

### Non-Deminimis Roadway List

| SegmentID | On                     | From                      | To                        | Hurricane Evacuation Route? (1) | Critical Status | Portion within City Limits | Length (Miles) | Number of Lanes & Road Type (2) | Volume (Peak Hour Two-Way) (3) | Maximum Service Volume (Peak Hour Two-Way) | Volume to Maximum Service Volume Ratio | Analysis Method (4) | LOS Standard |
|-----------|------------------------|---------------------------|---------------------------|---------------------------------|-----------------|----------------------------|----------------|---------------------------------|--------------------------------|--|--|---------------------|--------------|
| 2230      | RIDGE RD               | U.S. 19                   | LEO KID                   | Y                               | Critical        | Y                          | 0.1            | 4D                              | 3,355                          | 1,130                                      | 2.970                                  | Art-Plan            | D            |
| 2700.4    | S.R. 54                | S.R. 581                  | SADDLEBROOK WAY           | Y                               | Critical        |                            | 0.8            | 2U                              | 3,905                          | 1,330                                      | 2.940                                  | Art-Plan            | D            |
| 2700.5    | S.R. 54                | SADDLEBROOK WAY           | BOYETTE                   | Y                               | Critical        |                            | 1.1            | 2U                              | 3,905                          | 1,330                                      | 2.940                                  | Art-Plan            | D            |
| 2700.1    | S.R. 54                | BOYETTE                   | C.R. 577 (CURLEY RD)      | Y                               | Critical        |                            | 0.5            | 2U                              | 3,905                          | 1,330                                      | 2.940                                  | Art-Plan            | D            |
| 2900.2    | U.S. 41                | TOWER RD                  | GATOR LN                  | Y                               | Critical        |                            | 1.4            | 2U                              | 1,954                          | 1,270                                      | 1.570                                  | Art-Plan            | D            |
| 2900.8    | U.S. 41                | GATOR LN                  | PLEASANT PALM BLVD        | Y                               | Critical        |                            | 0.4            | 2U                              | 1,954                          | 1,270                                      | 1.570                                  | Art-Plan            | D            |
| 2900.9    | U.S. 41                | PLEASANT PALM BLVD        | RIDGE RD EXT              | Y                               | Critical        |                            | 1.2            | 2U                              | 1,954                          | 1,270                                      | 1.570                                  | Art-Plan            | D            |
| 2910      | U.S. 41                | RIDGE RD EXT              | S.R. 52                   | Y                               | Critical        |                            | 2.6            | 2U                              | 2,116                          | 1,270                                      | 1.570                                  | Art-Plan            | D            |
| 2710.7    | S.R. 54                | NEW RIVER BLVD            | C.R. 579 (MORRIS BRIDGE)  | Y                               | Critical        |                            | 2.5            | 2U                              | 2,493                          | 1,640                                      | 1.520                                  | Art-Plan            | D            |
| 2280      | I - 75                 | HILLS CO LINE             | S.R. 56                   | Y                               | Critical        |                            | 1.8            | 4F                              | 8,911                          | 6,220                                      | 1.433                                  | Tables              | D            |
| 2290      | I - 75                 | S.R. 56                   | S.R. 54                   | Y                               | Critical        |                            | 3.4            | 4F                              | 8,911                          | 6,220                                      | 1.433                                  | Tables              | D            |
| 2645      | S.R. 54                | SUNCOAST PKWY             | LAKE PATIENCE             | Y                               | Critical        |                            | 0.2            | 4D                              | 4,756                          | 3,390                                      | 1.403                                  | Tables              | D            |
| 2645.1    | S.R. 54                | LAKE PATIENCE             | SUNLAKE DR                | Y                               | Critical        |                            | 2.1            | 4D                              | 4,756                          | 3,390                                      | 1.403                                  | Tables              | D            |
| 2645.6    | S.R. 54                | SUNLAKE DR                | MENTMORE                  | Y                               | Critical        |                            | 0.3            | 4D                              | 4,756                          | 3,390                                      | 1.403                                  | Tables              | D            |
| 2645.7    | S.R. 54                | MENTMORE                  | OAKSTEAD BLVD             | Y                               | Critical        |                            | 0.5            | 4D                              | 4,756                          | 3,390                                      | 1.403                                  | Tables              | D            |
| 2645.3    | S.R. 54                | OAKSTEAD BLVD             | U.S. 41                   | Y                               | Critical        |                            | 1.7            | 4D                              | 4,756                          | 3,390                                      | 1.403                                  | Tables              | D            |
