

FAWN LAKE ESTATES REVISED TRAFFIC IMPACT ANALYSIS

MARION COUNTY, FLORIDA

January 2026



PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida, practicing with Kittelson & Associates, a corporation authorized to operate as a Professional Engineering business by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have approved the Fawn Lake Traffic Impact Study located in Marion County, Florida dated January 2026.

PROJECT: Fawn Lake Traffic Impact Study

LOCATION: Marion County, Florida

CLIENT: Midway 65, LLC

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

NAME: Kok Wan Mah

P.E. NUMBER: 56739

DATE: January 15, 2026



*The item has been digitally signed and sealed by
Kok Wan Mah on the date adjacent to the seal.*

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Fawn Lake Estates Revised Traffic Impact Analysis Marion County, Florida

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Section 1

Introduction

INTRODUCTION

Kittelson & Associates, Inc. conducted a Traffic Impact Analysis (TIA) for the proposed Fawn Lake Estates, in Marion County, Florida and submitted the analysis to Marion County in October 2025. The County provided comments on that submittal and this revised analysis aims to address those comments which were as follows:

- The SR 35 & CR 464/SR 464 intersection needs to be analyzed as a displaced left-turn intersection in the future year traffic conditions based on County plans
- Include the intersection of CR 464 & SE 55th Place and model as a signalized intersection in the future year traffic conditions
- Include the site traffic from the Arden of Ocala TIA (Kimley-Horn, June 2023) in the AM peak hour
- Coordinate the traffic signals at the CR 464 intersections with SR 35, SE 64th Ave, and SE 55th PI
- Include turn lane warrant analysis at the intersection of Bahia Road & Bahia Trace

The County provided the following information for use in addressing the comments:

- Conceptual design plans for the displaced left turn intersection at the SR 35 & CR 464/SR 464 intersection
- Traffic counts at the CR 464 & SE 55th PI intersection
- AM and PM peak hour site trip figures for the Arden of Ocala TIA

It should be noted that the cycle lengths, signal timing, phasing, etc. for the new displaced left turn intersection and the intersection of CR 464 & SE 55th PI were optimized in each of the future year traffic conditions. However, all other signalized intersections utilized existing signal timing information for all scenarios except for the build-out improved where noted.

The approximately 107.84-acre site consists of parcel 9027-0000-02 and is located north of the intersection of Bahia Trace at Bahia Trace Circle, in Marion County, Florida. The development is planned to include up to 356 single-family residential units, to be built in a single phase with an anticipated buildout year in 2028. Bahia Trace will be extended to connect between Fir Road and Bahia Trace Course. Four stop-controlled, full access points will connect to Bahia Trace from the north. These access points are shown in **Figure 1**, and in the preliminary site plan in **Appendix A**.

STUDY AREA

The following study facilities were agreed in the approved TIA methodology (**Appendix B**) to be included in the analysis.

Roadway Segments:

- SR 464
 - SE 22 Avenue to SE 25 Avenue
 - SE 25 Avenue to SE 44 Avenue
 - SE 44 Avenue to SR 35
- CR 464 / Maricamp Road
 - SR 35 to Emerald Rd (N)
 - Emerald Rd (N) to Oak Road
 - Oak Road to Emerald Rd (S)
- Bahia Road
 - Pine Road to CR 464
- Pine Road
 - State Road to CR 464

Study Intersections:

1. SR 35 & CR 464/SR 464 (signalized)
2. CR 464 & SE 64 Avenue Road (signalized)
3. CR 464 & SE 55th Place (unsignalized) – added upon County request
4. CR 464 & Pine Road (signalized)
5. CR 464 & Midway Road (signalized)
6. CR 464 & Bahia Avenue / Cedar Radial (signalized)
7. CR 464 & Bahia Road (signalized)
8. Bahia Road & Midway Road (unsignalized)
9. Bahia Road & Bahia Trace (unsignalized)
10. Pine Road & Bahia Road (unsignalized)

Figure 1: Project Location and 1-mile radius.





Section 2

Existing Conditions

EXISTING CONDITIONS

Existing roadway facilities were reviewed to establish a benchmark for the potential future impact due to background traffic growth and the proposed development. The analysis includes a review of study roadway segments and intersections to document the existing capacity, lane configuration, traffic volume, and operations.

EXISTING ROADWAY CAPACITY ANALYSIS

Existing roadway capacity analysis was conducted by evaluating the peak hour directional volume (PHDV) and the existing peak hour directional capacity, obtained from the Ocala Marion TPO CMP database, included in **Appendix C**. The local roadway segment's PHDV were calculated using guidance in the FDOT QLOS Handbook and the C3R – Suburban Residential context classification. The existing roadway segment's PHDV were calculated by converting 2023 AADT using a K-factor of 0.09 and D-factor of 0.561 taken from FDOT count station 368081 along Maricamp Road near the center of the study area. Further details are included in **Appendix D. Table 1** summarizes the existing roadway attributes, traffic volume, and roadway capacity analysis.

The existing roadway capacity analysis indicates that study roadway segments were operating below capacity in 2023 with volume-to-capacity (V/C) ratio less than 1.0.

EXISTING INTERSECTION CAPACITY ANALYSIS

Existing Intersection Capacity analysis was conducted using Synchro software and the methods of the Highway Capacity Manual (HCM), which incorporates intersection layout, traffic volume, and control type.

The capacity analysis was performed using the existing traffic counts for the AM and PM peak hours. The intersection counts were collected May 6, 2025 for all study intersections except for the intersection of CR 464 & SE 55th Pl. A seasonal adjustment factor of 1.00 was applied to the raw counts. As previously noted the intersection of CR 464 & SE 55th Pl was not originally identified to be studied so new traffic counts were not collected at this location. Turning movement counts at this intersection were obtained from the Arden of Ocala TIA (Kimley-Horn, June 2023) which were from 2023. These turning movements were increased in this analysis to reduce the imbalances with adjacent study intersections and to account for growth in traffic that has occurred since they were collected in 2023.

The raw count data are included in **Appendix E**, and **Figure 2** illustrates the existing AM and PM peak hour intersection volumes.

The results of the existing intersection capacity analysis are summarized in **Table 2** and the output HCM worksheets are included in **Appendix F**.

The overall level of service for all signalized study intersections except CR 464 and SR 35 is acceptable. All signalized study intersections along CR 464 operate with coordinated signal timings and background cycles ranging from 120 seconds to 160 seconds during the AM peak and 130 seconds to 170 seconds during the PM peak hour. Under these conditions, major road approaches along CR 464 are prioritized over minor road approaches. The level of service for minor road approaches is expected to be lower than those for major road approaches. The intersection at CR 464 and SR 35 operates at LOS F for both the AM and LOS F PM peak hours. During the AM peak hour, the westbound and southbound approaches have volume to capacity ratios greater than 1.0. During the PM peak hour, the northbound and southbound approaches show volumes exceeding capacity. All unsignalized study intersections show acceptable levels of service and V/C ratios under 1.0 for all approaches.

ATTACHMENT E

Table 1: Existing Roadway Capacity Analysis

Segment ID	Road Name	Roadway Segment		2023 Roadway Attributes			Existing Roadway Capacity		
		From	To	No. Lns	LOS Std	Pk-Dir Cap	2023 AADT	2023 PHDV	V/C
3950.0	SR 464	SE 22 AV	SE 25 Ave	4	D	1,901	30,800	1,55	0.81
1660	SR 464	SE 25 AV	SE 44 Ave	4	D	1,901	34,800	1,757	0.91
1690	SR 464	SE 44 AV	SR 35	4	D	1,901	33,200	1,676	0.87
1710	CR 464	SR 35	Emerald Rd (N)	4	D ⁶	1,800	34,300	1,732	0.95
1770	CR 464	Emerald Road (N)	Oak Rd	4	D ⁶	1,800	15,600	788	0.43
--	Bahia Rd	Pine Road	CR 464	2	D	1,110	--	343	0.31
--	Pine Rd	State Road	CR 464	2	D	1,110	--	386	0.35

Notes:

1. Data obtained from the latest Ocala TPO Marion CMP Database
2. Capacity for local roads is calculated using FDOT QLOS Handbook for context classification C3R – Suburban Residential
3. County LOS threshold is expected to change from LOS E to LOS D, effective January 2026

ATTACHMENT E

Revised Traffic Impact Analysis

Table 2 : Existing Peak Hour Intersection Capacity Analysis

Intersection	Control	Peak Hour	EB			WB			NB			SB			Overall	
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1. CR 464 & SR 35	Signal	AM Peak	48.3	D	0.76	86.3	F	1.03	71.2	E	0.88	112.8	F	1.04	78.9	E
		PM Peak	70.4	E	1.00	65.0	E	0.80	134.0	F	1.12	120.7	F	1.17	93.1	F
2. CR 464 & SE 64 Ave	Signal	AM Peak	13.0	B	0.96	27.8	C	0.75				70.5	E	0.88	27.7	C
		PM Peak	6.8	A	0.94	17.2	B	0.49				86.5	F	0.82	14.8	B
3. CR 464 & SE 55 Pl	TWSC	AM Peak	0.1	A	0.02	0.0	A	0.00				31.3	D	0.22	0.4	A
		PM Peak	0.3	A	0.08	0.0	A	0.00				55.9	F	0.39	1.0	A
4. CR 464 & Pine Rd W	Signal	AM Peak	12.5	B	0.48	14.8	B	0.66	61.5	E	0.86	49.5	D	0.51	20.0	C
		PM Peak	10.8	B	0.59	11.3	B	0.44	58.4	E	0.70	63.4	E	0.77	17.8	B
5. CR 464 & Midway Rd	Signal	AM Peak	14.1	B	0.48	1.4	A	0.67	58.4	E	0.80	54.9	D	0.65	14.0	B
		PM Peak	18.1	B	0.57	1.3	A	0.47	59.6	E	0.82	54.6	D	0.50	19.3	B
6. CR 464 & Bahia Ave/Cedar Radial Pass	Signal	AM Peak	17.0	B	0.49	18.8	B	0.67	48.3	D	0.26	59.1	E	0.69	20.8	C
		PM Peak	6.2	A	0.78	19.5	B	0.55	47.7	D	0.26	62.4	E	0.80	18.3	B
7. CR 464 & Bahia Rd	Signal	AM Peak	0.7	A	0.41	14.9	B	0.64	57.1	E	0.53	50.1	D	0.45	12.7	B
		PM Peak	0.9	A	0.46	12.9	B	0.54	59.9	E	0.53	58.6	E	0.51	12.0	B
8. Bahia Rd & Midway Rd	AWSC	AM Peak	11.7	B	0.34	11.7	B	0.35	10.4	B	0.22	14.3	B	0.54	12.5	B
		PM Peak	11.7	B	0.42	9.4	A	0.18	10.7	B	0.33	9.4	A	0.18	10.7	B
9. Bahia Rd & Bahia Trace	TWSC	AM Peak	0.2	A	0.04	0.7	A	0.05	10.3	B	0.04	10.3	B	0.05	1.9	A
		PM Peak	0.6	A	0.03	0.2	A	0.00	10.6	B	0.03	11.0	B	0.06	1.7	A
10. Bahia Rd & Pine Rd	TWSC	AM Peak				11.6	B	0.18	—	—	—	1.7	—	0.03	3.2	-
		PM Peak				16.2	C	0.42	—	—	—	1.4	—	0.03	5.1	-

Note: The operational results represent the worst movement v/c ratio.



Section 3

Future Conditions

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (11th Edition)*. **Table 3** summarizes the resulting trip generation analysis and details can be found in **Appendix G**. The proposed development is projected to generate 3,245 new net external daily trips of which 273 trips occur during the AM peak hour and 328 trips occur during the PM peak hour.

Table 3: Project Trip Generation

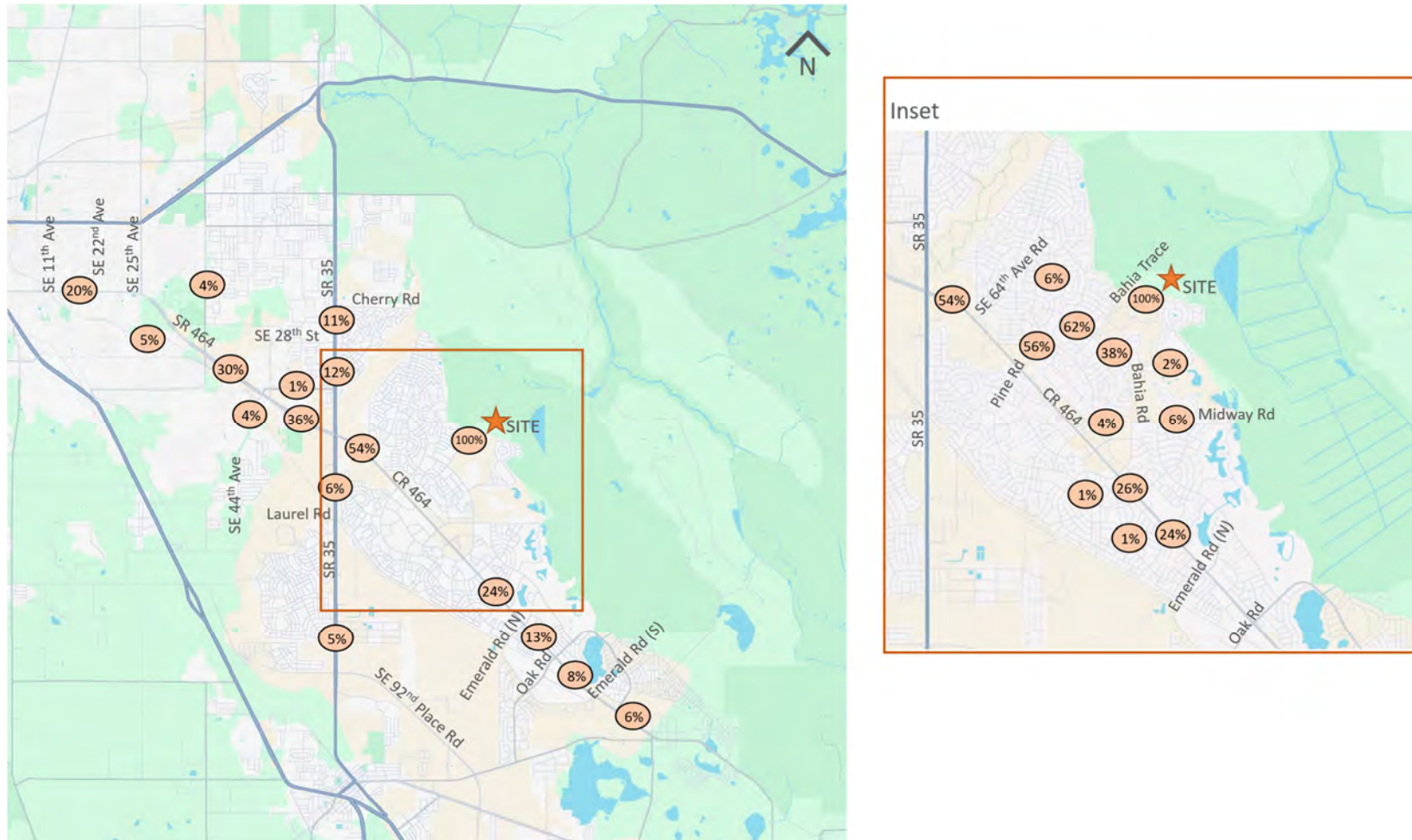
Land Use Type	ITE Code	Intensity	Daily	AM Peak Hour Trips Ends			PM Peak Hour Trips Ends		
				In	Out	Total	In	Out	Total
Single Family Residential	210	356 DU	3,245	59	178	273	207	121	328

Source: ITE Trip Generation, 11th Edition; Equations rather than average rates where r-squared > 0.75

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment was estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and local traffic patterns. The majority of trips generated from the proposed residential development travel westbound along CR 464 to SR 35. At that junction smaller portions turn north and south, and the largest portion continues westbound. The proposed distribution for the future year is included in **Figure 3** with the detailed model plots included in **Appendix H**.

Figure 3 : Project Trip Distribution



BUILDOUT YEAR (2028) TRAFFIC VOLUME

The proposed Fawn Lake Estates development is anticipated to reach full buildout by 2028. The buildout traffic volume represents the total projected traffic, which includes the background (2028 no-build) traffic volume plus the trips generated by the proposed development. Background traffic was projected by applying an annual growth rate of 1.17% over a five-year period (2023–2028), as described in the study methodology. Vested trips from the Arden of Ocala development (in **Appendix I**) were then added to the grown volumes producing the maximum likely volumes on study roadways in 2028.

BUILDOUT YEAR (2028) ROADWAY CAPACITY ANALYSIS

A roadway capacity analysis was performed for both the 2028 background (no-build) and 2028 buildout conditions, with the results summarized in **Table 4**Error! Reference source not found.. Under background conditions, three roadway segments are projected to operate at or above capacity by 2028. Two segments along SR 464/CR 464 are expected to exceed capacity ($v/c > 1.0$), and one segment is anticipated to operate at its maximum capacity ($v/c = 1.0$), as detailed below:

- SR 464 from SE 25th Avenue to SE 44th Avenue: $v/c = 1.02$
- SR 464 from SE 44th Avenue to SR 35: $v/c = 1.00$
- CR 464 from SR 35 to Emerald Road: $v/c = 1.16$

These roadway segments are projected to continue operating over capacity with the addition of traffic generated by the proposed development. According to the Marion County Capital Improvements Plan (CIP) for Fiscal Years 2026–2030, no funded roadway improvements are currently planned that would increase capacity along these segments.

An arterial level of service (LOS) analysis was also performed to evaluate corridor operations with respect to traffic progression. The results indicate that the corridor is expected to operate at an LOS D in the eastbound direction and LOS C in the westbound direction. However, the roadway segment from CR 35 to SE 64 Avenue is projected to operate at LOS F on eastbound movements. Detailed results of this analysis are provided in **Appendix J**.

ATTACHMENT E

Table 4: 2028 Projected Roadway Capacity Analysis

Segment ID	Road Name	Roadway Segment		2023 Roadway Attributes			2028 No-Build Roadway Capacity					2028 Buildout Roadway Capacity			
		From	To	No. Lns	LOS Std	Pk-Dir Cap	2023 PHDV	2028 Growth PHDV	Vested Trips PHD	2028 PHDV	V/C	Assign %	Project Trips	2028 Buildout	V/C
3950	SR 464	SE 22 AV	SE 25 AV	4	D	1,901	1,555	91	49	1,695	0.89	0.20	41	1,736	0.91
1660	SR 464	SE 25 AV	SE 44 AV	4	D	1,901	1,757	103	86	1,946	1.02	0.30	62	2,008	1.06
1690	SR 464	SE 44 AV	SR 35	4	D	1,901	1,676	98	131	1,905	1.00	0.36	75	1,980	1.04
1710	CR 464	SR 35	EMERALD RD (N)	4	D	1,800	1,732	101	247	2,080	1.16	0.54	112	2,192	1.22
1770	CR 464	EMERALD RD (N)	OAK RD	4	D	1,800	788	46	--	834	0.46	0.13	27	861	0.48
--	Bahia* Rd	Pine Road	CR 464	2	D	1,110	343	12	--	355	0.32	0.62	128	483	0.44
--	Pine* Rd	State Road	CR 464	2	D	1,110	386	14	247	647	0.58	0.56	115	762	0.69

*Peak directional capacity is based on FDOT Multimodal QLOS Handbook for CR3 (included in **Appendix K**)

BUILDOUT (2028) INTERSECTION CAPACITY ANALYSIS

A buildout intersection capacity analysis was conducted for both the 2028 background (no-build) and 2028 buildout conditions. Background intersection volumes were developed using the methodology described in the previous section, which accounts for historical traffic growth and vested development trips. The projected AM and PM peak hour buildout traffic volumes are illustrated in **Figure 4** and **Figure 5**, respectively. Error! Reference source not found.. Intersection volume worksheets summarizing the projected 2028 background, project, and total buildout volumes are provided in **Appendix L**.

Consistent with the existing conditions analysis, the 2028 intersection capacity analysis was performed using Synchro (Version 12) software following the methodologies outlined in the *Highway Capacity Manual* (HCM). It should be noted that the signal timings/phasing for the displaced left turn intersection is consistent with the templates that FDOT provides. From this template the CR 35 intersections with the northbound and southbound displaced left-turns (103 & 104) do not have standard NEMA phasing and therefore HCM 7th edition results cannot be provided. For these intersections HCM 2000 results were analyzed. **Table 5** presents a summary of the intersection capacity analysis results for both the no-build and buildout scenarios, with detailed HCM worksheets included in **Appendix M**.

The intersection of CR 464 and SR 35 was identified as operating inadequately under existing conditions and is projected to further degrade under future traffic volumes. The intersection is expected to operate at LOS F during both the AM and PM peak hours when accounting for background growth and vested trips without any improvements to the intersection. As previously discussed, this intersection was modeled as a displaced left-turn intersection in the future year traffic conditions based on coordination with Marion County staff. The conceptual plans for the displaced left turn intersection are included in **Appendix N** however, the timing of construction for these improvements is not currently known. In the background scenario, the eastbound approach is projected to operate over capacity and at LOS F during the PM peak hour at the intersection of CR 464 & the SR 35 displaced left-turns due to the significant eastbound through volume on CR 464 and southbound left turns from SR 35 which would both require a significant amount of green time. Under build-out conditions, the intersection LOS remains unchanged from the background scenario, with no new approaches exceeding capacity during the analyzed peak hours.

The intersection of CR 464 & SE 64 Avenue is projected to operate with v/c of 1.04 and 1.11 in the AM peak hour on the eastbound approach in the background and buildout conditions, respectively. This deficiency can be mitigated by adjusting the existing signal timings to give the eastbound approach additional green time. It should be noted that the projected number of eastbound left turns at this intersection in the PM peak hour in the future year traffic conditions would typically warrant installation of a second left-turn lane. However, in this location there are existing right-of-way challenges with grades, utilities, and drainage that would make widening CR 464 for a second left-turn lane challenging. Additionally, there is only one receiving lane on northbound SE 64th Ave Road and construction of a second left-turn lane on CR 464 would also require construction of an additional northbound lane on SE 64th Ave Road. This second receiving lane would then need to be terminated as a right or left-turn lane at Pecan Course Place and this roadway terminates in a cul-de-sac just to the east of SE 64th Ave Road and at Pecan Road to the west. These potential turn lanes on SE 64th Ave Road would likely not be well utilized as a result and would also likely not have balanced lane utilization of the two left-turn lanes.

Additionally, the southbound approach at the intersection of CR 464 and Pine Road are projected to operate with a V/C greater than 1.00 and at LOS F in the build-out traffic conditions. This deficiency can be mitigated by providing an overlap phase for the existing southbound right-turn lane/movement. As shown in **Table 5** and in **Appendix O**, these intersections are projected to operate within its capacity for all movements with the recommended mitigations. All other study intersections are projected to operate at acceptable overall levels of service under buildout conditions.

Figure 4: 2028 Buildout AM Peak Hour Intersection Volumes

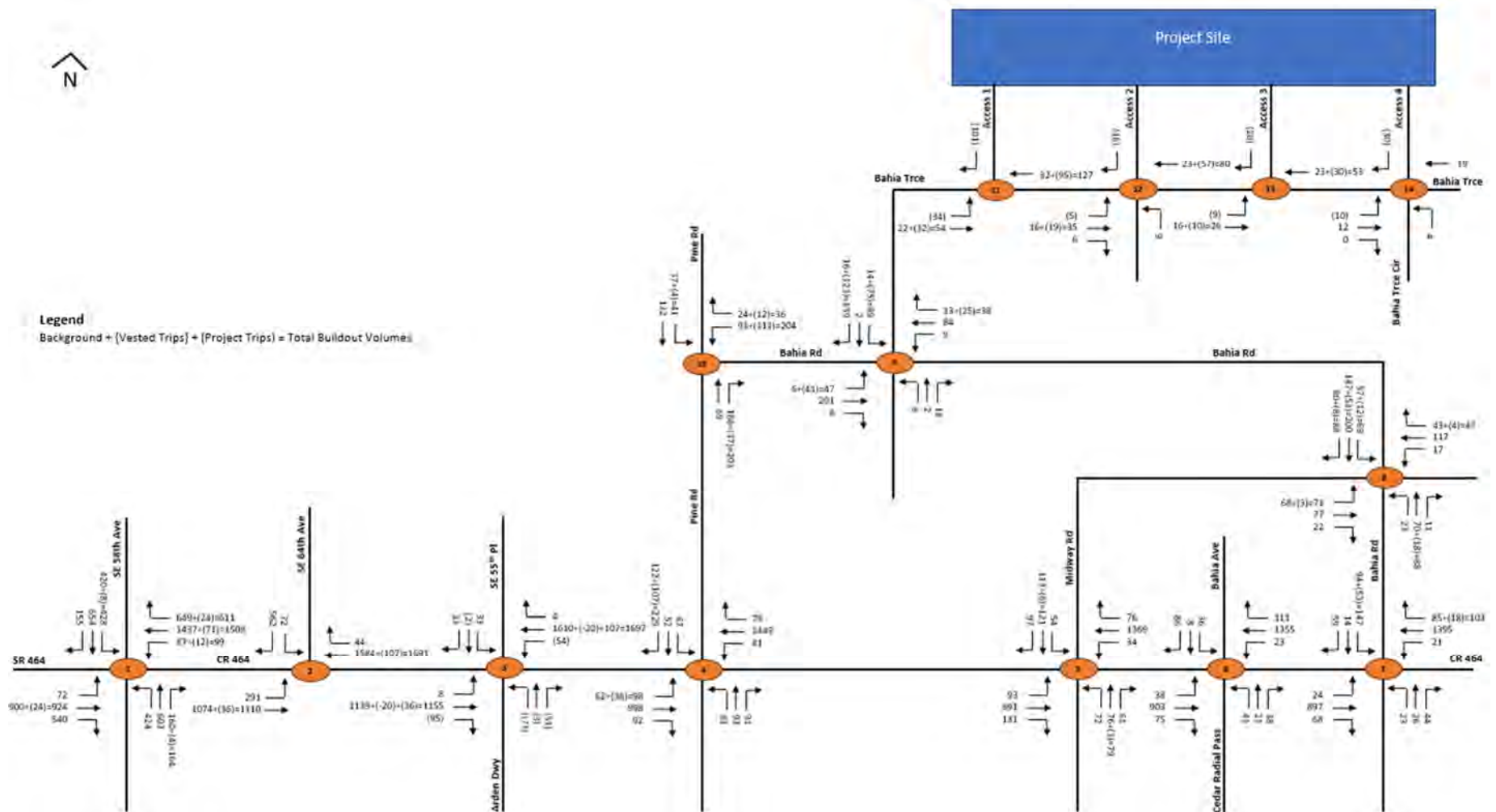
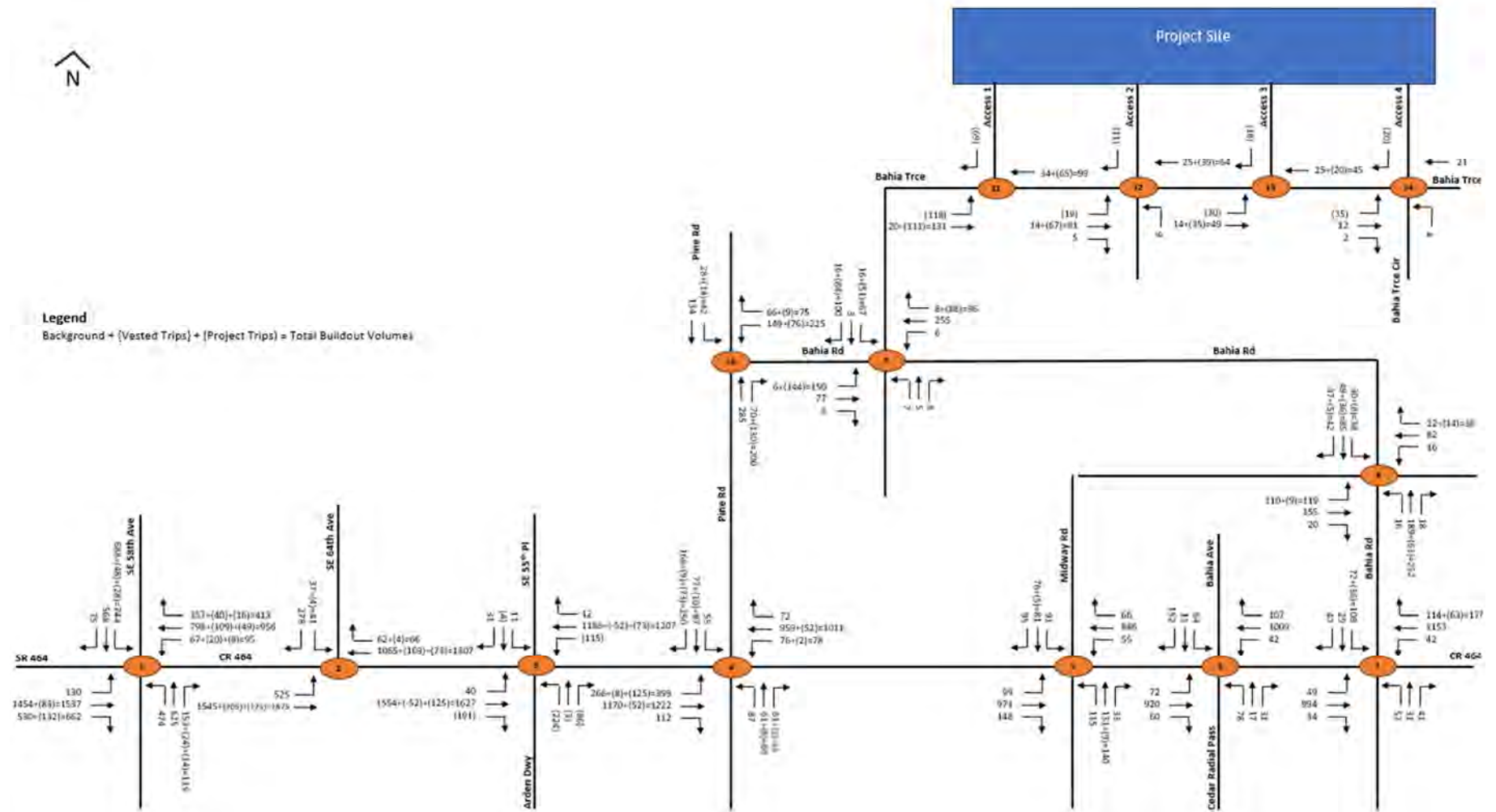


Figure 5: 2028 Buildout PM Peak Hour Intersection Volumes





Section 4 Conclusions

Table 5: 2028 Background and Buildout Intersection Capacity Analysis

Intersection (Control)	Scenario	Peak Hour	EB			WB			NB			SB			Overall	
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1. CR 464 & SR 35 - Central Node (Signalized)	Background	AM Peak	12.2	B	0.45	16.0	B	0.70	24.4	C	0.74	26.9	C	0.83	18.5	B
		PM Peak	17.6	B	0.72	13.5	B	0.45	33.9	C	0.81	40.3	D	0.66	23.5	C
	Buildout	AM Peak	12.5	B	0.46	17.0	B	0.74	23.8	C	0.74	26.6	C	0.83	18.8	B
		PM Peak	17.7	B	0.75	13.1	B	0.47	38.8	D	0.78	41.5	D	0.70	24.2	C
101. CR 464 & SB Displaced Left-Turns - East Node (Signalized)	Background	AM Peak	0.3	A	0.60	19.5	B	0.82				0.0	--	0.00	13.2	B
		PM Peak	17.6	B	1.00	20.0	B	0.56				0.0	--	0.00	18.7	B
	Buildout	AM Peak	0.3	A	0.60	18.6	B	0.83				0.0	--	0.00	12.7	B
		PM Peak	25.5	C	1.03	19.2	B	0.56				0.0	--	0.00	22.6	C
102. CR 464 & NB Displaced Left-Turns - West Node (Signalized)	Background	AM Peak	23.4	C	0.79	28.5	C	1.03	0.0	--	0.00				26.0	C
		PM Peak	21.9	C	0.83	0.2	A	0.56	0.0	--	0.00				15.3	B
	Buildout	AM Peak	17.8	B	0.69	4.6	A	0.94	0.0	--	0.00				11.0	B
		PM Peak	21.8	C	0.82	0.3	A	0.58	0.0	--	0.00				15.2	B
103. CR 35 & NB Displaced Left-Turns - South Node (Signalized)	Background	AM Peak	35.6	D	0.82				10.1	B	0.33	9.5	A	0.56	15.3	B
		PM Peak	29.0	C	0.83				9.0	A	0.33	21.2	C	0.66	17.2	B
	Buildout	AM Peak	35.3	D	0.82				10.1	B	0.32	9.4	A	0.56	15.2	B
		PM Peak	28.9	C	0.83				9.0	A	0.32	21.3	C	0.66	17.4	B
104. CR 35 & SB Displaced Left-Turns - North Node (Signalized)	Background	AM Peak				29.0	C	0.83	14.1	B	0.53	7.7	A	0.31	14.8	B
		PM Peak				39.3	D	0.74	10.1	B	0.59	20.8	C	0.71	20.0	B
	Buildout	AM Peak				29.1	C	0.85	15.2	B	0.55	7.9	A	0.31	15.3	B
		PM Peak				38.2	D	0.74	11.0	B	0.53	21.2	C	0.72	20.6	C
2. CR 464 & SE 64 Ave (Signalized)	Background	AM Peak	28.6	C	1.04	27.7	C	0.78				70.6	E	0.88	33.8	C
		PM Peak	16.7	B	0.94	28.6	C	0.67				86.2	F	0.83	24.4	C
	Buildout	AM Peak	34.3	C	1.11	29.7	C	0.83				70.6	E	0.88	36.8	D
		PM Peak	16.9	B	0.95	31.9	C	0.72				86.2	F	0.83	25.6	C
	Buildout-Signal Adjusted	AM Peak	23.0	C	0.93	37.1	D	0.89				77.3	E	0.90	36.9	D
3. CR 464 & SE 55th PI/Arden Dwy (Signalized)	Background	AM Peak	16.6	B	0.60	3.3	A	0.75	54.6	D	0.75	41.2	D	0.11	12.6	B
		PM Peak	36.8	D	0.93	5.9	A	0.79	62.7	E	0.84	39.0	D	0.11	27.5	C
	Buildout	AM Peak	17.0	B	0.62	4.0	A	0.80	54.6	D	0.75	41.2	D	0.11	12.8	B
		PM Peak	50.4	D	1.01	6.9	A	0.85	62.7	E	0.84	39.0	D	0.11	34.8	C
4. CR 464 & Pine Rd (Signalized)	Background	AM Peak	1.8	A	0.50	15.6	B	0.69	62.0	E	0.86	49.1	D	0.51	16.6	B
		PM Peak	1.9	A	0.67	13.2	B	0.50	57.9	E	0.72	65.0	E	0.80	14.3	B
	Buildout	AM Peak	2.3	A	0.51	16.8	B	0.71	56.5	E	0.80	97.7	F	1.05	22.4	C
		PM Peak	4.0	A	0.90	20.2	C	0.57	52.1	D	0.55	95.9	F	1.02	20.8	C
	Buildout-Signal Adjusted	AM Peak	2.3	A	0.51	16.8	B	0.71	56.5	E	0.80	57.0	E	0.80	18.6	B
		PM Peak	4.0	A	0.90	20.2	C	0.57	52.1	D	0.55	47.5	D	0.46	16.4	B

