

**Appendix C
Score and LRTP Strategy by Rank**

| 2000/01 Rank | 1999/00 Rank | ROADWAY | From | To | Existing Volume/MAV | Future (E+C) Volume/MAV | Existing Volume | Intermodal/Economic | Safety | Hurricane | Prior Funding | Total Score | LRTP Strategy |
|--------------------------|--------------|---------------------|-------------------------|--------------------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|-------------------------------|
| <i>FIHS Roadways</i> | | | | | | | | | | | | | |
| 1F | 3F | I-95 | Fiske | SR 520 | 48.8 | 32.1 | 10.0 | N/A | NA | N/A | NA | 90.9 | Widen to 6 lanes |
| 2F | 4F | I-95 | Eau Gallie (SR 518) | Wickham | 45.5 | 32.6 | 10.0 | N/A | NA | N/A | NA | 88.1 | Widen to 6 lanes |
| 3F | 6F | I-95 | Palm Bay | US 192 | 41.9 | 31.5 | 10.0 | N/A | NA | N/A | NA | 83.3 | Widen to 6 lanes |
| 4F | 1F | I-95 | Wickham | Fiske | 41.1 | 31.5 | 10.0 | N/A | NA | N/A | NA | 82.6 | Widen to 6 lanes |
| 5F | 7F | I-95 | US 192 | Eau Gallie (SR 518) | 35.0 | 32.3 | 10.0 | N/A | NA | N/A | NA | 77.3 | Widen to 6 lanes |
| 6F | 10F | I-95 | SR 524 | SR 528 | 37.4 | 29.6 | 10.0 | N/A | NA | N/A | NA | 77.0 | Widen to 6 lanes |
| 7F | 8F | I-95 | SR 520 | SR 524 | 35.8 | 30.3 | 10.0 | N/A | NA | N/A | NA | 76.1 | Widen to 6 lanes |
| 8F | 12F | I-95 | Malabar (SR 514) | Palm Bay | 35.8 | 27.2 | 10.0 | N/A | NA | N/A | NA | 73.0 | Widen to 6 lanes |
| 9F | 14F | SR 528 | Orange County | SR 407 | 38.7 | 24.1 | 7.5 | N/A | NA | N/A | NA | 70.3 | |
| 10F | 9F | SR 528 | US 1 | N. Courtenay | 41.6 | 17.0 | 10.0 | N/A | NA | N/A | NA | 68.6 | |
| 11F | 11F | I-95 | Indian River County | Malabar (SR 514) | 40.9 | 18.5 | 7.5 | N/A | NA | N/A | NA | 66.9 | |
| 12F | 5F | I-95 | SR 407 | SR 50 | 27.6 | 28.0 | 7.5 | N/A | NA | N/A | NA | 63.2 | Widen to 6 lanes |
| 13F | 2F | I-95 | SR 528 | Port St. John Connector | 25.6 | 29.3 | 7.5 | N/A | NA | N/A | NA | 62.4 | Widen to 6 lanes |
| 14F | 2F | I-95 | Port St. John Connector | SR 407 | 25.6 | 28.2 | 7.5 | N/A | NA | N/A | NA | 61.3 | Widen to 6 lanes |
| 15F | 13F | I-95 | SR 46 | Stuck Way | 34.0 | 19.6 | 5.0 | N/A | NA | N/A | NA | 58.6 | Widen to 6 lanes |
| 16F | 16F | I-95 | SR 406 | SR 46 | 24.8 | 23.9 | 7.5 | N/A | NA | N/A | NA | 56.2 | Widen to 6 lanes |
| 17F | 19F | SR 528 | SR 407 | I-95 | 30.1 | 20.2 | 5.0 | N/A | NA | N/A | NA | 55.3 | |
| 18F | 20F | SR 528 | Clearlake | US 1 | 27.0 | 17.8 | 7.5 | N/A | NA | N/A | NA | 52.3 | |
| 19F | 17F | SR 528 | N. Courtenay | SR 401 | 30.6 | 13.4 | 7.5 | N/A | NA | N/A | NA | 51.5 | |
| 20F | 15F | I-95 | Stuck Way | Volusia County | 25.1 | 17.3 | 5.0 | N/A | NA | N/A | NA | 47.5 | Widen to 6 lanes |
| 21F | 18F | I-95 | SR 50 | SR 406 | 18.7 | 23.7 | 5.0 | N/A | NA | N/A | NA | 47.4 | Widen to 6 lanes |
| 22F | 21F | SR 528 | I-95 | Clearlake | 18.5 | 12.6 | 5.0 | N/A | NA | N/A | NA | 36.1 | |
| <i>Non-FIHS Roadways</i> | | | | | | | | | | | | | |
| 1 | 1 | US 1 | Eyster | Florida | 46.5 | 31.3 | 10.0 | 10 | 10 | 5 | 5.0 | 117.8 | Widen to 6 lanes |
| 2 | 61 | Minton | Emerson | Palm Bay | 49.3 | 26.8 | 10.0 | 5 | 10 | 0 | 10.0 | 111.2 | |
| 3 | 13 | N. Courtenay (SR 3) | Lucas | SR 528 | 42.9 | 21.6 | 7.5 | 5 | 10 | 10 | 5.0 | 102.1 | Widen to 6 lanes |
| 4 | 3 | US 1 | Florida | SR 520 | 39.1 | 25.1 | 7.5 | 10 | 10 | 5 | 5.0 | 101.8 | Widen to 6 lanes |
| 5 | 4 | SR A1A | SR 520 | N. Atlantic | 38.7 | 19.1 | 7.5 | 10 | 10 | 10 | 5.0 | 100.4 | TCM Strategies |
| 6 | 10 | US 1 | Ballard | Eau Gallie (SR 518) | 37.8 | 26.9 | 10.0 | 10 | 10 | 5 | | 99.6 | |
| 7 | 2 | US 192 | Wickham | Babcock | 36.1 | 25.6 | 7.5 | 10 | 10 | 10 | | 99.1 | Widen to 6 lanes |
| 8 | 9 | SR A1A | N. Split | SR 520 | 34.8 | 21.0 | 7.5 | 10 | 10 | 10 | 5.0 | 98.3 | TCM Strategies |
| 9 | 16 | US 1 | Aurora | Post | 34.6 | 20.8 | 7.5 | 10 | 10 | 5 | 10.0 | 97.9 | |