| 2670.1    | C.R. 54 (E)            | S.R. 56                   | MAGNOLIA BLVD             | Y                               | Critical        |                            | 3.1            | 2U                              | 2,045                          | 1,480                                      | 1.380                                  | Art-Plan            | D            |
| 2510.3    | S.R. 52                | SUNCOAST PKWY             | SHADY HILLS               | Y                               | Critical        |                            | 0.5            | 2U                              | 2,074                          | 1,490                                      | 1.320                                  | Tables              | D            |
| 2520      | S.R. 52                | SHADY HILLS               | ROADWAY "A"               | Y                               | Critical        |                            | 2.2            | 2U                              | 1,945                          | 1,490                                      | 1.320                                  | Tables              | D            |
| 2525      | S.R. 52                | ROADWAY "A"               | U.S. 41                   | Y                               | Critical        |                            | 0.3            | 2U                              | 1,945                          | 1,490                                      | 1.320                                  | Tables              | D            |
| 2710      | S.R. 54                | C.R. 577 (CURLEY RD)      | ZHILLS BYPASS WEST EXT    | Y                               | Critical        |                            | 0.2            | 2U                              | 2,493                          | 2,190                                      | 1.140                                  | Art-Plan            | D            |
| 2710.1    | S.R. 54                | ZHILLS BYPASS WEST EXT    | MEADOW POINT              | Y                               | Critical        |                            | 1.0            | 2U                              | 2,493                          | 2,190                                      | 1.140                                  | Art-Plan            | D            |
| 2710.3    | S.R. 54                | MEADOW POINT              | NEW RIVER BLVD            | Y                               | Critical        |                            | 0.8            | 2U                              | 2,493                          | 2,190                                      | 1.140                                  | Art-Plan            | D            |
| 3030.3    | U.S. 19                | MAIN                      | C.R. 595 (GRAND)          | Y                               | Critical        | Y                          | 1.7            | 6D                              | 5,926                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 3040      | U.S. 19                | C.R. 595 (GRAND)          | WASHINGTON                | Y                               | Critical        | Y                          | 0.3            | 6D                              | 5,926                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 3040.1    | U.S. 19                | WASHINGTON                | BAY                       | Y                               | Critical        | Y                          | 0.2            | 6D                              | 5,926                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 3040.2    | U.S. 19                | BAY                       | RIDGE                     | Y                               | Critical        | Y                          | 0.1            | 6D                              | 5,926                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 3050      | U.S. 19                | RIDGE                     | CITY LIMITS( PORT RICHEY) | Y                               | Critical        | Y                          | 0.2            | 6D                              | 5,837                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 2760      | U.S. 19                | CITY LIMITS( PORT RICHEY) | SALT SPRINGS (S)          | Y                               | Critical        | Y                          | 0.5            | 6D                              | 5,837                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 2760.1    | U.S. 19                | SALT SPRINGS (S)          | HOLIDAY HILLS BLVD        | Y                               | Critical        |                            | 0.1            | 6D                              | 5,837                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 2760.2    | U.S. 19                | HOLIDAY HILLS BLVD        | EMBASSY                   | Y                               | Critical        |                            | 0.3            | 6D                              | 5,837                          | 5,210                                      | 1.130                                  | Art-Plan            | D            |
| 2300      | I - 75                 | S.R. 54                   | S.R. 52                   | Y                               | Critical        |                            | 6.4            | 4F                              | 5,890                          | 5,250                                      | 1.122                                  | Tables              | C            |
| 2690      | S.R. 54                | I - 75                    | S.R. 581                  | Y                               | Critical        |                            | 0.3            | 4D                              | 3,252                          | 2,950                                      | 1.102                                  | Tables              | D            |
| 2720.1    | S.R. 54                | ALLEN RD                  | LANE STR                  | Y                               | Critical        |                            | 0.5            | 2U                              | 1,795                          | 1,630                                      | 1.060                                  | Art-Plan            | D            |
| 2720.2    | S.R. 54                | LANE STR                  | COURT ST                  | Y                               | Critical        |                            | 0.3            | 2U                              | 1,795                          | 1,630                                      | 1.060                                  | Art-Plan            | D            |
