 2) in the District one FMTP. The corridor is primarily surrounded by commercial and industrial facilities and vacant land. Piney point Rd carries 2300 vehicles per day, 27.5 % of which is identifies as truck traffic, and the 2040 projected AADT is 3400 vehicles per day. There are two Railroad at grade crossing that intersect with Piney point Rd. The corridor has a crash rate per mile of 6.86.

5.2.6 FAC 14: State Farmers Market

The State Farmers FAC is home to several warehouses, and several industrial and commercial facilities, such as a Cement Industries Inc., Gulf Coast Precast, Suncoast Beverage sales, YRC Freight, Kuhlman Concrete-Fort Myers, Gulf Coast Transportation Systems, Frito-Lay, UPS Customer Center and others. Land uses within the FAC are primarily industrial and commercial land uses. The surrounding land uses include commercial and residential land uses.

The State Farmers FAC is indirectly served by four regional facilities and three distribution routes. Dr Martin Luther King Jr Boulevard, East Riverside Drive, US-41B and Cleveland Avenue are designated as regional facilities (FMC 2) in the District One FMTP. Colonial Boulevard, McGregor Boulevard and Six Mile Cypress Parkway are designated as distribution facilities (FMC 3). The State Farmers FAC is served by a railroad mainline that branches into the FAC to serve multiple regions within the FAC. The railroad tracks are part of the Seminole Gulf Railway network.

The first/last mile connection for freight trip generating uses are Hanson Street, Veronica Shoemaker Boulevard, Fowler Street, Evans Avenue and Metro Parkway. A review of conditions by FAC connector are summarized in Tables 22A-G.

Table 22A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
14-1	Hanson St	1.374	2	30
14-2	Veronica Shoemaker Blvd	3.296	4	40
14-3	Fowler St	1.652	4	35
14-4	Evans Ave	1.609	3	45*
14-5	Metro Pkwy	3.248	6	45

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 22B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	LOS 2016	Truck % 2016	V/C Ratio	Capacity*	AADT 2040	LOS 2040
14-1	17 - Major Collector URBAN	8600	D	13.4	2.28	3780	16000	E
14-2	17 - Major Collector URBAN	10500	-	7.8	0.42	25290	-	-
14-3	14 - Principal Arterial-Other	21800	D	4.8	0.67	32580	32300	D
14-4	17 - Major Collector URBAN	4700	-	3.9	0.20	23868	-	-
14-5	14 - Principal Arterial-Other	17200	C	7.2	0.35	48870	25500	C

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 22C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
14-5	Lee	1	120199; 120173	http://bridgereports.com/1683426 http://bridgereports.com/1683420	Bridge over rail

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 22D. Connectors with At-grade Rail Crossings

FACC ID	County	At Grade Crossing	FDOT Railroad Xing No.
14-1	Lee	1	623296X
14-3	Lee	1	623277T
14-4	Lee	1	926857X

Sources: <https://fdot.maps.arcgis.com/apps/Viewer/index.html?appid=7a6607e0da27427b80425880107d3586>

Table 22E. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
14-1	55	0	27	27	40.02
14-2	45	0	20	25	13.65
14-3	184	5	89	89	111.37
14-4	54	0	34	20	33.57
14-5	89	1	29	57	27.40

Source: FDOT State Safety Office

Table 22F. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
14-1	32	0	1.19
14-2	36	0	1.80
14-3	157	5	1.76
14-4	60	0	1.76
14-5	51	1	1.76

Source: FDOT State Safety Office

Table 22G. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
14-1	8	1	0	1
14-2	0	0	0	0
14-3	5	1	0	1
14-4	1	1	0	1
14-5	1	0	0	0

Source: FDOT State Safety Office

- FAC Connector 14-1: Hanson Street provides access between Fowler Street and Veronica Shoemaker Boulevard. Both Fowler St and Veronica Shoemaker Blvd are designated as connectors (FMC 4) in the District One FMTP. The Corridor is surrounded primarily by commercial and industrial land uses, along with very little residential land uses. Hanson St carries 8600 vehicles per day, 13.4% of which is identified as truck traffic, and places as 7th connector for higher than capacity connectors. The corridor has a crash rate per mile of 40.02 and is listed as 9th for highest number of crashes per mile. The corridor has one railroad cross intersection with its path, between Palm Avenue and Old Metro Parkway.
- FAC Connector 14-2: Veronica Shoemaker Boulevard provides access between Colonial Boulevard and Dr Martin Luther King Jr Boulevard. Colonial Boulevard is designated as a distribution route (FMC 3), while Dr Martin Luther King Jr Boulevard is designated as a regional facility (FMC 2) in the District One FMTP. The corridor is surrounded by residential, vacant and commercial land uses. Veronica Shoemaker Blvd carries 10500 vehicles per day, 7.8% of which is identified as truck traffic, and places as 7th connector in terms of traffic volume. The corridor has a crash rate per mile of 13.65.