| 10 | 7 | US 1 | Forrest | SR 528 | 37.3 | 27.7 | 7.5 | 10 | 5 | 5 | 5.0 | 97.6 | Widen to 6 lanes |
| 11 | 17 | Wickham | NASA | Sarno | 42.1 | 26.8 | 7.5 | 5 | 10 | 5 | | 96.4 | TCM Strategies |
| 12 | 13 | N. Courtenay (SR 3) | SR 520 | Lucas | 39.8 | 17.8 | 7.5 | 5 | 10 | 10 | 5.0 | 95.0 | |
| 13 | 37 | US 1 | SR 528 | Cideo | 39.9 | 22.4 | 7.5 | 10 | 5 | 5 | 5.0 | 94.8 | Widen to 6 lanes |
| 14 | 5 | SR 520 (Westbound) | Causeway | US 1 | 40.7 | 18.9 | 5.0 | 10 | 10 | 10 | | 94.6 | |
| 15 | 11 | SR 520 | Humphrey Bridge | Humphrey Bridge | 39.4 | 19.4 | 10.0 | 10 | 5 | 10 | | 93.8 | |
| 16 | 6 | SR 520 (Eastbound) | US 1 | Causeway | 40.0 | 18.3 | 5.0 | 10 | 10 | 10 | | 93.2 | |
| 17 | 25 | US 1 | Post | Pineda Causeway (SR 404) | 34.5 | 21.1 | 7.5 | 10 | 5 | 5 | 10.0 | 93.1 | |
| 18 | 90 | SR A1A | Melbourne Shores | Mar-Len | 39.4 | 33.1 | 0.0 | 10 | 0 | 10 | | 92.5 | Level of Service (LOS) change |
| 19 | 22 | Palm Bay | Minton | I-95 | 37.5 | 32.4 | 7.5 | 0 | 10 | 0 | 5.0 | 92.4 | Widen to 6 lanes |
| 20 | 35 | Wickham | US 192 | NASA | 33.2 | 24.0 | 5.0 | 5 | 10 | 5 | 10.0 | 92.2 | |

Appendix C
Score and LRTP Strategy by Rank

| 2000/01 Rank | 1999/00 Rank | ROADWAY | From | To | Existing Volume/MAV | Future (E+C) Volume/MAV | Existing Volume | Intermodal/Economic | Safety | Hurricane | Prior Funding | Total Score | LRTP Strategy |
|--------------|--------------|------------------------|---------------------------|--------------------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|-------------------------------|
| 21 | 20 | Wickham | Eau Gallie (SR 518) | Aurora | 41.2 | 23.1 | 7.5 | 5 | 10 | 5 | | 91.8 | TCM Strategies |
| 22 | 29 | US 1 | Eau Gallie (SR 518) | Aurora | 34.3 | 22.4 | 10.0 | 10 | 10 | 5 | | 91.7 | |
| 23 | 32 | Wickham | Sarno | Eau Gallie (SR 518) | 42.4 | 21.7 | 7.5 | 5 | 10 | 5 | | 91.6 | TCM Strategies |
| 24 | 19 | SR A1A | N. Atlantic | SR 401 | 32.7 | 18.7 | 5.0 | 10 | 10 | 10 | 5.0 | 91.4 | TCM Strategies |
| 25 | 8 | SR 520 | Orange County | SR 524 | 41.8 | 8.8 | 10.0 | 10 | 0 | 10 | 10.0 | 90.6 | |
| 26 | 23 | Palm Bay | I-95 | Babcock | 37.0 | 25.6 | 7.5 | 0 | 10 | 5 | 5.0 | 90.1 | Widen to 6 lanes |
| 27 | 12 | SR 520 | E. End of Humphrey Bridge | SR 3 | 32.1 | 16.7 | 10.0 | 10 | 10 | 10 | | 88.8 | |
| 28 | 21 | Babcock | Malabar | Palm Bay | 33.8 | 30.0 | 5.0 | 5 | 10 | 0 | 5.0 | 88.8 | Widen to 6 lanes |
| 29 | 20 | Wickham | Aurora | Lake Washington | 39.8 | 21.2 | 7.5 | 5 | 10 | 5 | | 88.5 | TCM Strategies |
| 30 | 15 | Palm Bay | Babcock | Lipscomb | 34.6 | 26.0 | 7.5 | 0 | 10 | 5 | 5.0 | 88.1 | Widen to 6 lanes |
| 31 | 24 | Babcock | Palm Bay | University | 37.3 | 23.3 | 7.5 | 5 | 10 | 0 | 5.0 | 88.1 | Widen to 6 lanes |
| 32 | 81 | Wickham | I-95 | Lake Andrew | 19.3 | 54.9 | 0.0 | 5 | 5 | 0 | | 84.2 | Widen to 4 lanes |
| 33 | 33 | SR 520 | E. Relief Bridge | SR A1A | 30.1 | 18.2 | 5.0 | 10 | 10 | 10 | | 83.4 | |
| 34 | 46 | US 192 | Riverside | SR A1A | 26.2 | 21.8 | 5.0 | 10 | 10 | 10 | | 83.0 | |
| 35 | 36 | SR 520 | SR 3 | Sykes Creek | 29.2 | 16.1 | 7.5 | 10 | 10 | 10 | | 82.7 | |
| 36 | 18 | SR 520 | Fiske | US 1 | 29.8 | 17.2 | 5.0 | 10 | 10 | 10 | | 82.0 | |
| 37 | 27 | US 192 | I-95 | Wickham | 28.4 | 23.1 | 5.0 | 10 | 5 | 10 | | 81.5 | Widen to 6 lanes |
| 38 | 30 | US 1 | SR 520 | Forrest | 28.4 | 18.2 | 5.0 | 10 | 10 | 5 | 5.0 | 81.5 | Widen to 6 lanes |
| 39 | 34 | SR 46 | Volusia County | I-95 | 28.7 | 27.0 | 5.0 | 10 | 0 | 10 | | 80.6 | Level of Service (LOS) change |
| 40 | 41 | SR 520 | Sykes Creek | S. Banana River | 28.0 | 14.8 | 7.5 | 10 | 10 | 10 | | 80.3 | |
| 41 | 28 | US 192 | Osceola County | I-95 | 35.1 | 7.3 | 7.5 | 10 | 0 | 10 | 10.0 | 80.0 | |
| 42 | 58 | US 1 | US 192 | NASA | 28.3 | 18.4 | 7.5 | 10 | 10 | 5 | | 79.2 | |