| 2720.3    | S.R. 54                | COURT ST                  | CITY LIMITS               | Y                               | Critical        | Y                          | 0.2            | 2U                              | 1,795                          | 1,630                                      | 1.060                                  | Art-Plan            | D            |
| 3010      | S.R. 54                | CITY LIMITS               | 6TH ST                    | Y                               | Critical        | Y                          | 0.5            | 2U                              | 1,641                          | 1,630                                      | 1.060                                  | Art-Plan            | D            |
| 3010.1    | S.R. 54                | 6TH ST                    | U.S. 301 (GALL BLVD)      | Y                               | Critical        | Y                          | 0.1            | 2U                              | 1,641                          | 1,630                                      | 1.060                                  | Art-Plan            | D            |
| 700.1     | C.R. 587 (MOONLAKE)    | BANBURY                   | COLONY EXT                | Y                               | Critical        |                            | 1.7            | 2U                              | 1,550                          | 1,390                                      | 1.022                                  | Tables              | D            |
| 710       | C.R. 587 (MOONLAKE)    | COLONY EXT                | S.R. 52                   | Y                               | Critical        |                            | 1.3            | 2U                              | 1,421                          | 1,390                                      | 1.022                                  | Tables              | D            |
| 2760.3    | U.S. 19                | EMBASSY                   | TACOMA                    | Y                               | Critical        |                            | 0.1            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2760.4    | U.S. 19                | TACOMA                    | SCENIC                    | Y                               | Critical        |                            | 0.2            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2760.5    | U.S. 19                | SCENIC                    | FOX HOLLOW                | Y                               | Critical        |                            | 0.4            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2760.6    | U.S. 19                | FOX HOLLOW                | C.R. 77 (REGENCY)         | Y                               | Critical        |                            | 0.3            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2760.7    | U.S. 19                | C.R. 77 (REGENCY)         | JASMINE                   | Y                               | Critical        |                            | 0.3            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2765      | U.S. 19                | JASMINE                   | RANCH                     | Y                               | Critical        |                            | 0.5            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2765.1    | U.S. 19                | RANCH                     | S.R. 52                   | Y                               | Critical        |                            | 1.0            | 6D                              | 5,837                          | 5,720                                      | 1.020                                  | Art-Plan            | D            |
| 2765.2    | U.S. 19                | S.R. 52                   | BEACON WOODS              | Y                               | Critical        |                            | 0.5            | 6D                              | 4,940                          | 4,880                                      | 1.010                                  | Art-Plan            | C            |
| 2770      | U.S. 19                | BEACON WOODS              | CLARK                     | Y                               | Critical        |                            | 1.5            | 6D                              | 4,940                          | 4,880                                      | 1.010                                  | Art-Plan            | C            |
| 2770.1    | U.S. 19                | CLARK                     | HUDSON                    | Y                               | Critical        |                            | 0.3            | 6D                              | 4,940                          | 4,880                                      | 1.010                                  | Art-Plan            | C            |
| 470.1     | C.R. 52A (CLINTON AVE) | C.R. 41 (FT KING HWY)     | U.S. 301                  | N                               | Near Critical   |                            | 1.0            | 2U                              | 1,185                          | 1,190                                      | 1.000                                  | Art-Plan            | D            |
| 5480      | S.R. 52                | I-75 SB RAMPS             | I-75 NB RAMPS             | Y                               | Near Critical   |                            | 0.1            | 2U                              | 1,590                          | 1,390                                      | 0.985                                  | Tables              | D            |
| 2540.8    | S.R. 52                | I-75 NB RAMPS             | BOYETTE RD (MCKENDREE)    | Y                               | Near Critical   |                            | 0.7            | 2U                              | 1,351                          | 1,390                                      | 0.985                                  | Tables              | D            |
| 830       | C.R. 77 (B)(ROWAN)     | C.R. 587 (MASS)           | ORCHID LAKE               | N                               | Near Critical   |                            | 1.0            | 2D                              | 1,690                          | 1,730                                      | 0.980                                  | Art-Plan            | D            |
| 830.1     | C.R. 77 (B)(ROWAN)     | ORCHID LAKE               | RIDGE                     | N                               | Near Critical   |                            | 0.5            | 2D                              | 1,690                          | 1,730                                      | 0.980                                  | Art-Plan            | D            |

