

Current CIS Ranking	ROAD SEGMENTS	IMPROVEMENT			Existing Conditions			Minimum Adopted Standards		2019 Volume/ Capacity (V/C) Ratio	Background Traffic Failure V/C Ratio (Maximum)	TIA's Identifying Improvement with Build-Out Year
					Adjusted AADT	DHV	LOS	LOS	Srvc. Volume			
2	Laurel Rd. from Knights Trail Rd. to Jacaranda	Widen to 4 lanes			6,322	689	C	D	1,440	48%	102% from Knights Trail to GCCF Entrance	GCCF (2025)
3	Pinebrook from Edmondson to E.Venice	Widen to 4 lanes			10,064	1,097	D	D	1,264	87%	94%	SMH (2022)
5	Pinebrook from E. Venice to Center	Widen to 4 lanes			14,541	1,512	F	D	1,330	114%		
19	Knights Trail from Laurel to Rustic	Widen to 4 lanes			10,217	1,114	C	D	1,440	77%	108%	Rustic Road (2023)
17	Laurel Rd. from I-75 to Knights Trail Rd.	Widen to 6 lanes			19,355	1,994	C	D	3,401	59%	142%	TDCP (2007), SJMR (2024), Milano (2022), Rustic Road (2023)
	INTERSECTIONS	Associated Road Segments			Existing Conditions			Minimum Adopted Standards		2019 Volume/ Capacity Ratio (V/C)	Background Traffic Failure V/C Ratio (Maximum)	TIA's Identifying Improvement with Build-Out Year
	Project Name and Identified Improvement	Roadway Name	From	To	Adjusted AADT	DHV	LOS	LOS	Srvc. Volume			
1	Pinebrook Road and E.Venice Ave. - Intersection Improvements at Venice Ave. and Ridgewood Intersections and optimize signal timing.	E. Venice Ave.	Cherry St.	Pinebrook Road	26,247	2,572	D	D	2,628	98%	116%	SMH (2022)
		E. Venice Ave.	Pinebrook Road	Capri Isles Blvd.	24,285	2,380	D	D	2,774	86%		
		Pinebrook Road	Edmondson Rd.	E. Venice Ave.	10,064	1,097	D	D	1,264	87%		
		Pinebrook Road	E. Venice Ave.	Center Road	14,541	1,512	F	D	1,330	114%		
New Project	Pinebrook Road and SMH Main Entrance										200%	SMH (2022)
4	US 41 Adaptive Traffic Signals-Upgrade signals - increase capacity and reduce congestion of the intersection on Business and Bypass 41											
7	Jacaranda Boulevard and Border Road- 1)Install traffic signal 2) Restripe SB approach from shared LT/THRU lane and exclusive RT lane. To exclusive LT and shared RT/THRU lane	Border Road	Auburn Road	Jacaranda Blvd.	4,325	476	C	D	1,264	38%	154%	Milano (2022), SJMR (2024), GCCF (2025), SMH (2022), TDCP (2007)
		Border Road	Jacaranda Blvd.	Jackson Road	2,768	307	C	C	1,057	29%		
		Jacaranda Blvd.	Laurel Road	Border Road	5,211	573	C	D	1,330	43%		
		Jacaranda Blvd.	Border Road	I-75	7,327	799	C	C	1,510	53%		
8	Laurel Road and Jacaranda Boulevard - 1) Add EB RT lane 2) Signalize	Laurel Road	Knights Trail Road	Jacaranda Blvd.	6,322	689	C	D	1,440	48%	153%	Milano (2022), SJMR (2024), GCCF (2025), SMH (2022), TDCP (2007)
					5,211	573	C	D	1,330	43%		
		Jacaranda Blvd.	Laurel Road	Border Road								
9	I-75 SB Ramps and Laurel Road intersection - 1)Add 2nd SB LT lane and a shared THRU/RT lane 2) Add 2nd WB LT lane and additional receiving SB laneage 3) Increase cycle from 110 to 160 seconds	Laurel Road	Pinebrook Road	I-75	25,034	2453	C	D	3,401	72%	286%	Milano (2022), SJMR (2024), GCCF (2025), SMH (2022), Rustic Road (2023), TDCP (2007), Hurt Property 2024