| 43 | 55 | Eau Gallie (Westbound) | Causeway | US 1 | 33.1 | 18.6 | 2.5 | 5 | 10 | 10 | | 79.1 | |
| 44 | 49 | Eau Gallie (Eastbound) | US 1 | Causeway | 34.4 | 17.2 | 2.5 | 5 | 10 | 10 | | 79.1 | |
| 45 | 65 | US 1 | Park | Eyster | 30.2 | 23.0 | 5.0 | 10 | 0 | 5 | 5.0 | 78.2 | Widen to 6 lanes |
| 46 | 24 | Babcock | University | US 192 | 34.8 | 18.3 | 5.0 | 5 | 10 | 0 | 5.0 | 78.1 | TCM Strategies |
| 47 | 70 | SR A1A (Northbound) | S. Split | N. Split | 24.7 | 15.8 | 2.5 | 10 | 10 | 10 | 5.0 | 78.0 | TCM Strategies |
| 48 | 71 | San Filippo | Jupiter | Malabar | 38.2 | 17.3 | 2.5 | 0 | 10 | 0 | 10.0 | 78.0 | |
| 49 | 54 | SR A1A | US 192 | Eau Gallie (SR 518) | 27.9 | 20.0 | 5.0 | 10 | 5 | 10 | | 77.9 | |
| 50 | 63 | SR A1A (Southbound) | N. Split | S. Split | 24.6 | 15.2 | 2.5 | 10 | 10 | 10 | 5.0 | 77.3 | TCM Strategies |
| 51 | 26 | SR 520 | Clearlake | Fiske | 26.1 | 15.5 | 5.0 | 10 | 10 | 10 | | 76.6 | |
| 52 | 42 | SR A1A | Mar-Len | US 192 | 33.2 | 19.6 | 2.5 | 10 | 0 | 10 | | 75.3 | |
| 53 | 48 | Minton | Palm Bay | US 192 | 31.8 | 28.3 | 5.0 | 5 | 5 | 0 | | 75.1 | Widen to 6 lanes |
| 54 | 39 | SR 520 | SR 524 | I-95 | 31.0 | 6.6 | 2.5 | 10 | 5 | 10 | 10.0 | 75.1 | |
| 55 | 38 | US 1 | Pineda Causeway (SR 404) | Barnes | 28.9 | 23.2 | 7.5 | 10 | 0 | 5 | | 74.6 | |
| 56 | 37 | US 1 | Fay | Cideo | 27.2 | 17.4 | 5.0 | 10 | 5 | 5 | 5.0 | 74.6 | |
| 57 | 53 | Wickham | Lake Washington | Post | 33.3 | 21.3 | 5.0 | 5 | 5 | 5 | | 74.6 | TCM Strategies |
| 58 | 47 | US 192 Causeway | US 1 | Riverside | 24.5 | 21.7 | 7.5 | 10 | 0 | 10 | | 73.7 | |
| 59 | 43 | Babcock | US 192 | Fee | 28.9 | 18.9 | 5.0 | 5 | 10 | 0 | 5.0 | 72.8 | TCM Strategies |
| 60 | 51 | SR A1A | Eau Gallie (SR 518) | Pineda Causeway (SR 404) | 28.7 | 18.7 | 5.0 | 10 | 0 | 10 | | 72.4 | |
| 61 | 50 | Wickham | Post | Pineda Causeway (SR 404) | 32.6 | 24.7 | 5.0 | 5 | 0 | 5 | | 72.2 | TCM Strategies |
| 62 | 40 | Wickham | Pineda Causeway (SR 404) | I-95 | 31.0 | 20.0 | 5.0 | 5 | 0 | 10 | | 71.0 | |
| 63 | 60 | Malabar | Corp. Park Circle | I-95 | 28.4 | 20.2 | 7.5 | 5 | 10 | 0 | | 71.0 | |
| 64 | 104 | Malabar | Babcock | US 1 | 29.3 | 24.1 | 2.5 | 5 | 5 | 5 | | 70.9 | Widen to 4 lanes |
| 65 | 72 | Eau Gallie (SR 518) | SR 513 | SR A1A | 28.9 | 11.6 | 5.0 | 5 | 10 | 10 | | 70.5 | |

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| 2000/01 Rank | 1999/00 Rank | ROADWAY | From | To | Existing Volume/MAV | Future (E+C) Volume/MAV | Existing Volume | Intermodal/Economic | Safety | Hurricane | Prior Funding | Total Score | LRTP Strategy |
|--------------|--------------|---------------------------|--------------------------|--------------------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|---------------------------------|
| 66 | 52 | US 1 | RJ Conlan | University | 21.7 | 18.4 | 5.0 | 10 | 10 | 5 | | 70.1 | |
| 67 | 62 | S. Patrick (SR 513) | DeSoto | Jackson | 30.2 | 17.3 | 2.5 | 5 | 0 | 10 | 5.0 | 70.0 | TCM Strategies |
| 68 | 45 | US 1 | SR 50 | Grace | 32.2 | 12.6 | 5.0 | 10 | 5 | 5 | | 69.8 | |
| 69 | 14 | SR 50 | I-95 | SR 405 | 31.9 | 12.4 | 5.0 | 10 | 0 | 10 | | 69.3 | |
| 70 | 75 | Eau Gallie (SR 518) | Croton | US 1 | 24.1 | 15.2 | 5.0 | 5 | 10 | 10 | | 69.3 | |
| 71 | 74 | Malabar | I-95 | Babcock | 22.2 | 21.8 | 5.0 | 5 | 10 | 5 | | 69.0 | |
| 72 | 59 | S. Patrick (SR 513) | Jackson | Pineda Causeway (SR 404) | 31.1 | 15.4 | 2.5 | 5 | 0 | 10 | 5.0 | 69.0 | TCM Strategies |
| 73 | 85 | Eau Gallie Causeway | West End | SR 513 | 28.2 | 15.6 | 10.0 | 5 | 0 | 10 | | 68.8 | |
| 74 | 69 | Sarno | Croton | Apollo | 33.4 | 20.4 | 5.0 | 0 | 10 | 0 | | 68.7 | |
| 75 | 67 | US 1 | University | US 192 | 23.0 | 18.2 | 7.5 | 10 | 5 | 5 | | 68.7 | |
| 76 | 65 | US 1 | Barnes | Park | 24.7 | 18.8 | 5.0 | 10 | 0 | 5 | 5.0 | 68.5 | |