Table 5: 2028 Background and Buildout Intersection Capacity Analysis (continued)

Intersection (Control)	Scenario	Peak Hour	EB			WB			NB			SB			Overall	
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
5. CR 464 & Midway Rd (Signalized)	Background	AM Peak	14.7	B	0.50	1.6	A	0.70	58.2	E	0.80	54.6	D	0.66	14.3	B
		PM Peak	18.8	B	0.59	1.4	A	0.49	59.8	E	0.83	54.4	D	0.51	19.6	B
	Buildout	AM Peak	14.8	B	0.50	1.6	A	0.70	58.2	E	0.81	55.1	E	0.69	14.5	B
		PM Peak	19.2	B	0.60	1.5	A	0.50	60.4	E	0.83	53.8	D	0.51	20.0	C
6. CR 464 & Bahia Ave/Cedar Radial Pass (Signalized)	Background	AM Peak	17.4	B	0.49	19.4	B	0.70	48.4	D	0.28	59.3	E	0.70	21.3	C
		PM Peak	6.2	A	0.80	20.1	C	0.57	47.4	D	0.27	62.2	E	0.80	18.6	B
	Buildout	AM Peak	17.4	B	0.49	19.4	B	0.70	48.4	D	0.28	59.3	E	0.70	21.3	C
		PM Peak	6.2	A	0.80	20.1	C	0.57	47.4	D	0.27	62.2	E	0.80	18.6	B
7. CR 464 & Bahia Rd (Signalized)	Background	AM Peak	0.8	A	0.43	15.5	B	0.66	57.8	E	0.55	50.0	D	0.47	13.1	B
		PM Peak	1.0	A	0.48	13.3	B	0.56	59.9	E	0.54	58.9	E	0.54	12.3	B
	Buildout	AM Peak	0.8	A	0.43	16.4	B	0.67	57.8	E	0.55	53.5	D	0.67	14.6	B
		PM Peak	1.1	A	0.49	14.4	B	0.57	59.7	E	0.54	57.4	E	0.55	13.4	B
8. Bahia Rd & Midway Rd (AWSC)	Background	AM Peak	12.0	B	0.36	12.1	B	0.37	10.7	B	0.23	15.2	C	0.56	13.1	B
		PM Peak	12.1	B	0.43	9.5	A	0.19	11.0	B	0.35	9.5	A	0.19	10.9	B
	Buildout	AM Peak	13.6	B	0.40	13.7	B	0.42	11.9	B	0.29	23.6	C	0.74	17.7	C
		PM Peak	13.8	B	0.49	10.5	B	0.23	13.4	B	0.47	10.9	B	0.28	12.6	B
9. Bahia Rd & Bahia Trace (TWSC)	Background	AM Peak	0.2	–	–	0.7	–	–	10.3	B	0.04	10.3	B	0.05	1.9	–
		PM Peak	0.5	–	–	0.2	–	–	10.7	B	0.03	11.2	B	0.06	1.7	–
	Buildout	AM Peak	1.39	–	–	0.53	–	–	11.2	B	0.05	13.6	B	0.38	6.0	–
		PM Peak	5.52	–	–	0.12	–	–	15.7	C	0.06	20.3	C	0.45	6.5	–
10. Bahia Rd & Pine Rd (TWSC)	Background	AM Peak				11.8	B	0.19	–	–	–	1.7	–	0.03	3.2	–
		PM Peak				17.0	C	0.03	–	–	–	1.4	–	0.03	5.3	–
	Buildout	AM Peak				14.8	B	0.41	–	–	–	1.9	–	0.03	5.7	–
		PM Peak				31.1	D	0.72	–	–	–	2.1	–	0.04	10.1	–
11. Bahia Trace & Access 1 (TWSC)	Buildout	AM Peak	2.9	–	0.03	–	–	–				9.5	A	0.12	3.8	–
		PM Peak	3.6	–	0.09	–	–	–				9.1	A	0.08	3.7	–
12. Bahia Trace & Bahia Trace Course/Access 2 (TWSC)	Buildout	AM Peak	0.8	–	0.00	–	–	–	9.5	A	0.01	8.8	A	0.02	1.7	–
		PM Peak	1.3	–	0.01	–	–	–	10.0	A	0.01	8.7	A	0.01	1.7	–
13. Bahia Trace & Access 3 (TWSC)	Buildout	AM Peak	1.9	–	0.01	–	–	–				8.7	A	0.03	2.6	–
		PM Peak	2.8	–	0.02	–	–	–				8.6	A	0.02	2.6	–
14. Bahia Trace & Bahia Trace Circle/Access 4 (TWSC)	Buildout	AM Peak	3.3	–	0.01	–	–	–	9.0	A	0.01	8.5	A	0.03	4.9	–
		PM Peak	5.2	–	0.02	–	–	–	9.4	A	0.01	8.5	A	0.02	4.9	–

Note: The operational results represent the worst movement v/c ratio.

TURN LANE WARRANT ANALYSIS

Turn lane warrants were analyzed for the intersection of Bahia Road at Bahia Trace at the request of Marion County for all studied traffic scenarios. Figures 2-5 and 2-6 in the National Cooperative Highway Research Program (NCHRP) *Report 457* were used for guidance on the need for major street (Bahia Road) left-turn bays at the intersection. These results are shown in **Table 6**, and the worksheet reports can be found in **Appendix P**. As shown in the table, left-turn lanes are not warranted at this intersection with or without the project in place.

Table 6: Turn Lane Analysis Summary

Site Access	Existing Traffic Control	Turn Lane	Warranted in Existing AM?	Warranted in Existing PM?	Warranted in Background AM?	Warranted in Background PM?	Warranted in Build AM?	Warranted in Build PM?
Bahia Road at Bahia Trace	Two-way stop-control	EB Left Turn Lane WB Left Turn Lane	No No	No No	No No	No No	No No	No No

CONCLUSIONS

This traffic study has been prepared to evaluate the traffic impacts associated with the proposed Fawn Lake Estates residential development in Marion County, Florida. The development is planned for 356 single-family residential units.

The following is a summary of the study findings:

Trip Generation

- The proposed development is expected to generate 3,245 external daily trips, of which 273 occur in the AM peak hour and 328 occur in the PM peak hour.

Proposed Access

- The site will have four access driveways along Bahia Trace.

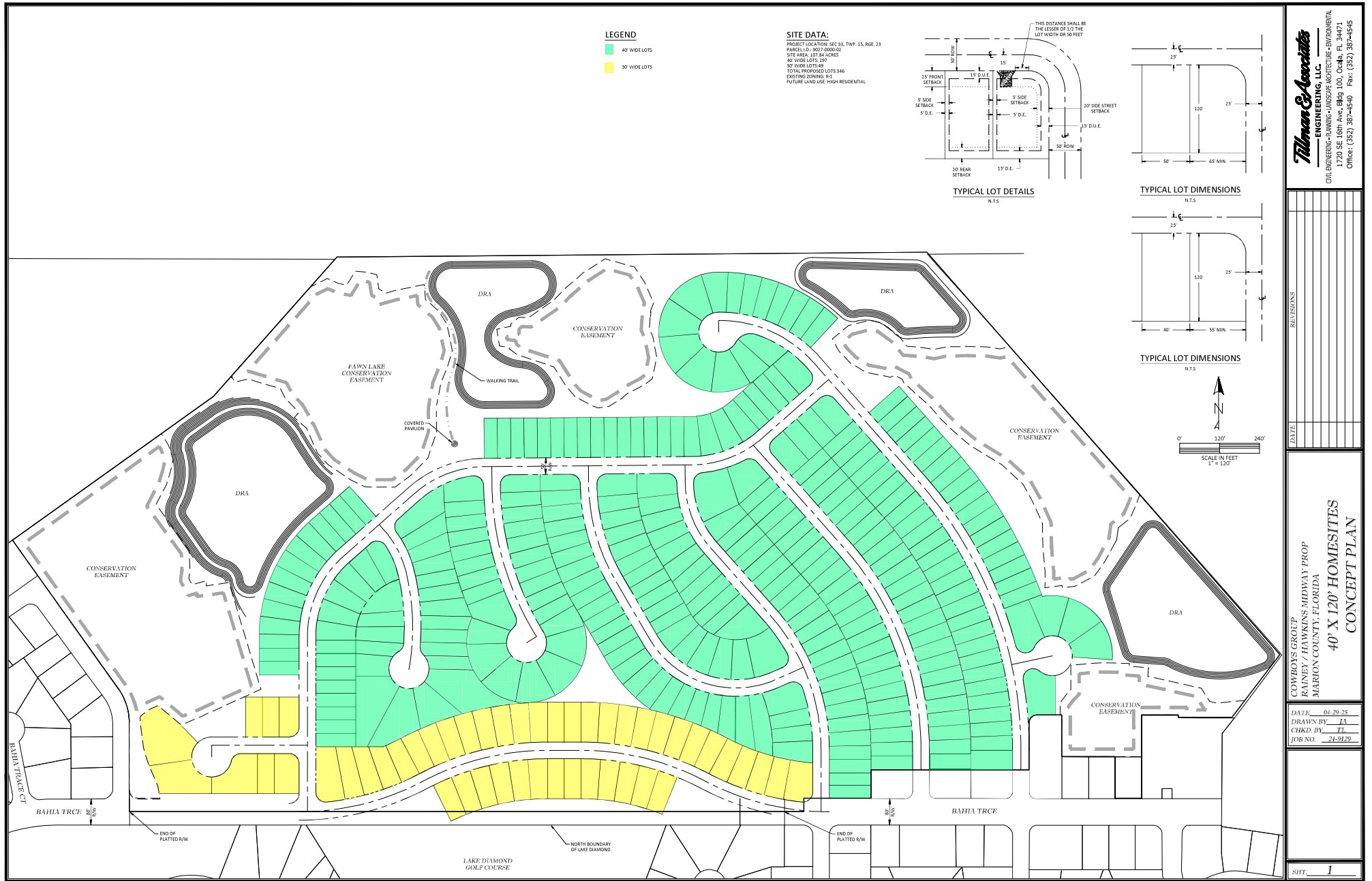
Roadway Capacity Analysis

- A roadway capacity analysis indicates that several roadway segments along SR 464/CR 464, from SE 44th Avenue to Emerald Road, are projected to approach or exceed capacity by 2028 due to anticipated traffic growth in the area. A subsequent arterial progression analysis shows that the corridor is expected to operate at an average level of service (LOS) C in the eastbound direction and LOS D in the westbound direction.
- The remaining roadway segments are projected to continue operating below capacity, with v/c ratios less than 1.0.

Intersection Capacity Analysis

- The intersection of CR 464 and SR 35 currently operates inadequately and is projected to further degrade under future traffic volumes. Based on coordination with Marion County staff this intersection will be reconfigured to a displaced left-turn intersection and therefore was modeled in this configuration in the future year traffic conditions. With the displaced left turn traffic configuration this intersection is projected to operate acceptably with or without the project in place. It should be noted that the timeline for construction for these improvements at this intersection is currently unknown.
- The intersection of CR 464 and SE 64th Avenue is projected to operate with a v/c ratio of 1.11 for the eastbound left movement under buildout conditions. This deficiency can be effectively mitigated by adjusting the existing signal timing to provide additional green time for the eastbound movement. With this improvement, the intersection is expected to operate within acceptable capacity limits for all approaches except for the southbound approach in the PM peak hour. However, in the PM peak hour there is a significant traffic demand for the eastbound left-turn which conflicts with the southbound approach movements. Due to the significant amount of through traffic on CR 464 these traffic phases were prioritized.
- The southbound approach at the intersection of CR 464 and Pine Road is projected to operate with a v/c ratio greater than 1.00 in both peak hours in the build-out conditions. This deficiency can be effectively mitigated by adjusting the existing traffic signal to provide an overlap phase for the southbound right turn movement that would run simultaneously as the eastbound left-turn movement.
- All other study intersections are projected to operate at acceptable overall levels of service under 2028 buildout conditions.
- The proposed development's four access points are projected to operate adequately without the need for exclusive turn lanes, given the anticipated low traffic volumes along Bahia Trace in the project vicinity.

Appendix A: Preliminary Site Plan



Appendix B: TIA Methodology

MEMORANDUM

Date: August 12, 2025 Project #: 31547

To: Development Review
Marion County Board of County Commissioners
412 SE 25th Avenue
Ocala, FL 34471

From: Emmanuel Masindoki, P.E.
225 E Robinson Street, Suite 355
Orlando, FL 32801

CC: Kok Wan Mah, P.E.

Project: Fawn Lake Estates

Subject: Proposed Methodology for Fawn Lake Estates TIA

INTRODUCTION AND PROJECT DESCRIPTION

This technical memorandum provides a recommended Transportation Impact Study (TIS) methodology for the proposed Fawn Lake Estates residential development. The approximately 107.8-acre site consists of parcel 9027-0000-02 and is located on the north side of Bahia Trace, approximately 1.25 miles northeast of CR 464/Maricamp Road, in Marion County, Florida. The project location and a one-mile radius from the proposed access locations is shown in **Figure 1**.

The development is planned to include up to 356 single-family residential units. Based upon the generated project trips, a Transportation Impact Study (TIS) will be conducted per the Marion County TRAFFIC IMPACT ANALYSIS GUIDELINES.

The development will be constructed in a single phase with an anticipated buildout year of 2028. Access to the development will be provided via four proposed access driveways, all of them will connect to Bahia Trace (future extension). These access points are depicted in the site plan included in **Attachments**.



Figure 1. Project Location and 1 mile radius

TRIP GENERATION

The trip generation analysis was conducted using information published by the Institute of Transportation Engineers (ITE) *Trip Generation (11th Edition)*. **Table 1** summarizes the resulting trip generation analysis. The ITE trip generation information sheets are included in the **Attachments**.

Table 1: Trip Generation

Land Use Type	ITE Code	Intensity	Daily	AM Peak-Hour Trips Ends			PM Peak-Hour Trips Ends		
				In	Out	Total	In	Out	Total
Single Family Residential	210	356 DU	3,245	59	178	237	207	121	328
Net New External Trips Ends (Existing Development)			3,245	59	178	237	207	121	328

Source: *ITE Trip Generation, 11th Edition*; Fitted curves were used when $r\text{-squared} > 0.75$

The proposed development is projected to generate 3,245 new net external daily trips of which 237 trips occur during the AM peak hour and 328 trips occur during the PM peak hour. As per County guidelines, a traffic study is required for projects generating 100 or more peak hour trips.

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment was estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and local traffic patterns. The model included the Emerald Road extension, from SE 92 Loop Road to CR 464. The proposed distribution for the future year is included in **Figure 2** with the detailed model plots included in **Attachments**.

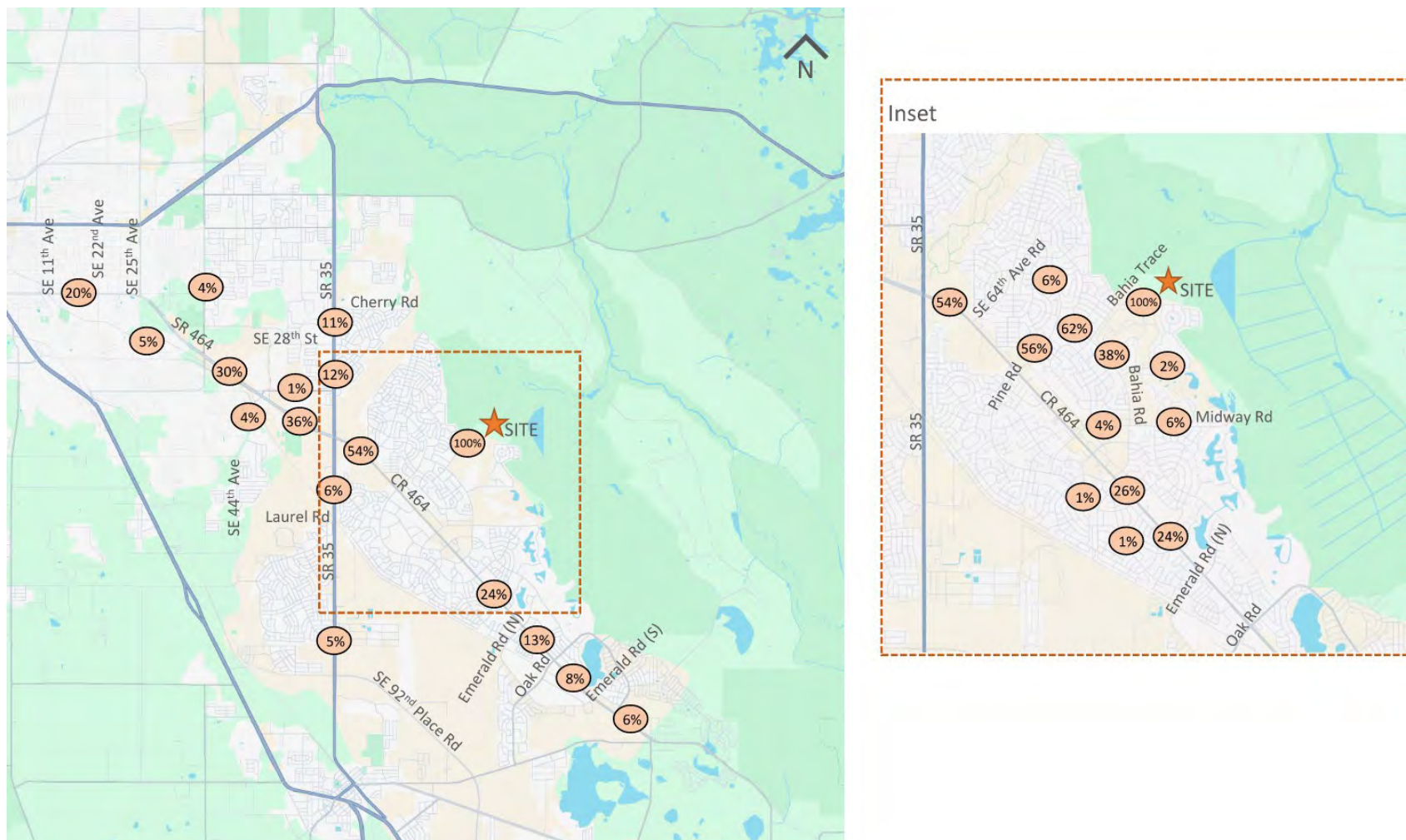


Figure 2. Trip Distribution and Assignment

STUDY AREA DETERMINATION

Per MARION COUNTY TRAFFIC IMPACT ANALYSIS GUIDELINES, a study area for a Traffic Study level of analysis includes any public roadway where the net new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. **Table 2** presents the project's significance review, which indicates that four of the reviewed segments are projected to have project trips that consume at least three percent of their maximum service volume. Roadway segment maximum service volumes and the existing traffic counts were obtained from the Ocala Marion Congestion Management Process (CMP), dated August 2023, included in the **Attachments**. Project trips were calculated using trips generated by the proposed development and trip distribution presented in previous sections.

Based on the expected trip generation, distribution, assignment, and significance review, it is recommended that the following roadway segments and intersections to be evaluated in the TIA. The roadway and intersections included in the study area are shown in **Figure 3**.

Roadway segments:

- SR 464
 - o SE 22 Avenue to SE 25 Avenue
 - o SE 25 Avenue to SE 44 Avenue
 - o SE 44 Avenue to SR 35
- CR 464
 - o SR 35 to Emerald Rd (N)
 - o Emerald Rd (N) to Oak Road
 - o Oak Road to Emerald Rd (S)
- Bahia Road
 - o Pine Road to CR 464
- Pine Road
 - o State Road to CR 464

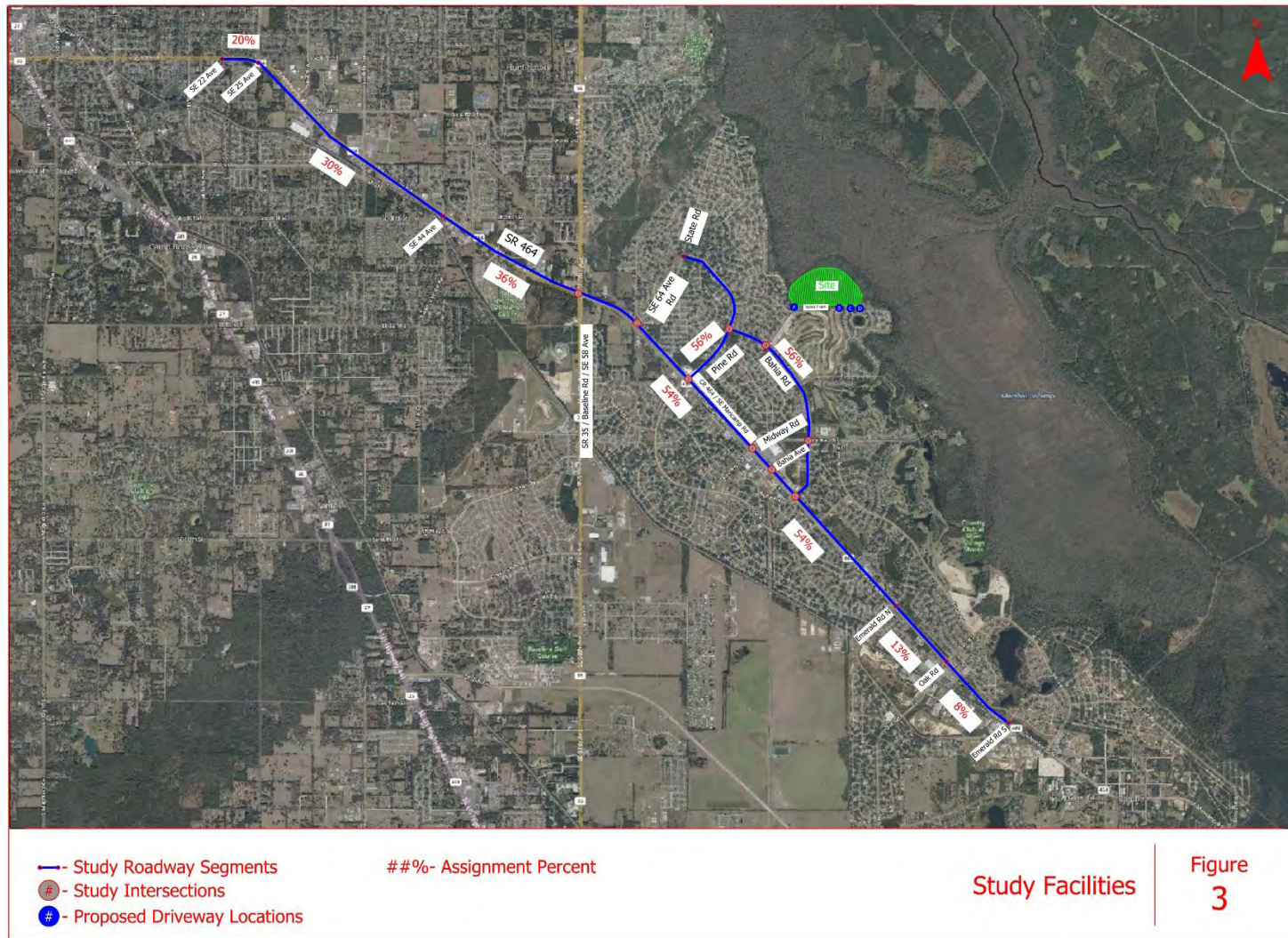
Counts from the intersection turning movements will be used to develop existing baseline volumes. Intersections:

1. SR 35 & CR 464 (signalized)
2. CR 464 & SE 64 Avenue Road (unsignalized)
3. CR 464 & Pine Road (signalized)
4. CR 464 & Midway Road (signalized)
5. CR 464 & Bahia Avenue / Cedar Radial (signalized)
6. CR 464 & Bahia Road (signalized)
7. Bahia Road & Midway Road (unsignalized)
8. Bahia Road & Bahia Trace (unsignalized)
9. Pine Road & Bahia Road (unsignalized)

Table 2. Project Trip Significance

Segment ID	Road Name	Roadway Segment		Roadway Attributes ¹				PM Peak Project Trips ²		Significant Test ³		
				No. Lns	Functional Class.	LOS Std	PK - Dir Cap	Assign %	Dir Trips	Max % Impact	Sign?	In Study?
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	D	1,901	20%	41	2.11%	NO	NO
3950.0	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	D	1,901	20%	41	2.16%	NO	YES
1660	SR 464	SE 25 AV	SE 44 AV	4	ARTERIAL	D	1,901	30%	62	3.26%	YES	YES
1690	SR 464	SE 44 AV	SR 35	4	ARTERIAL	D	1,901	36%	75	3.95%	YES	YES
1710	CR 464	SR 35	Emerald Road (N)	4	ARTERIAL	D ⁶	1,850	54%	112	6.05%	YES	YES
1770	CR 464	Emerald Road (N)	Oak Road	4	ARTERIAL	D ⁶	1,850	13%	27	1.46%	NO	YES
1780	CR 464	Oak Road	Emerald Road (S)	4	ARTERIAL	D ⁶	1,850	8%	17	0.92%	NO	NO
5090.1	SR 35	SE 92 Place	Laurel Road	4	ARTERIAL	D	3,056	5%	10	0.33%	NO	NO
5100	SR 35	Laurel Road	SR 464	4	ARTERIAL	D	2,910	6%	12	0.41%	NO	NO
5110	SR 35	SR 464	SE 28 Street	4	ARTERIAL	D	2,910	12%	25	0.86%	NO	NO
5120	SR 35	SE 28 ST	CHERRY RD	4	ARTERIAL	D	1,901	11%	23	1.21%	NO	NO
--	Emerald Road Extension	SE 92 Loop	CR 464	2	LOCAL	D	1,110	9%	19	1.71%	NO	NO
--	Bahia Road	Pine Road	CR 464	2	LOCAL	D	1,110	62%	128	11.53%	YES	YES
--	Midway Road	CR 464	Bahia Road	2	LOCAL	D	1,110	4%	8	0.72%	NO	NO
--	Pine Road	State Road	CR 464	2	LOCAL	D	1,110	56%	116	10.45%	YES	YES

- Notes:
- 1. Data obtained from the latest Ocala TPO Marion CMP Database
 - 2. Directional trips calculated as the maximum of the PM Peak entry and exit trips
 - 3. Percent Impact was calculated as the PM peak directional project trips divided by the PM peak directional service volume
 - 4. The minimum threshold for significance is at least 3% impact of the directional capacity
 - 5. Capacity for local roads is calculated using FDOT QLOS Handbook for context classification C3R – Suburban Residential
 - 6. County LOS thresholds changed from LOS E to LOS D, effective January 2026



FUTURE VOLUMES BUILDOUT (2028)

Traffic counts will be collected at the study intersections, including heavy vehicle percentages. The seasonal factor will be applied to the existing peak hour traffic data. If the seasonal factor is less than 1.0, then the counts will not be seasonally adjusted.

Future background traffic volume will be calculated by using a weighted average annual growth of 1.17%, which was calculated based on the growth rate presented in the Ocala Marion Congestion Management Process (CMP), as shown in **Table 3**. Additionally, committed trips from planned developments will be included in the background calculation, if available.

Table 3. Growth Rate Determination

Segment ID	Road Name	Roadway Segment		Growth Rate Calculation	
		From	To	2023 AADT	Growth Rate
3950	SR 464	SE 22 Avenue	SE 25 Avenue	30,800	1.00%
1690	SR 464	SE 25 Avenue	SE 44 Avenue	34,800	1.00%
1690	SR 464	SE 44 Avenue	SR 35	33,200	1.25%
1710	CR 464	SR 35	Emerald Road (N)	34,300	1.00%
1770	CR 464	Emerald Road (N)	Oak Road	15,600	2.09%
Weighted Average Growth					1.17%

FUTURE CONDITIONS OPERATIONAL ANALYSIS

The Traffic Impact Study will provide an analysis of weekday PM peak hour traffic operations at study intersections and AM and PM operations for project driveways within the study area for Future Background and Buildout conditions. HCM 7th Edition methodology included in Synchro 12 software will be used for intersection operational analyses.

The intersection operational analyses will include an assessment of overall intersection delay and level of service (LOS), as well as queues, delays, and LOS by movement, for the study intersections.

Roadway segments will be analyzed for Future No-Build and Future Buildout conditions using roadway capacities published in the Ocala Marion TPO CMP Database 2023. For segments where capacities are not provided in the CMP Database, then FDOT Generalized LOS Tables (2023) will be used. For roadways or intersections found to be operating deficiently due to the addition of project trips, recommendations will be provided to address the identified deficiencies.

SITE ACCESS TURN LANE ANALYSIS

The need for turn lanes at the project entrances will be evaluated using the NCHRP 457 methodology, and in accordance with county requirements. The analysis will consider projected future advancing and turning volumes at each entrance. Turn lane lengths will be provided for projects that meet the applicable criteria.

ATTACHMENTS

MEMORANDUM

August 12, 2025

Project #: 31547

To: Development Review
Office of the County Engineer
412 SE 25th Avenue
Ocala, FL 34471

From: Emmanuel Masindoki, PE and Kok Wan Mah, PE

RE: Fawn Lake PUD Traffic Methodology Response to Comments

This memorandum has been prepared to provide responses to the comments from Marion County on August 4, 2025. The revised TIA methodology memorandum is provided under separate cover.

TRANSPORTATION

1. Marion County is considering modifying the Roadway Level of Service standards in the Comprehensive Plan. If approved, the changes will take effect in 2026. The changes include increasing the Level of Service on County roads within the urban area from LOS E to LOS D. Since this development is unlikely to be approved prior to the new changes taking effect, this study needs to also examine the impacts to the study area roadways and intersections at the new standard of LOS D.

Response: Agreed. The segment analysis will be based on the standard LOS D, and Table 2 (Project Trip Significance) has been updated to reflect this.

2. Include on evaluation of the project entrances for the need for turn lanes.

Response: The evaluation of the need for turn lanes at project entrances will be included in the analysis.