- FAC Connector 14-3: Fowler Street provides access between Metro Parkway and Dr Martin Luther King Jr Boulevard. Metro Parkway is designated as a connector (FMC 4), while Dr Martin Luther King Jr Boulevard is designated as a regional facility (FMC 2) in the District One FMTP. The corridor is primarily surrounded by commercial land uses. Fowler St carries 21800 vehicles per day, 4.8% of which is identified as truck traffic, and places as 2nd connector in terms of traffic volume. The corridor has a crash rate per mile of 111.37 is listed as the 1st for highest number of crashes per mile. The corridor has one railroad cross intersection with its path, between Alicia Street and Dr Martin Luther King Jr Boulevard.
- FAC Connector 14-4: Evans Avenue provides access between Metro Parkway and Dr Martin Luther King Jr Boulevard. Metro Parkway is designated as a connector (FMC 4), while Dr Martin Luther King Jr Boulevard is designated as a regional facility (FMC 2) in the District One FMTP. The corridor is primarily surrounded by commercial, light industrial and residential land uses. Evans Ave carries 4700 vehicles per day, 3.9% of which is identified as truck traffic. The corridor has a crash rate per mile of 33.57.
- FAC Connector 14-5: Metro Parkway provides access between Colonial Boulevard and Fowler Street/Evans Avenue, both are designated as connectors (FMC 4) in the District One FMTP. The corridor is surrounded by residential and commercial land uses. The corridor has a crash rate per mile of 27.40.

5.2.7 FAC 27: Kathleen Road

The Kathleen Road FAC is home to several industrial and commercial facilities, such as ATG Transportation LLC, Hill Chemical, Max Pak, Keymark Corporation, Coca-Cola Beverages Florida, FedEx Ship Center, Mission Foods, Pepperidge Farm, Sunco Trucking and others. Land uses within the FAC are primarily industrial and commercial land uses surrounding a small residential area located near the middle of the FAC. The surrounding land uses include commercial, vacant and residential land uses.

The Kathleen Road FAC is served by I-4 which is designated as a limited access facility (FMC 1) in the District One FMTP. I-4 crosses the FAC diagonally; Southwest-Northeast directions. The FAC is also indirectly served by US-98 and Bartow Road, which are designated as regional facilities (FMC 2) in the District One FMTP. US-98 intersects with I-4 corridor on the North-East side outside of the FAC. George Jenkins Boulevard and SR 563 also serve this FAC, and both are designated as distribution routes (FMC 3) in the District One FMTP. The Kathleen Road FAC is served by a single railroad line that passes through the FAC Northwest-Southeast. The railroad track is part of the CSX network.

The first/last mile connection for freight trip generating uses is SR 539. A review of conditions by FAC Connector are summarized in Tables 23A-F.

Table 23A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
27	SR 539	2.978	4	45

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 23B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	LOS 2016	Truck % 2016	V/C Ratio	Capacity*	AAD T 2040	LOS 2040
27	16 - Minor Arterial URBAN	29000	C	5.6	1.03	28100	42900	F

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 23C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
27	Polk	2	160328; 160068	http://bridgereports.com/1080923 http://bridgereports.com/1080737	Bridge over I-4 (interchange) and under a bridge (Memorial Blvd/US 92/SR 546)

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 23D. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
27	134	4	75	54	45.00

Source: FDOT State Safety Office

Table 23E. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
27	112	4	1.49

Source: FDOT State Safety Office

Table 23F.Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
27	4	1	0	1

Source: FDOT State Safety Office

- FAC Connector 27: SR 539 provides access between SR 563 and Griffin Road. SR 563 is designated as a distribution route (FMC 3) in the District one FMTP. The corridor is primarily surrounded by residential, commercial and industrial facilities, and vacant land. SR 539 carries 29000 vehicles per day, 5.6 % of which is identifies as truck traffic, and the 2040 projected AADT is 42900 vehicles per day. There are two bridges along SR 539, SR 539 passing over I-4 and the other is Memorial Boulevard passing over SR 539. The corridor has a crash rate per mile of 45.00 and is listed as 6th for highest number of crashes per mile and 15th for higher than capacity connectors and first in terms of traffic volume.

