

Current CIS Ranking	ROAD SEGMENTS	IMPROVEMENT			2020 Existing Conditions			Minimum Adopted Standards		2019 Volume/ Capacity (V/C) Ratio	2020 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	Srv. Volume				
2	Laurel Rd. from Knights Trail Rd. to Jacaranda	Widen to 4 lanes			5,247	577	C	D	1,440	48%	40%	132%	GCCF (2025), Nokomis Groves (2024)
3	Pinebrook from Edmondson to E.Venice	Widen to 4 lanes			7,748	845	D	D	1,264	87%	67%	102%	SMH (2022), Casto MOB (2025)
19	Pinebrook from E. Venice to Center	Widen to 4 lanes			11,319	1,234	F	D	1,330	114%	93%		
12	Knights Trail from Laurel to Rustic	Widen to 4 lanes			10,217	NA	C	D	1,440	77%	NA	108%	Rustic Road (2023), IL Girasole (2032)
9	Laurel Rd. from I-75 to Knights Trail Rd.	Widen to 6 lanes			17,085	1,777	C	D	3,401	59%	52%	130%	TDCP (2007), SJMR (2024), Milano (2022), Rustic Road (2023), IL Girasole (2032), Nokomis Groves (2024)
New Project	Laurel Rd. from Pinebrook to I-75	Widen to 6 lanes			17,085	1,777	C	D	3,401	59%	52%	130%	TDCP (2007), SJMR (2024), Milano (2022), Rustic Road (2023), IL Girasole (2032)
	INTERSECTIONS	ASSOCIATED ROAD SEGMENTS			Existing Conditions			Minimum Adopted Standards		2019 Volume/ Capacity Ratio (V/C)	2020 Volume/ Capacity (V/C) Ratio	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	Srv. 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	19,550	2,014	D	D	2,628	98%	77%	116%	SMH (2022)
		E. Venice Ave.	Pinebrook Road	Capri Isles Blvd.	18,227	1,877	D	D	2,774	86%	68%		
		Pinebrook Road	Edmondson Rd.	E. Venice Ave.	7,748	845	D	D	1,264	87%	67%		
		Pinebrook Road	E. Venice Ave.	Center Road	11,319	1,234	F	D	1,330	114%	93%		
5	Pinebrook Road and SMH Main Entrance Signalization											200%	SMH (2022)
18	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.	3,470	385	C	D	1,264	38%	30%	154%	Milano (2022), SJMR (2024), GCCF (2025), SMH (2022), TDCP (2007)
		Border Road	Jacaranda Blvd.	Jackson Road	2,833	314	C	C	1,057	29%	30%		
		Jacaranda Blvd.	Laurel Road	Border Road	4,496	495	C	D	1,330	43%	37%		
		Jacaranda Blvd.	Border Road	I-75	6,588	718	C	C	1,510	53%	48%		
8	Laurel Road and Jacaranda Boulevard - 1) Add EB RT lane 2) Signalize	Laurel Road	Knights Trail Road	Jacaranda Blvd.	5,247	577	C	D	1,440	48%	40%	153%	Milano (2022), SJMR (2024), GCCF (2025), SMH (2022), TDCP (2007)
		Jacaranda Blvd.	Laurel Road	Border Road	4,496	495	C	D	1,330	43%	37%		
4	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	21,268	2191	C	D	3,401	72%	64%	286%	Milano (2022), SJMR (2024), GCCF (2025), SMH (2022), Rustic Road (2023), TDCP (2007), Hurt Property 2024
		Laurel Road	I-75	Knights Trail Road	17,085	1777	C	D	3,401	59%	52%		
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 overlan phase 3) Convert EB THRU/RT	Laurel Road	Albee Farm	Pinebrook Road	14,599	1518	C	D	3,222	59%	47%	131%	SMH (2022), Hurt Property 2024, Casto
		Laurel Road	Pinebrook Road	I-75	21,268	2191	C	D	3,401	72%	64%		