LEGEND

SITE DATA:

[illegible]

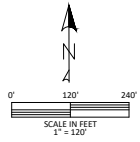
TYPICAL LOT DETAILS

TYPICAL LOT DIMENSIONS

N.T.S

TYPICAL LOT DIMENSIONS

N.T.S



Tillman & Associates
— ENGINEERING, LLC. —

CIVIL ENGINEERING - PLANNING - LANDSCAPE ARCHITECTURE - ENVIRONMENTAL
1720 SE 16th Ave. Bldg 100, Ocala, FL 34471
Office: (352) 387-4540 Fax: (352) 387-4545

REVISIONS

DATE	
------	--

COWBOYS GROUP
RAINEY / HAWKINS MIDWAY PROP
MARION COUNTY, FLORIDA

40' X 120' HOMESITES
CONCEPT PLAN

DATE 04-29-25
DRAWN BY JA
CHKD. BY TL
JOB NO. 24-9129

SHT. _____

ATTACHMENT E

Single-Family Detached Housing (210)

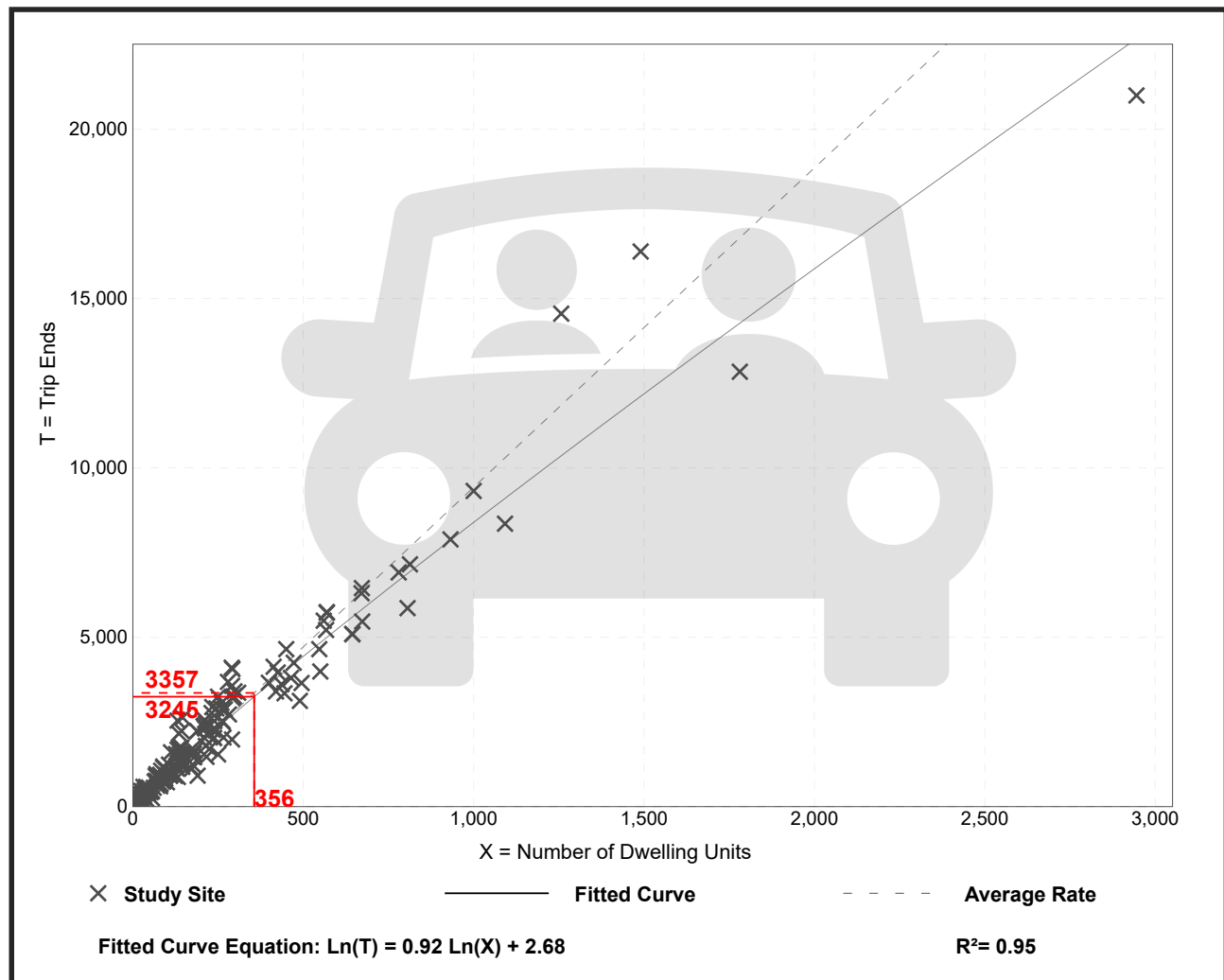
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



ATTACHMENT E

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 192

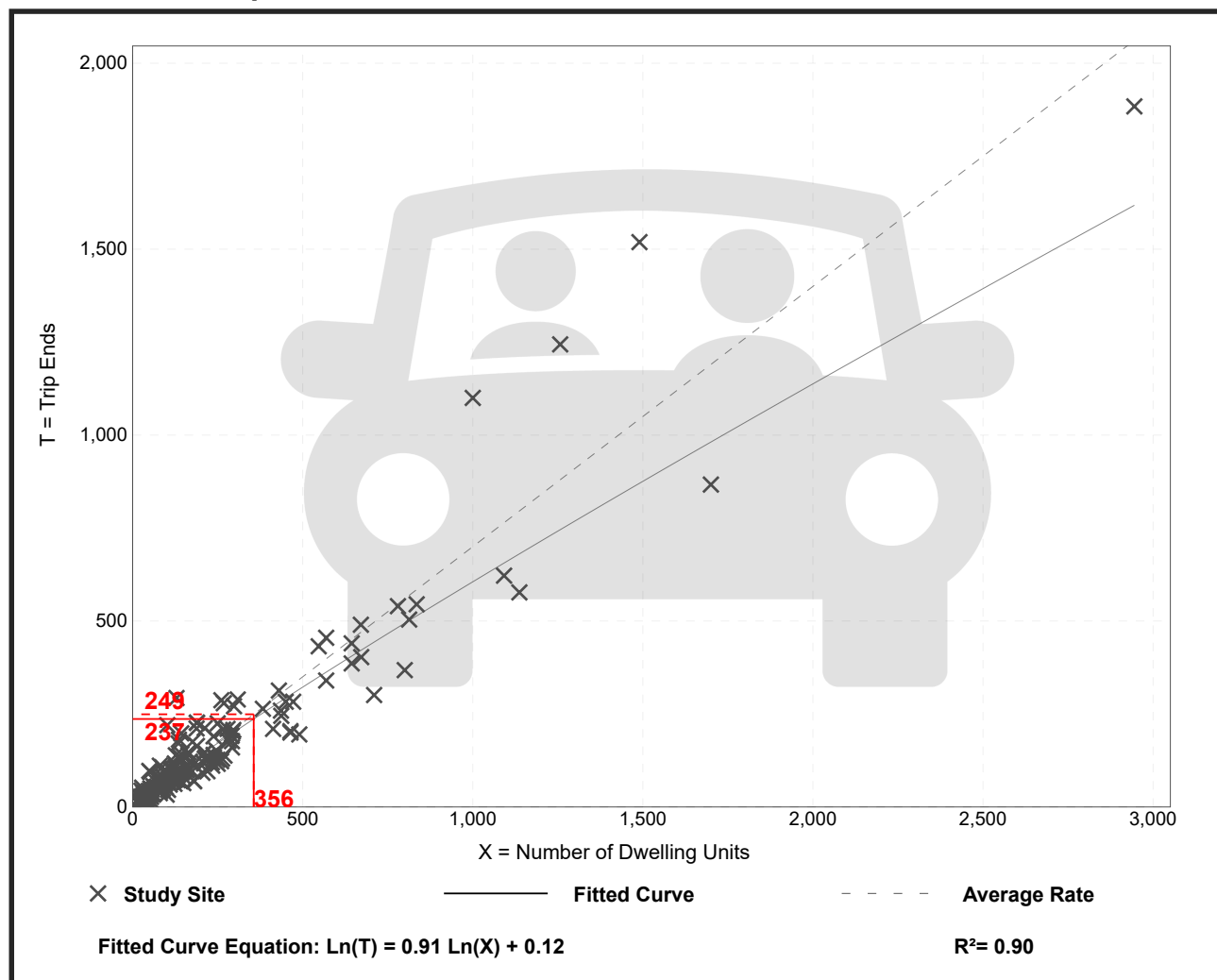
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



ATTACHMENT E

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

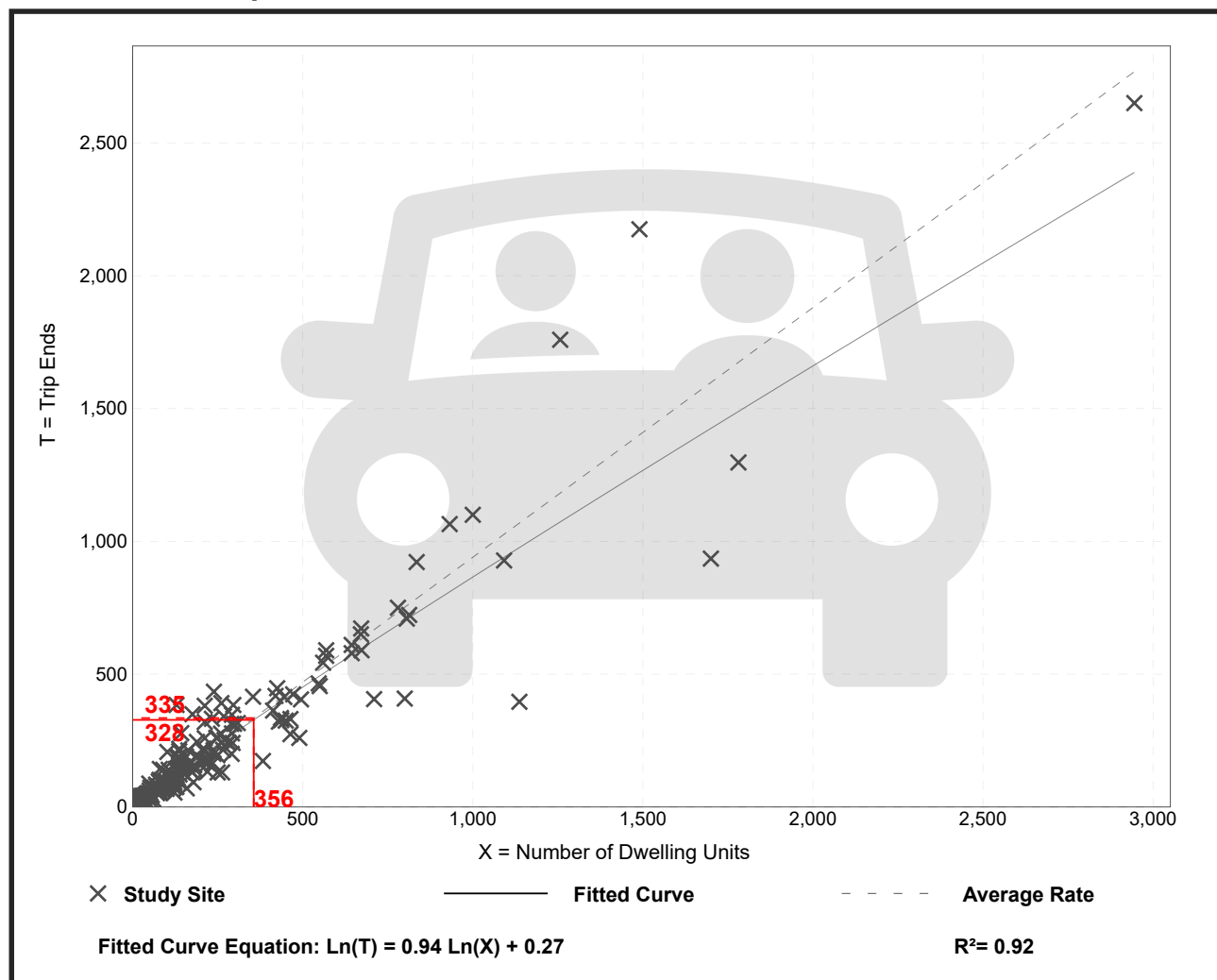
Avg. Num. of Dwelling Units: 248

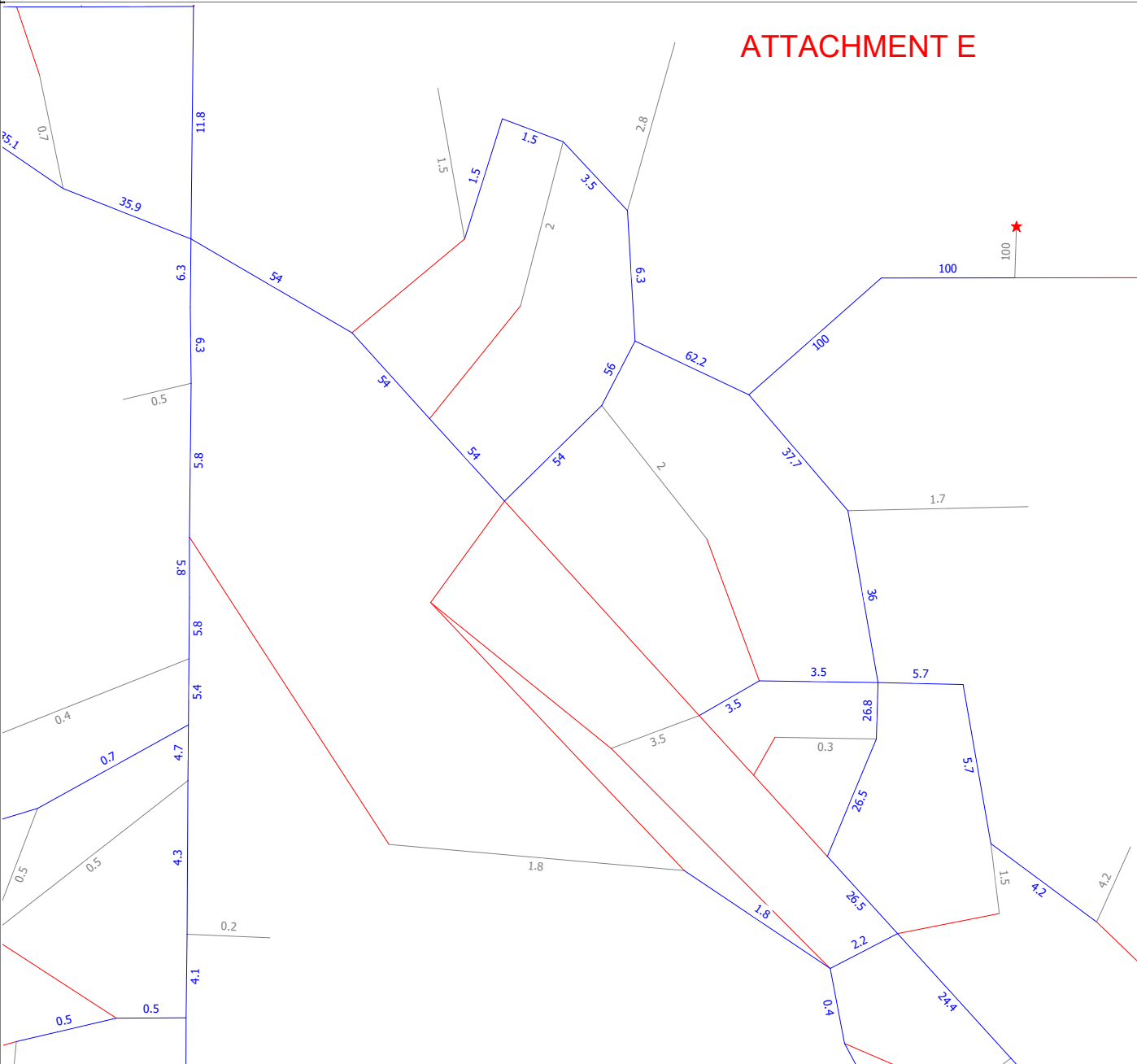
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

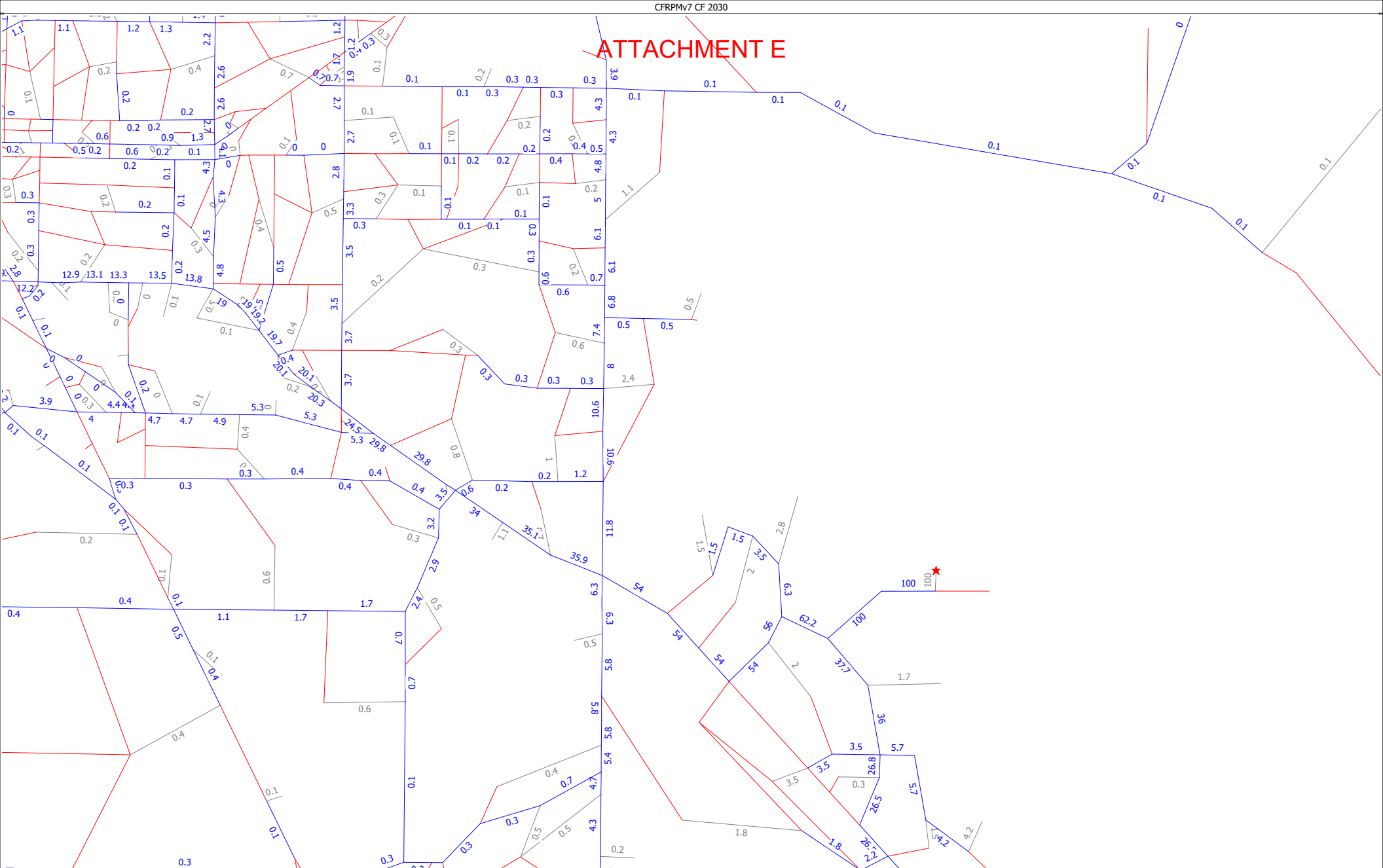
Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation





ATTACHMENT E



ATTACHMENT E

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
1710	CR 464	SR 35	EMERALD RD (N)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	34,300	0.96	D	1.00%	36,100	1.01	F
1770	CR 464	EMERALD RD (N)	OAK RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,600	0.44	C	2.09%	17,300	0.48	C
1780	CR 464	OAK RD	EMERALD RD (S)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.27	C	8.12%	14,500	0.40	C
5090.1	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED		58,485	3,056	4	58,485	3,056	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.47	B	4.27%	34,100	0.58	C
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.5	B	4.27%	34,100	0.61	C
5120	SR 35	SE 28 ST	CHERRY RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.54	C	1.00%	21,800	0.57	C
1660	SR 464	SE 25 AV	SE 44 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	34,800	0.91	D	1.00%	36,600	0.95	D
1690	SR 464	SE 44 AV	SR 35	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	33,200	0.86	D	1.25%	35,300	0.92	D
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.79	C	1.00%	32,400	0.83	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.8	C	1.00%	32,400	0.84	D

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional



	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

(C3C-Suburban Commercial)

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

(C3R-Suburban Residential)

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities.
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities.
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service level or grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

Appendix C: Ocala Marion TPO CPM Database

ATTACHMENT E

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
1710	CR 464	SR 35	EMERALD RD (N)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	34,300	0.96	D	1.00%	36,100	1.01	F
1770	CR 464	EMERALD RD (N)	OAK RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,600	0.44	C	2.09%	17,300	0.48	C
1780	CR 464	OAK RD	EMERALD RD (S)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.27	C	8.12%	14,500	0.40	C
5090.1	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED		58,485	3,056	4	58,485	3,056	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.47	B	4.27%	34,100	0.58	C
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.5	B	4.27%	34,100	0.61	C
5120	SR 35	SE 28 ST	CHERRY RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.54	C	1.00%	21,800	0.57	C
1660	SR 464	SE 25 AV	SE 44 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	34,800	0.91	D	1.00%	36,600	0.95	D
1690	SR 464	SE 44 AV	SR 35	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	33,200	0.86	D	1.25%	35,300	0.92	D
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.79	C	1.00%	32,400	0.83	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.8	C	1.00%	32,400	0.84	D

Appendix D: K-factor & D-factor

ATTACHMENT E

FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2024 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 8081 - SE 17TH/MARICAMP RD, 200 FT S OF CLEAR RD - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	15500 F	N	7800	S	7700	9.00	56.10	16.00
2023	14900 C	N	7500	S	7400	9.00	55.40	16.00
2022	14500 S	N	7100	S	7400	9.00	55.10	6.90
2021	14500 F	N	7100	S	7400	9.00	53.20	8.50
2020	14300 C	N	7000	S	7300	9.00	53.40	8.50
2019	14300 S	E	7200	W	7100	9.00	53.80	8.00
2018	14100 F	E	7100	W	7000	9.00	54.30	7.90
2017	13900 C	E	7000	W	6900	9.00	55.50	7.40
2016	11800 R	E	5900	W	5900	9.00	56.10	7.60
2015	11400 T	E	5700	W	5700	9.00	56.30	7.80
2014	11000 S	E	5500	W	5500	9.00	56.80	7.10
2013	10800 F	E	5400	W	5400	9.00	56.70	8.40
2012	10800 C	E	5400	W	5400	9.00	56.70	6.30
2011	18000 C	E	9200	W	8800	9.00	56.00	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix E: Raw Turning Movement Counts

DE TRAFFIC

detraffic.com

(386)341-4186

SE 58th Ave at Maricamp Rd
Marion County, FL

File Name : 01 MaryCamp at 58th

Site Code : 00000001

Start Date : 5/6/2025

Page No : 1

Groups Printed- Automobiles - Commercial

	SE 58th Ave Southbound					Maricamp Rd Westbound					SE 58th Ave Northbound					Maricamp Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	56	113	12	6	187	14	241	81	11	347	84	96	12	11	203	10	193	43	11	257	994
07:15 AM	91	132	19	4	246	21	282	99	9	411	78	150	19	15	262	12	215	51	18	296	1215
07:30 AM	94	150	25	8	277	26	324	126	15	491	100	146	21	17	284	15	224	97	17	353	1405
07:45 AM	107	159	34	7	307	21	356	156	17	550	82	140	19	18	259	17	215	107	18	357	1473
Total	348	554	90	25	1017	82	1203	462	52	1799	344	532	71	61	1008	54	847	298	64	1263	5087
08:00 AM	117	171	27	11	326	19	358	154	17	548	120	158	22	19	319	19	224	126	19	388	1581
08:15 AM	88	152	29	9	278	18	350	131	11	510	108	139	19	19	285	19	206	116	21	362	1435
08:30 AM	76	185	36	8	305	23	320	112	8	463	99	119	19	16	253	20	208	105	31	364	1385
08:45 AM	87	173	26	7	293	25	306	91	9	431	80	131	13	6	230	13	200	126	26	365	1319
Total	368	681	118	35	1202	85	1334	488	45	1952	407	547	73	60	1087	71	838	473	97	1479	5720
04:00 PM	127	131	5	7	270	16	140	82	27	265	79	126	13	19	237	17	287	107	20	431	1203
04:15 PM	155	145	7	9	316	15	180	77	11	283	94	135	19	15	263	21	333	92	24	470	1332
04:30 PM	177	155	11	6	349	14	200	82	12	308	112	159	38	9	318	44	324	83	29	480	1455
04:45 PM	153	124	14	10	301	20	181	79	10	290	119	131	20	13	283	26	367	88	23	504	1378
Total	612	555	37	32	1236	65	701	320	60	1146	404	551	90	56	1101	108	1311	370	96	1885	5368
05:00 PM	166	130	9	3	308	19	209	67	9	304	117	161	14	25	317	26	383	127	35	571	1500
05:15 PM	149	140	9	10	308	12	181	79	7	279	110	153	16	13	292	30	331	117	10	488	1367
05:30 PM	136	134	16	7	293	17	167	77	12	273	150	175	28	11	364	26	317	90	20	453	1383
05:45 PM	101	116	8	1	226	8	156	64	15	243	156	171	27	9	363	24	367	87	23	501	1333
Total	552	520	42	21	1135	56	713	287	43	1099	533	660	85	58	1336	106	1398	421	88	2013	5583
Grand Total	1880	2310	287	113	4590	288	3951	1557	200	5996	1688	2290	319	235	4532	339	4394	1562	345	6640	21758
Apprch %	41	50.3	6.3	2.5		4.8	65.9	26	3.3		37.2	50.5	7	5.2		5.1	66.2	23.5	5.2		
Total %	8.6	10.6	1.3	0.5	21.1	1.3	18.2	7.2	0.9	27.6	7.8	10.5	1.5	1.1	20.8	1.6	20.2	7.2	1.6	30.5	
Automobiles	1838	2223	273	113	4447	268	3855	1510	198	5831	1637	2213	307	235	4392	331	4299	1540	345	6515	21185
% Automobiles	97.8	96.2	95.1	100	96.9	93.1	97.6	97	99	97.2	97	96.6	96.2	100	96.9	97.6	97.8	98.6	100	98.1	97.4
Commercial	42	87	14	0	143	20	96	47	2	165	51	77	12	0	140	8	95	22	0	125	573
% Commercial	2.2	3.8	4.9	0	3.1	6.9	2.4	3	1	2.8	3	3.4	3.8	0	3.1	2.4	2.2	1.4	0	1.9	2.6

DE TRAFFIC

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(386)341-4186

SE 58th Ave at Maricamp Rd
Marion County, FL

File Name : 01 MaryCamp at 58th

Site Code : 00000001

Start Date : 5/6/2025

Page No : 2

	SE 58th Ave Southbound					Maricamp Rd Westbound					SE 58th Ave Northbound					Maricamp Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	94	150	25	8	277	26	324	126	15	491	100	146	21	17	284	15	224	97	17	353	1405
07:45 AM	107	159	34	7	307	21	356	156	17	550	82	140	19	18	259	17	215	107	18	357	1473
08:00 AM	117	171	27	11	326	19	358	154	17	548	120	158	22	19	319	19	224	126	19	388	1581
08:15 AM	88	152	29	9	278	18	350	131	11	510	108	139	19	19	285	19	206	116	21	362	1435
Total Volume	406	632	115	35	1188	84	1388	567	60	2099	410	583	81	73	1147	70	869	446	75	1460	5894
% App. Total	34.2	53.2	9.7	2.9		4	66.1	27	2.9		35.7	50.8	7.1	6.4		4.8	59.5	30.5	5.1		
PHF	.868	.924	.846	.795	.911	.808	.969	.909	.882	.954	.854	.922	.920	.961	.899	.921	.970	.885	.893	.941	.932
Automobiles	399	613	112	35	1159	78	1361	550	59	2048	394	564	80	73	1111	69	836	440	75	1420	5738
% Automobiles	98.3	97.0	97.4	100	97.6	92.9	98.1	97.0	98.3	97.6	96.1	96.7	98.8	100	96.9	98.6	96.2	98.7	100	97.3	97.4
Commercial	7	19	3	0	29	6	27	17	1	51	16	19	1	0	36	1	33	6	0	40	156
% Commercial	1.7	3.0	2.6	0	2.4	7.1	1.9	3.0	1.7	2.4	3.9	3.3	1.2	0	3.1	1.4	3.8	1.3	0	2.7	2.6

DE TRAFFIC

ATTACHMENT E

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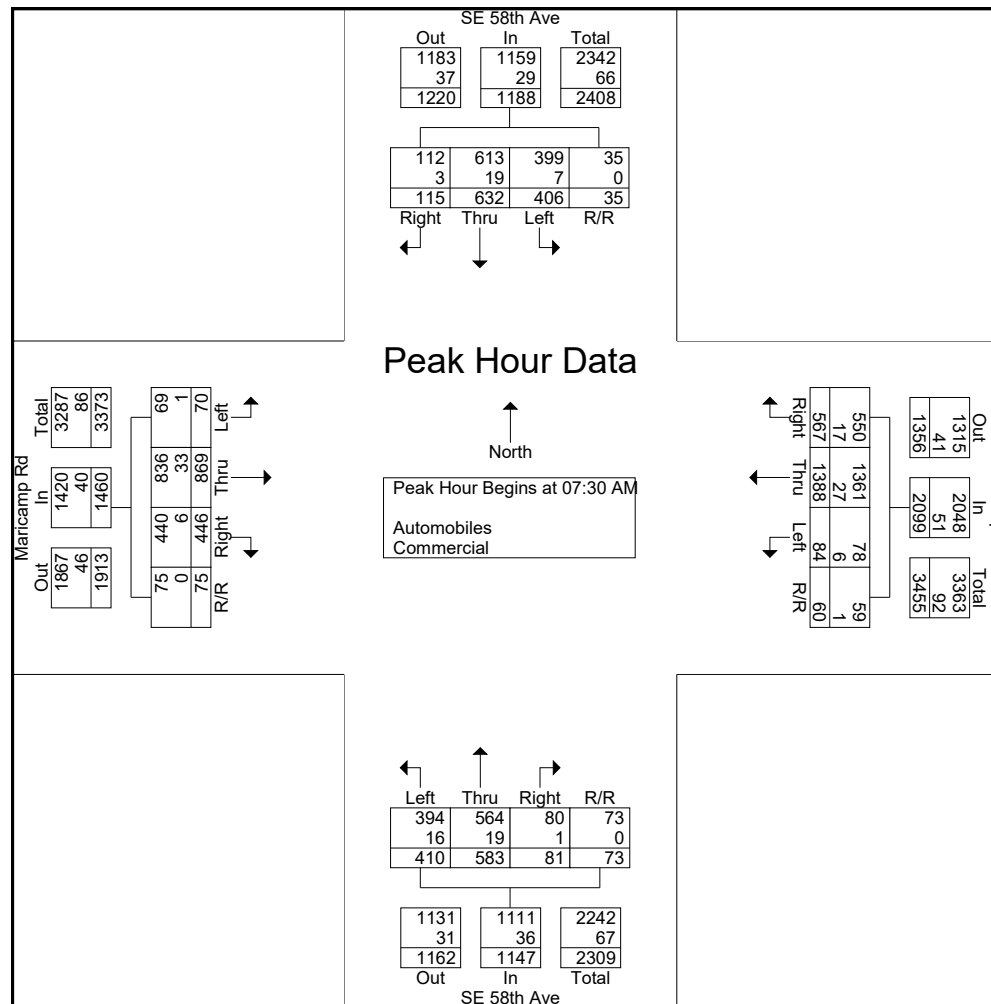
SE 58th Ave at Maricamp Rd
Marion County, FL

File Name : 01 MaryCamp at 58th

Site Code : 00000001

Start Date : 5/6/2025

Page No : 3



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SE 58th Ave at Maricamp Rd
Marion County, FL

File Name : 01 MaryCamp at 58th

Site Code : 00000001

Start Date : 5/6/2025

Page No : 4

	SE 58th Ave Southbound					Maricamp Rd Westbound					SE 58th Ave Northbound					Maricamp Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	177	155	11	6	349	14	200	82	12	308	112	159	38	9	318	44	324	83	29	480	1455
04:45 PM	153	124	14	10	301	20	181	79	10	290	119	131	20	13	283	26	367	88	23	504	1378
05:00 PM	166	130	9	3	308	19	209	67	9	304	117	161	14	25	317	26	383	127	35	571	1500
05:15 PM	149	140	9	10	308	12	181	79	7	279	110	153	16	13	292	30	331	117	10	488	1367
Total Volume	645	549	43	29	1266	65	771	307	38	1181	458	604	88	60	1210	126	1405	415	97	2043	5700
% App. Total	50.9	43.4	3.4	2.3		5.5	65.3	26	3.2		37.9	49.9	7.3	5		6.2	68.8	20.3	4.7		
PHF	.911	.885	.768	.725	.907	.813	.922	.936	.792	.959	.962	.938	.579	.600	.951	.716	.917	.817	.693	.894	.950
Automobiles	632	526	38	29	1225	63	745	296	38	1142	447	589	84	60	1180	125	1387	411	97	2020	5567
% Automobiles	98.0	95.8	88.4	100	96.8	96.9	96.6	96.4	100	96.7	97.6	97.5	95.5	100	97.5	99.2	98.7	99.0	100	98.9	97.7
Commercial	13	23	5	0	41	2	26	11	0	39	11	15	4	0	30	1	18	4	0	23	133
% Commercial	2.0	4.2	11.6	0	3.2	3.1	3.4	3.6	0	3.3	2.4	2.5	4.5	0	2.5	0.8	1.3	1.0	0	1.1	2.3