5.2.8 FAC 43: Clark Road

The Clark Road FAC is home to several commercial and distribution facilities, such as Publix Distribution Center, United Natural Foods Inc. and others. Land uses within the FAC are primarily commercial land uses, and very few industrial land uses. The surrounding land uses include residential and commercial land uses.

The Clark Road FAC is served by Clark Road which is designated as a Regional Facility (FMC 2) in the District One FMTP. Clark Rd crosses through the middle of the FAC in the West-East directions. The Clark Road FAC is served by a railroad mainline that runs through the FAC and branches to serve industrial/distribution centers. The railroad track is part of the Seminole Gulf Railway network.

The first/last mile connection for freight trip generating uses is Mcintosh Road. A review of conditions by FAC Connector are summarized in Tables 24A-E.

Table 24A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
43	Mcintosh Rd	0.939	2	30*

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 24B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AAADT 2016	Truck % 2016	V/C Ratio	Capacity*
43	17 - Major Collector URBAN	8700	6.4	2.30	3780

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 24C. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
43	21	0	13	6	22.35

Source: FDOT State Safety Office

Table 24D. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
43	17	0	1.31

Source: FDOT State Safety Office

Table 24E. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
43	1	0	0	0

Source: FDOT State Safety Office

- FAC Connector 43: Mcintosh Road is split into two halves that don't intersect at the same point. On the Southern portion of Mcintosh Rd it provides access between southernmost driveway that leading into the United Natural Foods Inc. plaza and Clark Road. And on the Northern portion of Mcintosh Rd it provides access between Ashton Road and Clark Road. Clark Rd is designated as a regional facility (FMC 2) in the District One FMTP. The corridor is primarily surrounded by commercial land uses. Mcintosh Rd carries 8700 vehicles per day, 6.4 % of which is identifies as truck traffic. The corridor has a crash rate per mile of 22.35 and is listed as the 6th connector for higher than capacity connectors.

5.2.9 FAC 2: Immokalee

The Immokalee FAC is home to the Immokalee Regional Airport, located in the North-East corner of the FAC. There are several warehouse and distribution facilities within the FAC, such as Nobles Collier, Lipman Family Farms, Florida Packing, Lipman Packing House, Six L's Packing Company, Immokalee state Farmer's Market, Gargiulo Packing House and others. The FAC is primarily occupied by industrial and commercial land uses. Vacant land can be found surrounding the Immokalee Regional Airport. Surrounding land uses include residential, commercial, agricultural and vacant.

The Immokalee FAC is served by SR 29 which is designated as Regional Facility (FMC 2) in the District one FMTP.

The first/last mile connections for freight trip generating uses is New Market Road. A review of conditions by FAC Connector are summarized in Tables 25A-E.

Table 25A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit*
2	New Market Rd/CR 29	2.230	2	45

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 25B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	Truck % 2016	V/C Ratio	Capacity*
2	17 - Major Collector URBAN	10300	17	2.72	3780

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 25C. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
2	24	0	14	10	10.76

Source: FDOT State Safety Office

Table 25D. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
2	25	0	1.79

Source: FDOT State Safety Office

Table 25E. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
2	4	0	0	0

Source: FDOT State Safety Office

- FAC Connector 2: New Market Road provides access between SR 29 North-South portion and SR 29 East-West portion. SR 29 is designated as regional facilities (FMC 2) in the District one FMTP. The corridor is primarily surrounded by residential, commercial and industrial land uses. SR 29 carries 10300 vehicles per day, 17 % of which is identifies as truck traffic. The corridor has a crash rate per mile of 10.76 and is listed as the 9th connector for traffic volume and places as 2nd connector for higher than capacity connectors, with a V/C ratio of 2.72.

5.2.10 FAC 38: Lakeland Linder Regional Airport

The Lakeland Linder Regional Airport FAC is home to the Lakeland Linder Regional Airport. The FAC is primarily has some commercial land uses. Surrounding land uses include residential, commercial, agricultural and vacant.

The Lakeland Linder Regional Airport FAC is indirectly served by I-4 and Polk Parkway, both corridors are designated as limited access facilities (FMC 1) in the District One FMTP. The FAC is also indirectly served by County Line Road, Harden Boulevard and New Tampa Highway, all three corridors are designated as distribution routes in the District One FMTP.