| 77 | 95 | US 1 | NASA | Ballard | 26.0 | 14.9 | 7.5 | 10 | 5 | 5 | | 68.4 | |
| 78 | 66 | SR A1A | Pineda Causeway (SR 404) | S. One Way Split | 22.6 | 18.1 | 2.5 | 10 | 0 | 10 | 5.0 | 68.2 | |
| 79 | 68 | SR 520 | I-95 | Clearlake | 22.3 | 13.1 | 2.5 | 10 | 10 | 10 | | 67.9 | |
| 80 | 78 | S. Patrick (SR 513) | Banana River | DeSoto | 31.2 | 19.2 | 2.5 | 5 | 0 | 10 | | 67.8 | |
| 81 | 31 | Pineda | Wickham | US 1 | 21.6 | 22.1 | 2.5 | 5 | 5 | 10 | | 66.2 | |
| 82 | 102 | US 1 (Northbound) | Grace | Marina | 28.2 | 10.4 | 2.5 | 10 | 10 | 5 | | 66.1 | |
| 83 | 84 | Eau Gallie (SR 518) | I-95 | Wickham | 24.6 | 16.4 | 5.0 | 5 | 5 | 10 | | 66.0 | |
| 84 | 64 | Babcock | Valkaria | Malabar | 31.4 | 21.9 | 2.5 | 5 | 0 | 0 | 5.0 | 65.8 | Widen to 4 lanes |
| 85 | 100 | US 1 (Southbound) | Marina | Grace | 27.1 | 10.6 | 2.5 | 10 | 10 | 5 | | 65.1 | |
| 86 | 44 | Babcock | Fee | NASA | 29.7 | 19.8 | 5.0 | 5 | 0 | 0 | 5.0 | 64.5 | TCM Strategies to Hibiscus only |
| 87 | 97 | S. Patrick (SR 513) | Eau Gallie (SR 518) | Banana River | 25.7 | 17.5 | 5.0 | 5 | 0 | 10 | | 63.2 | |
| 88 | 83 | Fiske (SR 519) | Barton | SR 520 | 27.0 | 20.9 | 5.0 | 5 | 5 | 0 | | 62.9 | |
| 89 | 117 | Park | South | Garden | 29.4 | 20.5 | 2.5 | 0 | 10 | 0 | | 62.4 | |
| 90 | 82 | Fiske (SR 519) | SR 520 | Dixon | 29.2 | 15.8 | 2.5 | 5 | 10 | 0 | | 62.4 | |
| 91 | 87 | US 1 | Malabar (SR 514) | RJ Conlan | 24.0 | 18.1 | 5.0 | 10 | 0 | 5 | | 62.0 | |
| 92 | 56 | US 192 | Babcock | US 1 | 24.3 | 14.5 | 2.5 | 10 | 0 | 10 | | 61.2 | |
| 93 | 89 | SR A1A | Indian River County | Melbourne Shores | 17.0 | 24.1 | 0.0 | 10 | 0 | 10 | | 61.2 | Level of Service (LOS) change |
| 94 | 57 | Palm Bay | Lipscomb | RJ Conlan | 21.5 | 19.5 | 5.0 | 0 | 5 | 5 | 5.0 | 61.0 | Widen to 6 lanes |
| 95 | 96 | S. Courtenay | Cone | SR 520 | 23.7 | 9.7 | 2.5 | 5 | 10 | 10 | | 60.9 | |
| 96 | 77 | US 1 | Fay | SR 405 | 23.8 | 16.5 | 5.0 | 10 | 0 | 5 | | 60.3 | |
| 97 | 61 | Minton | Malabar | Emerson | 19.9 | 22.9 | 2.5 | 5 | 10 | 0 | | 60.3 | Widen to 6 lanes |
| 98 | 101 | N. Banana River | Audubon | SR 528 | 34.0 | 13.3 | 2.5 | 0 | 0 | 10 | | 59.7 | |
| 99 | 86 | US 1 | SR 405 | SR 50 | 23.7 | 15.8 | 5.0 | 10 | 0 | 5 | | 59.5 | |
| 100 | 93 | Florida (Rockledge/Cocoa) | US 1 | SR 520 | 31.7 | 14.9 | 2.5 | 0 | 10 | 0 | | 59.1 | |
| 101 | 80 | Riverside | US 192 | Eau Gallie (SR 518) | 30.1 | 16.3 | 2.5 | 5 | 0 | 5 | | 58.8 | |
| 102 | 109 | SR 520 Causeway | S. Banana River | E. Relief Bridge | 20.2 | 11.0 | 7.5 | 10 | 0 | 10 | | 58.8 | |
| 103 | 108 | NASA | Eddie Allen | Babcock | 19.4 | 26.8 | 2.5 | 0 | 10 | 0 | | 58.7 | |
| 104 | 99 | Sarno | Eau Gallie | Wickham | 39.0 | 16.3 | 2.5 | 0 | 0 | 0 | | 57.7 | |
| 105 | 88 | S. Courtenay | S. Tropical | Cone | 27.4 | 12.6 | 2.5 | 5 | 0 | 10 | | 57.6 | |
| 106 | 91 | Clearlake | N. of Michigan | SR 524 | 35.2 | 19.9 | 2.5 | 0 | 0 | 0 | | 57.5 | TCM Strategies |
| 107 | 114 | Eau Gallie (SR 518) | Wickham | Croton | 22.4 | 17.3 | 2.5 | 5 | 0 | 10 | | 57.2 | |
| 108 | 98 | N. Courtenay | SR 528 (N. Ramps) | KSC | 21.3 | 18.4 | 2.5 | 5 | 0 | 10 | | 57.1 | |
| 109 | 105 | US 1 | Marina | SR 46 | 22.9 | 14.1 | 5.0 | 10 | 0 | 5 | | 57.0 | |
| 110 | 118 | Emerson | Jupiter | Minton | 26.1 | 19.7 | 5.0 | 0 | 5 | 0 | | 55.8 | |

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|--------------|--------------|-----------------------------|--------------------------|------------------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|------------------|
| 111 | 119 | Barnes | Fiske | Murrell | 29.6 | 22.8 | 2.5 | 0 | 0 | 0 | | 54.8 | |
| 112 | 124 | Pineda Causeway (SR 404) | US 1 | S. Tropical | 20.0 | 12.3 | 7.5 | 5 | 0 | 10 | | 54.8 | |
| 113 | 136 | Sarno | Apollo | US 1 | 26.9 | 14.1 | 2.5 | 0 | 10 | 0 | | 53.5 | |
| 114 | 112 | John Rodes | Eau Gallie (SR 518) | Aurora | 31.9 | 19.0 | 2.5 | 0 | 0 | 0 | | 53.4 | |