DE TRAFFIC

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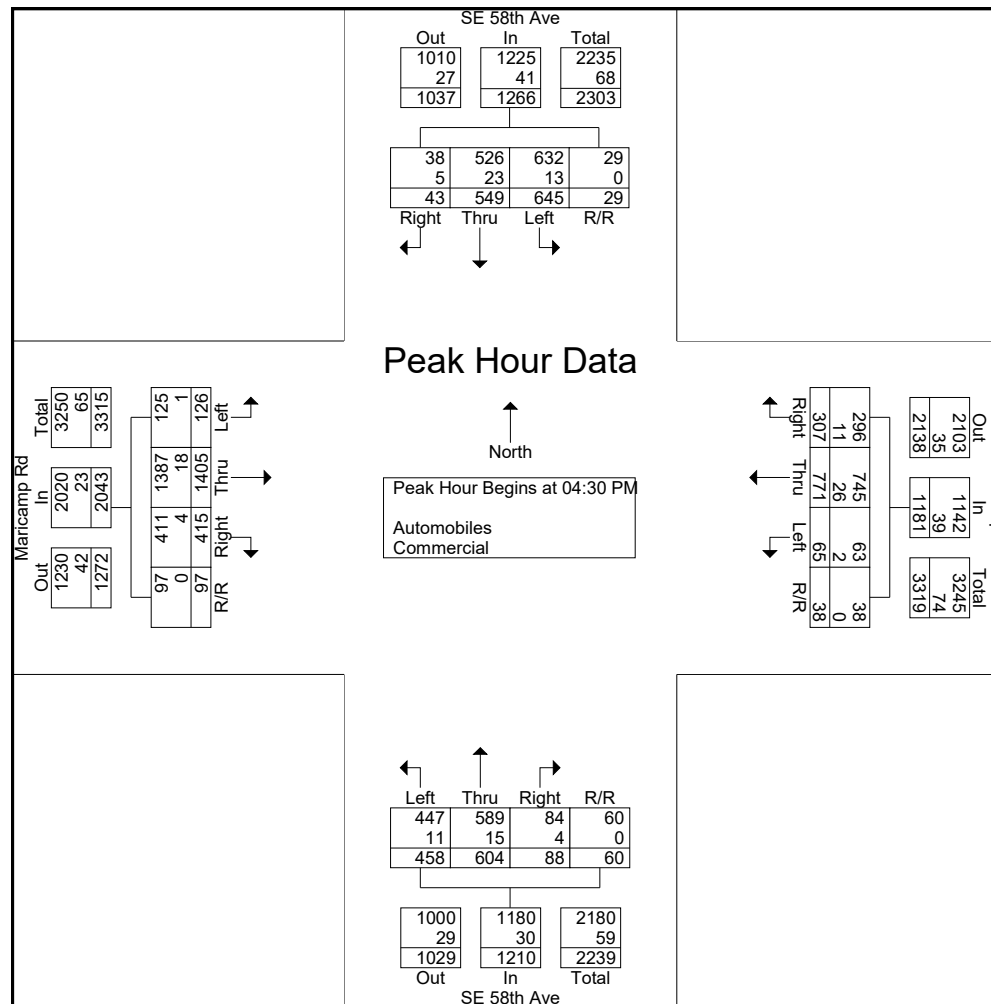
SE 58th Ave at Maricamp Rd
Marion County, FL

File Name : 01 MaryCamp at 58th

Site Code : 00000001

Start Date : 5/6/2025

Page No : 5



ATTACHMENT E

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SE 58th Ave at Maricamp Rd

Marion County, FL

File Name : 01 MaryCamp at 58th

Site Code : 00000001

Start Date : 5/6/2025

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Groups Printed- Peds

[illegible]

DE TRAFFIC

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(386)341-4186

Maricamp Rd at SE 64th Ave Rd
Marion County, FL

File Name : 02 MariCamp at 64

Site Code : 00000002

Start Date : 5/6/2025

Page No : 1

Groups Printed- Automobiles - Commercial

	Maricamp Rd Southbound				SE 64th Ave Rd Westbound					Maricamp Rd Northbound					N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	42	204	0	246	10	0	49	34	93	0	332	9	2	343	0	0	0	0	682
07:15 AM	51	228	0	279	13	0	65	42	120	0	389	11	1	401	0	0	0	0	800
07:30 AM	66	283	0	349	18	0	76	51	145	0	391	15	1	407	0	0	0	0	901
07:45 AM	75	253	0	328	19	0	46	61	126	0	371	16	2	389	0	0	0	0	843
Total	234	968	0	1202	60	0	236	188	484	0	1483	51	6	1540	0	0	0	0	3226
08:00 AM	85	241	0	326	17	0	74	42	133	0	355	14	1	370	0	0	0	0	829
08:15 AM	66	258	0	324	18	0	112	34	164	0	408	8	1	417	0	0	0	0	905
08:30 AM	77	275	0	352	19	0	101	34	154	0	396	7	1	404	0	0	0	0	910
08:45 AM	53	264	0	317	16	0	90	56	162	0	371	11	0	382	0	0	0	0	861
Total	281	1038	0	1319	70	0	377	166	613	0	1530	40	3	1573	0	0	0	0	3505
04:00 PM	82	332	0	414	14	0	33	20	67	0	258	11	0	269	0	0	0	0	750
04:15 PM	110	394	0	504	15	0	36	31	82	0	223	11	0	234	0	0	0	0	820
04:30 PM	125	379	0	504	15	0	37	28	80	0	273	13	1	287	0	0	0	0	871
04:45 PM	114	355	0	469	15	0	40	21	76	0	300	16	0	316	0	0	0	0	861
Total	431	1460	0	1891	59	0	146	100	305	0	1054	51	1	1106	0	0	0	0	3302
05:00 PM	115	338	0	453	8	0	42	34	84	0	223	16	1	240	0	0	0	0	777
05:15 PM	139	406	0	545	7	0	31	25	63	0	248	15	0	263	0	0	0	0	871
05:30 PM	139	394	0	533	6	0	42	34	82	0	258	11	1	270	0	0	0	0	885
05:45 PM	144	348	0	492	13	0	25	24	62	0	229	16	0	245	0	0	0	0	799
Total	537	1486	0	2023	34	0	140	117	291	0	958	58	2	1018	0	0	0	0	3332
Grand Total	1483	4952	0	6435	223	0	899	571	1693	0	5025	200	12	5237	0	0	0	0	13365
Apprch %	23	77	0		13.2	0	53.1	33.7		0	96	3.8	0.2		0	0	0		
Total %	11.1	37.1	0	48.1	1.7	0	6.7	4.3	12.7	0	37.6	1.5	0.1	39.2	0	0	0	0	
Automobiles	1463	4859	0	6322	214	0	875	571	1660	0	4923	200	12	5135	0	0	0	0	13117
% Automobiles	98.7	98.1	0	98.2	96	0	97.3	100	98.1	0	98	100	100	98.1	0	0	0	0	98.1
Commercial	20	93	0	113	9	0	24	0	33	0	102	0	0	102	0	0	0	0	248
% Commercial	1.3	1.9	0	1.8	4	0	2.7	0	1.9	0	2	0	0	1.9	0	0	0	0	1.9

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Maricamp Rd at SE 64th Ave Rd
Marion County, FL

File Name : 02 MariCamp at 64

Site Code : 00000002

Start Date : 5/6/2025

Page No : 2

	Maricamp Rd Southbound				SE 64th Ave Rd Westbound					Maricamp Rd Northbound					N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00 AM																			
08:00 AM	85	241	0	326	17	0	74	42	133	0	355	14	1	370	0	0	0	0	829
08:15 AM	66	258	0	324	18	0	112	34	164	0	408	8	1	417	0	0	0	0	905
08:30 AM	77	275	0	352	19	0	101	34	154	0	396	7	1	404	0	0	0	0	910
08:45 AM	53	264	0	317	16	0	90	56	162	0	371	11	0	382	0	0	0	0	861
Total Volume	281	1038	0	1319	70	0	377	166	613	0	1530	40	3	1573	0	0	0	0	3505
% App. Total	21.3	78.7	0		11.4	0	61.5	27.1		0	97.3	2.5	0.2		0	0	0		
PHF	.826	.944	.000	.937	.921	.000	.842	.741	.934	.000	.938	.714	.750	.943	.000	.000	.000	.000	.963
Automobiles	275	1002	0	1277	66	0	369	166	601	0	1500	40	3	1543	0	0	0	0	3421
% Automobiles	97.9	96.5	0	96.8	94.3	0	97.9	100	98.0	0	98.0	100	100	98.1	0	0	0	0	97.6
Commercial	6	36	0	42	4	0	8	0	12	0	30	0	0	30	0	0	0	0	84
% Commercial	2.1	3.5	0	3.2	5.7	0	2.1	0	2.0	0	2.0	0	0	1.9	0	0	0	0	2.4

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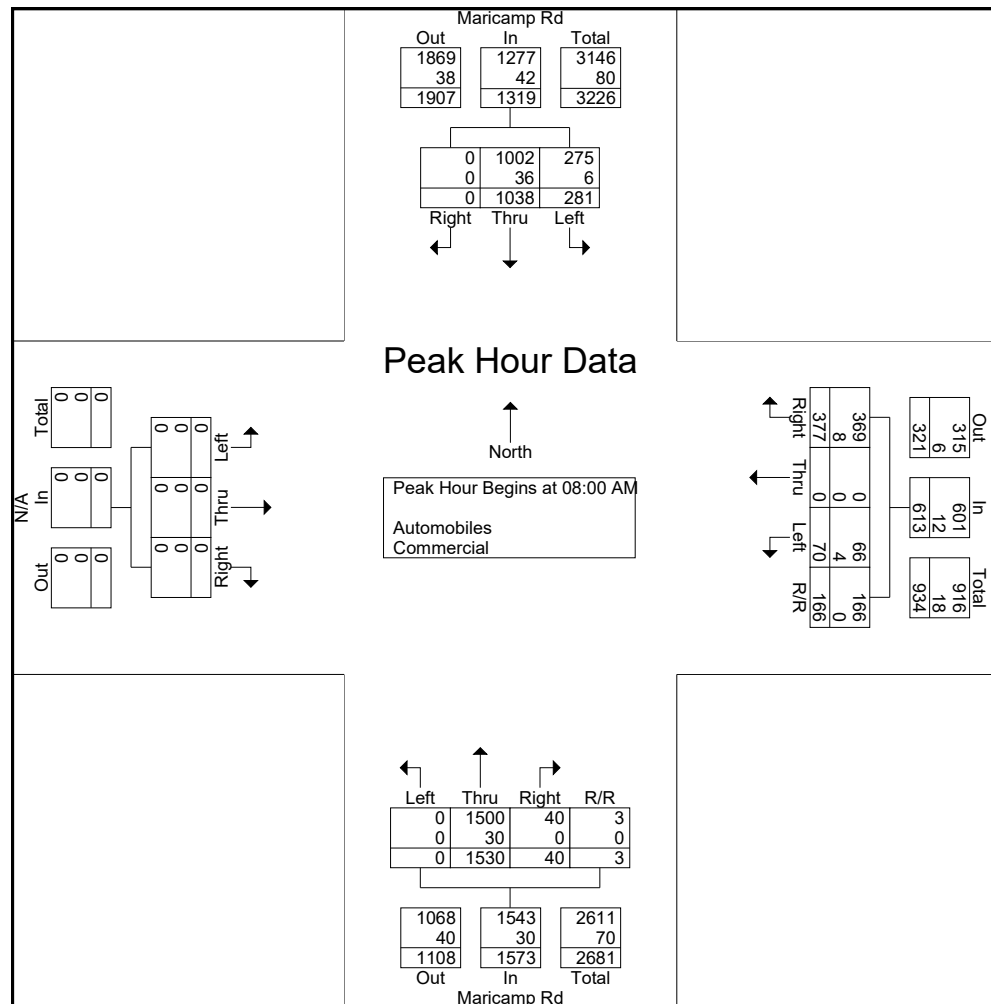
Maricamp Rd at SE 64th Ave Rd
Marion County, FL

File Name : 02 MariCamp at 64

Site Code : 00000002

Start Date : 5/6/2025

Page No : 3



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Maricamp Rd at SE 64th Ave Rd
Marion County, FL

File Name : 02 MariCamp at 64

Site Code : 00000002

Start Date : 5/6/2025

Page No : 4

	Maricamp Rd Southbound				SE 64th Ave Rd Westbound					Maricamp Rd Northbound					N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	114	355	0	469	15	0	40	21	76	0	300	16	0	316	0	0	0	0	861
05:00 PM	115	338	0	453	8	0	42	34	84	0	223	16	1	240	0	0	0	0	777
05:15 PM	139	406	0	545	7	0	31	25	63	0	248	15	0	263	0	0	0	0	871
05:30 PM	139	394	0	533	6	0	42	34	82	0	258	11	1	270	0	0	0	0	885
Total Volume	507	1493	0	2000	36	0	155	114	305	0	1029	58	2	1089	0	0	0	0	3394
% App. Total	25.4	74.7	0		11.8	0	50.8	37.4		0	94.5	5.3	0.2		0	0	0		
PHF	.912	.919	.000	.917	.600	.000	.923	.838	.908	.000	.858	.906	.500	.862	.000	.000	.000	.000	.959
Automobiles	502	1476	0	1978	35	0	154	114	303	0	1000	58	2	1060	0	0	0	0	3341
% Automobiles	99.0	98.9	0	98.9	97.2	0	99.4	100	99.3	0	97.2	100	100	97.3	0	0	0	0	98.4
Commercial	5	17	0	22	1	0	1	0	2	0	29	0	0	29	0	0	0	0	53
% Commercial	1.0	1.1	0	1.1	2.8	0	0.6	0	0.7	0	2.8	0	0	2.7	0	0	0	0	1.6

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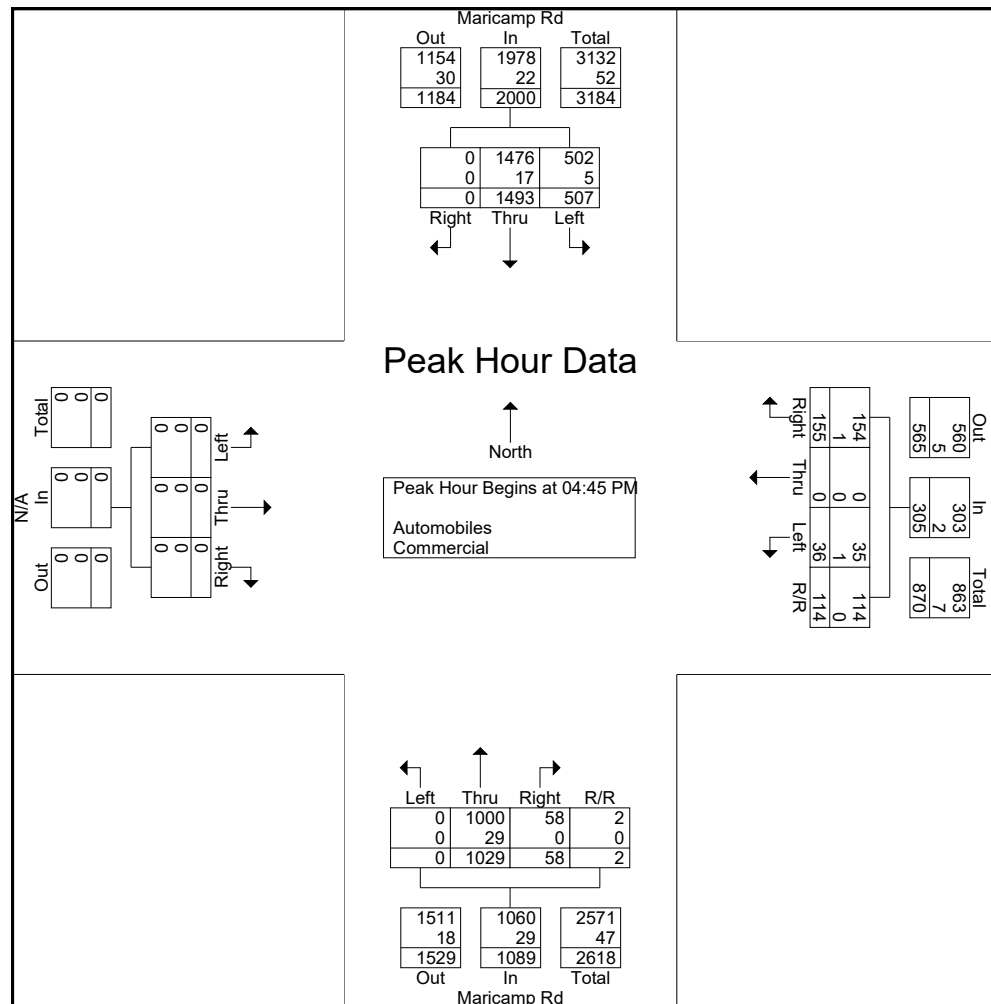
Maricamp Rd at SE 64th Ave Rd
Marion County, FL

File Name : 02 MariCamp at 64

Site Code : 00000002

Start Date : 5/6/2025

Page No : 5



ATTACHMENT E

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Maricamp Rd at SE 64th Ave Rd

Marion County, Fl

File Name : 02 MariCamp at 64

Site Code : 00000002

Start Date : 5/6/2025

Page No : 6

Groups Printed- Peds

[illegible]

DE TRAFFIC
ATTACHMENT E
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(386)341-4186
Maricamp Rd at Pine Rd
Marion County, FL

File Name : 03 MariCamp at Pine
Site Code : 00000003
Start Date : 5/6/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Maricamp Rd Southbound					Pine Rd Westbound					Maricamp Rd Northbound					Pine Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	8	193	11	2	214	9	9	6	6	30	12	303	11	2	328	9	31	11	2	53	625
07:15 AM	7	214	19	1	241	11	8	6	4	29	18	358	16	3	395	12	29	20	1	62	727
07:30 AM	12	270	17	3	302	16	8	7	8	39	19	372	21	4	416	19	27	26	3	75	832
07:45 AM	15	236	20	4	275	15	11	18	8	52	18	355	11	2	386	15	25	20	2	62	775
Total	42	913	67	10	1032	51	36	37	26	150	67	1388	59	11	1525	55	112	77	8	252	2959
08:00 AM	17	221	20	4	262	15	16	34	8	73	20	324	16	3	363	20	19	17	1	57	755
08:15 AM	16	237	21	0	274	19	15	27	8	69	21	349	16	4	390	24	19	19	0	62	795
08:30 AM	22	249	20	2	293	16	12	36	12	76	15	314	17	2	348	27	26	19	2	74	791
08:45 AM	16	241	21	4	282	16	7	43	13	79	16	305	16	2	339	24	27	22	1	74	774
Total	71	948	82	10	1111	66	50	140	41	297	72	1292	65	11	1440	95	91	77	4	267	3115
04:00 PM	51	277	21	1	350	8	14	15	16	53	18	207	14	4	243	18	12	21	5	56	702
04:15 PM	65	312	22	1	400	5	15	14	13	47	19	231	10	4	264	12	17	14	5	48	759
04:30 PM	63	302	23	1	389	14	18	22	18	72	20	249	14	1	284	18	19	17	5	59	804
04:45 PM	58	271	29	2	360	15	18	23	15	71	14	246	16	2	278	23	9	7	1	40	749
Total	237	1162	95	5	1499	42	65	74	62	243	71	933	54	11	1069	71	57	59	16	203	3014
05:00 PM	71	242	23	3	339	16	19	9	22	66	24	225	16	1	266	24	15	13	0	52	723
05:15 PM	65	315	26	1	407	8	19	27	26	80	15	206	19	1	241	19	16	12	4	51	779
05:30 PM	74	288	28	2	392	16	16	29	15	76	15	205	29	1	250	27	16	12	0	55	773
05:45 PM	66	262	23	2	353	16	13	24	19	72	16	180	22	3	221	24	19	10	2	55	701
Total	276	1107	100	8	1491	56	67	89	82	294	70	816	86	6	978	94	66	47	6	213	2976
Grand Total	626	4130	344	33	5133	215	218	340	211	984	280	4429	264	39	5012	315	326	260	34	935	12064
Apprch %	12.2	80.5	6.7	0.6		21.8	22.2	34.6	21.4		5.6	88.4	5.3	0.8		33.7	34.9	27.8	3.6		
Total %	5.2	34.2	2.9	0.3	42.5	1.8	1.8	2.8	1.7	8.2	2.3	36.7	2.2	0.3	41.5	2.6	2.7	2.2	0.3	7.8	
Automobiles	616	4038	335	33	5022	206	209	320	208	943	272	4317	258	39	4886	305	318	250	33	906	11757
% Automobiles	98.4	97.8	97.4	100	97.8	95.8	95.9	94.1	98.6	95.8	97.1	97.5	97.7	100	97.5	96.8	97.5	96.2	97.1	96.9	97.5
Commercial	10	92	9	0	111	9	9	20	3	41	8	112	6	0	126	10	8	10	1	29	307
% Commercial	1.6	2.2	2.6	0	2.2	4.2	4.1	5.9	1.4	4.2	2.9	2.5	2.3	0	2.5	3.2	2.5	3.8	2.9	3.1	2.5

DE TRAFFIC
ATTACHMENT E
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(386)341-4186
Maricamp Rd at Pine Rd
Marion County, FL

File Name : 03 MariCamp at Pine
Site Code : 00000003
Start Date : 5/6/2025
Page No : 2

	Maricamp Rd Southbound					Pine Rd Westbound					Maricamp Rd Northbound					Pine Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	12	270	17	3	302	16	8	7	8	39	19	372	21	4	416	19	27	26	3	75	832
07:45 AM	15	236	20	4	275	15	11	18	8	52	18	355	11	2	386	15	25	20	2	62	775
08:00 AM	17	221	20	4	262	15	16	34	8	73	20	324	16	3	363	20	19	17	1	57	755
08:15 AM	16	237	21	0	274	19	15	27	8	69	21	349	16	4	390	24	19	19	0	62	795
Total Volume	60	964	78	11	1113	65	50	86	32	233	78	1400	64	13	1555	78	90	82	6	256	3157
% App. Total	5.4	86.6	7	1		27.9	21.5	36.9	13.7		5	90	4.1	0.8		30.5	35.2	32	2.3		
PHF	.882	.893	.929	.688	.921	.855	.781	.632	1.00	.798	.929	.941	.762	.813	.934	.813	.833	.788	.500	.853	.949
Automobiles	58	940	75	11	1084	61	48	80	31	220	75	1376	63	13	1527	75	88	78	6	247	3078
% Automobiles	96.7	97.5	96.2	100	97.4	93.8	96.0	93.0	96.9	94.4	96.2	98.3	98.4	100	98.2	96.2	97.8	95.1	100	96.5	97.5
Commercial	2	24	3	0	29	4	2	6	1	13	3	24	1	0	28	3	2	4	0	9	79
% Commercial	3.3	2.5	3.8	0	2.6	6.2	4.0	7.0	3.1	5.6	3.8	1.7	1.6	0	1.8	3.8	2.2	4.9	0	3.5	2.5

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Maricamp Rd at Pine Rd

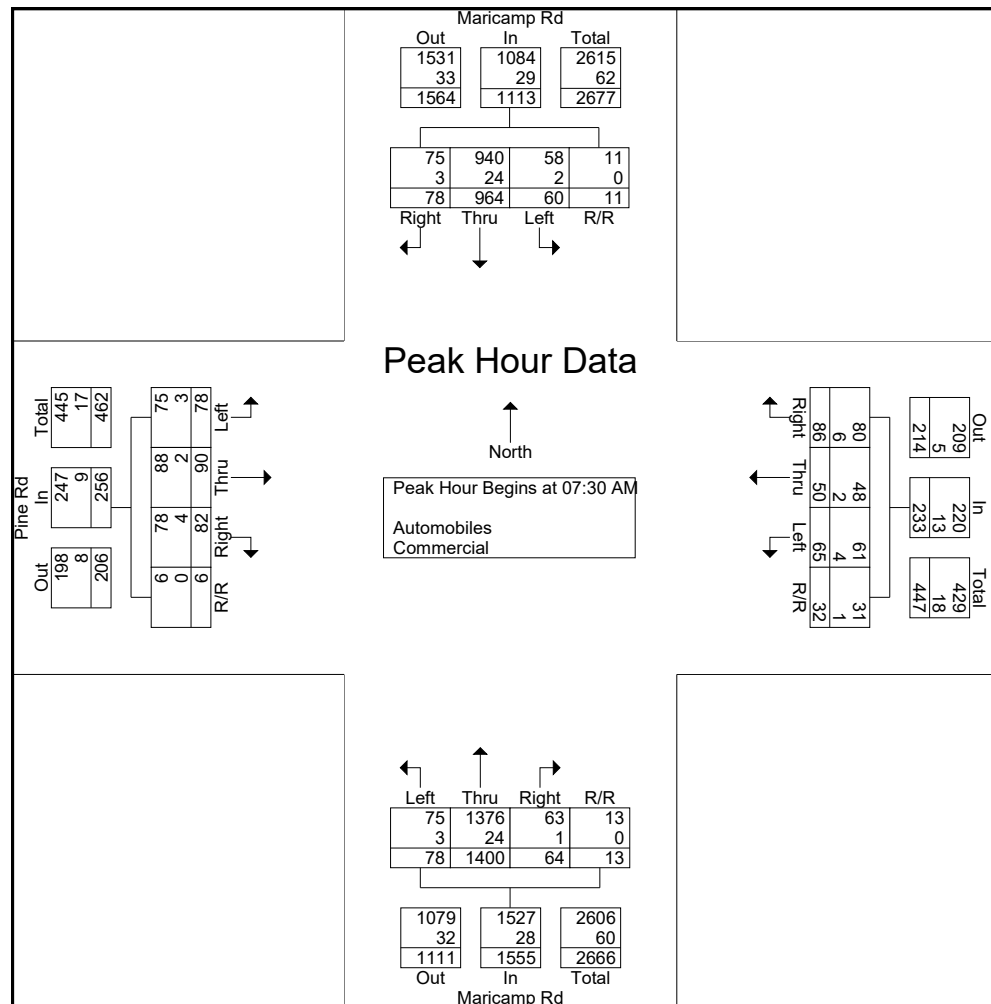
Marion County, FL

File Name : 03 MariCamp at Pine

Site Code : 00000003

Start Date : 5/6/2025

Page No : 3



DE TRAFFIC
ATTACHMENT E
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(386)341-4186
Maricamp Rd at Pine Rd
Marion County, FL

File Name : 03 MariCamp at Pine
Site Code : 00000003
Start Date : 5/6/2025
Page No : 4

	Maricamp Rd Southbound					Pine Rd Westbound					Maricamp Rd Northbound					Pine Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	63	302	23	1	389	14	18	22	18	72	20	249	14	1	284	18	19	17	5	59	804
04:45 PM	58	271	29	2	360	15	18	23	15	71	14	246	16	2	278	23	9	7	1	40	749
05:00 PM	71	242	23	3	339	16	19	9	22	66	24	225	16	1	266	24	15	13	0	52	723
05:15 PM	65	315	26	1	407	8	19	27	26	80	15	206	19	1	241	19	16	12	4	51	779
Total Volume	257	1130	101	7	1495	53	74	81	81	289	73	926	65	5	1069	84	59	49	10	202	3055
% App. Total	17.2	75.6	6.8	0.5		18.3	25.6	28	28		6.8	86.6	6.1	0.5		41.6	29.2	24.3	5		
PHF	.905	.897	.871	.583	.918	.828	.974	.750	.779	.903	.760	.930	.855	.625	.941	.875	.776	.721	.500	.856	.950
Automobiles	253	1104	99	7	1463	50	72	76	81	279	70	890	64	5	1029	81	59	48	9	197	2968
% Automobiles	98.4	97.7	98.0	100	97.9	94.3	97.3	93.8	100	96.5	95.9	96.1	98.5	100	96.3	96.4	100	98.0	90.0	97.5	97.2
Commercial	4	26	2	0	32	3	2	5	0	10	3	36	1	0	40	3	0	1	1	5	87
% Commercial	1.6	2.3	2.0	0	2.1	5.7	2.7	6.2	0	3.5	4.1	3.9	1.5	0	3.7	3.6	0	2.0	10.0	2.5	2.8

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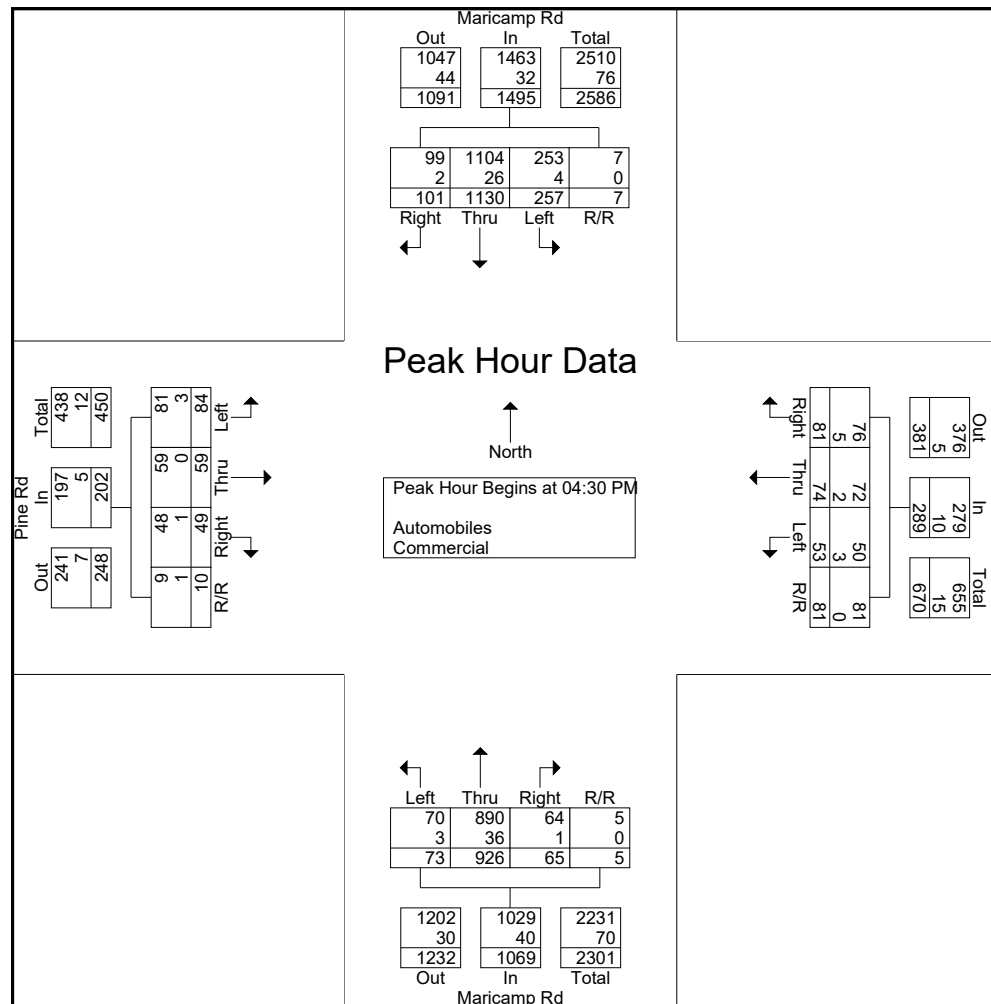
Maricamp Rd at Pine Rd
Marion County, FL

File Name : 03 MariCamp at Pine

Site Code : 00000003

Start Date : 5/6/2025

Page No : 5



DE TRAFFIC
ATTACHMENT E
detrtraffic.com
(386)341-4186
Maricamp Rd at Pine Rd
Marion County, FL

File Name : 03 MariCamp at Pine
Site Code : 00000003
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	Maricamp Rd Southbound					Pine Rd Westbound					Maricamp Rd Northbound					Pine Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
04:00 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
04:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	8
05:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
Grand Total	0	0	0	10	10	0	0	0	2	2	0	0	0	0	0	0	0	0	6	6	18
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	55.6	55.6	0	0	0	11.1	11.1	0	0	0	0	0	0	0	0	33.3	33.3	

DE TRAFFIC
 ATTACHMENT E
 detraffic.com
 (386)341-4186
 Maricamp Rd at Midway Rd
 Marion County, FL

File Name : 04 MariCamp at Midway
 Site Code : 00000004
 Start Date : 5/6/2025
 Page No : 1

Groups Printed- Automobiles - Commercial

	Maricamp Rd Southbound					Midway Rd Westbound					Maricamp Rd Northbound					Midway Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	17	170	11	6	204	11	19	12	9	51	5	282	11	1	299	12	10	9	3	34	588
07:15 AM	24	191	19	5	239	10	24	15	9	58	5	346	18	3	372	11	19	9	1	40	709
07:30 AM	25	241	34	4	304	8	34	16	7	65	8	331	17	4	360	19	24	13	3	59	788
07:45 AM	29	220	26	6	281	17	27	18	8	70	10	333	18	2	363	21	18	16	1	56	770
Total	95	822	90	21	1028	46	104	61	33	244	28	1292	64	10	1394	63	71	47	8	189	2855
08:00 AM	12	209	25	4	250	17	24	15	6	62	10	313	10	2	335	19	12	14	2	47	694
08:15 AM	16	203	26	2	247	18	26	16	4	64	8	323	8	6	345	19	15	14	4	52	708
08:30 AM	17	220	21	2	260	19	34	17	8	78	6	283	8	3	300	19	16	18	3	56	694
08:45 AM	14	213	22	3	252	16	26	11	7	60	7	259	7	3	276	19	16	13	4	52	640
Total	59	845	94	11	1009	70	110	59	25	264	31	1178	33	14	1256	76	59	59	13	207	2736
04:00 PM	25	223	24	3	275	22	23	19	6	70	12	206	14	1	233	18	33	4	3	58	636
04:15 PM	19	241	34	4	298	22	17	21	4	64	20	210	10	2	242	33	18	5	3	59	663
04:30 PM	25	265	42	6	338	22	13	17	8	60	11	225	16	3	255	29	40	8	2	79	732
04:45 PM	27	209	26	4	266	22	20	13	4	59	10	215	14	4	243	31	36	6	1	74	642
Total	96	938	126	17	1177	88	73	70	22	253	53	856	54	10	973	111	127	23	9	270	2673
05:00 PM	24	205	26	6	261	24	10	14	8	56	19	206	14	4	243	24	30	8	3	65	625
05:15 PM	18	243	25	2	288	18	22	17	10	67	23	190	19	2	234	26	29	6	4	65	654
05:30 PM	24	226	16	4	270	23	20	12	9	64	15	205	18	7	245	20	31	7	3	61	640
05:45 PM	16	206	24	2	248	22	23	9	8	62	16	179	14	2	211	19	22	11	1	53	574
Total	82	880	91	14	1067	87	75	52	35	249	73	780	65	15	933	89	112	32	11	244	2493
Grand Total	332	3485	401	63	4281	291	362	242	115	1010	185	4106	216	49	4556	339	369	161	41	910	10757
Apprch %	7.8	81.4	9.4	1.5		28.8	35.8	24	11.4		4.1	90.1	4.7	1.1		37.3	40.5	17.7	4.5		
Total %	3.1	32.4	3.7	0.6	39.8	2.7	3.4	2.2	1.1	9.4	1.7	38.2	2	0.5	42.4	3.2	3.4	1.5	0.4	8.5	
Automobiles	321	3390	394	61	4166	287	360	228	115	990	181	3996	211	49	4437	332	367	157	41	897	10490
% Automobiles	96.7	97.3	98.3	96.8	97.3	98.6	99.4	94.2	100	98	97.8	97.3	97.7	100	97.4	97.9	99.5	97.5	100	98.6	97.5
Commercial	11	95	7	2	115	4	2	14	0	20	4	110	5	0	119	7	2	4	0	13	267
% Commercial	3.3	2.7	1.7	3.2	2.7	1.4	0.6	5.8	0	2	2.2	2.7	2.3	0	2.6	2.1	0.5	2.5	0	1.4	2.5