The first/last mile connections for freight trip generating uses are Waring Road, Drane Field Road and SR 572. A review of conditions by FAC Connector are summarized in Tables 26A-G.

Table 26A. Existing Conditions

FACC ID	Street Name	Length (MI)	Total Lanes	Speed Limit
38-1	Waring Rd	0.135	2	45*
38-2	Drane Field Rd	3.466	2	50
38-3	SR 572	2.744	4	50

Sources/Notes: Roadway Characteristics Inventory (RCI)

* Data not available on RCI, extracted from Google Maps Street View

Table 26B. AADT, Truck Percentage, V/C Ratio and Capacity

FACC ID	Functional Class	AADT 2016	LOS 2016	Truck % 2016	V/C Ratio	Capacity*	AADT 2040	LOS 2040
38-1	19 - Local URBAN	-	-	-	-	-	-	-
38-2	17 - Major Collector URBAN	7900	C	10.3	2.09	3780	19800	F
38-3	16 - Minor Arterial URBAN	9800	C	9.9	0.39	25290	14500	C

Sources/Notes: Roadway Characteristics Inventory (RCI)

*Calculated using measures from FDOT QLOS Handbook

http://www.fdot.gov/planning/systems/programs/sm/los/pdfs/FDOT_QLOS_Handbook_2018.pdf

Table 26C. Connectors with Bridges

FACC ID	County	Bridges	Structure Number(s)	National Bridge Inventory (NBI) Condition	Notes
38-1	Polk	2	160247; 160248	http://bridgereports.com/1080859 http://bridgereports.com/1080860	Under 2 bridges (Polk Parkway)
38-3	Polk	2	160245; 160246	http://bridgereports.com/1080857 http://bridgereports.com/1080858	Under 2 bridges (Polk Parkway)

Sources: <https://www.fhwa.dot.gov/bridge/nbi.cfm>

Table 26D. Connectors with At-grade Rail Crossings

FACC ID	County	At Grade Crossing	FDOT Railroad Xing No.
38-3	Polk	1	624300N

Sources: <https://fdot.maps.arcgis.com/apps/Viewer/index.html?appid=7a6607e0da27427b80425880107d3586>

Table 26E. Number of Crashes per Mile – 2011 to 2014

FACC ID	Total Crashes	Fatal Crashes	Injury Crashes	No Injury Crashes	Crash Rate per Mile
38-1	7	0	4	3	51.92
38-2	30	0	21	9	8.65
38-3	53	2	33	18	19.31

Source: FDOT State Safety Office

Table 26F. Injuries/Injury Crash Rate – 2011 to 2014

FACC ID	Injuries	Fatalities	Injuries/Injury Crash Rate
38-1	4	0	1.00
38-2	35	0	1.67
38-3	52	2	1.58

Source: FDOT State Safety Office

Table 26G. Truck Involved Crashes – 2011 to 2014

FACC ID	Truck Involved Crashes	Truck Involved Crashes with Injuries	Truck Involved Crashes with Fatalities	Truck Involved Crashes with Fatalities or injuries
38-1	1	0	0	0
38-2	5	2	0	2
38-3	4	3	0	3

Source: FDOT State Safety Office

- FAC Connector 38-1: Waring Road provides access between Drane Field Road and Polk Parkway, Drane Field Rd is designated as a connector (FMC 4) and Polk Pkwy is designated as a limited access facility (FMC 1) in the District One FMTP. The corridor is surrounded by commercial land uses on the East side and vacant land on the West side. The corridor has a crash rate per mile of 51.92 and is listed as 5th connector with the highest number of crashes per mile. The corridor has two bridges that carry the through movements for Polk Pkwy over Waring Rd.
- FAC Connector 38-2: Drane Field Road provides access between County Line Road and Waring Road. County Line Road is designated as a distribution route (FMC 3), while Waring Road is designated as a Connector (FMC 4) in the District One FMTP. The corridor is surrounded by residential, agricultural, vacant and commercial land uses. Drane Field Road carries 7900 vehicles per day, 10.3% of which is identified as truck traffic, and the 2040 projected AADT is 19800 vehicles per day. The corridor has a crash rate per mile of 8.65 and is listed as 9th connector with regards to higher than capacity connectors.
- FAC Connector 38-3: SR 572 provides access between Drane Field Road New Tampa Highway. Drane Field Road is designated as a connector (FMC 4), while New Tampa Highway is designated as a distribution route (FMC 3) in the District One FMTP. The corridor is primarily surrounded by commercial and residential land uses. SR 572 carries 9800 vehicles per day, 9.9% of which is identified as truck traffic, and the 2040 projected AADT is 14500 vehicles per day. The corridor has a crash rate per mile of 19.31 and is listed as 10th connector in terms of traffic volume. The corridor has two bridges that go over SR 572 carrying the through movements for Polk Pkwy, and a railroad crossing that intersects with its path, located between New Tampa Highway and Old Tampa Highway.