| 115 | 131 | Barton | Fiske | US 1 | 23.8 | 14.2 | 5.0 | 0 | 10 | 0 | | 53.0 | |
| 116 | 116 | SR 405 (Columbia) | SR 407 | US 1 | 20.4 | 10.0 | 2.5 | 10 | 0 | 10 | | 52.9 | |
| 117 | 111 | Grissom | Fay | Kings Highway | 27.4 | 13.0 | 2.5 | 5 | 5 | 0 | | 52.9 | |
| 118 | 107 | SR 405 (South) | SR 50 | 0.1 mile W. of Collins | 35.1 | 10.1 | 2.5 | 0 | 0 | 5 | | 52.8 | |
| 119 | 165 | Malabar | Jupiter | Minton | 28.0 | 16.8 | 2.5 | 5 | 0 | 0 | | 52.3 | Widen to 4 lanes |
| 120 | 122 | Hollywood | Eber | US 192 | 27.7 | 16.9 | 2.5 | 0 | 5 | 0 | | 52.0 | |
| 121 | 92 | SR 407 | SR 528 | I-95 | 21.3 | 10.7 | 5.0 | 10 | 0 | 5 | | 52.0 | |
| 122 | 120 | S. Tropical Trail | Pineda Causeway (SR 404) | S. Courtenay | 20.2 | 16.4 | 0.0 | 5 | 0 | 10 | | 51.6 | |
| 123 | 76 | Babcock | NASA | Apollo | 25.2 | 16.2 | 5.0 | 5 | 0 | 0 | | 51.4 | |
| 124 | 142 | Pineda Causeway (SR 404) | S. Tropical | S. Patrick (SR 513) | 17.7 | 11.1 | 7.5 | 5 | 0 | 10 | | 51.4 | |
| 125 | 143 | SR 46 | I-95 | US 1 | 20.1 | 6.1 | 0.0 | 10 | 5 | 10 | | 51.3 | |
| 126 | 113 | SR 405 (Columbia) | SR 50 | SR 407 | 20.5 | 7.9 | 2.5 | 10 | 0 | 10 | | 50.9 | |
| 127 | 79 | Park | Barna | South | 27.0 | 17.9 | 2.5 | 0 | 0 | 0 | 3.0 | 50.4 | |
| 128 | 129 | NASA Causeway | US 1 | KSC Gate | 15.5 | 11.6 | 2.5 | 10 | 0 | 10 | | 49.6 | |
| 129 | 147 | Apollo | Babcock | Sarno | 25.0 | 19.5 | 5.0 | 0 | 0 | 0 | | 49.6 | |
| 130 | 121 | Canaveral Groves/Lee/Citrus | Pine | Grissom | 26.8 | 15.0 | 7.5 | 0 | 0 | 0 | | 49.2 | |
| 131 | 134 | SR 50 | Orange County | I-95 | 12.6 | 13.9 | 2.5 | 10 | 0 | 10 | | 48.9 | |
| 132 | 138 | SR 50 | SR 405 | US 1 | 22.5 | 8.1 | 2.5 | 0 | 10 | 5 | | 48.1 | |
| 133 | 141 | Croton | Sarno | Eau Gallie | 20.6 | 14.9 | 2.5 | 0 | 10 | 0 | | 48.0 | |
| 134 | 110 | Sarno | Wickham | Croton | 26.3 | 11.3 | 5.0 | 0 | 5 | 0 | | 47.6 | |
| 135 | 137 | John Rodes | US 192 | Eau Gallie (SR 518) | 27.0 | 17.4 | 2.5 | 0 | 0 | 0 | | 46.8 | TCM Strategies |
| 136 | 161 | Evans | US 192 | NASA | 21.4 | 13.0 | 2.5 | 0 | 10 | 0 | | 46.8 | |
| 137 | 130 | Eber | Minton | Dairy | 20.9 | 20.9 | 0.0 | 0 | 5 | 0 | | 46.8 | |
| 138 | 146 | Garden (SR 406) | I-95 | US 1 | 16.1 | 7.9 | 2.5 | 5 | 10 | 5 | | 46.5 | |
| 139 | 128 | Fiske (SR 519) | I-95/Barnes | Barton | 20.2 | 18.8 | 2.5 | 5 | 0 | 0 | | 46.5 | |
| 140 | 152 | Hibiscus | Airport | Babcock | 18.2 | 13.9 | 2.5 | 0 | 10 | 0 | | 44.5 | |
| 141 | 160 | Micco | Fleming Grant | US 1 | 18.5 | 20.6 | 0.0 | 0 | 5 | 0 | | 44.1 | Widen to 4 lanes |
| 142 | 135 | Malabar | Minton | Corp. Park Circle | 16.1 | 20.1 | 2.5 | 5 | 0 | 0 | | 43.7 | |
| 143 | 125 | Dairy (South) | Palm Bay | US 192 | 14.7 | 26.0 | 2.5 | 0 | 0 | 0 | | 43.2 | |
| 144 | 139 | Clearlake | SR 520 | N. of Michigan | 19.8 | 10.4 | 2.5 | 0 | 10 | 0 | | 42.7 | |
| 145 | 150 | US 1 | Indian River County | Valkaria | 14.7 | 10.5 | 2.5 | 10 | 0 | 5 | | 42.7 | |
| 146 | 115 | SR 407 | I-95 | SR 405 | 16.3 | 11.2 | 0.0 | 10 | 0 | 5 | | 42.4 | |
| 147 | 204 | Forrest | SR 520 | US 1 | 18.8 | 13.6 | 0.0 | 0 | 10 | 0 | | 42.4 | |
| 148 | 144 | Hopkins | SR 50 | Jackson | 22.9 | 14.4 | 0.0 | 0 | 5 | 0 | | 42.3 | |
| 149 | 154 | Grissom | Industry | Canaveral Groves | 25.3 | 9.4 | 2.5 | 5 | 0 | 0 | | 42.2 | Widen to 4 lanes |
| 150 | 140 | Fay | W. End | Grissom | 27.0 | 12.5 | 2.5 | 0 | 0 | 0 | | 42.0 | |
| 151 | 205 | NASA | Babcock | US 1 | 16.7 | 12.8 | 2.5 | 0 | 10 | 0 | | 41.9 | |
| 152 | 127 | Hollywood | Palm Bay | Eber | 30.5 | 8.0 | 2.5 | 0 | 0 | 0 | | 41.0 | |
| 153 | 126 | Grissom | Canaveral Groves | Fay | 21.7 | 14.0 | 0.0 | 5 | 0 | 0 | | 40.7 | |
| 154 | 171 | Aurora | John Rodes | Wickham | 22.6 | 12.9 | 0.0 | 0 | 5 | 0 | | 40.5 | |
| 155 | 123 | SR 524 | I-95 | SR 528 | 23.7 | 11.6 | 0.0 | 0 | 0 | 5 | | 40.3 | |