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Maricamp Rd at Midway Rd
Marion County, FL

File Name : 04 MariCamp at Midway

Site Code : 00000004

Start Date : 5/6/2025

Page No : 2

	Maricamp Rd Southbound					Midway Rd Westbound					Maricamp Rd Northbound					Midway Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	24	191	19	5	239	10	24	15	9	58	5	346	18	3	372	11	19	9	1	40	709
07:30 AM	25	241	34	4	304	8	34	16	7	65	8	331	17	4	360	19	24	13	3	59	788
07:45 AM	29	220	26	6	281	17	27	18	8	70	10	333	18	2	363	21	18	16	1	56	770
08:00 AM	12	209	25	4	250	17	24	15	6	62	10	313	10	2	335	19	12	14	2	47	694
Total Volume	90	861	104	19	1074	52	109	64	30	255	33	1323	63	11	1430	70	73	52	7	202	2961
% App. Total	8.4	80.2	9.7	1.8		20.4	42.7	25.1	11.8		2.3	92.5	4.4	0.8		34.7	36.1	25.7	3.5		
PHF	.776	.893	.765	.792	.883	.765	.801	.889	.833	.911	.825	.956	.875	.688	.961	.833	.760	.813	.583	.856	.939
Automobiles	87	840	102	18	1047	50	108	59	30	247	31	1299	62	11	1403	68	72	50	7	197	2894
% Automobiles	96.7	97.6	98.1	94.7	97.5	96.2	99.1	92.2	100	96.9	93.9	98.2	98.4	100	98.1	97.1	98.6	96.2	100	97.5	97.7
Commercial	3	21	2	1	27	2	1	5	0	8	2	24	1	0	27	2	1	2	0	5	67
% Commercial	3.3	2.4	1.9	5.3	2.5	3.8	0.9	7.8	0	3.1	6.1	1.8	1.6	0	1.9	2.9	1.4	3.8	0	2.5	2.3

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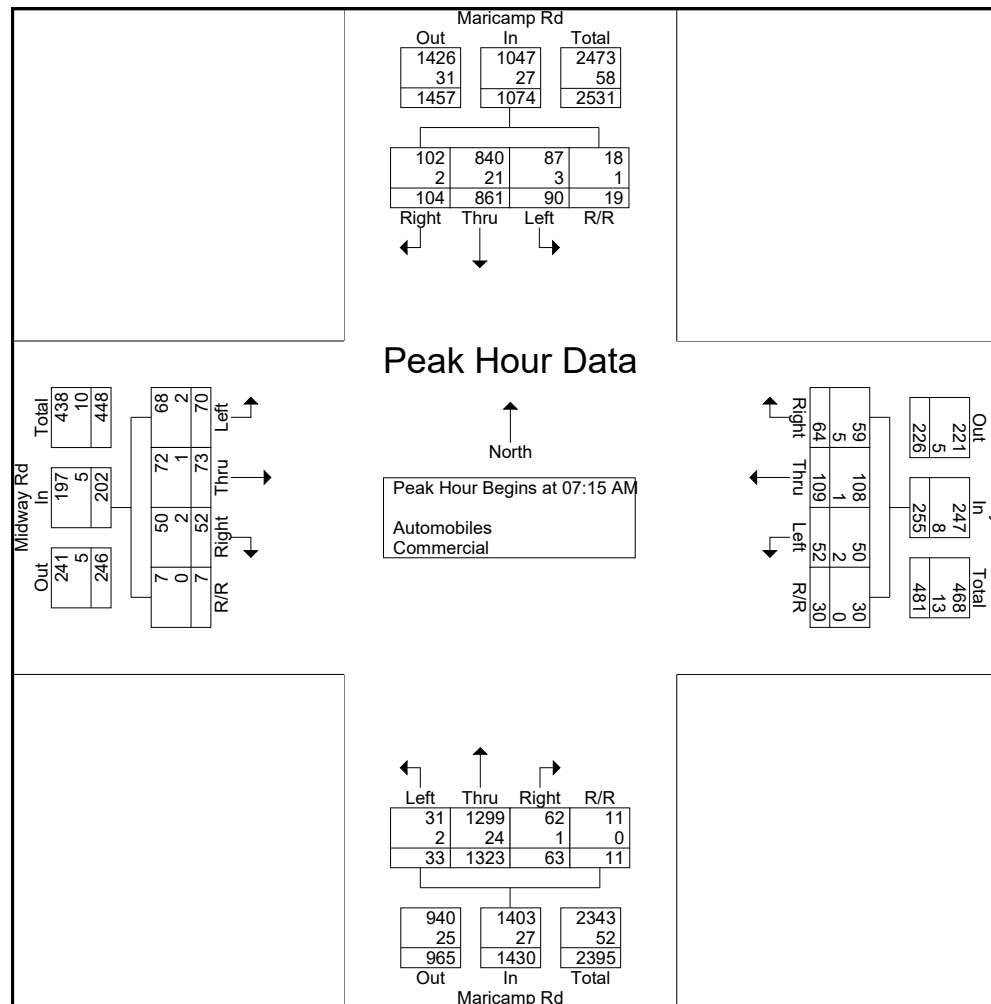
Maricamp Rd at Midway Rd
Marion County, FL

File Name : 04 MariCamp at Midway

Site Code : 00000004

Start Date : 5/6/2025

Page No : 3



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Maricamp Rd at Midway Rd
Marion County, FL

File Name : 04 MariCamp at Midway
Site Code : 00000004
Start Date : 5/6/2025
Page No : 4

	Maricamp Rd Southbound					Midway Rd Westbound					Maricamp Rd Northbound					Midway Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	25	223	24	3	275	22	23	19	6	70	12	206	14	1	233	18	33	4	3	58	636
04:15 PM	19	241	34	4	298	22	17	21	4	64	20	210	10	2	242	33	18	5	3	59	663
04:30 PM	25	265	42	6	338	22	13	17	8	60	11	225	16	3	255	29	40	8	2	79	732
04:45 PM	27	209	26	4	266	22	20	13	4	59	10	215	14	4	243	31	36	6	1	74	642
Total Volume	96	938	126	17	1177	88	73	70	22	253	53	856	54	10	973	111	127	23	9	270	2673
% App. Total	8.2	79.7	10.7	1.4		34.8	28.9	27.7	8.7		5.4	88	5.5	1		41.1	47	8.5	3.3		
PHF	.889	.885	.750	.708	.871	1.00	.793	.833	.688	.904	.663	.951	.844	.625	.954	.841	.794	.719	.750	.854	.913
Automobiles	93	913	123	17	1146	88	72	67	22	249	52	823	53	10	938	108	127	22	9	266	2599
% Automobiles	96.9	97.3	97.6	100	97.4	100	98.6	95.7	100	98.4	98.1	96.1	98.1	100	96.4	97.3	100	95.7	100	98.5	97.2
Commercial	3	25	3	0	31	0	1	3	0	4	1	33	1	0	35	3	0	1	0	4	74
% Commercial	3.1	2.7	2.4	0	2.6	0	1.4	4.3	0	1.6	1.9	3.9	1.9	0	3.6	2.7	0	4.3	0	1.5	2.8

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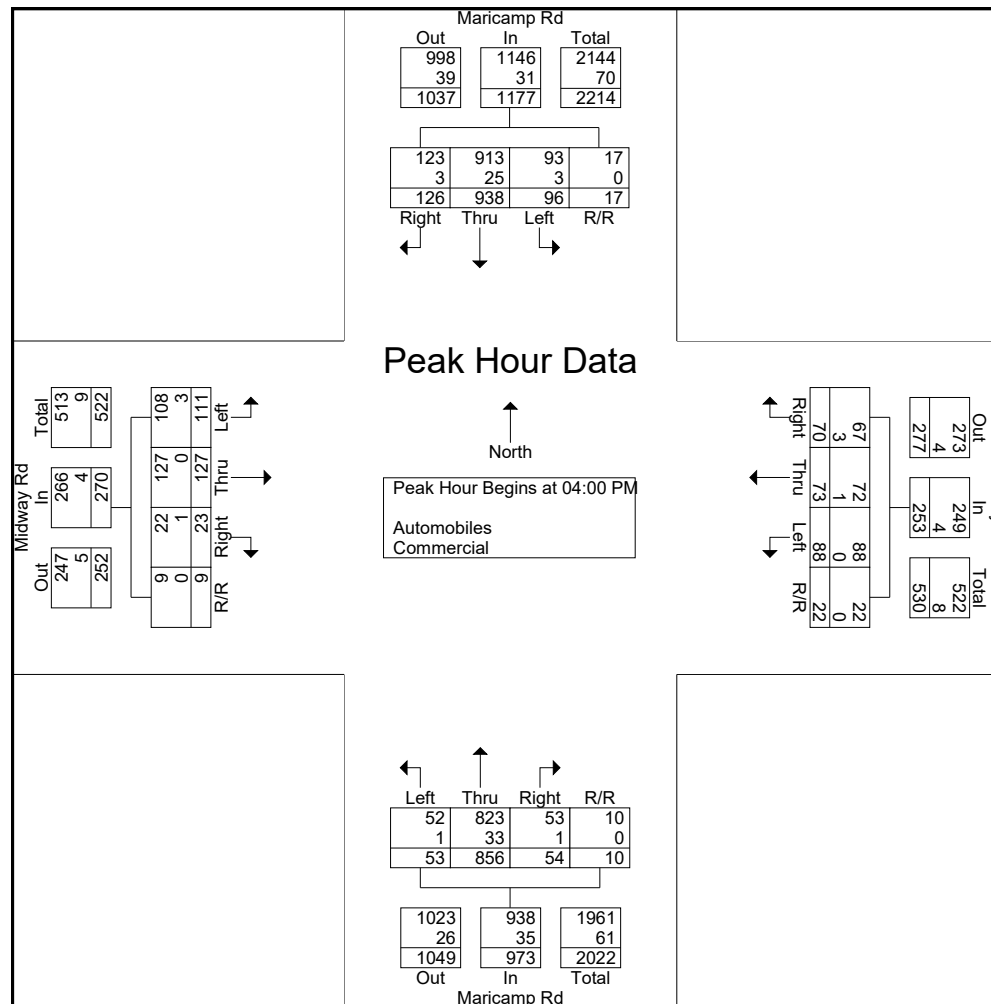
Maricamp Rd at Midway Rd
Marion County, FL

File Name : 04 MariCamp at Midway

Site Code : 00000004

Start Date : 5/6/2025

Page No : 5



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Maricamp Rd at Midway Rd
Marion County, FL

File Name : 04 MariCamp at Midway
Site Code : 00000004
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	Maricamp Rd Southbound					Midway Rd Westbound					Maricamp Rd Northbound					Midway Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	6	6	9
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	11.1	11.1	0	0	0	11.1	11.1	0	0	0	11.1	11.1	0	0	0	66.7	66.7	

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Maricamp Rd at Bahia Rd/Cedar Radial
Marion County, FL

File Name : 05 MariCamp at CedarBahia

Site Code : 00000005

Start Date : 5/6/2025

Page No : 1

Groups Printed- Automobiles - Commercial

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Cedar Radial Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	7	167	7	5	186	8	3	9	2	22	3	255	12	6	276	6	4	6	3	19	503
07:15 AM	9	179	10	4	202	9	2	9	4	24	3	260	20	4	287	5	9	5	2	21	534
07:30 AM	9	222	12	6	249	7	2	11	6	26	6	303	18	8	335	7	8	8	2	25	635
07:45 AM	9	220	17	2	248	13	3	17	2	35	2	324	21	9	356	7	3	5	2	17	656
Total	34	788	46	17	885	37	10	46	14	107	14	1142	71	27	1254	25	24	24	9	82	2328
08:00 AM	8	210	16	2	236	8	2	19	3	32	7	333	20	7	367	11	5	6	4	26	661
08:15 AM	11	220	16	2	249	7	1	24	2	34	7	349	16	8	380	15	4	4	6	29	692
08:30 AM	15	207	10	3	235	9	2	19	4	34	4	305	14	8	331	16	6	8	4	34	634
08:45 AM	16	202	8	3	229	13	3	19	3	38	7	291	17	7	322	13	8	7	3	31	620
Total	50	839	50	10	949	37	8	81	12	138	25	1278	67	30	1400	55	23	25	17	120	2607
04:00 PM	16	207	6	2	231	12	5	24	4	45	6	223	13	4	246	15	6	4	6	31	553
04:15 PM	12	236	9	1	258	16	4	25	6	51	6	250	17	5	278	18	5	4	6	33	620
04:30 PM	21	256	10	5	292	14	3	26	10	53	16	255	36	6	313	17	3	3	4	27	685
04:45 PM	17	205	10	4	236	16	2	27	11	56	11	249	16	4	280	19	3	2	5	29	601
Total	66	904	35	12	1017	58	14	102	31	205	39	977	82	19	1117	69	17	13	21	120	2459
05:00 PM	20	192	16	3	231	16	2	29	13	60	8	221	15	4	248	21	5	2	4	32	571
05:15 PM	24	205	13	2	244	13	6	24	13	56	8	226	20	5	259	20	6	2	5	33	592
05:30 PM	20	202	16	1	239	17	4	26	9	56	8	223	26	4	261	15	4	4	4	27	583
05:45 PM	20	181	16	2	219	13	6	22	7	48	7	207	17	5	236	16	6	6	6	34	537
Total	84	780	61	8	933	59	18	101	42	220	31	877	78	18	1004	72	21	14	19	126	2283
Grand Total	234	3311	192	47	3784	191	50	330	99	670	109	4274	298	94	4775	221	85	76	66	448	9677
Apprch %	6.2	87.5	5.1	1.2		28.5	7.5	49.3	14.8		2.3	89.5	6.2	2		49.3	19	17	14.7		
Total %	2.4	34.2	2	0.5	39.1	2	0.5	3.4	1	6.9	1.1	44.2	3.1	1	49.3	2.3	0.9	0.8	0.7	4.6	
Automobiles	221	3236	182	47	3686	185	48	326	99	658	101	4168	282	94	4645	216	82	72	66	436	9425
% Automobiles	94.4	97.7	94.8	100	97.4	96.9	96	98.8	100	98.2	92.7	97.5	94.6	100	97.3	97.7	96.5	94.7	100	97.3	97.4
Commercial	13	75	10	0	98	6	2	4	0	12	8	106	16	0	130	5	3	4	0	12	252
% Commercial	5.6	2.3	5.2	0	2.6	3.1	4	1.2	0	1.8	7.3	2.5	5.4	0	2.7	2.3	3.5	5.3	0	2.7	2.6

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Maricamp Rd at Bahia Rd/Cedar Radial
Marion County, FL

File Name : 05 MariCamp at CedarBahia

Site Code : 00000005

Start Date : 5/6/2025

Page No : 2

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Cedar Radial Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	9	222	12	6	249	7	2	11	6	26	6	303	18	8	335	7	8	8	2	25	635
07:45 AM	9	220	17	2	248	13	3	17	2	35	2	324	21	9	356	7	3	5	2	17	656
08:00 AM	8	210	16	2	236	8	2	19	3	32	7	333	20	7	367	11	5	6	4	26	661
08:15 AM	11	220	16	2	249	7	1	24	2	34	7	349	16	8	380	15	4	4	6	29	692
Total Volume	37	872	61	12	982	35	8	71	13	127	22	1309	75	32	1438	40	20	23	14	97	2644
% App. Total	3.8	88.8	6.2	1.2		27.6	6.3	55.9	10.2		1.5	91	5.2	2.2		41.2	20.6	23.7	14.4		
PHF	.841	.982	.897	.500	.986	.673	.667	.740	.542	.907	.786	.938	.893	.889	.946	.667	.625	.719	.583	.836	.955
Automobiles	33	853	57	12	955	33	8	68	13	122	16	1282	70	32	1400	38	20	22	14	94	2571
% Automobiles	89.2	97.8	93.4	100	97.3	94.3	100	95.8	100	96.1	72.7	97.9	93.3	100	97.4	95.0	100	95.7	100	96.9	97.2
Commercial	4	19	4	0	27	2	0	3	0	5	6	27	5	0	38	2	0	1	0	3	73
% Commercial	10.8	2.2	6.6	0	2.7	5.7	0	4.2	0	3.9	27.3	2.1	6.7	0	2.6	5.0	0	4.3	0	3.1	2.8

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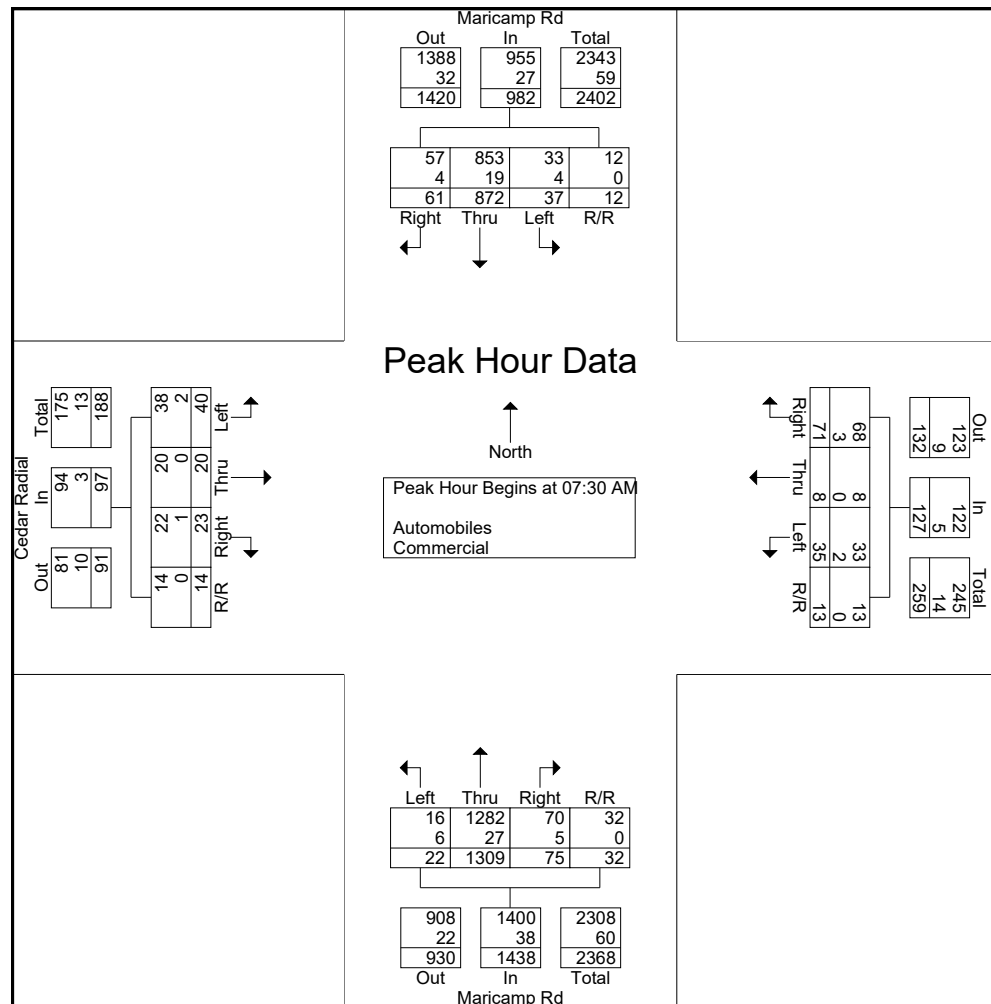
Maricamp Rd at Bahia Rd/Cedar Radial
Marion County, FL

File Name : 05 MariCamp at CedarBahia

Site Code : 00000005

Start Date : 5/6/2025

Page No : 3



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Maricamp Rd at Bahia Rd/Cedar Radial
Marion County, FL

File Name : 05 MariCamp at CedarBahia

Site Code : 00000005

Start Date : 5/6/2025

Page No : 4

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Cedar Radial Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	12	236	9	1	258	16	4	25	6	51	6	250	17	5	278	18	5	4	6	33	620
04:30 PM	21	256	10	5	292	14	3	26	10	53	16	255	36	6	313	17	3	3	4	27	685
04:45 PM	17	205	10	4	236	16	2	27	11	56	11	249	16	4	280	19	3	2	5	29	601
05:00 PM	20	192	16	3	231	16	2	29	13	60	8	221	15	4	248	21	5	2	4	32	571
Total Volume	70	889	45	13	1017	62	11	107	40	220	41	975	84	19	1119	75	16	11	19	121	2477
% App. Total	6.9	87.4	4.4	1.3		28.2	5	48.6	18.2		3.7	87.1	7.5	1.7		62	13.2	9.1	15.7		
PHF	.833	.868	.703	.650	.871	.969	.688	.922	.769	.917	.641	.956	.583	.792	.894	.893	.800	.688	.792	.917	.904
Automobiles	66	868	42	13	989	60	11	107	40	218	40	951	82	19	1092	74	14	10	19	117	2416
% Automobiles	94.3	97.6	93.3	100	97.2	96.8	100	100	100	99.1	97.6	97.5	97.6	100	97.6	98.7	87.5	90.9	100	96.7	97.5
Commercial	4	21	3	0	28	2	0	0	0	2	1	24	2	0	27	1	2	1	0	4	61
% Commercial	5.7	2.4	6.7	0	2.8	3.2	0	0	0	0.9	2.4	2.5	2.4	0	2.4	1.3	12.5	9.1	0	3.3	2.5

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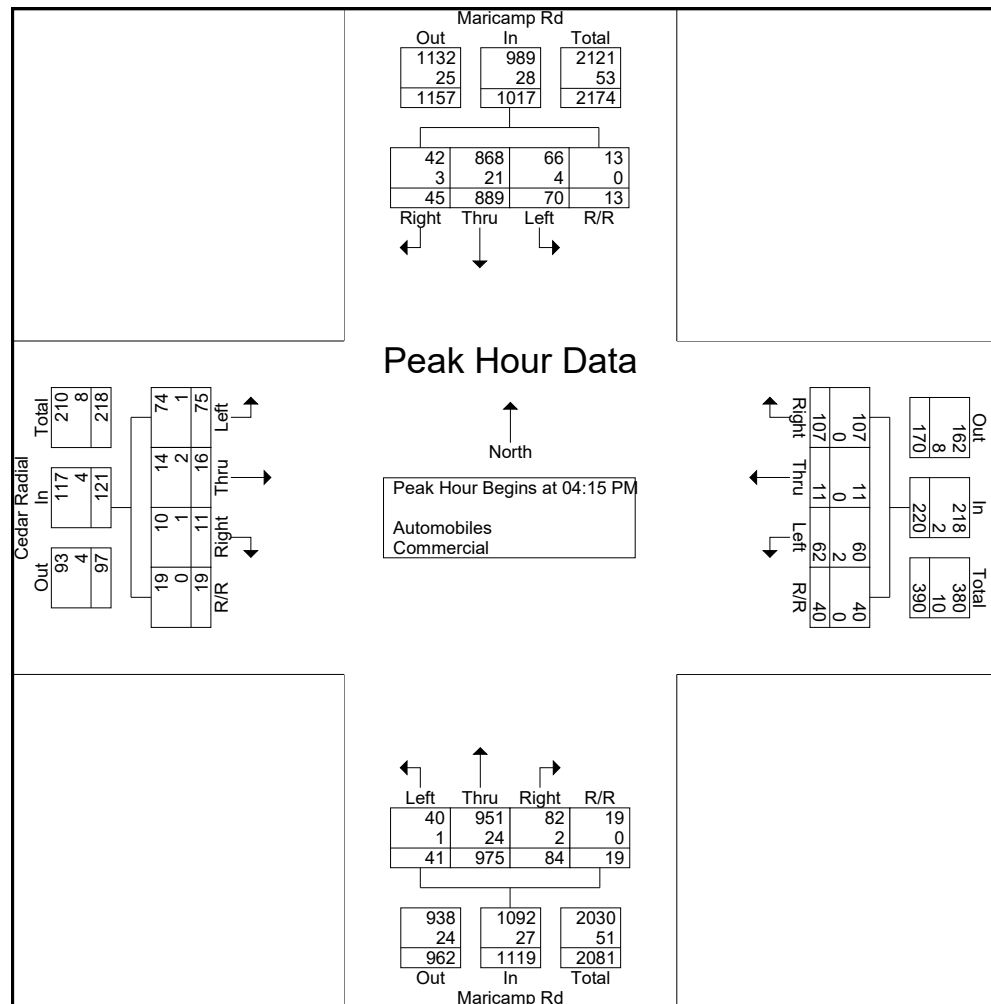
Maricamp Rd at Bahia Rd/Cedar Radial
Marion County, FL

File Name : 05 MariCamp at CedarBahia

Site Code : 00000005

Start Date : 5/6/2025

Page No : 5



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Maricamp Rd at Bahia Rd/Cedar Radial
Marion County, FL

File Name : 05 MariCamp at CedarBahia

Site Code : 00000005

Start Date : 5/6/2025

Page No : 6

Groups Printed- Peds

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Cedar Radial Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	5
Grand Total	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	27.3	27.3	0	0	0	27.3	27.3	0	0	0	0	0	0	0	0	45.5	45.5	

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Maricamp Rd at Bahia Rd
Marion County, FL

File Name : 06 maricamp at bahia

Site Code : 00000006

Start Date : 5/6/2025

Page No : 1

Groups Printed- Automobiles - Commercial

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Bahia Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	3	167	6	1	177	9	2	11	4	26	4	222	9	2	237	5	6	5	4	20	460
07:15 AM	5	177	5	2	189	11	3	18	6	38	5	239	11	3	258	4	5	4	6	19	504
07:30 AM	6	223	8	2	239	15	4	14	6	39	5	292	14	3	314	5	10	6	3	24	616
07:45 AM	6	222	12	3	243	24	3	9	9	45	6	319	15	5	345	6	5	11	2	24	657
Total	20	789	31	8	848	59	12	52	25	148	20	1072	49	13	1154	20	26	26	15	87	2237
08:00 AM	8	212	15	2	237	27	2	8	5	42	6	350	18	6	380	6	5	4	5	20	679
08:15 AM	5	220	13	2	240	24	5	8	4	41	4	369	13	6	392	6	7	6	4	23	696
08:30 AM	4	213	17	2	236	16	4	8	6	34	4	310	10	9	333	4	8	4	6	22	625
08:45 AM	8	211	13	1	233	19	6	7	3	35	6	305	13	9	333	6	7	7	2	22	623
Total	25	856	58	7	946	86	17	31	18	152	20	1334	54	30	1438	22	27	21	17	87	2623
04:00 PM	14	211	6	1	232	25	5	1	5	36	6	243	13	3	265	5	6	2	5	18	551
04:15 PM	12	239	4	2	257	18	6	6	2	32	6	282	17	4	309	11	6	1	7	25	623
04:30 PM	9	279	8	0	296	16	6	5	6	33	16	296	36	2	350	9	8	7	2	26	705
04:45 PM	15	220	8	0	243	18	6	6	9	39	11	271	26	6	314	18	8	4	9	39	635
Total	50	949	26	3	1028	77	23	18	22	140	39	1092	92	15	1238	43	28	14	23	108	2514
05:00 PM	11	222	9	2	244	18	10	8	3	39	8	265	15	4	292	17	8	2	8	35	610
05:15 PM	14	211	5	4	234	15	7	5	3	30	8	271	20	3	302	12	7	6	6	31	597
05:30 PM	15	230	6	5	256	19	9	8	6	42	8	254	26	6	294	11	6	6	4	27	619
05:45 PM	11	212	4	4	231	16	8	7	7	38	7	250	17	4	278	16	7	7	6	36	583
Total	51	875	24	15	965	68	34	28	19	149	31	1040	78	17	1166	56	28	21	24	129	2409
Grand Total	146	3469	139	33	3787	290	86	129	84	589	110	4538	273	75	4996	141	109	82	79	411	9783
Apprch %	3.9	91.6	3.7	0.9		49.2	14.6	21.9	14.3		2.2	90.8	5.5	1.5		34.3	26.5	20	19.2		
Total %	1.5	35.5	1.4	0.3	38.7	3	0.9	1.3	0.9	6	1.1	46.4	2.8	0.8	51.1	1.4	1.1	0.8	0.8	4.2	
Automobiles	140	3393	135	31	3699	286	83	127	84	580	107	4421	264	73	4865	135	101	77	79	392	9536
% Automobiles	95.9	97.8	97.1	93.9	97.7	98.6	96.5	98.4	100	98.5	97.3	97.4	96.7	97.3	97.4	95.7	92.7	93.9	100	95.4	97.5
Commercial	6	76	4	2	88	4	3	2	0	9	3	117	9	2	131	6	8	5	0	19	247
% Commercial	4.1	2.2	2.9	6.1	2.3	1.4	3.5	1.6	0	1.5	2.7	2.6	3.3	2.7	2.6	4.3	7.3	6.1	0	4.6	2.5

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Maricamp Rd at Bahia Rd

Marion County, FL

File Name : 06 maricamp at bahia

Site Code : 00000006

Start Date : 5/6/2025

Page No : 2

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Bahia Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	6	222	12	3	243	24	3	9	9	45	6	319	15	5	345	6	5	11	2	24	657
08:00 AM	8	212	15	2	237	27	2	8	5	42	6	350	18	6	380	6	5	4	5	20	679
08:15 AM	5	220	13	2	240	24	5	8	4	41	4	369	13	6	392	6	7	6	4	23	696
08:30 AM	4	213	17	2	236	16	4	8	6	34	4	310	10	9	333	4	8	4	6	22	625
Total Volume	23	867	57	9	956	91	14	33	24	162	20	1348	56	26	1450	22	25	25	17	89	2657
% App. Total	2.4	90.7	6	0.9		56.2	8.6	20.4	14.8		1.4	93	3.9	1.8		24.7	28.1	28.1	19.1		
PHF	.719	.976	.838	.750	.984	.843	.700	.917	.667	.900	.833	.913	.778	.722	.925	.917	.781	.568	.708	.927	.954
Automobiles	20	846	56	8	930	90	14	32	24	160	19	1317	53	25	1414	19	23	23	17	82	2586
% Automobiles	87.0	97.6	98.2	88.9	97.3	98.9	100	97.0	100	98.8	95.0	97.7	94.6	96.2	97.5	86.4	92.0	92.0	100	92.1	97.3
Commercial	3	21	1	1	26	1	0	1	0	2	1	31	3	1	36	3	2	2	0	7	71
% Commercial	13.0	2.4	1.8	11.1	2.7	1.1	0	3.0	0	1.2	5.0	2.3	5.4	3.8	2.5	13.6	8.0	8.0	0	7.9	2.7