6 FAC Connectors Improvement Strategies

Proposed FAC Connector corridors within priority FACs were evaluated for safety, capacity, and condition deficiencies; a review of planned improvements was undertaken; and potential improvements beyond those previously defined were identified. The evaluation involved a review of safety and capacity data compiled for FAC Connectors within priority FACs, a review of information regarding planned and programmed improvements, and a desk top review of corridor conditions. No field evaluations or detailed physical or operational condition assessments were undertaken.

Potential projects and improvements listed in Table 27 are intended as a guide for use in planning efforts, corridor assessments and evaluations, and the District’s decision-making and project programming. Potential projects and improvements are listed by priority FAC and by FAC Connector within these FACs. (Information regarding FACs and FAC priority-setting is provided in Section 5.1. The FAC priority ranking was based on an evaluation of long term potential for industrial development and was not intended to indicate general priority for other District planning and decision-making. Priorities for individual projects and improvements for FAC Connectors have not been established.)

Table 27. Potential Projects/Improvements

FACC ID	FAC Name/County	Programmed Improvements (2018)	Potential Future Projects/Improvements
44-1, 44-1, 44-3	South Manatee/Sarasota FAC Manatee County	-	Ensure programmed improvements for 431350-1/2 address freight movement at intersections of 15 th St E/301 Blvd E at Tallevast Rd, 63 rd Ave E and Whitfield Avenue. Designs should consider projected truck volumes and freight vehicle types consistent with corridor designation as FAC Connector.
44-1 Tallevast Rd		431350-1: PD&E/EMO Study 15TH St EAST from Tallevast Rd to US 41 431350-2: Add lanes & reconstruct 15TH ST E/301 Blvd E from Tallevast Rd TO US 41	Explore intersection improvements at 15 th St E/301 Blvd and US 301, including addition and lengthening of turn lanes. Consider corridor for potential capacity project between US 41 and US 301.
44-2 63 rd Ave		431350-1: PD&E/EMO Study 15TH St EAST from Tallevast Rd to US 41 431350-2: Add lanes & reconstruct 15TH ST E/301 Blvd E from Tallevast Rd TO US 41	Explore intersection improvements at 15 th St E/301 Blvd and US 301, including addition and lengthening of turn lanes. Consider conducting Roadway Safety Audit to identify issues contributing to high crash rates and define counter measures. Explore access management improvements to address turning movement conflicts.
44-3 Whitfield Ave		435113-1: Add left turn lane(s) 63rd Ave E at 33rd St E	Explore intersection improvements at 15 th St E/301 Blvd and US 301, including addition and lengthening of turn lanes. Consider addition of left turns at key driveways and side streets. Address gaps in sidewalks.

33-1, 33-2, and 33-5	West Lakeland FAC	433558-1: PD&E/EMO study US 92 from County Line Rd to Wabash Ave 438756-1: Rail Safety Project Wabash Ave from Old Tampa Hwy/CR542 to Mershon St #624298P	Corridors serve as alternative connectors to the I-4/County Line Road interchange. The I-4 PD&E should address potential interchange improvements at the I-4/County Line Road and I-4/Polk Parkway interchanges. SIMR/IMRs for these interchanges should evaluate function of corridors as alternative freight connectors to the interchanges, including addressing skewed intersection at Clark Rd and Swindell Rd. Ensure minor design projects for corridors address projected truck volumes and freight vehicle types consistent with corridor designation as FAC Connector.
33-3 Frontage Rd S	Polk County	-	Consider conducting Roadway Safety Audit to identify issues contributing to high truck-involved rash crash rates and define counter measures. Counter measure may include access improvements at the McDonald's east of the Frontage Road and County Line Road intersection.
33-4 N Galloway/CR 542A		-	Ensure design concepts from PD&E address intersection operational and design deficiencies at US 92 and N Galloway Rd. High traffic volumes indicate corridor as potential candidate for capacity improvements.
31-1 Gandy Rd	Auburndale FAC Polk County	Potential projects include improvements to Recker Highway/US 92 Connection and grade-separated crossing over Railroad on Recker Hwy.	Local roadway. Work with City of Auburndale to monitor congestion and conditions.
31-2 Main St			Crash incidents in segment between Derby Avenue and Magnolia Avenue may warrant evaluation for capacity improvement from 2 lane to 2 lane with TWLTL.
31-3 Dairy Rd			Dairy Road ranked in top 10 for highest number of crashes per mile. Consider conducting Roadway Safety Audit to identify contributing factors and define counter measures. High volume over capacity indicates corridor as potential candidate for capacity improvements.
32-1 Maine Ave	Lakeland Regional Industrial FAC	-	Local roadway. Work with Polk County to monitor congestion and physical conditions, and address sidewalk gaps in segment with residential land uses.
32-2 Reynolds Rd	Polk County	-	High traffic volumes indicate corridor as potential candidate for capacity improvements. Evaluate intersection at Craftsman Boulevard for improvements to address crash incident cluster.
15 Piney Point Rd	Port Manatee FAC Manatee County	Recent improvements at US 41 intersection to construct concrete pavement and improve geometrics. SIS Quick Fix project under consideration for Piney Point Road reconstruction.	Reconstruct Piney Point Road to widen roadway cross section, construct with concrete pavement, and improve railroad crossing.