Appendix C
Score and LRTP Strategy by Rank

| 2000/01 Rank | 1999/00 Rank | ROADWAY | From | To | Existing Volume/MAV | Future (E+C) Volume/MAV | Existing Volume | Intermodal/Economic | Safety | Hurricane | Prior Funding | Total Score | LRTP Strategy |
|--------------|--------------|--------------------------|---------------------|--------------------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|------------------|
| 156 | 145 | US 1 | Valkaria | Malabar | 14.0 | 8.4 | 2.5 | 10 | 0 | 5 | | 40.0 | |
| 157 | 106 | Harrison | Barna | Hopkins | 26.1 | 11.1 | 2.5 | 0 | 0 | 0 | | 39.7 | |
| 158 | 149 | Emerson | Minton | Americana | 20.3 | 19.1 | 0.0 | 0 | 0 | 0 | | 39.4 | |
| 159 | 157 | Hibiscus | Babcock | US 1 | 16.3 | 9.5 | 2.5 | 0 | 10 | 0 | | 38.3 | |
| 160 | 211 | Airport | US 192 | Hibiscus | 11.9 | 16.2 | 0.0 | 0 | 10 | 0 | | 38.1 | |
| 161 | 168 | S. Tropical Trail | S. Patrick (SR 513) | Pineda Causeway (SR 404) | 8.1 | 9.9 | 0.0 | 5 | 5 | 10 | | 38.0 | |
| 162 | 166 | N. Banana River | SR 520 | Audubon | 21.0 | 6.8 | 0.0 | 0 | 0 | 10 | | 37.8 | |
| 163 | 186 | Croton | Lake Washington | Post | 19.8 | 13.0 | 0.0 | 0 | 5 | 0 | | 37.8 | |
| 164 | 179 | Max Brewer Causeway | US 1 | Playalinda Beach | 15.0 | 12.8 | 0.0 | 5 | 0 | 5 | | 37.7 | |
| 165 | 151 | Murrell | Barnes | Eyster | 19.2 | 11.0 | 2.5 | 5 | 0 | 0 | | 37.7 | |
| 166 | 103 | Murrell | Viera | Barnes | 15.0 | 14.3 | 2.5 | 5 | 0 | 0 | | 36.8 | |
| 167 | 170 | Aurora | Wickham | Croton | 15.0 | 8.5 | 2.5 | 0 | 10 | 0 | | 36.1 | |
| 168 | 210 | N. Atlantic | SR A1A | George King | 19.8 | 5.8 | 0.0 | 0 | 10 | 0 | | 35.6 | |
| 169 | 193 | Oak | SR A1A | Ocean | 5.5 | 9.8 | 0.0 | 5 | 5 | 10 | | 35.3 | |
| 170 | 218 | Lake Washington | Wickham | Croton | 15.8 | 6.5 | 2.5 | 0 | 10 | 0 | | 34.8 | |
| 171 | 181 | NASA | Wickham | Eddie Allen | 18.5 | 13.8 | 2.5 | 0 | 0 | 0 | | 34.7 | |
| 172 | 153 | Airport | NASA | Apollo | 15.3 | 16.7 | 2.5 | 0 | 0 | 0 | | 34.6 | |
| 173 | 180 | Singleton | Garden | Dairy | 23.2 | 11.3 | 0.0 | 0 | 0 | 0 | | 34.4 | |
| 174 | 163 | Dairy (Woody Burke) | US 192 | NASA | 20.0 | 14.3 | 0.0 | 0 | 0 | 0 | | 34.3 | |
| 175 | 177 | Merrit | N. Courtenay | Sykes Creek | 22.5 | 9.3 | 2.5 | 0 | 0 | 0 | | 34.2 | |
| 176 | 175 | Barna | Knox McCrae | Country Club | 20.5 | 13.5 | 0.0 | 0 | 0 | 0 | | 34.0 | |
| 177 | 172 | Ellis | Wickham | John Rodes | 23.6 | 10.4 | 0.0 | 0 | 0 | 0 | | 34.0 | Widen to 4 lanes |
| 178 | 178 | Babcock | Indian River County | Valkaria | 9.5 | 19.5 | 0.0 | 5 | 0 | 0 | | 34.0 | |
| 179 | 132 | Valkaria | Babcock | Leghorn | 10.0 | 23.9 | 0.0 | 0 | 0 | 0 | | 33.9 | |
| 180 | 73 | Murrell | Wickham | Viera | 16.2 | 10.0 | 2.5 | 5 | 0 | 0 | | 33.7 | |
| 181 | 191 | Pineda Causeway (SR 404) | S. Patrick (SR 513) | SR A1A | 8.8 | 7.2 | 2.5 | 5 | 0 | 10 | | 33.4 | |
| 182 | 184 | Industry | SR 524 | Grissom | 20.0 | 10.9 | 2.5 | 0 | 0 | 0 | | 33.4 | |
| 183 | 159 | N. Tropical | SR 520 | Lucas | 20.1 | 13.3 | 0.0 | 0 | 0 | 0 | | 33.3 | |
| 184 | 195 | Aurora | Croton | US 1 | 14.7 | 5.8 | 2.5 | 0 | 10 | 0 | | 32.9 | |
| 185 | 189 | SR 401 | SR 528 | CCAFS | 14.9 | 5.3 | 2.5 | 5 | 0 | 5 | | 32.6 | |
| 186 | 158 | Barna | Country Club | Harrison | 23.7 | 8.6 | 0.0 | 0 | 0 | 0 | | 32.3 | |
| 187 | 203 | Plumosa | Cone | Merritt | 16.1 | 11.1 | 0.0 | 0 | 5 | 0 | | 32.3 | |
| 188 | 207 | Fortenberry | S Courtenay | Sykes Creek | 22.3 | 4.5 | 0.0 | 0 | 5 | 0 | | 31.8 | |
| 189 | 194 | Lake Washington | Turtlemound | Wickham | 23.7 | 7.9 | 0.0 | 0 | 0 | 0 | | 31.6 | |
| 190 | 162 | Suntree | Wickham | US 1 | 18.1 | 10.9 | 2.5 | 0 | 0 | 0 | | 31.5 | |
| 191 | 176 | Hibiscus | Evans | Airport | 18.2 | 10.5 | 2.5 | 0 | 0 | 0 | | 31.2 | |
| 192 | 155 | Audobon/Sykes Creek | Sykes Creek | N. Banana River | 22.4 | 8.7 | 0.0 | 0 | 0 | 0 | | 31.1 | |