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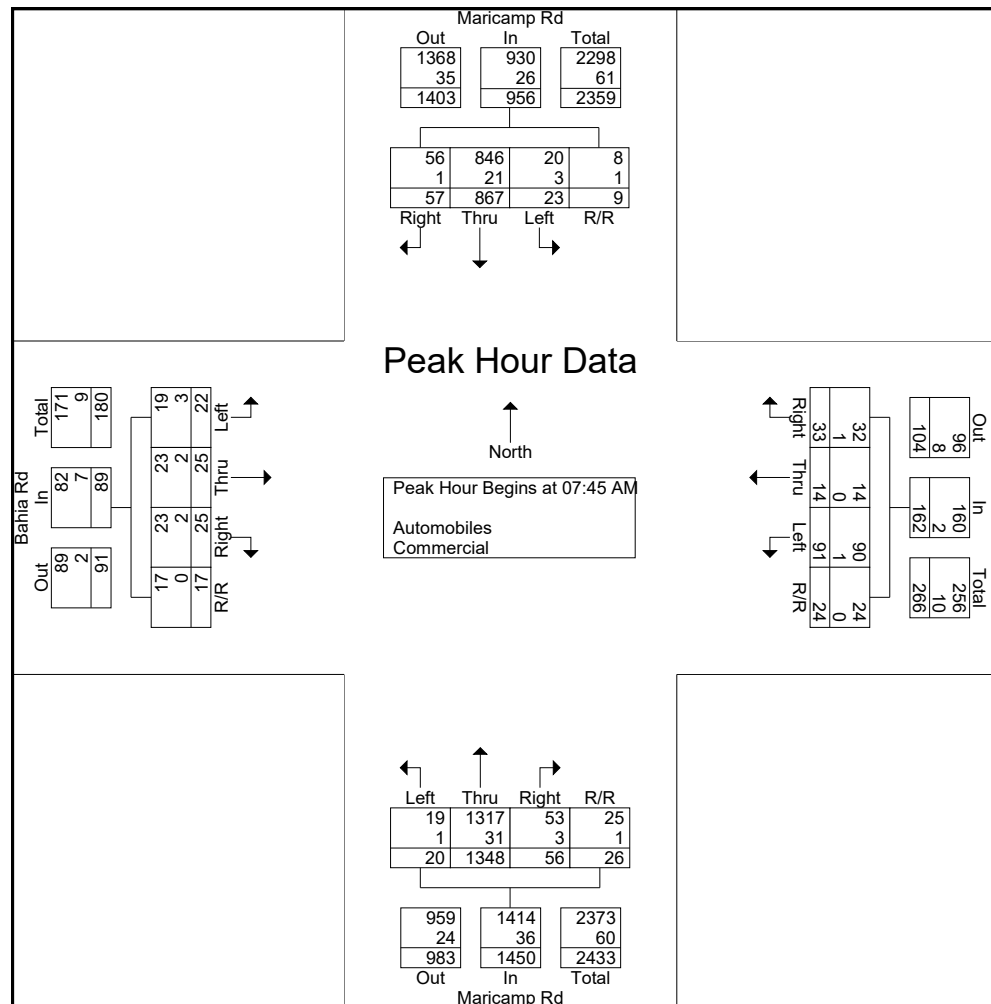
Maricamp Rd at Bahia Rd
Marion County, FL

File Name : 06 maricamp at bahia

Site Code : 00000006

Start Date : 5/6/2025

Page No : 3



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(386)341-4186

Maricamp Rd at Bahia Rd

Marion County, FL

File Name : 06 maricamp at bahia

Site Code : 00000006

Start Date : 5/6/2025

Page No : 4

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Bahia Rd Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	12	239	4	2	257	18	6	6	2	32	6	282	17	4	309	11	6	1	7	25	623
04:30 PM	9	279	8	0	296	16	6	5	6	33	16	296	36	2	350	9	8	7	2	26	705
04:45 PM	15	220	8	0	243	18	6	6	9	39	11	271	26	6	314	18	8	4	9	39	635
05:00 PM	11	222	9	2	244	18	10	8	3	39	8	265	15	4	292	17	8	2	8	35	610
Total Volume	47	960	29	4	1040	70	28	25	20	143	41	1114	94	16	1265	55	30	14	26	125	2573
% App. Total	4.5	92.3	2.8	0.4		49	19.6	17.5	14		3.2	88.1	7.4	1.3		44	24	11.2	20.8		
PHF	.783	.860	.806	.500	.878	.972	.700	.781	.556	.917	.641	.941	.653	.667	.904	.764	.938	.500	.722	.801	.912
Automobiles	46	941	27	4	1018	68	28	25	20	141	40	1083	92	16	1231	54	28	13	26	121	2511
% Automobiles	97.9	98.0	93.1	100	97.9	97.1	100	100	100	98.6	97.6	97.2	97.9	100	97.3	98.2	93.3	92.9	100	96.8	97.6
Commercial	1	19	2	0	22	2	0	0	0	2	1	31	2	0	34	1	2	1	0	4	62
% Commercial	2.1	2.0	6.9	0	2.1	2.9	0	0	0	1.4	2.4	2.8	2.1	0	2.7	1.8	6.7	7.1	0	3.2	2.4

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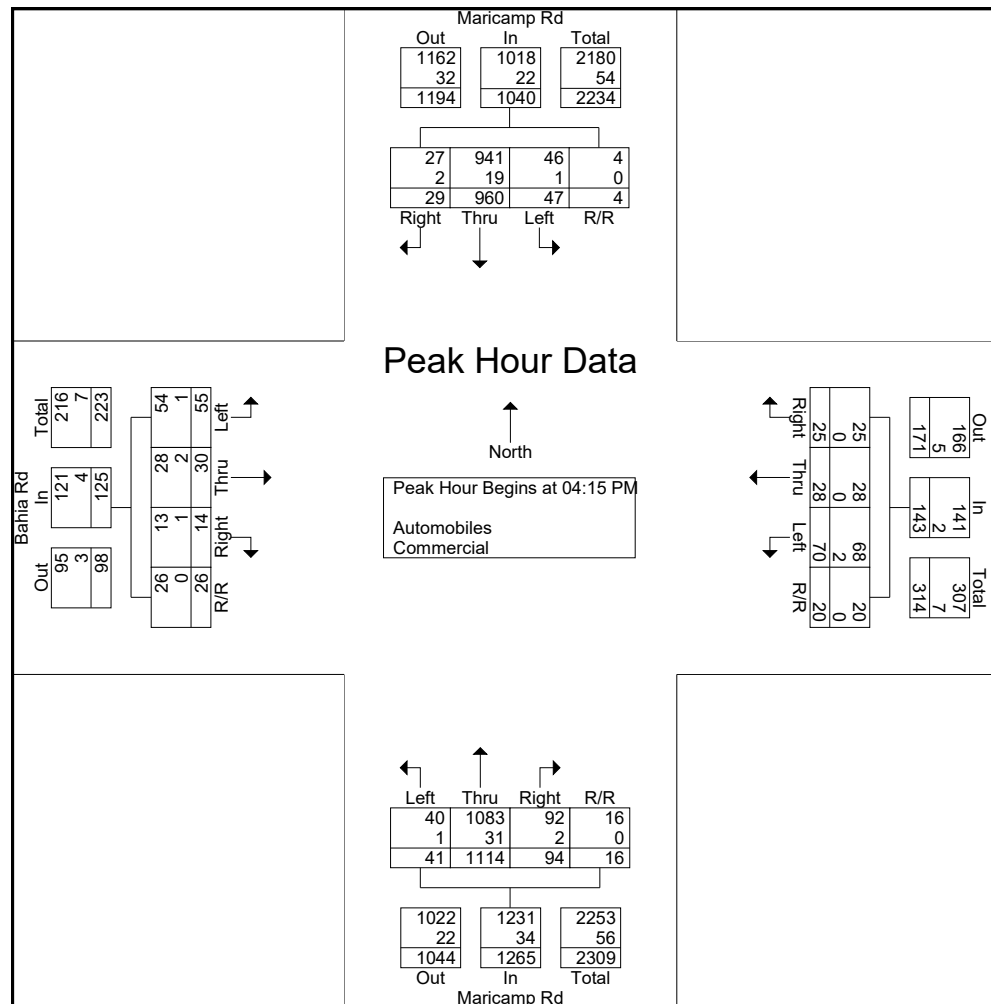
Maricamp Rd at Bahia Rd
Marion County, FL

File Name : 06 maricamp at bahia

Site Code : 00000006

Start Date : 5/6/2025

Page No : 5



DE TRAFFIC
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Maricamp Rd at Bahia Rd
Marion County, FL

File Name : 06 maricamp at bahia
Site Code : 00000006
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	Maricamp Rd Southbound					Bahia Rd Westbound					Maricamp Rd Northbound					Bahia Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
08:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	3	3	7
Grand Total	0	0	0	2	2	0	0	0	5	5	0	0	0	3	3	0	0	0	4	4	14
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	14.3	14.3	0	0	0	35.7	35.7	0	0	0	21.4	21.4	0	0	0	28.6	28.6	

DE TRAFFIC

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Bahia Rd at Midway Rd
Marion County, FL

File Name : 07 Bahia at Midway

Site Code : 00000007

Start Date : 5/6/2025

Page No : 1

Groups Printed- Automobiles - Commercial

	Bahia Rd Southbound				Midway Rd Westbound				Bahia Rd Northbound				Midway Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	34	16	53	3	22	11	36	7	18	3	28	16	25	4	45	162
07:15 AM	27	52	27	106	7	29	16	52	5	17	6	28	31	14	1	46	232
07:30 AM	17	40	28	85	2	37	9	48	3	21	1	25	11	19	9	39	197
07:45 AM	8	16	6	30	4	25	6	35	7	12	1	20	8	16	7	31	116
Total	55	142	77	274	16	113	42	171	22	68	11	101	66	74	21	161	707
08:00 AM	5	19	6	30	4	27	4	35	8	5	0	13	11	21	1	33	111
08:15 AM	3	17	8	28	2	35	3	40	2	11	3	16	10	20	0	30	114
08:30 AM	7	15	7	29	1	35	9	45	2	12	1	15	8	17	0	25	114
08:45 AM	4	14	9	27	2	24	4	30	4	6	3	13	9	11	2	22	92
Total	19	65	30	114	9	121	20	150	16	34	7	57	38	69	3	110	431
04:00 PM	4	10	12	26	2	22	12	36	2	26	12	40	16	34	3	53	155
04:15 PM	7	17	12	36	0	17	10	27	3	36	2	41	18	38	3	59	163
04:30 PM	9	11	7	27	2	24	5	31	4	46	1	51	24	40	8	72	181
04:45 PM	10	18	11	39	6	21	6	33	5	43	7	55	29	30	6	65	192
Total	30	56	42	128	10	84	33	127	14	151	22	187	87	142	20	249	691
05:00 PM	2	9	7	18	1	16	5	22	2	51	4	57	24	43	3	70	167
05:15 PM	8	9	11	28	6	18	5	29	4	43	5	52	29	37	2	68	177
05:30 PM	7	7	9	23	7	21	4	32	6	34	4	44	31	32	4	67	166
05:45 PM	6	5	8	19	5	19	6	30	8	42	6	56	23	26	3	52	157
Total	23	30	35	88	19	74	20	113	20	170	19	209	107	138	12	257	667
Grand Total	127	293	184	604	54	392	115	561	72	423	59	554	298	423	56	777	2496
Apprch %	21	48.5	30.5		9.6	69.9	20.5		13	76.4	10.6		38.4	54.4	7.2		
Total %	5.1	11.7	7.4	24.2	2.2	15.7	4.6	22.5	2.9	16.9	2.4	22.2	11.9	16.9	2.2	31.1	
Automobiles	123	289	182	594	52	383	110	545	71	413	58	542	297	415	56	768	2449
% Automobiles	96.9	98.6	98.9	98.3	96.3	97.7	95.7	97.1	98.6	97.6	98.3	97.8	99.7	98.1	100	98.8	98.1
Commercial	4	4	2	10	2	9	5	16	1	10	1	12	1	8	0	9	47
% Commercial	3.1	1.4	1.1	1.7	3.7	2.3	4.3	2.9	1.4	2.4	1.7	2.2	0.3	1.9	0	1.2	1.9

DE TRAFFIC
ATTACHMENT E
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(386)341-4186
Bahia Rd at Midway Rd
Marion County, FL

File Name : 07 Bahia at Midway
Site Code : 00000007
Start Date : 5/6/2025
Page No : 2

	Bahia Rd Southbound				Midway Rd Westbound				Bahia Rd Northbound				Midway Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	34	16	53	3	22	11	36	7	18	3	28	16	25	4	45	162
07:15 AM	27	52	27	106	7	29	16	52	5	17	6	28	31	14	1	46	232
07:30 AM	17	40	28	85	2	37	9	48	3	21	1	25	11	19	9	39	197
07:45 AM	8	16	6	30	4	25	6	35	7	12	1	20	8	16	7	31	116
Total Volume	55	142	77	274	16	113	42	171	22	68	11	101	66	74	21	161	707
% App. Total	20.1	51.8	28.1		9.4	66.1	24.6		21.8	67.3	10.9		41	46	13		
PHF	.509	.683	.688	.646	.571	.764	.656	.822	.786	.810	.458	.902	.532	.740	.583	.875	.762
Automobiles	53	140	77	270	15	110	41	166	21	63	11	95	65	71	21	157	688
% Automobiles	96.4	98.6	100	98.5	93.8	97.3	97.6	97.1	95.5	92.6	100	94.1	98.5	95.9	100	97.5	97.3
Commercial	2	2	0	4	1	3	1	5	1	5	0	6	1	3	0	4	19
% Commercial	3.6	1.4	0	1.5	6.3	2.7	2.4	2.9	4.5	7.4	0	5.9	1.5	4.1	0	2.5	2.7

DE TRAFFIC

ATTACHMENT E

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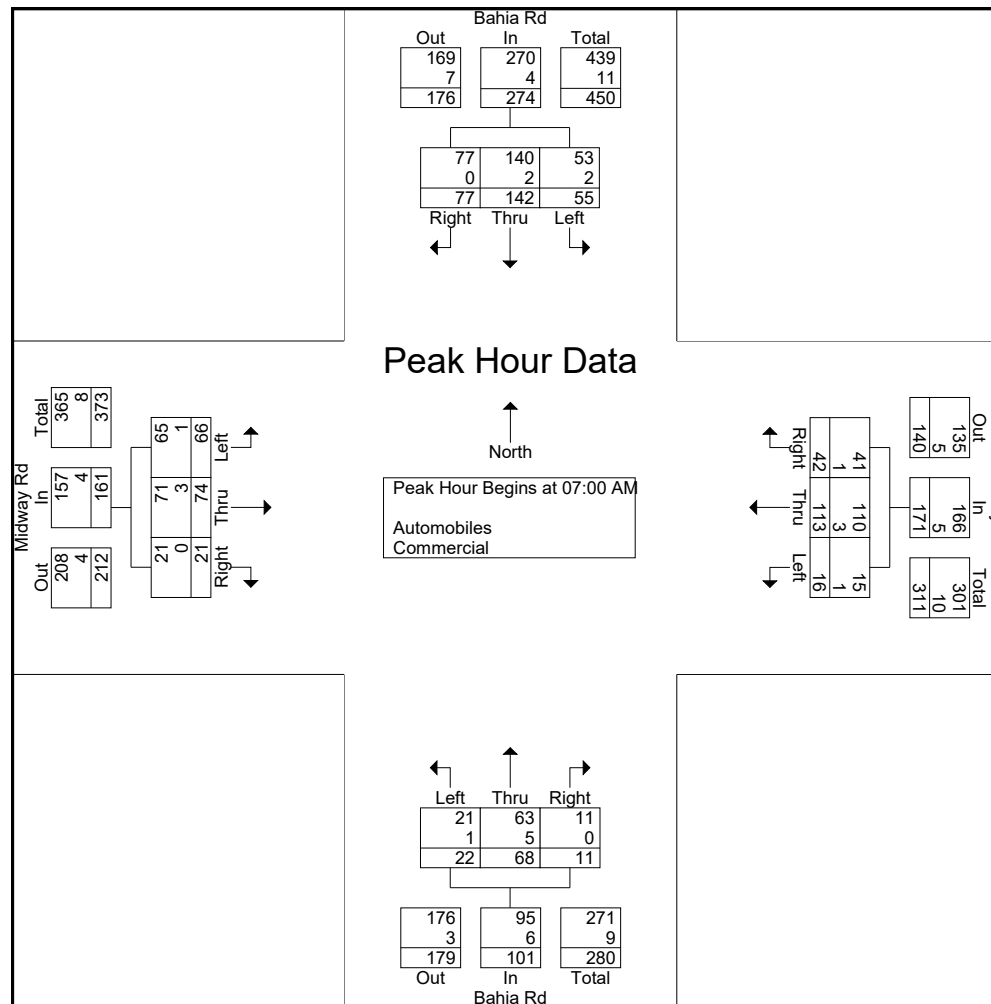
Bahia Rd at Midway Rd
Marion County, FL

File Name : 07 Bahia at Midway

Site Code : 00000007

Start Date : 5/6/2025

Page No : 3



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Bahia Rd at Midway Rd

Marion County, FL

File Name : 07 Bahia at Midway

Site Code : 00000007

Start Date : 5/6/2025

Page No : 4

	Bahia Rd Southbound				Midway Rd Westbound				Bahia Rd Northbound				Midway Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	9	11	7	27	2	24	5	31	4	46	1	51	24	40	8	72	181
04:45 PM	10	18	11	39	6	21	6	33	5	43	7	55	29	30	6	65	192
05:00 PM	2	9	7	18	1	16	5	22	2	51	4	57	24	43	3	70	167
05:15 PM	8	9	11	28	6	18	5	29	4	43	5	52	29	37	2	68	177
Total Volume	29	47	36	112	15	79	21	115	15	183	17	215	106	150	19	275	717
% App. Total	25.9	42	32.1		13	68.7	18.3		7	85.1	7.9		38.5	54.5	6.9		
PHF	.725	.653	.818	.718	.625	.823	.875	.871	.750	.897	.607	.943	.914	.872	.594	.955	.934
Automobiles	29	47	35	111	15	76	19	110	15	182	17	214	106	149	19	274	709
% Automobiles	100	100	97.2	99.1	100	96.2	90.5	95.7	100	99.5	100	99.5	100	99.3	100	99.6	98.9
Commercial	0	0	1	1	0	3	2	5	0	1	0	1	0	1	0	1	8
% Commercial	0	0	2.8	0.9	0	3.8	9.5	4.3	0	0.5	0	0.5	0	0.7	0	0.4	1.1

DE TRAFFIC

ATTACHMENT E

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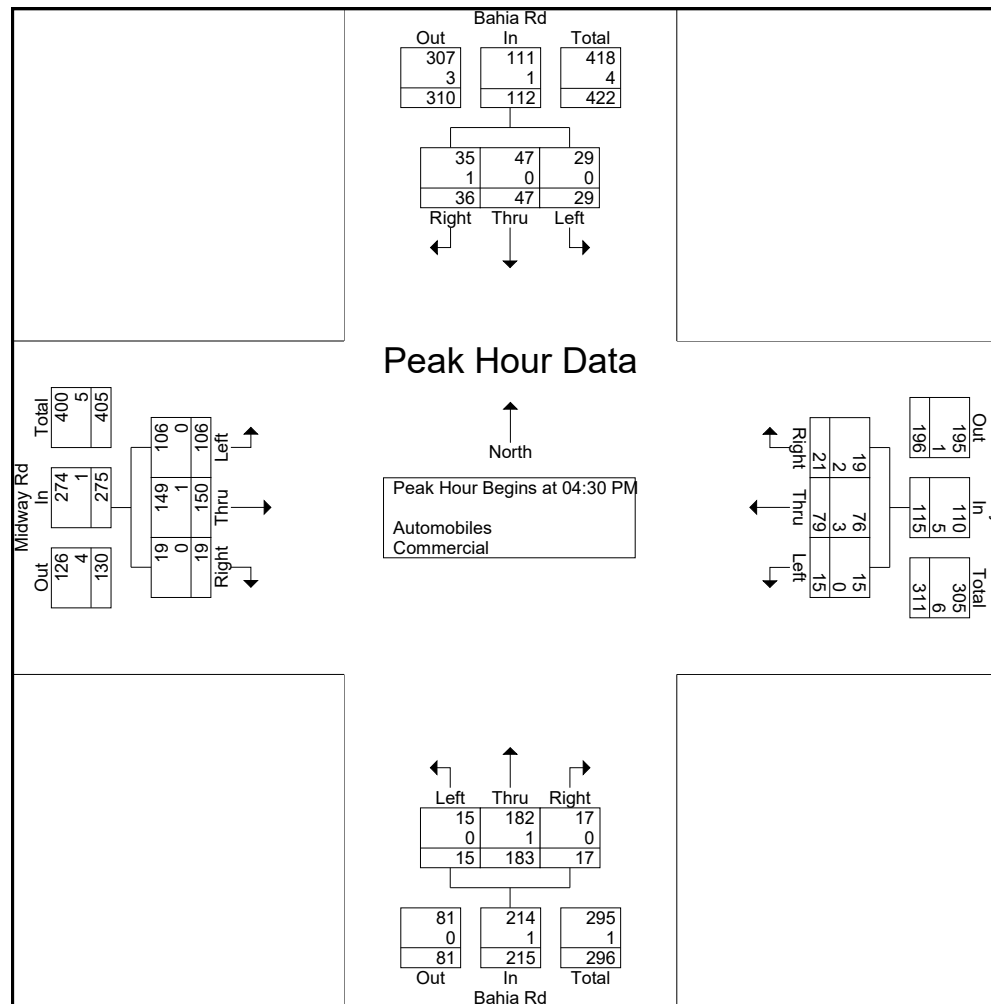
Bahia Rd at Midway Rd
Marion County, FL

File Name : 07 Bahia at Midway

Site Code : 00000007

Start Date : 5/6/2025

Page No : 5



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ATTACHMENT E
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Bahia Rd at Midway Rd
Marion County, FL

File Name : 07 bahia at midway
Site Code : 00000007
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	Bahia Rd Southbound					Midway Rd Westbound					Bahia Rd Northbound					Midway Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Grand Total	0	0	0	3	3	0	0	0	1	1	0	0	0	3	3	0	0	0	1	1	8
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	37.5	37.5	0	0	0	12.5	12.5	0	0	0	37.5	37.5	0	0	0	12.5	12.5	

DE TRAFFIC
ATTACHMENT E
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(386)341-4186
Bahia Rd at Bahia Trace
Marion County, FL

File Name : 08 Bahia at Trace
Site Code : 00000008
Start Date : 5/6/2025
Page No : 1

Groups Printed- Automobiles - Commercial

	Bahia Road Southbound				Bahia Trace Westbound				Bahia Road Northbound				Bahia Trace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	34	3	38	2	1	2	5	1	21	2	24	3	1	1	5	72
07:15 AM	0	53	2	55	4	0	3	7	1	16	6	23	2	0	8	10	95
07:30 AM	2	42	1	45	6	1	6	13	3	25	3	31	2	1	7	10	99
07:45 AM	3	65	2	70	2	0	4	6	4	19	2	25	1	0	1	2	103
Total	6	194	8	208	14	2	15	31	9	81	13	103	8	2	17	27	369
08:00 AM	4	29	1	34	2	2	2	6	1	15	2	18	4	2	2	8	66
08:15 AM	6	22	2	30	1	0	1	2	2	15	0	17	2	1	0	3	52
08:30 AM	4	17	1	22	3	1	3	7	1	17	2	20	1	0	2	3	52
08:45 AM	0	16	1	17	1	0	2	3	1	9	1	11	2	0	1	3	34
Total	14	84	5	103	7	3	8	18	5	56	5	66	9	3	5	17	204
04:00 PM	2	18	1	21	6	0	2	8	2	30	2	34	1	0	2	3	66
04:15 PM	0	17	2	19	4	0	3	7	0	57	1	58	2	1	3	6	90
04:30 PM	2	20	0	22	5	0	2	7	2	47	2	51	0	0	2	2	82
04:45 PM	1	15	2	18	4	0	2	6	2	62	1	65	2	2	3	7	96
Total	5	70	5	80	19	0	9	28	6	196	6	208	5	3	10	18	334
05:00 PM	2	21	1	24	2	2	4	8	1	58	4	63	1	1	2	4	99
05:15 PM	1	20	2	23	5	1	5	11	2	69	1	72	3	0	1	4	110
05:30 PM	2	18	1	21	4	0	4	8	1	57	2	60	1	2	2	5	94
05:45 PM	3	21	3	27	2	1	0	3	2	43	6	51	2	0	3	5	86
Total	8	80	7	95	13	4	13	30	6	227	13	246	7	3	8	18	389
Grand Total	33	428	25	486	53	9	45	107	26	560	37	623	29	11	40	80	1296
Apprch %	6.8	88.1	5.1		49.5	8.4	42.1		4.2	89.9	5.9		36.2	13.8	50		
Total %	2.5	33	1.9	37.5	4.1	0.7	3.5	8.3	2	43.2	2.9	48.1	2.2	0.8	3.1	6.2	
Automobiles	33	420	25	478	53	9	44	106	26	556	37	619	28	11	39	78	1281
% Automobiles	100	98.1	100	98.4	100	100	97.8	99.1	100	99.3	100	99.4	96.6	100	97.5	97.5	98.8
Commercial	0	8	0	8	0	0	1	1	0	4	0	4	1	0	1	2	15
% Commercial	0	1.9	0	1.6	0	0	2.2	0.9	0	0.7	0	0.6	3.4	0	2.5	2.5	1.2

DE TRAFFIC
ATTACHMENT E
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Bahia Rd at Bahia Trace
Marion County, FL

File Name : 08 Bahia at Trace
Site Code : 00000008
Start Date : 5/6/2025
Page No : 2

	Bahia Road Southbound				Bahia Trace Westbound				Bahia Road Northbound				Bahia Trace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	34	3	38	2	1	2	5	1	21	2	24	3	1	1	5	72
07:15 AM	0	53	2	55	4	0	3	7	1	16	6	23	2	0	8	10	95
07:30 AM	2	42	1	45	6	1	6	13	3	25	3	31	2	1	7	10	99
07:45 AM	3	65	2	70	2	0	4	6	4	19	2	25	1	0	1	2	103
Total Volume	6	194	8	208	14	2	15	31	9	81	13	103	8	2	17	27	369
% App. Total	2.9	93.3	3.8		45.2	6.5	48.4		8.7	78.6	12.6		29.6	7.4	63		
PHF	.500	.746	.667	.743	.583	.500	.625	.596	.563	.810	.542	.831	.667	.500	.531	.675	.896
Automobiles	6	191	8	205	14	2	15	31	9	80	13	102	8	2	17	27	365
% Automobiles	100	98.5	100	98.6	100	100	100	100	100	98.8	100	99.0	100	100	100	100	98.9
Commercial	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% Commercial	0	1.5	0	1.4	0	0	0	0	0	1.2	0	1.0	0	0	0	0	1.1

DE TRAFFIC

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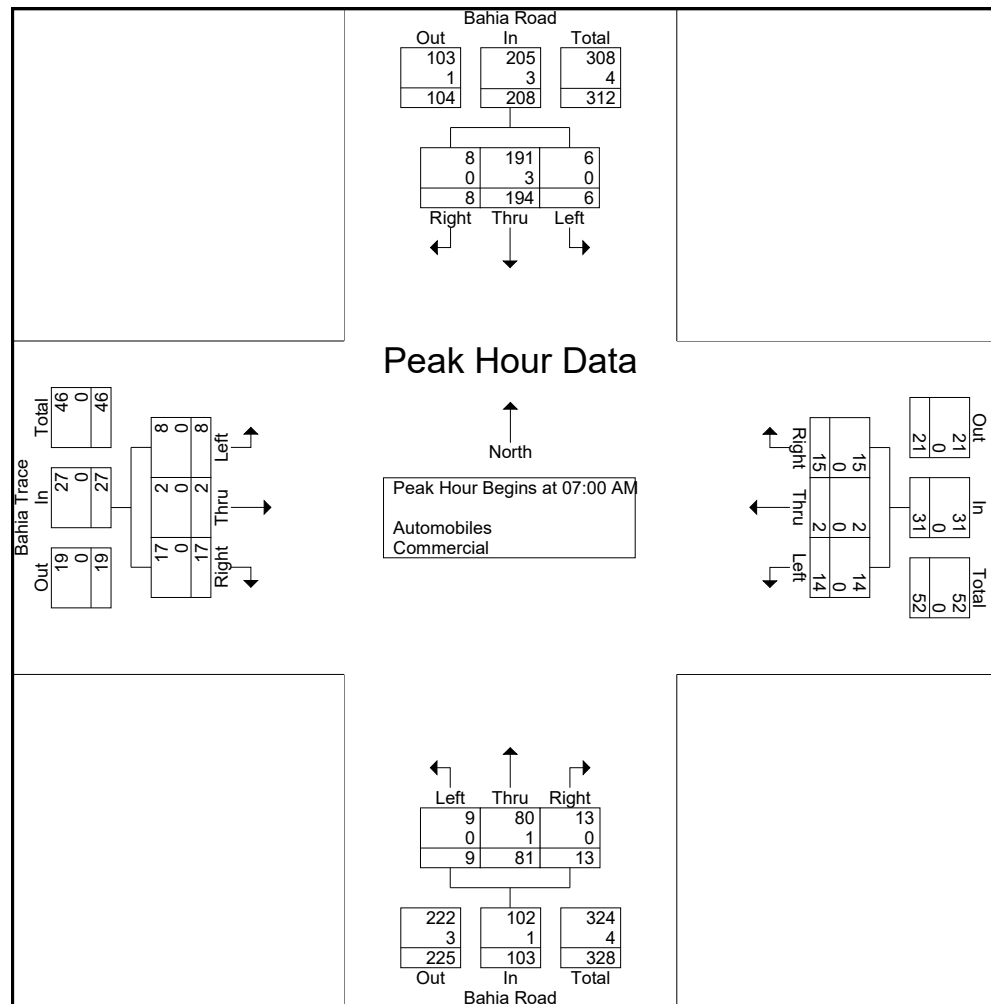
Bahia Rd at Bahia Trace
Marion County, FL

File Name : 08 Bahia at Trace

Site Code : 00000008

Start Date : 5/6/2025

Page No : 3



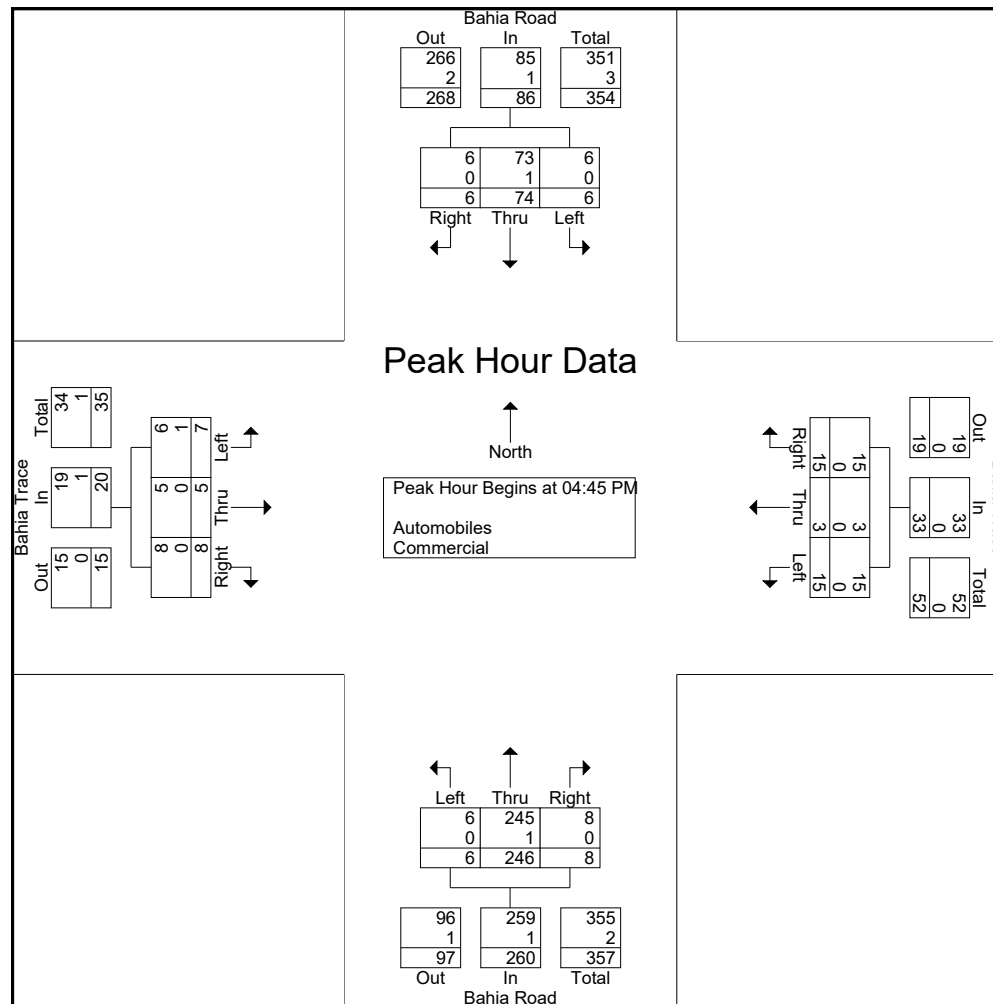
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Bahia Rd at Bahia Trace
Marion County, FL

File Name : 08 Bahia at Trace
Site Code : 00000008
Start Date : 5/6/2025
Page No : 4

	Bahia Road Southbound				Bahia Trace Westbound				Bahia Road Northbound				Bahia Trace Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	15	2	18	4	0	2	6	2	62	1	65	2	2	3	7	96
05:00 PM	2	21	1	24	2	2	4	8	1	58	4	63	1	1	2	4	99
05:15 PM	1	20	2	23	5	1	5	11	2	69	1	72	3	0	1	4	110
05:30 PM	2	18	1	21	4	0	4	8	1	57	2	60	1	2	2	5	94
Total Volume	6	74	6	86	15	3	15	33	6	246	8	260	7	5	8	20	399
% App. Total	7	86	7		45.5	9.1	45.5		2.3	94.6	3.1		35	25	40		
PHF	.750	.881	.750	.896	.750	.375	.750	.750	.750	.891	.500	.903	.583	.625	.667	.714	.907
Automobiles	6	73	6	85	15	3	15	33	6	245	8	259	6	5	8	19	396
% Automobiles	100	98.6	100	98.8	100	100	100	100	100	99.6	100	99.2	85.7	100	100	95.0	99.2
Commercial	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
% Commercial	0	1.4	0	1.2	0	0	0	0	0	0.4	0	0.4	14.3	0	0	5.0	0.8

DE TRAFFIC
 ATTACHMENT E
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 Bahia Rd at Bahia Trace
 Marion County, FL