14-1 Hansen St	State Farmers Market Lee County	434964-1 resurfacing SR 739 (Metro Pkwy) from Warehouse Road to Hanson Street City of Ft Myers Roundabout project under consideration for corridor.	High truck percentage and high number of truck involved crashes along corridor segment. Consider conducting Roadway Safety Audit to identify contributing factors and define counter measures. High volume over capacity indicates corridor as potential candidate for capacity improvements.
14-2 Veronica Shoemaker Blvd		434964-1 resurfacing SR 739 (Metro Pkwy) from Warehouse Road to Hanson Street City of Ft Myers Roundabout project under consideration for corridor	Work with City of Ft Myers to ensure design improvements for Veronica Shoemaker Boulevard accommodate freight truck movements.
14-3 Fowler St and 14-4 Evans Ave		434964-1 resurfacing SR 739 (Metro Pkwy) from Warehouse Road to Hanson Street	Fowler Street and Evans Avenue have high number of crashes, however crash analysis covered a time period prior to completion of Metro Parkway. To assess concurrent conditions, consider conducting Roadway Safety Audit to identify if crash pattern continue. If so, identify contributing factors and define counter measures.
14-5 Metro Pkwy		434964-1 resurfacing SR 739 (Metro Pkwy) from Warehouse Road to Hanson Street	Recently completed capacity project likely addressed crash and capacity issues identified in analysis. Consider completing additional analysis to confirm.
27 SR 539	Kathleen Road FAC Polk County	Potential design project for the Kathleen Road to Memorial Boulevard (US 92)	Second highest number of total crashes for FACCs and relatively high number of crashes per mile. Crash locations generally distributed along corridor segment. Consider conducting Roadway Safety Audit to identify contributing factors and define counter measures.
43 McIntosh Rd	Clark Road (Publix) Sarasota County	443345-1 intersection improvement SR 72 (Clark Rd) at McIntosh Rd intersection improvements	Ensure PD&E addresses intersection operational improvements. Designs should address off-tracking at intersection and consider projected truck volumes and freight vehicle types consistent with corridor designation as FAC Connector.
2 New Market Rd/CR 29	Immokalee Collier County	417540-1 PD&E/EMO study SR 29 from Oil Well Road to SR 82	Ensure bypass design following PD&E considers projected truck volumes and freight vehicle types. New bypass facility should be designated as FAC Connector once complete.
38-1 Waring Rd 38-2 Drane Field Rd	Lakeland Linder Regional Airport Polk County	Roundabout planned at Drane Field Rd and Waring Rd	High volume over capacity and high rate of projected volume growth indicate corridor as potential candidate capacity and access management improvements. Crash cluster at Industry Boulevard intersection should be evaluated and counter measures identified. Ensure design improvements for planned roundabouts at Waring Rd and Don Emerson Road at accommodate freight truck movements.
38-3 SR 572		Roundabout planned at Drane Field Rd and Don Emerson Dr	Relatively high ranking for total crashes along total segment but no significant clustering. Monitor conditions for.

Source: FDOT Office of Work Program and Budget Website, http://www.fdot.gov/workprogram/Federal/fa_MPO_ObligDet.shtm. Other planned project information provided by the District 1 Freight Coordinator.