### Non-Deminimis Roadway List

| SegmentID | On                 | From                           | To                             | Hurricane Evacuation Route? (1) | Critical Status | Portion within City Limits | Length (Miles) | Number of Lanes & Road Type (2) | Volume (Peak Hour Two-Way) (3) | Maximum Service Volume (Peak Hour Two-Way) | Volume to Maximum Service Volume Ratio | Analysis Method (4) | LOS Standard |
|-----------|--------------------|--------------------------------|--------------------------------|---------------------------------|-----------------|----------------------------|----------------|---------------------------------|--------------------------------|--|--|---------------------|--------------|
| 2230.1    | RIDGE RD*          | LEO KID                        | CONGRESS                       | Y                               | Near Critical   | Y                          | 0.5            | 4D                              | 3,355                          | 3,330                                      | 0.970                                  | Art-Plan            | D            |
| 1590      | RIDGE RD*          | CONGRESS                       | ROWAN                          | Y                               | Near Critical   |                            | 0.6            | 4D                              | 3,355                          | 3,330                                      | 0.970                                  | Art-Plan            | D            |
| 1600      | RIDGE RD*          | ROWAN                          | LEMON                          | Y                               | Near Critical   |                            | 0.4            | 4D                              | 3,167                          | 3,330                                      | 0.970                                  | Art-Plan            | D            |
| 1600.1    | RIDGE RD*          | LEMON                          | GALEN WILSON                   | Y                               | Near Critical   |                            | 0.5            | 4D                              | 3,167                          | 3,330                                      | 0.970                                  | Art-Plan            | D            |
| 1600.2    | RIDGE RD*          | GALEN WILSON                   | C.R. 1 (LITTLE RD)             | Y                               | Near Critical   |                            | 0.4            | 4D                              | 3,167                          | 3,330                                      | 0.970                                  | Art-Plan            | D            |
| 2030.1    | C.R. 54 (E)        | WIRE RD                        | CITY LIMITS                    | Y                               | Near Critical   | Y                          | 0.1            | 2U                              | 1,293                          | 1,330                                      | 0.970                                  | Art-Plan            | D            |
| 490       | C.R. 54 (E)        | CITY LIMITS                    | 20TH ST                        | Y                               | Near Critical   |                            | 0.4            | 2U                              | 1,293                          | 1,330                                      | 0.970                                  | Art-Plan            | D            |
| 490.1     | C.R. 54 (E)        | 20TH ST                        | CHANCEY RD (Z.EAST)            | Y                               | Near Critical   |                            | 1.5            | 2U                              | 1,293                          | 1,330                                      | 0.970                                  | Art-Plan            | D            |
| 2030      | C.R. 54 (E)        | U.S. 301 (GALL BLVD)           | WIRE RD                        | Y                               | Near Critical   |                            | 0.5            | 2U                              | 1,317                          | 1,380                                      | 0.950                                  | Art-Plan            | D            |
| 420       | C.R. 1 (LITTLE RD) | TROUBLE CREEK RD               | PLATHE                         | Y                               | Near Critical   |                            | 0.4            | 4D                              | 2,592                          | 2,950                                      | 0.950                                  | Art-Plan            | D            |
| 410       | C.R. 1 (LITTLE RD) | PLATHE                         | C.R. 587 (MASS)                | Y                               | Near Critical   |                            | 1.2            | 4D                              | 2,990                          | 2,950                                      | 0.950                                  | Art-Plan            | D            |
| 2310      | I - 75             | S.R. 52                        | C.R. 41 (BLANTON RD)           | Y                               | Near Critical   |                            | 6.8            | 4F                              | 4,967                          | 5,250                                      | 0.946                                  | Tables              | C            |
| 1860      | EILAND BLVD        | HANDCART                       | DEAN DAIRY                     | Y                               | Near Critical   |                            | 2.0            | 2U                              | 1,326                          | 1,520                                      | 0.940                                  | Art-Plan            | D            |
| 1870      | EILAND BLVD        | DEAN DAIRY                     | SIMON RD                       | Y                               | Near Critical   |                            | 0.3            | 2U                              | 1,469                          | 1,520                                      | 0.940                                  | Art-Plan            | D            |
| 1870.1    | EILAND BLVD        | SIMON RD                       | GEIGER                         | Y                               | Near Critical   | Y                          | 0.3            | 2U                              | 1,469                          | 1,520                                      | 0.940                                  | Art-Plan            | D            |
| 1880      | EILAND BLVD        | GEIGER                         | C.R. 41 (FT KING HWY)          | Y                               | Near Critical   | Y                          | 1.0            | 2U                              | 1,611                          | 1,520                                      | 0.940                                  | Art-Plan            | D            |
| 1890      | EILAND BLVD        | C.R. 41 (FT KING HWY)          | U.S. 301 (GALL BLVD)           | Y                               | Near Critical   | Y                          | 0.2            | 2U                              | 1,261                          | 1,520                                      | 0.940                                  | Art-Plan            | D            |