					19,355	1994	C	D	3,401	59%		
		Laurel Road	I-75	Knights Trail Road								
10	Pinebrook Road/Honore and Laurel Road intersection - 1) Modify WB approach to dual LT lanes, a THRU lane, and a shared THRU/RT lane 2) Add 5 section head to allow RT overlap phase 3) Convert EB THRU/RT lane to THRU only and add EB RT lane 4)Add 2nd NB LT lane 5) Optimize zone signal timing	Laurel Road	Albee Farm	Pinebrook Road	18,311	1886	C	D	3,222	59%	140%	SMH (2022), Hurt Property 2024
		Laurel Road	Pinebrook Road	I-75	25,034	2453	C	D	3,401	72%		
		Pinebrook Road	Laurel Road	Edmondson Road	13,078	1360	C	D	3,401	40%		
		Honore Avenue	Ranch Road	Laurel Road	5,047	555	C	D	1,520	37%		
	Edmondson Road and Auburn Road Intersection - Safety Study for	Edmondson Road	Capri Isles Blvd.	Auburn Road	4,466	491	D	D	931	53%		

11	Edmondson Road and Auburn Road Intersection - Safety Study for alignment and capacity analysis for intersection turning movements	Border Road	Auburn Road	Jacaranda Blvd.	4,325	476	C	D	1,264	38%		
		Auburn Road	Border Road	E. Venice Ave.	3,089	343	C	D	1,197	29%		
13	Knights Trail and Technology - Signalize	Knights Trail Road	Laurel Road	Rustic Road	10,217	1114	C	D	1,440	77%		Toscana Isles (2025)
14	Knights Trail Rd and Discovery - Signalize	Knights Trail Road	Laurel Road	Rustic Road	10,217	1114	C	D	1,440	77%		Portofino (2020)
15	Knights Trail Road and Laurel Road - 1) Add a 3rd EB LT lane and add receiving NB laneage 2) Convert existing EB RT lane to a thru/RT lane and remove cross striping on receiving laneage 3) Add 2nd SB LT lane 4) Increase cycle length from 110 to 160 seconds 5) Extend EB LT lanes to 135'	Laurel Road	Albee Farm	Pinebrook Road	18,311	1,886	C	D	3,222	59%	155%	Portofino (2020), GCCF (2025), SJMR (2024), Rustic Road (2023), Milano (2022)
		Laurel Road	Pinebrook Road	I-75	25,034	2,453	C	D	3,401	72%		
		Pinebrook Road	Laurel Road	Edmondson Road	13,078	1,360	C	D	3,401	40%		
		Honore Avenue	Ranch Road	Laurel Road	5,047	555	C	D	1,520	37%		
16	I-75 NB Ramps and Laurel Road - Increase Cycle length from 110 to 160 seconds.	Laurel Road	Pinebrook Road	I-75	25,034	2453	C	D	3,401	72%	123%	SMH (2022), GCCF (2025), SJMR (2024)
		Laurel Road	I-75	Knights Trail Road	19,355	1994	C	D	3,401	59%		
21	Auburn Road and E. Venice Avenue - Remove split phase for the NB/SB approaches.	E. Venice Ave.	Capri Isles Blvd.	Auburn Road	22,945	2363	C	D	3,222	73%	78%	GCCF (2025), SMH (2022)
		E. Venice Ave.	Auburn Road	Jacaranda Blvd.	21,897	2255	C	D	3,222	70%		
		Auburn Road	Border Road	E. Venice Ave.	3,089	343	C	D	1,197	29%		
20	Pinebrook Road and Edmondson Road - Optimize signal timing	Edmondson Road	Albee Farm Road	Pinebrook Road	4,903	539	C	D	1,264	43%	99%	SMH(2022), Plaza Venezia (2013)
		Edmondson Road	Pinebrook Road	Capri Isles Blvd.	6,902	752	D	D	1,197	63%		
		Pinebrook Road	Laurel Road	Edmondson Road	13,078	1360	C	D	3,401	40%		
		Pinebrook Road	Edmondson Rd.	E. Venice Ave.	10,064	1097	D	D	1,264	87%		