

THE CITY OF LAKELAND

Canada Road CSS



Presented by Fisher & Arnold, Inc.
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Purpose and Need Recap:

Why is the road needed?

- 2008 Special Area Transportation Study indicated future traffic volumes would be near 30,000 vpd
- Current Traffic volume is around 7,000 vpd



One way we define the roadway's operating condition is by Level of Service (LOS)



LOS Traffic Flow Conditions

LOS		Description
Acceptable	A	Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.
	B	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.
	C	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.
Unacceptable	D	Small increases in traffic flow can cause increased delays. Delays likely attributable to increase traffic, reduced signal progression and adverse timing.
	E	Significant delays. Travel speeds reduced to one third of average free flow travel speed.
	F	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.



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- Existing LOS = “C”
- If no improvements made - Future LOS = “E/F”

Note: The LOS for this presentation is based on strictly volume.



Canada Road

- Full Build-out ADT 30,000 vpd
- Say the Engineers are 50% accurate with the model
 - 15,000 vpd

What would the LOS be for 2-lane vs. 4-lane roadway?

- 2 lane LOS = “D/E”
- 4 lane LOS = “B”