File Name : 08 Bahia at Trace
 Site Code : 00000008
 Start Date : 5/6/2025
 Page No : 5



DE TRAFFIC
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 Bahia Rd at Bahia Trace
 Marion County, FL

File Name : 08 Bahia at Trace
 Site Code : 00000008
 Start Date : 5/6/2025
 Page No : 6

Groups Printed- Peds

	Bahia Road Southbound					Bahia Trace Westbound					Bahia Road Northbound					Bahia Trace Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
07:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
Total	0	0	0	11	11	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	13
08:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	6
04:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	7
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	7
Total	0	0	0	7	7	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	22
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	6
Grand Total	0	0	0	26	26	0	0	0	0	0	0	0	0	21	21	0	0	0	1	1	48
Apprch %	0	0	0	100		0	0	0	0	0	0	0	0	100		0	0	0	100		
Total %	0	0	0	54.2	54.2	0	0	0	0	0	0	0	0	43.8	43.8	0	0	0	2.1	2.1	

DE TRAFFIC
ATTACHMENT E
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Bahia Rd at Pine Rd
Marion County, FL

File Name : 09 pine at bahia
Site Code : 00000009
Start Date : 5/6/2025
Page No : 1

Groups Printed- Automobiles - Commercial

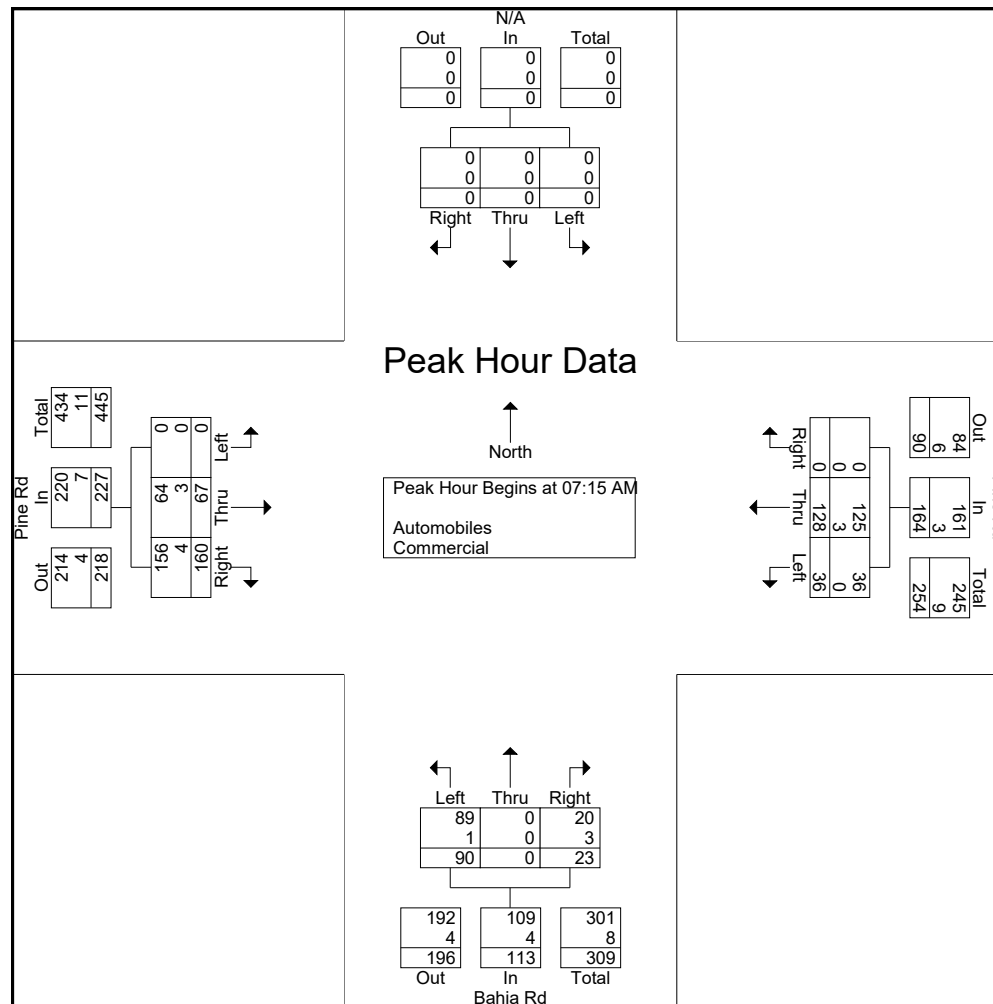
	N/A Southbound				Pine Rd Westbound				Bahia Rd Northbound				Pine Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	6	16	0	22	19	0	6	25	0	8	24	32	79
07:15 AM	0	0	0	0	8	25	0	33	18	0	6	24	0	7	65	72	129
07:30 AM	0	0	0	0	13	27	0	40	22	0	6	28	0	9	39	48	116
07:45 AM	0	0	0	0	7	25	0	32	35	0	6	41	0	24	35	59	132
Total	0	0	0	0	34	93	0	127	94	0	24	118	0	48	163	211	456
08:00 AM	0	0	0	0	8	51	0	59	15	0	5	20	0	27	21	48	127
08:15 AM	0	0	0	0	7	50	0	57	17	0	5	22	0	29	18	47	126
08:30 AM	0	0	0	0	8	50	0	58	13	0	4	17	0	30	14	44	119
08:45 AM	0	0	0	0	7	55	0	62	17	0	6	23	0	21	16	37	122
Total	0	0	0	0	30	206	0	236	62	0	20	82	0	107	69	176	494
04:00 PM	0	0	0	0	2	29	0	31	32	0	19	51	0	41	19	60	142
04:15 PM	0	0	0	0	8	17	0	25	32	0	16	48	0	59	22	81	154
04:30 PM	0	0	0	0	3	23	0	26	33	0	23	56	0	45	17	62	144
04:45 PM	0	0	0	0	9	24	0	33	30	0	22	52	0	56	10	66	151
Total	0	0	0	0	22	93	0	115	127	0	80	207	0	201	68	269	591
05:00 PM	0	0	0	0	8	37	0	45	39	0	16	55	0	75	17	92	192
05:15 PM	0	0	0	0	7	31	0	38	40	0	16	56	0	64	19	83	177
05:30 PM	0	0	0	0	7	32	0	39	35	0	19	54	0	72	17	89	182
05:45 PM	0	0	0	0	5	29	0	34	30	0	13	43	0	64	15	79	156
Total	0	0	0	0	27	129	0	156	144	0	64	208	0	275	68	343	707
Grand Total	0	0	0	0	113	521	0	634	427	0	188	615	0	631	368	999	2248
Apprch %	0	0	0	0	17.8	82.2	0		69.4	0	30.6		0	63.2	36.8		
Total %	0	0	0	0	5	23.2	0	28.2	19	0	8.4	27.4	0	28.1	16.4	44.4	
Automobiles	0	0	0	0	113	512	0	625	421	0	182	603	0	618	354	972	2200
% Automobiles	0	0	0	0	100	98.3	0	98.6	98.6	0	96.8	98	0	97.9	96.2	97.3	97.9
Commercial	0	0	0	0	0	9	0	9	6	0	6	12	0	13	14	27	48
% Commercial	0	0	0	0	0	1.7	0	1.4	1.4	0	3.2	2	0	2.1	3.8	2.7	2.1

DE TRAFFIC
 ATTACHMENT E
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 (386)341-4186
 Bahia Rd at Pine Rd
 Marion County, FL

File Name : 09 pine at bahia
 Site Code : 00000009
 Start Date : 5/6/2025
 Page No : 2

	N/A Southbound				Pine Rd Westbound				Bahia Rd Northbound				Pine Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	8	25	0	33	18	0	6	24	0	7	65	72	129
07:30 AM	0	0	0	0	13	27	0	40	22	0	6	28	0	9	39	48	116
07:45 AM	0	0	0	0	7	25	0	32	35	0	6	41	0	24	35	59	132
08:00 AM	0	0	0	0	8	51	0	59	15	0	5	20	0	27	21	48	127
Total Volume	0	0	0	0	36	128	0	164	90	0	23	113	0	67	160	227	504
% App. Total	0	0	0	0	22	78	0		79.6	0	20.4		0	29.5	70.5		
PHF	.000	.000	.000	.000	.692	.627	.000	.695	.643	.000	.958	.689	.000	.620	.615	.788	.955
Automobiles	0	0	0	0	36	125	0	161	89	0	20	109	0	64	156	220	490
% Automobiles	0	0	0	0	100	97.7	0	98.2	98.9	0	87.0	96.5	0	95.5	97.5	96.9	97.2
Commercial	0	0	0	0	0	3	0	3	1	0	3	4	0	3	4	7	14
% Commercial	0	0	0	0	0	2.3	0	1.8	1.1	0	13.0	3.5	0	4.5	2.5	3.1	2.8

File Name : 09 pine at bahia
 Site Code : 00000009
 Start Date : 5/6/2025
 Page No : 3



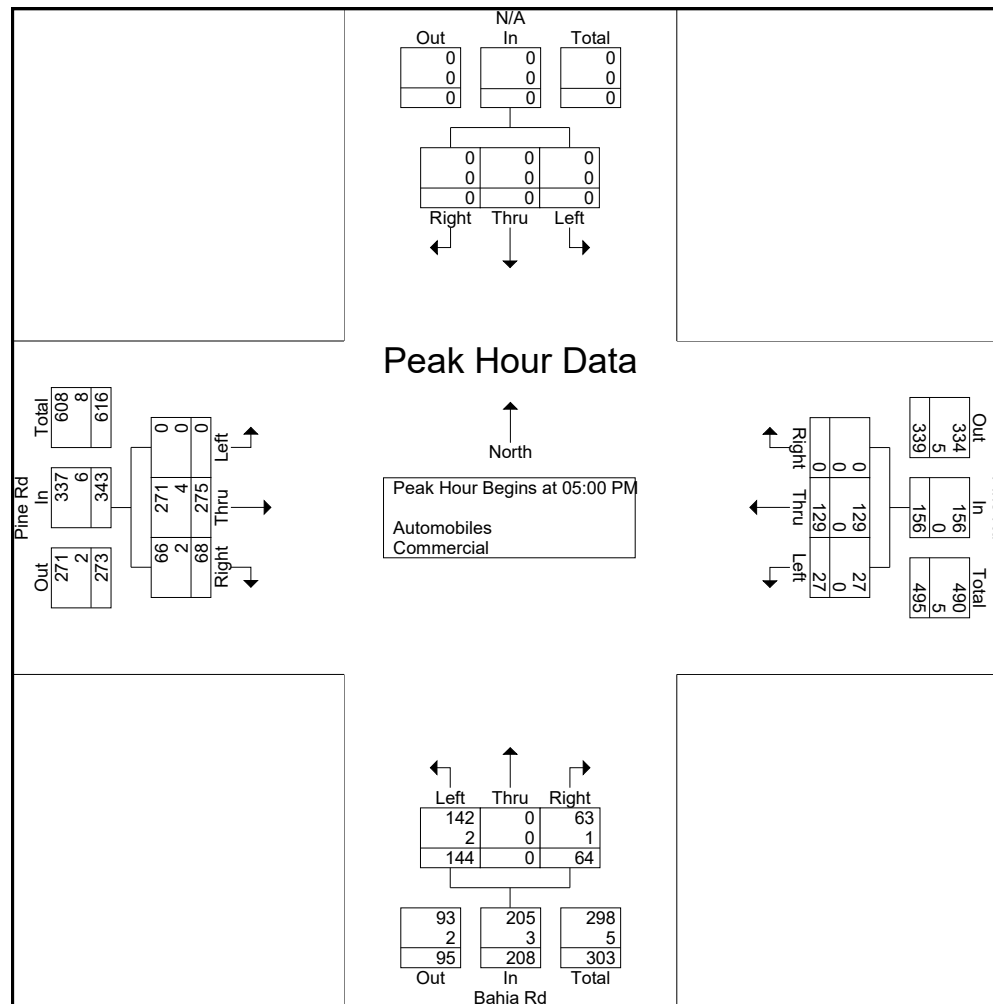
DE TRAFFIC
ATTACHMENT E
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(386)341-4186
Bahia Rd at Pine Rd
Marion County, FL

File Name : 09 pine at bahia
Site Code : 00000009
Start Date : 5/6/2025
Page No : 4

	N/A Southbound				Pine Rd Westbound				Bahia Rd Northbound				Pine Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	8	37	0	45	39	0	16	55	0	75	17	92	192
05:15 PM	0	0	0	0	7	31	0	38	40	0	16	56	0	64	19	83	177
05:30 PM	0	0	0	0	7	32	0	39	35	0	19	54	0	72	17	89	182
05:45 PM	0	0	0	0	5	29	0	34	30	0	13	43	0	64	15	79	156
Total Volume	0	0	0	0	27	129	0	156	144	0	64	208	0	275	68	343	707
% App. Total	0	0	0	0	17.3	82.7	0		69.2	0	30.8		0	80.2	19.8		
PHF	.000	.000	.000	.000	.844	.872	.000	.867	.900	.000	.842	.929	.000	.917	.895	.932	.921
Automobiles	0	0	0	0	27	129	0	156	142	0	63	205	0	271	66	337	698
% Automobiles	0	0	0	0	100	100	0	100	98.6	0	98.4	98.6	0	98.5	97.1	98.3	98.7
Commercial	0	0	0	0	0	0	0	0	2	0	1	3	0	4	2	6	9
% Commercial	0	0	0	0	0	0	0	0	1.4	0	1.6	1.4	0	1.5	2.9	1.7	1.3

DE TRAFFIC
 ATTACHMENT E
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 Bahia Rd at Pine Rd
 Marion County, FL

File Name : 09 pine at bahia
 Site Code : 00000009
 Start Date : 5/6/2025
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DE TRAFFIC
ATTACHMENT E
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Bahia Rd at Pine Rd
Marion County, FL

File Name : 09 pine at bahia
Site Code : 00000009
Start Date : 5/6/2025
Page No : 6

Groups Printed- Peds

	N/A Southbound					Pine Rd Westbound					Bahia Rd Northbound					Pine Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	6
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	3	3	13
Apprch %	0	0	0	0	0	0	0	0	100		0	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	76.9	76.9	0	0	0	0	0	0	0	0	23.1	23.1	

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Maricamp Rd
at SE 58th Ave

detraffic.com

9239 Outlook Rock Trl. Windermere Fl. 34786

Marion County

Project
Number: KA-25-13

Sheet
Number: 1

ATTACHMENT E



NB Approach



SB Approach



WB Approach



Maricamp Rd
at SE 64th Ave Rd

Marion County

detraffic.com

9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 2

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Maricamp Rd
at Pine Rd

Marion County

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9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 3

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Maricamp Rd
at Midway Rd

Marion County

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9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 4

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Maricamp Rd
at Cedar Radial/Bahia Ave

Marion County

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9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 4

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Maricamp Rd
at Bahia Rd

Marion County

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9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 6

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Bahia Rd
at Midway Rd

Marion County

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9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 7

ATTACHMENT E



NB Approach



SB Approach



EB Approach



WB Approach



Bahia Rd
at Bahia Trace

Marion County

detraffic.com

9239 Outlook Rock Trl. Windermere Fl. 34786

Project
Number: KA-25-13

Sheet
Number: 8

ATTACHMENT E



NB Approach



EB Approach



WB Approach



Pine Rd
at Bahia Rd

detraffic.com

9239 Outlook Rock Trl. Windermere Fl. 34786

Marion County

Project
Number: KA-25-13

Sheet
Number: 9

Appendix F: Existing Condition HCM Reports

ATTACHMENT E

HCM 7th Signalized Intersection Summary

1: CR 35 & CR 464

01/12/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	869	521	84	1388	627	410	583	154	406	632	150
Future Volume (veh/h)	70	869	521	84	1388	627	410	583	154	406	632	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1796	1870	1856	1841	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	75	934	479	90	1492	609	441	627	0	437	680	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	4	2	7	2	3	4	2	2	2	3	2
Cap, veh/h	93	1389	630	110	1449	641	504	764		421	665	
Arrive On Green	0.05	0.40	0.40	0.02	0.13	0.13	0.15	0.21	0.00	0.12	0.19	0.00
Sat Flow, veh/h	1781	3497	1585	1711	3554	1572	3401	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	75	934	479	90	1492	609	441	627	0	437	680	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1711	1777	1572	1700	1777	1585	1728	1763	1585
Q Serve(g_s), s	6.7	35.1	41.8	8.4	65.2	61.5	20.3	26.9	0.0	19.5	30.2	0.0
Cycle Q Clear(g_c), s	6.7	35.1	41.8	8.4	65.2	61.5	20.3	26.9	0.0	19.5	30.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1389	630	110	1449	641	504	764		421	665	
V/C Ratio(X)	0.81	0.67	0.76	0.81	1.03	0.95	0.88	0.82		1.04	1.02	
Avail Cap(c_a), veh/h	101	1389	630	186	1449	641	627	893		421	665	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.27	0.27	0.27	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	75.0	39.6	41.6	77.3	69.2	67.6	66.7	59.9	0.0	70.2	64.9	0.0
Incr Delay (d2), s/veh	36.3	2.6	8.4	5.6	20.8	10.0	12.2	5.9	0.0	53.9	40.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	21.5	24.1	5.6	41.4	32.2	14.6	18.4	0.0	17.5	24.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	111.3	42.3	50.1	82.9	90.1	77.6	78.9	65.8	0.0	124.2	105.4	0.0
LnGrp LOS	F	D	D	F	F	E	E	E		F	F	
Approach Vol, veh/h	1488			2191			1068			1117		
Approach Delay, s/veh	48.3			86.3			71.2			112.8		
Approach LOS	D			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.2	37.0	17.3	72.5	29.0	41.2	18.9	70.9				
Change Period (Y+Rc), s	9.5	6.8	8.9	7.3	9.5	6.8	8.6	7.3				
Max Green Setting (Gmax), s	29.5	30.2	9.1	58.7	19.5	40.2	17.4	50.7				
Max Q Clear Time (g_c+I1), s	22.3	32.2	8.7	67.2	21.5	28.9	10.4	43.8				
Green Ext Time (p_c), s	1.4	0.0	0.0	0.0	0.0	3.9	0.1	4.9				

Intersection Summary

HCM 7th Control Delay, s/veh	78.9
HCM 7th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

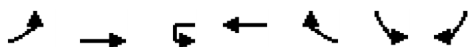
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/12/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	281	1038	0	1530	43	70	543
Future Volume (veh/h)	281	1038	0	1530	43	70	543
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1841		1870	1870	1811	1870
Adj Flow Rate, veh/h	293	1081		1594	45	0	471
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4		2	2	6	2
Cap, veh/h	305	2609		2126	60	291	535
Arrive On Green	0.20	1.00		0.60	0.60	0.00	0.17
Sat Flow, veh/h	1781	3589		3623	99	1725	3170
Grp Volume(v), veh/h	293	1081		801	838	0	471
Grp Sat Flow(s), veh/h/ln	1781	1749		1777	1852	1725	1585
Q Serve(g_s), s	14.2	0.0		52.2	52.6	0.0	23.2
Cycle Q Clear(g_c), s	14.2	0.0		52.2	52.6	0.0	23.2
Prop In Lane	1.00				0.05	1.00	1.00
Lane Grp Cap(c), veh/h	305	2609		1070	1116	291	535
V/C Ratio(X)	0.96	0.41		0.75	0.75	0.00	0.88
Avail Cap(c_a), veh/h	305	2609		1070	1116	492	903
HCM Platoon Ratio	2.00	2.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47		1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0		23.0	23.1	0.0	64.9
Incr Delay (d2), s/veh	26.2	0.2		4.8	4.7	0.0	5.6
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	0.1		29.3	30.6	0.0	14.8
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	60.3	0.2		27.8	27.8	0.0	70.5
LnGrp LOS	E	A		C	C		E
Approach Vol, veh/h		1374		1639		471	
Approach Delay, s/veh		13.0		27.8		70.5	
Approach LOS		B		C		E	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	33.0	103.6				126.6	33.4
Change Period (Y+Rc), s	7.2	7.2				7.2	6.4
Max Green Setting (Gmax), s	15.8	77.8				100.8	45.6
Max Q Clear Time (g_c+110.2), s	110.2	54.6				2.0	25.2
Green Ext Time (p_c), s	0.0	15.7				14.3	1.8

Intersection Summary

HCM 7th Control Delay, s/veh	27.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th TWSC
3: CR 464 & SE 55th PI

01/12/2026

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1100	1555	4	3	32
Future Vol, veh/h	8	1100	1555	4	3	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1196	1690	4	3	35
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1695	0	-	0	2308	847
Stage 1	-	-	-	-	1692	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	372	-	-	-	32	305
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	372	-	-	-	31	305
Mov Cap-2 Maneuver	-	-	-	-	31	-
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	502	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.11	0		31.27		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	372	-	-	-	175	
HCM Lane V/C Ratio	0.023	-	-	-	0.218	
HCM Ctrl Dly (s/v)	14.9	-	-	-	31.3	
HCM Lane LOS	B	-	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/12/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	964	89	78	1400	77	78	90	88	65	50	118
Future Volume (veh/h)	60	964	89	78	1400	77	78	90	88	65	50	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870	1841	1870	1826	1811	1841	1796
Adj Flow Rate, veh/h	63	1015	82	82	1474	67	82	95	87	68	53	90
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	4	4	2	2	4	2	5	6	4	7
Cap, veh/h	251	2119	171	372	2229	101	264	111	102	163	212	175
Arrive On Green	0.04	0.64	0.64	0.04	0.64	0.64	0.05	0.12	0.12	0.05	0.12	0.12
Sat Flow, veh/h	1767	3303	267	1753	3462	157	1753	899	823	1725	1841	1522
Grp Volume(v), veh/h	63	542	555	82	755	786	82	0	182	68	53	90
Grp Sat Flow(s),veh/h/ln	1767	1763	1808	1753	1777	1842	1753	0	1722	1725	1841	1522
Q Serve(g_s), s	1.4	19.1	19.1	1.9	31.5	31.8	4.9	0.0	12.4	4.1	3.1	6.7
Cycle Q Clear(g_c), s	1.4	19.1	19.1	1.9	31.5	31.8	4.9	0.0	12.4	4.1	3.1	6.7
Prop In Lane	1.00		0.15	1.00		0.09	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	251	1131	1159	372	1144	1186	264	0	213	163	212	175
V/C Ratio(X)	0.25	0.48	0.48	0.22	0.66	0.66	0.31	0.00	0.86	0.42	0.25	0.51
Avail Cap(c_a), veh/h	459	1131	1159	545	1144	1186	366	0	280	220	238	197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	11.1	11.1	8.2	13.2	13.3	43.4	0.0	51.5	44.5	48.4	49.9
Incr Delay (d2), s/veh	0.5	1.5	1.4	0.2	1.9	1.9	0.7	0.0	17.8	1.7	0.6	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	11.1	11.4	1.1	15.6	16.2	3.9	0.0	10.6	3.3	2.7	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	12.6	12.6	8.4	15.2	15.2	44.1	0.0	69.3	46.2	49.0	52.2
LnGrp LOS	B	B	B	A	B	B	D		E	D	D	D
Approach Vol, veh/h	1160			1623			264			211		
Approach Delay, s/veh	12.5			14.8			61.5			49.5		
Approach LOS	B			B			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	81.8	10.0	19.3	9.2	81.5	11.0	18.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	54.5	9.5	19.5	16.5	56.5	13.5	15.5				
Max Q Clear Time (g_c+I1), s	3.4	33.8	6.1	14.4	3.9	21.1	6.9	8.7				
Green Ext Time (p_c), s	0.1	10.2	0.0	0.4	0.1	7.5	0.1	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	20.0											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

5: Midway Rd & CR 464

01/12/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	861	126	33	1323	74	70	73	59	52	109	94
Future Volume (veh/h)	90	861	126	33	1323	74	70	73	59	52	109	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1870	1870	1811	1870	1870	1856	1870	1841	1841	1870	1781
Adj Flow Rate, veh/h	96	916	114	35	1407	67	74	78	56	55	116	68
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	2	2	6	2	2	3	2	4	4	2	8
Cap, veh/h	337	1919	239	334	2102	938	191	98	70	153	178	144
Arrive On Green	0.04	0.60	0.60	0.05	1.00	1.00	0.05	0.10	0.10	0.04	0.10	0.10
Sat Flow, veh/h	1767	3180	396	1725	3554	1585	1767	1013	727	1753	1870	1510
Grp Volume(v), veh/h	96	512	518	35	1407	67	74	0	134	55	116	68
Grp Sat Flow(s),veh/h/ln	1767	1777	1799	1725	1777	1585	1767	0	1740	1753	1870	1510
Q Serve(g_s), s	2.6	19.3	19.3	1.0	0.0	0.0	4.5	0.0	9.0	3.4	7.2	5.1
Cycle Q Clear(g_c), s	2.6	19.3	19.3	1.0	0.0	0.0	4.5	0.0	9.0	3.4	7.2	5.1
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	337	1072	1086	334	2102	938	191	0	168	153	178	144
V/C Ratio(X)	0.29	0.48	0.48	0.10	0.67	0.07	0.39	0.00	0.80	0.36	0.65	0.47
Avail Cap(c_a), veh/h	459	1072	1086	446	2102	938	311	0	291	245	282	228
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.75	0.75	0.75	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	13.3	13.3	10.3	0.0	0.0	46.0	0.0	53.1	46.9	52.4	51.4
Incr Delay (d2), s/veh	0.4	1.3	1.3	0.1	1.3	0.1	1.3	0.0	11.5	1.4	5.6	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	11.2	11.3	0.6	0.7	0.1	3.7	0.0	8.0	2.7	6.4	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	14.6	14.5	10.4	1.3	0.1	47.3	0.0	64.6	48.3	58.0	54.8
LnGrp LOS	A	B	B	B	A	A	D		E	D	E	D
Approach Vol, veh/h	1126		1509				208		239			
Approach Delay, s/veh	14.1		1.4				58.4		54.9			
Approach LOS	B		A				E		D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.7	78.2	11.6	18.5	10.3	79.6	11.8	18.3				
Change Period (Y+Rc), s	7.2	7.2	7.1	6.9	7.5	7.2	5.8	6.9				
Max Green Setting (Gmax), s	12.8	47.8	10.9	20.1	10.5	49.8	14.2	18.1				
Max Q Clear Time (g_c+I), s	14.6	2.0	5.4	11.0	3.0	21.3	6.5	9.2				
Green Ext Time (p_c), s	0.1	20.3	0.0	0.5	0.0	9.8	0.1	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.0									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

6: Cedar Radial Pass/Bahia Ave & CR 464

01/12/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	872	73	22	1309	107	40	20	37	35	8	84
Future Volume (veh/h)	37	872	73	22	1309	107	40	20	37	35	8	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1737	1870	1796	1826	1870	1796	1826	1870	1841	1811	1870	1841
Adj Flow Rate, veh/h	39	908	64	23	1364	78	42	21	24	36	8	74
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	11	2	7	5	2	7	5	2	4	6	2	4
Cap, veh/h	80	1977	139	368	2030	869	275	79	91	232	129	108
Arrive On Green	0.05	0.59	0.59	0.04	0.57	0.57	0.08	0.10	0.10	0.05	0.07	0.07
Sat Flow, veh/h	1654	3367	237	1739	3554	1522	1739	796	910	1725	1870	1560
Grp Volume(v), veh/h	39	479	493	23	1364	78	42	0	45	36	8	74
Grp Sat Flow(s),veh/h/ln	1654	1777	1828	1739	1777	1522	1739	0	1707	1725	1870	1560
Q Serve(g_s), s	2.8	18.3	18.3	0.6	32.1	2.8	2.5	0.0	2.9	2.3	0.5	5.6
Cycle Q Clear(g_c), s	2.8	18.3	18.3	0.6	32.1	2.8	2.5	0.0	2.9	2.3	0.5	5.6
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	80	1043	1073	368	2030	869	275	0	170	232	129	108
V/C Ratio(X)	0.49	0.46	0.46	0.06	0.67	0.09	0.15	0.00	0.26	0.16	0.06	0.69
Avail Cap(c_a), veh/h	179	1043	1073	514	2030	869	351	0	223	345	229	191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.77	0.77	0.77	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	14.0	14.0	10.6	17.9	11.6	45.0	0.0	50.0	47.9	52.2	54.6
Incr Delay (d2), s/veh	5.5	1.3	1.2	0.1	1.4	0.2	0.4	0.0	1.2	0.4	0.3	10.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	10.9	11.1	0.4	17.0	1.8	2.0	0.0	2.3	1.8	0.4	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.1	15.2	15.2	10.6	19.3	11.8	45.4	0.0	51.1	48.3	52.5	65.0
LnGrp LOS	E	B	B	B	B	B	D		D	D	D	E
Approach Vol, veh/h	1011			1465			87			118		
Approach Delay, s/veh	17.0			18.8			48.3			59.1		
Approach LOS	B			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.8	75.8	12.1	18.3	11.9	77.8	15.7	14.6				
Change Period (Y+Rc), s	8.0	7.3	6.5	6.3	7.6	7.3	6.7	6.3				
Max Green Setting (Gmax), s	13.0	49.7	13.5	15.7	14.4	48.7	14.3	14.7				
Max Q Clear Time (g_c+I), s	14.8	34.1	4.3	4.9	2.6	20.3	4.5	7.6				
Green Ext Time (p_c), s	0.0	10.4	0.0	0.1	0.0	9.0	0.1	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.8									
HCM 7th LOS			C									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

7: Bahia Rd & CR 464

01/12/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	867	66	20	1348	82	22	25	42	91	14	57
Future Volume (veh/h)	23	867	66	20	1348	82	22	25	42	91	14	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	913	60	21	1419	59	23	26	26	96	15	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	2228	994	475	2230	995	178	49	49	211	49	115
Arrive On Green	0.06	1.00	1.00	0.03	0.63	0.63	0.02	0.06	0.06	0.06	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	858	858	1781	498	1163
Grp Volume(v), veh/h	24	913	60	21	1419	59	23	0	52	96	0	50
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1716	1781	0	1661
Q Serve(g_s), s	0.5	0.0	0.0	0.5	29.7	1.7	1.4	0.0	3.5	5.9	0.0	3.4
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.5	29.7	1.7	1.4	0.0	3.5	5.9	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.70
Lane Grp Cap(c), veh/h	253	2228	994	475	2230	995	178	0	99	211	0	164
V/C Ratio(X)	0.09	0.41	0.06	0.04	0.64	0.06	0.13	0.00	0.53	0.45	0.00	0.30
Avail Cap(c_a), veh/h	414	2228	994	664	2230	995	215	0	103	234	0	164
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	7.2	13.9	8.6	51.5	0.0	55.0	48.0	0.0	50.2
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.0	1.4	0.1	0.3	0.0	4.5	1.5	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.3	0.1	0.3	16.0	1.1	1.2	0.0	3.0	4.9	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.8	0.5	0.1	7.2	15.3	8.8	51.8	0.0	59.4	49.5	0.0	51.3
LnGrp LOS	B	A	A	A	B	A	D		E	D		D
Approach Vol, veh/h	997		1499				75			146		
Approach Delay, s/veh	0.7		14.9				57.1			50.1		
Approach LOS	A		B				E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	82.7	13.4	12.7	11.2	82.6	8.5	17.7				
Change Period (Y+Rc), s	7.3	7.4	5.8	5.8	7.7	7.4	5.8	5.8				
Max Green Setting (Gmax), s	11.2	62.6	9.2	7.2	16.3	60.6	5.2	11.2				
Max Q Clear Time (g_c+I), s	12.5	31.7	7.9	5.5	2.5	2.0	3.4	5.4				
Green Ext Time (p_c), s	0.0	12.1	0.0	0.0	0.0	7.1	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.7									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th AWSC

8: Bahia Rd & Midway Rd

01/12/2026

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	66	74	21	16	113	42	22	68	11	55	142	77
Future Vol, veh/h	66	74	21	16	113	42	22	68	11	55	142	77
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	4	2	6	2	2	2	7	2	4	2	2
Mvmt Flow	87	97	28	21	149	55	29	89	14	72	187	101
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.7	11.7	10.4	14.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	41%	9%	20%
Vol Thru, %	67%	46%	66%	52%
Vol Right, %	11%	13%	25%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	161	171	274
LT Vol	22	66	16	55
Through Vol	68	74	113	142
RT Vol	11	21	42	77
Lane Flow Rate	133	212	225	361
Geometry Grp	1	1	1	1
Degree of Util (X)	0.213	0.336	0.352	0.533
Departure Headway (Hd)	5.776	5.709	5.625	5.319
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	618	627	637	674
Service Time	3.844	3.768	3.682	3.371
HCM Lane V/C Ratio	0.215	0.338	0.353	0.536
HCM Control Delay, s/veh	10.4	11.7	11.7	14.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	1.5	1.6	3.2

ATTACHMENT E

HCM 7th TWSC

9: Bahia Trace & Bahia Rd

01/12/2026

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	194	8	9	81	13	8	2	17	14	2	15
Future Vol, veh/h	6	194	8	9	81	13	8	2	17	14	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	216	9	10	90	14	9	2	19	16	2	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	224	0	0	344	358	220	347	355	97
Stage 1	-	-	-	-	-	-	233	233	-	117	117	-
Stage 2	-	-	-	-	-	-	111	124	-	230	238	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1487	-	-	1344	-	-	610	568	820	607	571	959
Stage 1	-	-	-	-	-	-	770	712	-	887	799	-
Stage 2	-	-	-	-	-	-	894	793	-	773	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1487	-	-	1344	-	-	589	561	820	583	563	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	589	561	-	583	563	-
Stage 1	-	-	-	-	-	-	766	708	-	880	792	-
Stage 2	-	-	-	-	-	-	869	787	-	749	705	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.21			0.67			10.27			10.27		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	713	52	-	-	153	-	-	718				
HCM Lane V/C Ratio	0.042	0.004	-	-	0.007	-	-	0.048				
HCM Ctrl Dly (s/v)	10.3	7.4	0	-	7.7	0	-	10.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