| 3120      | U.S. 98 (BYPASS)   | U.S.301 (S)                    | C.R. 35A (OLD LAKELAND HWY)    | Y                               | Near Critical   | Y                          | 0.5            | 2U                              | 1,378                          | 1,630                                      | 0.940                                  | Art-Plan            | D            |
| 3120.1    | U.S. 98 (BYPASS)   | C.R. 35A (OLD LAKELAND HWY)    | S.R. 52 (MERIDIAN)             | Y                               | Near Critical   | Y                          | 0.3            | 2U                              | 1,378                          | 1,630                                      | 0.940                                  | Art-Plan            | D            |
| 3130      | U.S. 98 (BYPASS)   | S.R. 52 (MERIDIAN)             | MARTIN LUTHER KING             | Y                               | Near Critical   | Y                          | 0.3            | 2U                              | 1,675                          | 1,630                                      | 0.940                                  | Art-Plan            | D            |
| 3130.1    | U.S. 98 (BYPASS)   | MARTIN LUTHER KING             | U.S.301 (N)                    | Y                               | Near Critical   | Y                          | 0.4            | 2U                              | 1,675                          | 1,630                                      | 0.940                                  | Art-Plan            | D            |
| 2730      | U.S. 19            | PINELLAS CO                    | FLORA AVE                      | Y                               | Near Critical   |                            | 0.3            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2730.1    | U.S. 19            | FLORA AVE                      | ALT U.S. 19                    | Y                               | Near Critical   |                            | 0.4            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2740      | U.S. 19            | ALT U.S. 19                    | C.R.595 (MILE STRETCH / GRAND) | Y                               | Near Critical   |                            | 0.4            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2740.1    | U.S. 19            | C.R.595 (MILE STRETCH / GRAND) | DARLINGTON                     | Y                               | Near Critical   |                            | 0.5            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2740.2    | U.S. 19            | DARLINGTON                     | SUNRAY                         | Y                               | Near Critical   |                            | 0.2            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2740.3    | U.S. 19            | SUNRAY                         | GULF TRACE                     | Y                               | Near Critical   |                            | 0.3            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2740.4    | U.S. 19            | GULF TRACE                     | MOOG                           | Y                               | Near Critical   |                            | 0.6            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 2740.5    | U.S. 19            | MOOG                           | S.R. 54                        | Y                               | Near Critical   |                            | 0.5            | 6D                              | 5,624                          | 6,030                                      | 0.930                                  | Art-Plan            | D            |
| 1530      | PERRINE RANCH      | C.R. 595 (GRAND BLVD)          | C.R. 77 (SEVEN SPRINGS BLVD)   | N                               | Near Critical   |                            | 1.5            | 2D                              | 1,337                          | 1,450                                      | 0.920                                  | Art-Plan            | D            |
| 2650.1    | S.R. 54            | U.S. 41                        | DAIQUIRI LN                    | Y                               | Near Critical   |                            | 0.8            | 6D                              | 5,982                          | 6,470                                      | 0.910                                  | Art-Plan            | D            |
| 2650.2    | S.R. 54            | DAIQUIRI LN                    | COLLIER PKWY                   | Y                               | Near Critical   |                            | 1.0            | 6D                              | 5,982                          | 6,470                                      | 0.910                                  | Art-Plan            | D            |
| 2660      | S.R. 54            | COLLIER PKWY                   | LIVINGSTON                     | Y                               | Near Critical   |                            | 0.6            | 6D                              | 5,832                          | 6,470                                      | 0.910                                  | Art-Plan            | D            |
| 2660.4    | S.R. 54            | LIVINGSTON                     | OAK GROVE DR                   | Y                               | Near Critical   |                            | 0.9            | 6D                              | 5,832                          | 6,470                                      | 0.910                                  | Art-Plan            | D            |
| 2660.5    | S.R. 54            | OAK GROVE DR                   | CYPRESS CREEK RD               | Y                               | Near Critical   |                            | 0.4            | 6D                              | 5,832                          | 6,470                                      | 0.910                                  | Art-Plan            | D            |
| 2660.3    | S.R. 54            | CYPRESS CREEK RD               | S.R. 56                        | Y                               | Near Critical   |                            | 0.5            | 6D                              | 5,832                          | 6,470                                      | 0.910                                  | Art-Plan            | D            |

See LDC 402.5 (c) for description of non-deminimis roadway list, and see the definitions section of the latest version of the TIS guidelines for a description of critical and near critical roads

(1) Hurricane Evacuation Routes based on the latest adopted Comprehensive Plan

(2) Number of lanes is based on adopted county's Capital Improvements Program and adopted FDOT Work Program where construction is fully funded within the first year of the respective programs.U(Undivided), D(Divided), F(Freeway)

(3) Peak hour volumes based on projected 2008 conditions

(4) Level of Service Analysis Methods:

Tables: FDOT 2007 Generalized Level of Service Tables

Art-Plan: FDOT ARTPLAN 2007 Software

\*Analyzed using FDOT ARTPLAN 2002 Software