| 193 | 192 | Turtlemound | Aurora | Lake Washington | 20.9 | 10.1 | 0.0 | 0 | 0 | 0 | | 31.0 | |
| 194 | 133 | Post | Pinecone | Wickham | 24.4 | 6.5 | 0.0 | 0 | 0 | 0 | | 30.9 | |
| 195 | 197 | Micco | Babcock | Fleming Grant | 4.3 | 26.5 | 0.0 | 0 | 0 | 0 | | 30.9 | Widen to 4 lanes |
| 196 | 201 | Emerson | Americana | Malabar | 13.2 | 17.6 | 0.0 | 0 | 0 | 0 | | 30.8 | |
| 197 | 199 | Croton | Eau Gallie | Aurora | 18.9 | 9.1 | 2.5 | 0 | 0 | 0 | | 30.5 | |
| 198 | 190 | US 1 | SR 46 | Aurantia | 9.3 | 6.1 | 0.0 | 10 | 0 | 5 | | 30.5 | |
| 199 | 169 | Singleton | South | Garden | 17.5 | 12.6 | 0.0 | 0 | 0 | 0 | | 30.1 | |
| 200 | 231 | Clearlake | Pluckebaum | SR 520 | 12.6 | 11.5 | 0.0 | 0 | 5 | 0 | | 29.1 | |

Appendix C
Score and LRTP Strategy by Rank

| 2000/01 Rank | 1999/00 Rank | ROADWAY | From | To | Existing Volume/MAV | Future (E+C) Volume/MAV | Existing Volume | Intermodal/Economic | Safety | Hurricane | Prior Funding | Total Score | LRTP Strategy |
|--------------|--------------|-------------------------|------------------------|-----------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|------------------|
| 201 | 167 | Barnes | Murrell | US 1 | 16.0 | 13.1 | 0.0 | 0 | 0 | 0 | | 29.1 | |
| 202 | 148 | Stadium/Jamieson | Wickham | Fiske | 6.0 | 18.0 | 0.0 | 5 | 0 | 0 | | 29.0 | Widen to 4 lanes |
| 203 | 182 | George King/Dave Nisbet | SR A1A | N. Atlantic | 19.8 | 4.1 | 0.0 | 0 | 5 | 0 | | 28.9 | |
| 204 | 200 | Dixon | Clearlake | US 1 | 16.9 | 4.4 | 2.5 | 5 | 0 | 0 | | 28.9 | |
| 205 | 185 | Airport | Hibiscus | NASA | 13.3 | 12.6 | 2.5 | 0 | 0 | 0 | | 28.4 | |
| 206 | 206 | Croton | Aurora | Lake Washington | 15.1 | 10.6 | 2.5 | 0 | 0 | 0 | | 28.1 | |
| 207 | 164 | Eyster | Murrell | US 1 | 16.3 | 9.0 | 2.5 | 0 | 0 | 0 | | 27.8 | |
| 208 | 202 | Barna | SR 405 | SR 50 | 14.2 | 13.5 | 0.0 | 0 | 0 | 0 | | 27.7 | |
| 209 | 209 | Fay | Carole | US 1 | 17.4 | 7.3 | 2.5 | 0 | 0 | 0 | | 27.3 | |
| 210 | 256 | Viera | Murrell | US 1 | 11.6 | 15.6 | 0.0 | 0 | 0 | 0 | | 27.2 | |
| 211 | 215 | Canaveral Groves | Grissom | US 1 | 16.5 | 5.5 | 0.0 | 0 | 5 | 0 | | 27.0 | |
| 212 | 188 | Eyster | Fiske | Murrell | 21.0 | 5.6 | 0.0 | 0 | 0 | 0 | | 26.6 | |
| 213 | 94 | Grissom | Kings Highway | SR 405 | 12.5 | 6.1 | 2.5 | 5 | 0 | 0 | | 26.1 | |
| 214 | 229 | Michigan | Clearlake | US 1 | 13.1 | 9.6 | 2.5 | 0 | 0 | 0 | | 25.2 | |
| 215 | 217 | Dairy (North) | Carpenter | US 1 | 14.9 | 10.4 | 0.0 | 0 | 0 | 0 | | 25.2 | |
| 216 | 183 | Sykes Creek | SR 520 | Merritt | 17.0 | 5.5 | 2.5 | 0 | 0 | 0 | | 25.1 | |
| 217 | 216 | S. Tropical Trail | S. Courtenay | SR 520 | 12.0 | 7.5 | 0.0 | 0 | 0 | 5 | | 24.5 | |
| 218 | 198 | SR 524 | SR 520 | I-95 | 10.6 | 8.2 | 0.0 | 0 | 0 | 5 | | 23.8 | |
| 219 | 213 | Port Malabar | Babcock | US 1 | 12.8 | 7.7 | 2.5 | 0 | 0 | 0 | | 23.0 | |
| 220 | 219 | SR 405 (South) | 0.1 mile W. of Collins | US 1 | 7.6 | 5.5 | 0.0 | 0 | 5 | 5 | | 23.0 | |
| 221 | 220 | Fay | Grissom | Carole | 14.3 | 6.0 | 2.5 | 0 | 0 | 0 | | 22.8 | |
| 222 | 225 | Cone | S. Tropical | Plumosa | 15.3 | 7.3 | 0.0 | 0 | 0 | 0 | | 22.6 | |
| 223 | 196 | Adamson/Coconut/Pine | SR 524 | Citrus | 14.9 | 7.7 | 0.0 | 0 | 0 | 0 | | 22.6 | |
| 224 | 208 | Lake | Cox | SR 520 | 10.5 | 6.9 | 0.0 | 0 | 5 | 0 | | 22.4 | |
| 225 | 224 | Melbourne | Babcock | Waverly | 21.8 | 0.3 | 0.0 | 0 | 0 | 0 | | 22.1 | |
| 226 | 222 | US 1 | Aurantia | Volusia County | 4.4 | 2.6 | 0.0 | 10 | 0 | 5 | | 22.0 | |
| 227 | 174 | Hopkins | Jackson | Grace/US 1 | 13.0 | 8.4 | 0.0 | 0 | 0 | 0 | | 21.4 | |
| 228 | 227 | New Haven | Strawbridge | US 1 | 20.8 | 0.3 | 0.0 | 0 | 0 | 0 | | 21.2 | |
| 229 | 214 | Sisson | SR 405 | SR 50 | 12.2 | 8.9 | 0.0 | 0 | 0 | 0 | | 21.1 | |
| 230 | 187 | University | Babcock | US 1 | 11.0 | 9.9 | 0.0 | 0 | 0 | 0 | | 20.9 | |
| 231 | 221 | Carpenter | Garden | Dairy | 12.5 | 8.4 | 0.0 | 0 | 0 | 0 | | 20.8 | |
| 232 | 212 | Cox | SR 520 | SR 524 | 12.1 | 8.6 | 0.0 | 0 | 0 | 0 | | 20.7 | |
| 233 | 249 | Sykes Creek | Fortenberry | SR 520 | 10.2 | 0.5 | 0.0 | 0 | 10 | 0 | | 20.7 | |
| 234 | 226 | Turtlemound | Lake Washington | Post | 16.3 | 4.3 | 0.0 | 0 | 0 | 0 | | 20.5 | |
| 235 | 228 | Valkaria | Leghorn | US 1 | 4.9 | 10.3 | 0.0 | 0 | 5 | 0 | | 20.1 | |
| 236 | 233 | N. Tropical | Lucas | N. Courtenay | 6.1 | 7.4 | 0.0 | 0 | 5 | 0 | | 18.5 | |
| 237 | 236 | Lake Washington | Croton | US 1 | 12.7 | 3.2 | 2.5 | 0 | 0 | 0 | | 18.5 | |
| 238 | 234 | Parkway | Wickham | US 1 | 11.1 | 6.9 | 0.0 | 0 | 0 | 0 | | 17.9 | |
| 239 | 173 | Post | Wickham | US 1 | 10.9 | 6.7 | 0.0 | 0 | 0 | 0 | | 17.7 | |
| 240 | 232 | Murrell | Eyster | Barton | 7.9 | 4.4 | 0.0 | 5 | 0 | 0 | | 17.4 | |
| 241 | 241 | Ridgewood | Young | Central | 7.1 | 5.1 | 0.0 | 0 | 5 | 0 | | 17.2 | |
| 242 | 245 | Singleton | Dairy | SR 46 | 5.4 | 6.3 | 0.0 | 0 | 5 | 0 | | 16.7 | |
| 243 | 240 | Lucas | N. tropical | N. Courtenay | 9.0 | 0.8 | 0.0 | 0 | 5 | 0 | | 14.8 | |
| 244 | 230 | Fox Lake | Carpenter | South | 9.0 | 5.6 | 0.0 | 0 | 0 | 0 | | 14.6 | |
| 245 | 242 | Lake Washington | West End | Harlock | 4.9 | 4.7 | 0.0 | 0 | 5 | 0 | | 14.5 | |

Appendix C
Score and LRTP Strategy by Rank

| 2000/01 Rank | 1999/00 Rank | ROADWAY | From | To | Existing Volume/MAV | Future (E+C) Volume/MAV | Existing Volume | Intermodal/Economic | Safety | Hurricane | Prior Funding | Total Score | LRTP Strategy |
|--------------|--------------|------------------------|-------------|-----------------|---------------------|-------------------------|-----------------|---------------------|--------|-----------|---------------|-------------|---------------|
| 246 | 239 | Stuck Way | I-95 | US 1 | 4.6 | 9.8 | 0.0 | 0 | 0 | 0 | | 14.5 | |
| 247 | 156 | Michigan | Range | Clearlake | 11.0 | 3.4 | 0.0 | 0 | 0 | 0 | | 14.4 | |
| 248 | 238 | Carpenter | Dairy | SR 46 | 11.4 | 2.9 | 0.0 | 0 | 0 | 0 | | 14.3 | |
| 249 | 246 | Ocean Beach | SR 520 | Young | 5.6 | 3.6 | 0.0 | 0 | 5 | 0 | | 14.2 | |
| 250 | 243 | Carpenter | Fox Lake | Garden | 8.0 | 5.3 | 0.0 | 0 | 0 | 0 | | 13.2 | |
| 251 | 251 | Friday | SR 520 | SR 524 | 4.5 | 3.6 | 0.0 | 0 | 5 | 0 | | 13.2 | |
| 252 | 223 | Range | SR 520 | Michigan | 9.1 | 3.6 | 0.0 | 0 | 0 | 0 | | 12.7 | |
| 253 | 235 | Kings Highway | Grissom | US 1 | 8.3 | 4.1 | 0.0 | 0 | 0 | 0 | | 12.5 | |
| 254 | 237 | Merrit | N. Tropical | N. Courtenay | 8.9 | 3.2 | 0.0 | 0 | 0 | 0 | | 12.1 | |
| 255 | 250 | Friday/James | SR 524 | Cox | 9.0 | 1.6 | 0.0 | 0 | 0 | 0 | | 10.6 | |
| 256 | 248 | Central | SR A1A | Ridgewood | 2.3 | 3.3 | 0.0 | 0 | 5 | 0 | | 10.6 | |
| 257 | 254 | Lake Washington | Harlock | Turtlemound | 8.5 | 2.0 | 0.0 | 0 | 0 | 0 | | 10.5 | |
| 258 | 244 | Cox | SR 524 | James | 6.4 | 3.6 | 0.0 | 0 | 0 | 0 | | 10.0 | |
| 259 | 247 | Old Dixie Highway | Garden | Dairy | 6.0 | 4.0 | 0.0 | 0 | 0 | 0 | | 10.0 | |
| 260 | 252 | Holder | Dairy | SR 46 | 6.7 | 3.3 | 0.0 | 0 | 0 | 0 | | 10.0 | |
| 261 | 257 | Grant | Babcock | Old Dixie | 6.5 | 3.0 | 0.0 | 0 | 0 | 0 | | 9.5 | |
| 262 | 255 | La Grange | Old Dixie | US 1 | 6.8 | 2.5 | 0.0 | 0 | 0 | 0 | | 9.3 | |
| 263 | 253 | Rosetine | Range | Clearlake | 7.9 | 0.4 | 0.0 | 0 | 0 | 0 | | 8.3 | |
| 264 | 258 | Harlock/Aurora | John Rodes | Lake Washington | 2.3 | 3.6 | 0.0 | 0 | 0 | 0 | | 5.9 | |
| 265 | 261 | Old Dixie Highway | Dairy | Parker | 4.6 | 1.0 | 0.0 | 0 | 0 | 0 | | 5.6 | |
| 266 | 259 | Parrish | Holder | US 1 | 2.6 | 3.0 | 0.0 | 0 | 0 | 0 | | 5.6 | |
| 267 | 260 | Fleming Grant/Main | Mico | US 1 | 4.6 | 0.0 | 0.0 | 0 | 0 | 0 | | 4.6 | |
| 268 | 262 | Burkholm/Cushman/Richy | US 1 | US 1 | 3.0 | 0.7 | 0.0 | 0 | 0 | 0 | | 3.7 | |