ATTACHMENT E

HCM 7th TWSC
10: Pine Rd & Bahia Rd

01/12/2026

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	23	67	160	36	128
Future Vol, veh/h	90	23	67	160	36	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	94	24	70	167	38	133
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	361	153	0	0	236	0
Stage 1	153	-	-	-	-	-
Stage 2	208	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	638	893	-	-	1331	-
Stage 1	875	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	618	893	-	-	1331	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	11.64	0	1.71			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	659	395	-	
HCM Lane V/C Ratio	-	-	0.178	0.028	-	
HCM Ctrl Dly (s/v)	-	-	11.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

ATTACHMENT E

HCM 7th TWSC

11: Bahia Trace & Access 1

01/12/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	31	0	0
Future Vol, veh/h	0	21	0	31	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	34	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	34	0	-	0	40	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1578	-	-	-	972	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1578	-	-	-	972	1062
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1000	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1578	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

ATTACHMENT E

HCM 7th TWSC

12: Bahia Trace Course/Access 2 & Bahia Trace

01/12/2026

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	6	0	22	0	9	0	0	0	0	0
Future Vol, veh/h	0	15	6	0	22	0	9	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	7	0	24	0	10	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	23	0	0	43	43	20	40	47	24
Stage 1	-	-	-	-	-	-	20	20	-	24	24	-
Stage 2	-	-	-	-	-	-	24	24	-	16	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1592	-	-	959	848	1058	964	845	1053
Stage 1	-	-	-	-	-	-	999	879	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	1003	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1592	-	-	959	848	1058	964	845	1053
Mov Cap-2 Maneuver	-	-	-	-	-	-	959	848	-	964	845	-
Stage 1	-	-	-	-	-	-	999	879	-	994	875	-
Stage 2	-	-	-	-	-	-	994	875	-	1003	876	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.79			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	959	1591	-	-	1592	-	-	-				
HCM Lane V/C Ratio	0.01	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

ATTACHMENT E

HCM 7th TWSC

13: Bahia Trace & Access 3

01/12/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	22	0	0	0
Future Vol, veh/h	0	15	22	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	24	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	24	0	-	0	40	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1591	-	-	-	971	1053
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1591	-	-	-	971	1053
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1006	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1591	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

ATTACHMENT E

HCM 7th TWSC

14: Bahia Trace Circle/Access 4 & Bahia Trace/Bahia Trace

01/12/2026

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	0	0	18	0	4	0	0	0	0	0
Future Vol, veh/h	0	12	0	0	18	0	4	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	20	0	4	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	13	0	0	33	33	13	33	33	20
Stage 1	-	-	-	-	-	-	13	13	-	20	20	-
Stage 2	-	-	-	-	-	-	20	20	-	13	13	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1605	-	-	975	860	1067	975	860	1058
Stage 1	-	-	-	-	-	-	1007	885	-	999	879	-
Stage 2	-	-	-	-	-	-	999	879	-	1007	885	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1597	-	-	1605	-	-	975	860	1067	975	860	1058
Mov Cap-2 Maneuver	-	-	-	-	-	-	975	860	-	975	860	-
Stage 1	-	-	-	-	-	-	1007	885	-	999	879	-
Stage 2	-	-	-	-	-	-	999	879	-	1007	885	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.71			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	975	1597	-	-	1605	-	-	-				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.7	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

ATTACHMENT E

HCM 7th Signalized Intersection Summary

1: CR 35 & CR 464

01/12/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1405	512	65	771	345	458	604	148	645	549	72
Future Volume (veh/h)	126	1405	512	65	771	345	458	604	148	645	549	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1796	1870	1856	1841	1870	1870	1870	1856	1870
Adj Flow Rate, veh/h	133	1479	437	68	812	323	482	636	0	679	578	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	4	2	7	2	3	4	2	2	2	3	2
Cap, veh/h	148	1475	668	85	1373	608	430	610		579	751	
Arrive On Green	0.08	0.42	0.42	0.02	0.13	0.13	0.13	0.17	0.00	0.17	0.21	0.00
Sat Flow, veh/h	1781	3497	1585	1711	3554	1572	3401	3554	1585	3456	3526	1585
Grp Volume(v), veh/h	133	1479	437	68	812	323	482	636	0	679	578	0
Grp Sat Flow(s),veh/h/ln	1781	1749	1585	1711	1777	1572	1700	1777	1585	1728	1763	1585
Q Serve(g_s), s	12.6	71.7	37.4	6.7	36.7	32.7	21.5	29.2	0.0	28.5	26.2	0.0
Cycle Q Clear(g_c), s	12.6	71.7	37.4	6.7	36.7	32.7	21.5	29.2	0.0	28.5	26.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	1475	668	85	1373	608	430	610		579	751	
V/C Ratio(X)	0.90	1.00	0.65	0.80	0.59	0.53	1.12	1.04		1.17	0.77	
Avail Cap(c_a), veh/h	148	1475	668	115	1373	608	430	610		579	751	
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.71	0.71	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.3	49.2	39.3	82.8	61.5	59.8	74.3	70.4	0.0	70.8	63.0	0.0
Incr Delay (d2), s/veh	46.5	24.1	4.9	21.5	1.3	2.4	80.5	47.8	0.0	94.7	5.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	44.8	21.5	6.1	23.6	19.5	21.3	24.5	0.0	29.6	17.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	123.8	73.3	44.2	104.3	62.8	62.1	154.7	118.2	0.0	165.5	68.2	0.0
LnGrp LOS	F	F	D	F	E	E	F	F		F	E	
Approach Vol, veh/h	2049			1203			1118			1257		
Approach Delay, s/veh	70.4			65.0			134.0			120.7		
Approach LOS	E			E			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	43.0	23.0	73.0	38.0	36.0	17.0	79.0				
Change Period (Y+Rc), s	9.5	6.8	8.9	7.3	9.5	6.8	8.6	7.3				
Max Green Setting (Gmax), s	21.5	36.2	14.1	65.7	28.5	29.2	11.4	68.7				
Max Q Clear Time (g_c+l1), s	23.5	28.2	14.6	38.7	30.5	31.2	8.7	73.7				
Green Ext Time (p_c), s	0.0	2.8	0.0	9.9	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	93.1
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

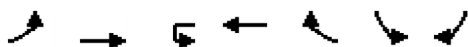
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/12/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	507	1493	0	1029	60	36	269
Future Volume (veh/h)	507	1493	0	1029	60	36	269
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870		1856	1870	1856	1870
Adj Flow Rate, veh/h	528	1555		1072	61	96	100
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2		3	2	3	2
Cap, veh/h	559	2996		2186	124	136	122
Arrive On Green	0.21	1.00		0.64	0.64	0.08	0.08
Sat Flow, veh/h	1781	3647		3483	193	1767	1585
Grp Volume(v), veh/h	528	1555		557	576	96	100
Grp Sat Flow(s), veh/h/ln	1781	1777		1763	1821	1767	1585
Q Serve(g_s), s	21.7	0.0		27.9	27.9	9.0	10.6
Cycle Q Clear(g_c), s	21.7	0.0		27.9	27.9	9.0	10.6
Prop In Lane	1.00				0.11	1.00	1.00
Lane Grp Cap(c), veh/h	559	2996		1136	1174	136	122
V/C Ratio(X)	0.94	0.52		0.49	0.49	0.71	0.82
Avail Cap(c_a), veh/h	813	2996		1136	1174	360	323
HCM Platoon Ratio	1.33	1.33		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	0.0		15.7	15.7	76.6	77.3
Incr Delay (d2), s/veh	2.3	0.1		1.5	1.5	6.5	12.5
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.2	0.0		16.5	17.0	7.7	8.3
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	26.6	0.1		17.2	17.2	83.1	89.8
LnGrp LOS	C	A		B	B	F	F
Approach Vol, veh/h		2083		1133		196	
Approach Delay, s/veh		6.8		17.2		86.5	
Approach LOS		A		B		F	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	33.7	116.8				150.5	19.5
Change Period (Y+Rc), s	7.2	7.2				7.2	6.4
Max Green Setting (Gmax), s	50.8	63.8				121.8	34.6
Max Q Clear Time (g_c+23.7), s	23.7	29.9				2.0	12.6
Green Ext Time (p_c), s	2.9	11.8				30.2	0.5

Intersection Summary

HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th TWSC
3: CR 464 & SE 55th PI

01/12/2026

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	1501	1146	12	11	30
Future Vol, veh/h	39	1501	1146	12	11	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	1632	1246	13	12	33
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1259	0	-	0	2153	629
Stage 1	-	-	-	-	1252	-
Stage 2	-	-	-	-	901	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	548	-	-	-	41	425
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	548	-	-	-	38	425
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	357	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.31	0		55.87		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	548	-	-	-	114	
HCM Lane V/C Ratio	0.077	-	-	-	0.393	
HCM Ctrl Dly (s/v)	12.1	-	-	-	55.9	
HCM Lane LOS	B	-	-	-	F	
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6	

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/12/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	1130	108	73	926	70	84	59	59	53	74	162
Future Volume (veh/h)	257	1130	108	73	926	70	84	59	59	53	74	162
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1870	1841	1900	1870	1811	1856	1811
Adj Flow Rate, veh/h	271	1189	107	77	975	69	88	62	51	56	78	86
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	4	2	4	0	2	6	3	6
Cap, veh/h	457	2288	206	337	2196	155	197	89	73	160	135	111
Arrive On Green	0.07	0.69	0.69	0.04	0.66	0.66	0.06	0.09	0.09	0.04	0.07	0.07
Sat Flow, veh/h	1781	3298	296	1753	3313	234	1753	964	793	1725	1856	1535
Grp Volume(v), veh/h	271	640	656	77	515	529	88	0	113	56	78	86
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1753	1749	1799	1753	0	1757	1725	1856	1535
Q Serve(g_s), s	6.0	22.4	22.5	1.8	18.3	18.3	6.0	0.0	8.1	3.9	5.3	7.2
Cycle Q Clear(g_c), s	6.0	22.4	22.5	1.8	18.3	18.3	6.0	0.0	8.1	3.9	5.3	7.2
Prop In Lane	1.00		0.16	1.00		0.13	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	457	1233	1261	337	1159	1192	197	0	163	160	135	111
V/C Ratio(X)	0.59	0.52	0.52	0.23	0.44	0.44	0.45	0.00	0.70	0.35	0.58	0.77
Avail Cap(c_a), veh/h	714	1233	1261	496	1159	1192	276	0	291	179	207	171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.1	9.5	9.5	7.8	10.5	10.5	51.6	0.0	57.2	53.1	58.4	59.2
Incr Delay (d2), s/veh	1.2	1.6	1.5	0.3	1.1	1.0	1.6	0.0	5.3	1.3	3.9	10.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	12.4	12.7	1.1	10.3	10.6	4.9	0.0	6.9	3.1	4.7	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	11.1	11.1	8.1	11.5	11.5	53.2	0.0	62.5	54.4	62.3	70.2
LnGrp LOS	A	B	B	A	B	B	D		E	D	E	E
Approach Vol, veh/h	1567			1121			201			220		
Approach Delay, s/veh	10.8			11.3			58.4			63.4		
Approach LOS	B			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	90.7	9.6	16.5	9.2	94.7	12.2	13.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	56.5	6.5	21.5	16.5	67.5	13.5	14.5				
Max Q Clear Time (g_c+I1), s	8.0	20.3	5.9	10.1	3.8	24.5	8.0	9.2				
Green Ext Time (p_c), s	0.7	7.0	0.0	0.4	0.1	10.0	0.1	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	17.8											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

5: Midway Rd & CR 464

01/12/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	938	143	53	856	64	111	127	32	88	73	92
Future Volume (veh/h)	96	938	143	53	856	64	111	127	32	88	73	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1870	1856	1900	1841	1900	1885	1841
Adj Flow Rate, veh/h	105	1031	138	58	941	59	122	140	25	97	80	77
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	2	2	4	2	3	0	4	0	1	4
Cap, veh/h	446	1820	243	284	1998	905	268	170	30	193	195	162
Arrive On Green	0.04	0.58	0.58	0.05	1.00	1.00	0.08	0.11	0.11	0.06	0.10	0.10
Sat Flow, veh/h	1767	3125	418	1781	3497	1585	1767	1569	280	1810	1885	1560
Grp Volume(v), veh/h	105	581	588	58	941	59	122	0	165	97	80	77
Grp Sat Flow(s),veh/h/ln	1767	1763	1780	1781	1749	1585	1767	0	1850	1810	1885	1560
Q Serve(g_s), s	3.2	26.7	26.8	1.8	0.0	0.0	7.9	0.0	11.4	6.1	5.2	6.1
Cycle Q Clear(g_c), s	3.2	26.7	26.8	1.8	0.0	0.0	7.9	0.0	11.4	6.1	5.2	6.1
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	446	1026	1037	284	1998	905	268	0	201	193	195	162
V/C Ratio(X)	0.24	0.57	0.57	0.20	0.47	0.07	0.45	0.00	0.82	0.50	0.41	0.48
Avail Cap(c_a), veh/h	630	1026	1037	380	1998	905	367	0	329	289	320	265
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.82	0.82	0.82	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	16.9	16.9	13.3	0.0	0.0	47.1	0.0	56.7	48.4	54.6	54.9
Incr Delay (d2), s/veh	0.2	1.8	1.8	0.3	0.7	0.1	1.2	0.0	11.3	2.0	2.0	3.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	15.1	15.2	1.2	0.3	0.1	6.5	0.0	9.9	5.1	4.5	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	18.8	18.8	13.6	0.7	0.1	48.3	0.0	68.0	50.4	56.5	58.0
LnGrp LOS	B	B	B	B	A	A	D		E	D	E	E
Approach Vol, veh/h	1274			1058			287			254		
Approach Delay, s/veh	18.1			1.3			59.6			54.6		
Approach LOS	B			A			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.4	81.5	15.1	21.0	11.0	82.9	15.7	20.4				
Change Period (Y+Rc), s	7.2	7.2	7.1	6.9	7.5	7.2	5.8	6.9				
Max Green Setting (Gmax), s	10.8	44.8	14.9	23.1	10.5	52.8	17.2	22.1				
Max Q Clear Time (g_c+I), s	15.2	2.0	8.1	13.4	3.8	28.8	9.9	8.1				
Green Ext Time (p_c), s	0.2	11.1	0.1	0.7	0.0	10.7	0.2	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.3									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

6: Cedar Radial Pass/Bahia Ave & CR 464

01/12/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	889	58	41	975	103	75	16	30	62	11	147
Future Volume (veh/h)	70	889	58	41	975	103	75	16	30	62	11	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1870	1796	1856	1900	1900	1885	1722	1767	1856	1900	1900
Adj Flow Rate, veh/h	78	988	50	46	1083	93	83	18	12	69	12	119
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	2	7	3	0	0	1	12	9	3	0	0
Cap, veh/h	100	1911	97	437	1965	876	323	121	81	282	176	149
Arrive On Green	0.12	1.00	1.00	0.05	0.54	0.54	0.09	0.13	0.13	0.06	0.09	0.09
Sat Flow, veh/h	1725	3442	174	1767	3610	1610	1795	964	643	1767	1900	1610
Grp Volume(v), veh/h	78	510	528	46	1083	93	83	0	30	69	12	119
Grp Sat Flow(s),veh/h/ln	1725	1777	1839	1767	1805	1610	1795	0	1606	1767	1900	1610
Q Serve(g_s), s	5.7	0.0	0.0	1.4	25.4	3.6	5.2	0.0	2.2	4.5	0.7	9.4
Cycle Q Clear(g_c), s	5.7	0.0	0.0	1.4	25.4	3.6	5.2	0.0	2.2	4.5	0.7	9.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	100	987	1021	437	1965	876	323	0	201	282	176	149
V/C Ratio(X)	0.78	0.52	0.52	0.11	0.55	0.11	0.26	0.00	0.15	0.24	0.07	0.80
Avail Cap(c_a), veh/h	186	987	1021	545	1965	876	335	0	429	352	507	430
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.84	0.84	0.84	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	0.0	0.0	11.0	19.3	14.3	45.8	0.0	50.7	49.0	53.9	57.8
Incr Delay (d2), s/veh	12.8	1.4	1.4	0.1	0.9	0.2	0.6	0.0	0.5	0.6	0.2	12.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.7	0.7	0.9	14.8	2.5	4.2	0.0	1.6	3.7	0.7	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.5	1.4	1.4	11.1	20.2	14.5	46.4	0.0	51.2	49.6	54.1	70.7
LnGrp LOS	E	A	A	B	C	B	D		D	D	D	E
Approach Vol, veh/h	1116			1222			113			200		
Approach Delay, s/veh	6.2			19.5			47.7			62.4		
Approach LOS	A			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.5	78.0	13.8	22.6	14.1	79.5	18.1	18.3				
Change Period (Y+Rc), s	8.0	7.3	6.5	6.3	7.6	7.3	6.7	6.3				
Max Green Setting (Gmax), s	44.0	40.7	12.5	34.7	14.4	40.7	12.3	34.7				
Max Q Clear Time (g_c+17), s	17.5	27.4	6.5	4.2	3.4	2.0	7.2	11.4				
Green Ext Time (p_c), s	0.1	7.6	0.1	0.1	0.1	10.8	0.1	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.3									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

7: Bahia Rd & CR 464

01/12/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	960	33	41	1114	110	55	30	40	70	28	45
Future Volume (veh/h)	47	960	33	41	1114	110	55	30	40	70	28	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1796	1870	1856	1870	1870	1796	1900	1856	1900	1900
Adj Flow Rate, veh/h	52	1055	32	45	1224	103	60	33	15	77	31	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	7	2	3	2	2	7	0	3	0	0
Cap, veh/h	325	2292	982	467	2276	1023	174	63	29	184	61	53
Arrive On Green	0.09	1.00	1.00	0.04	0.65	0.65	0.04	0.05	0.05	0.05	0.06	0.06
Sat Flow, veh/h	1781	3554	1522	1781	3526	1585	1781	1169	531	1767	937	816
Grp Volume(v), veh/h	52	1055	32	45	1224	103	60	0	48	77	0	58
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1585	1781	0	1701	1767	0	1753
Q Serve(g_s), s	1.2	0.0	0.0	1.1	24.5	3.2	4.1	0.0	3.6	5.3	0.0	4.2
Cycle Q Clear(g_c), s	1.2	0.0	0.0	1.1	24.5	3.2	4.1	0.0	3.6	5.3	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.47
Lane Grp Cap(c), veh/h	325	2292	982	467	2276	1023	174	0	91	184	0	114
V/C Ratio(X)	0.16	0.46	0.03	0.10	0.54	0.10	0.35	0.00	0.53	0.42	0.00	0.51
Avail Cap(c_a), veh/h	473	2292	982	613	2276	1023	226	0	147	216	0	151
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.6	0.0	0.0	6.5	12.5	8.7	55.1	0.0	59.9	54.3	0.0	58.8
Incr Delay (d2), s/veh	0.2	0.6	0.1	0.1	0.9	0.2	1.2	0.0	4.6	1.5	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.3	0.0	0.6	13.6	2.1	3.4	0.0	3.0	4.4	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	0.6	0.1	6.6	13.4	8.9	56.2	0.0	64.5	55.8	0.0	62.3
LnGrp LOS	A	A	A	A	B	A	E		E	E		E
Approach Vol, veh/h	1139			1372			108			135		
Approach Delay, s/veh	0.9			12.9			59.9			58.6		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.2	91.3	12.7	12.8	13.3	91.2	11.2	14.2				
Change Period (Y+Rc), s	7.3	7.4	5.8	5.8	7.7	7.4	5.8	5.8				
Max Green Setting (Gmax), s	16.3	66.6	9.2	11.2	16.3	66.6	9.2	11.2				
Max Q Clear Time (g_c+I), s	13.2	26.5	7.3	5.6	3.1	2.0	6.1	6.2				
Green Ext Time (p_c), s	0.1	10.7	0.0	0.1	0.0	8.6	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			12.0									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th AWSC

8: Bahia Rd & Midway Rd

01/12/2026

Intersection

Intersection Delay, s/veh 10.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	106	150	19	15	79	21	15	183	17	29	47	36
Future Vol, veh/h	106	150	19	15	79	21	15	183	17	29	47	36
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	1	0	0	4	10	0	1	0	0	0	3
Mvmt Flow	114	161	20	16	85	23	16	197	18	31	51	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	1.7	9.4	10.7	9.4
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	39%	13%	26%
Vol Thru, %	85%	55%	69%	42%
Vol Right, %	8%	7%	18%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	275	115	112
LT Vol	15	106	15	29
Through Vol	183	150	79	47
RT Vol	17	19	21	36
Lane Flow Rate	231	296	124	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.332	0.417	0.179	0.175
Departure Headway (Hd)	5.171	5.075	5.2	5.228
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	698	713	690	686
Service Time	3.186	3.088	3.232	3.26
HCM Lane V/C Ratio	0.331	0.415	0.18	0.175
HCM Control Delay, s/veh	10.7	11.7	9.4	9.4
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.5	2.1	0.6	0.6

ATTACHMENT E

HCM 7th TWSC

9: Bahia Trace & Bahia Rd

01/12/2026

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	74	6	6	246	8	7	5	8	15	3	15
Future Vol, veh/h	6	74	6	6	246	8	7	5	8	15	3	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	81	7	7	270	9	8	5	9	16	3	16
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	279	0	0	88	0	0	383	390	85	385	389	275
Stage 1	-	-	-	-	-	-	98	98	-	288	288	-
Stage 2	-	-	-	-	-	-	285	292	-	97	101	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1284	-	-	1508	-	-	575	545	974	573	546	764
Stage 1	-	-	-	-	-	-	909	814	-	720	674	-
Stage 2	-	-	-	-	-	-	722	671	-	909	811	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1284	-	-	1508	-	-	553	539	974	556	540	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	539	-	556	540	-
Stage 1	-	-	-	-	-	-	904	810	-	716	670	-
Stage 2	-	-	-	-	-	-	699	667	-	890	807	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.55			0.17			10.61			11.03		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	664	124	-	-	41	-	-	633				
HCM Lane V/C Ratio	0.033	0.005	-	-	0.004	-	-	0.057				
HCM Ctrl Dly (s/v)	10.6	7.8	0	-	7.4	0	-	11				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

ATTACHMENT E

HCM 7th TWSC
10: Pine Rd & Bahia Rd

01/12/2026

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	144	64	275	68	27	129
Future Vol, veh/h	144	64	275	68	27	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	2	3	0	0
Mvmt Flow	157	70	299	74	29	140
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	535	336	0	0	373	0
Stage 1	336	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	508	708	-	-	1197	-
Stage 1	726	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	494	708	-	-	1197	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	16.2	0	1.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	545	312	-	
HCM Lane V/C Ratio	-	-	0.415	0.025	-	
HCM Ctrl Dly (s/v)	-	-	16.2	8.1	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2	0.1	-	

ATTACHMENT E

HCM 7th TWSC

11: Bahia Trace & Access 1

01/12/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	33	0	0	0
Future Vol, veh/h	0	19	33	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	36	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	36	0	-	0	57	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1575	-	-	-	951	1037
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	951	1037
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	1002	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1575	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

ATTACHMENT E

HCM 7th TWSC

12: Bahia Trace Course/Access 2 & Bahia Trace

01/12/2026

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	14	5	0	24	0	9	0	0	0	0	0
Future Vol, veh/h	0	14	5	0	24	0	9	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	5	0	26	0	10	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	21	0	0	44	44	18	41	47	26
Stage 1	-	-	-	-	-	-	18	18	-	26	26	-
Stage 2	-	-	-	-	-	-	26	26	-	15	21	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1588	-	-	1595	-	-	958	848	1061	962	845	1050
Stage 1	-	-	-	-	-	-	1001	880	-	991	873	-
Stage 2	-	-	-	-	-	-	991	873	-	1005	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1595	-	-	958	848	1061	962	845	1050
Mov Cap-2 Maneuver	-	-	-	-	-	-	958	848	-	962	845	-
Stage 1	-	-	-	-	-	-	1001	880	-	991	873	-
Stage 2	-	-	-	-	-	-	991	873	-	1005	878	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	958	1588	-	-	1595	-	-	-				
HCM Lane V/C Ratio	0.01	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

ATTACHMENT E

HCM 7th TWSC

13: Bahia Trace & Access 3

01/12/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	24	0	0	0
Future Vol, veh/h	0	14	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	26	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	41	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1588	-	-	-	970	1050
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	970	1050
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1008	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1588	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

ATTACHMENT E

HCM 7th TWSC

14: Bahia Trace Circle/Access 4 & Bahia Trace/Bahia Trace

01/12/2026

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	12	2	0	20	0	4	0	0	0	0	0
Future Vol, veh/h	0	12	2	0	20	0	4	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	2	0	22	0	4	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	15	0	0	36	36	14	35	37	22
Stage 1	-	-	-	-	-	-	14	14	-	22	22	-
Stage 2	-	-	-	-	-	-	22	22	-	13	15	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1594	-	-	1603	-	-	970	857	1066	972	855	1055
Stage 1	-	-	-	-	-	-	1006	884	-	997	877	-
Stage 2	-	-	-	-	-	-	997	877	-	1007	883	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1594	-	-	1603	-	-	970	857	1066	972	855	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	970	857	-	972	855	-
Stage 1	-	-	-	-	-	-	1006	884	-	997	877	-
Stage 2	-	-	-	-	-	-	997	877	-	1007	883	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.73			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	970	1594	-	-	1603	-	-	-				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.7	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Appendix G: Trip Generation Resources

ATTACHMENT E

Single-Family Detached Housing (210)

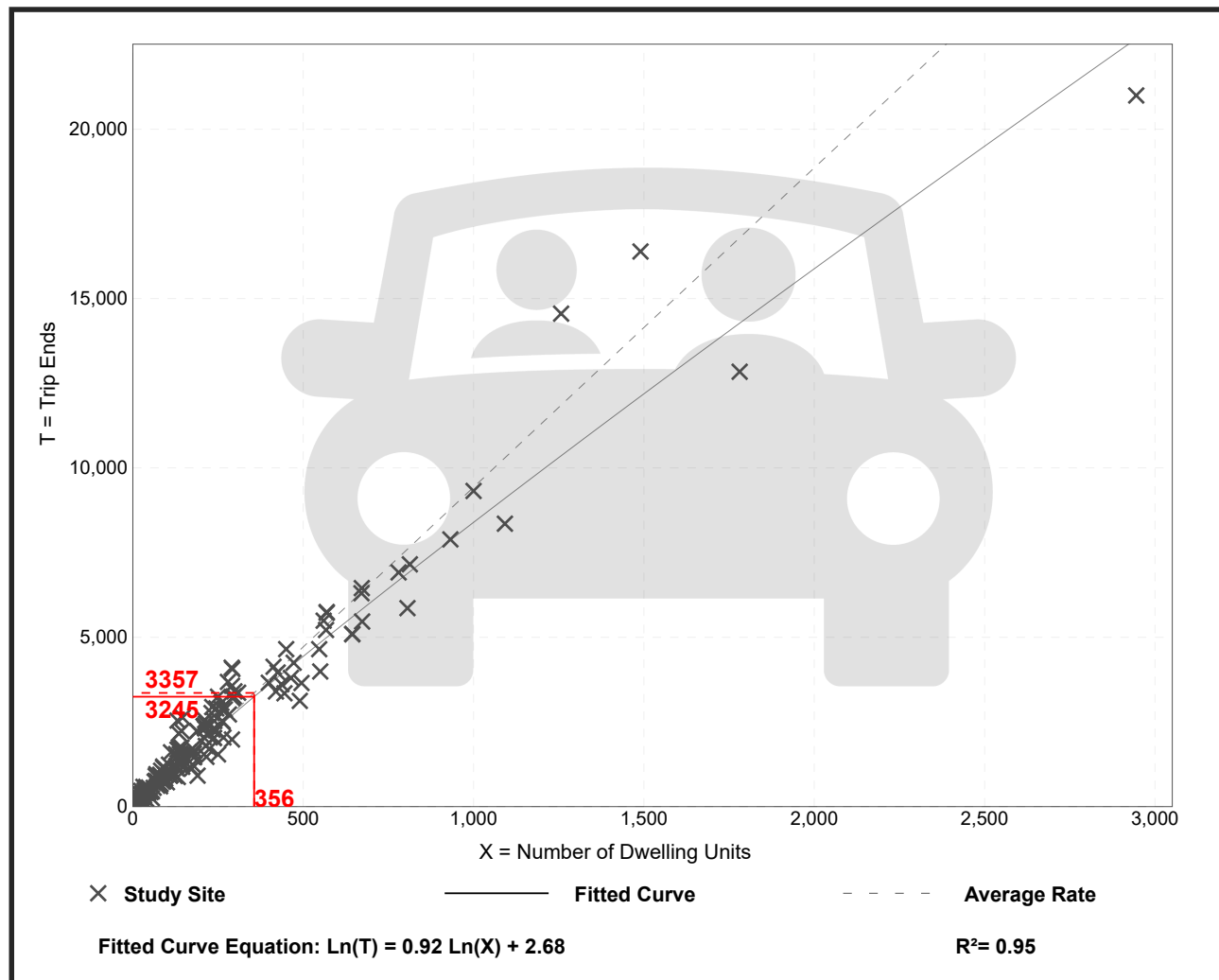
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



ATTACHMENT E

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 192

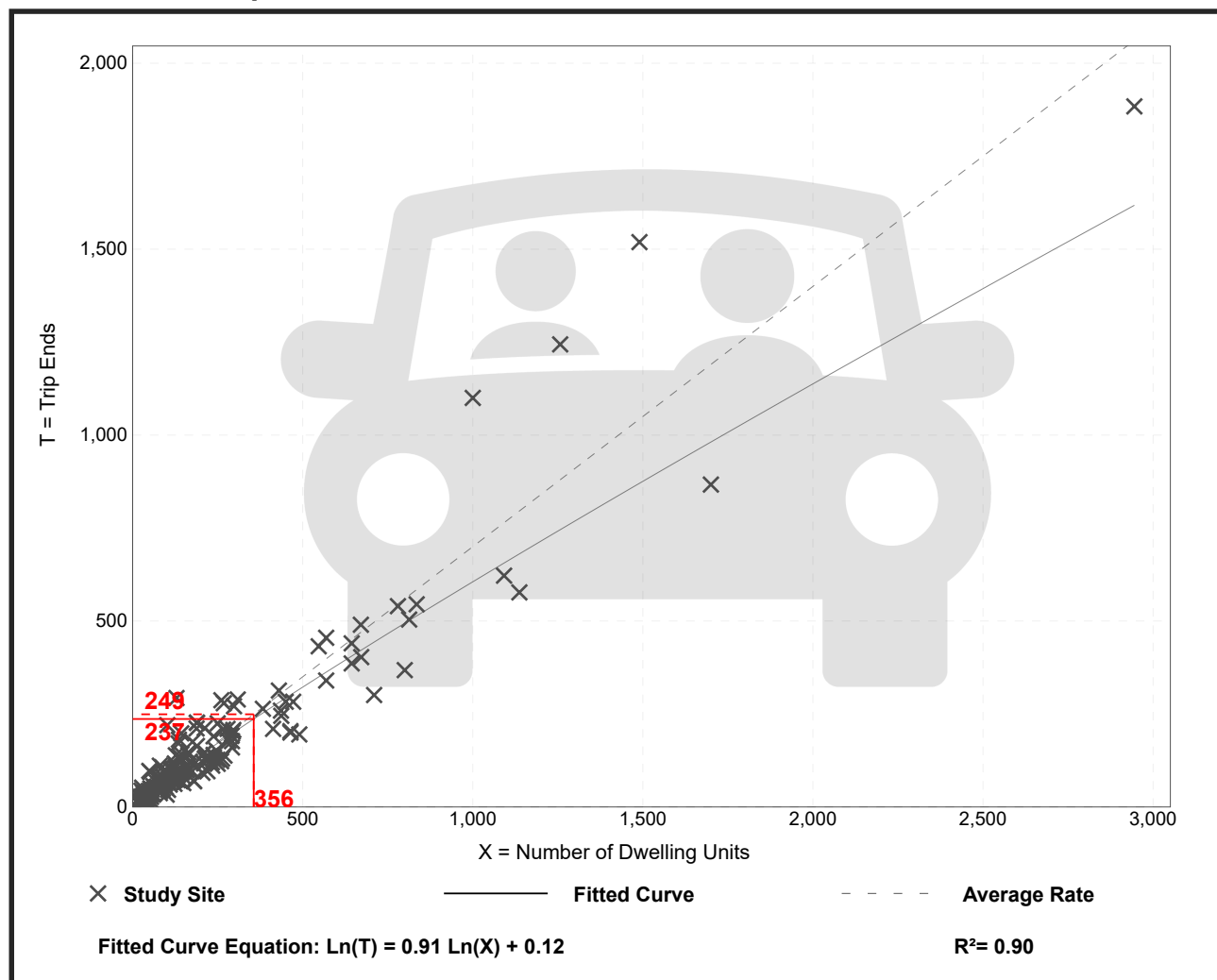
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



ATTACHMENT E

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

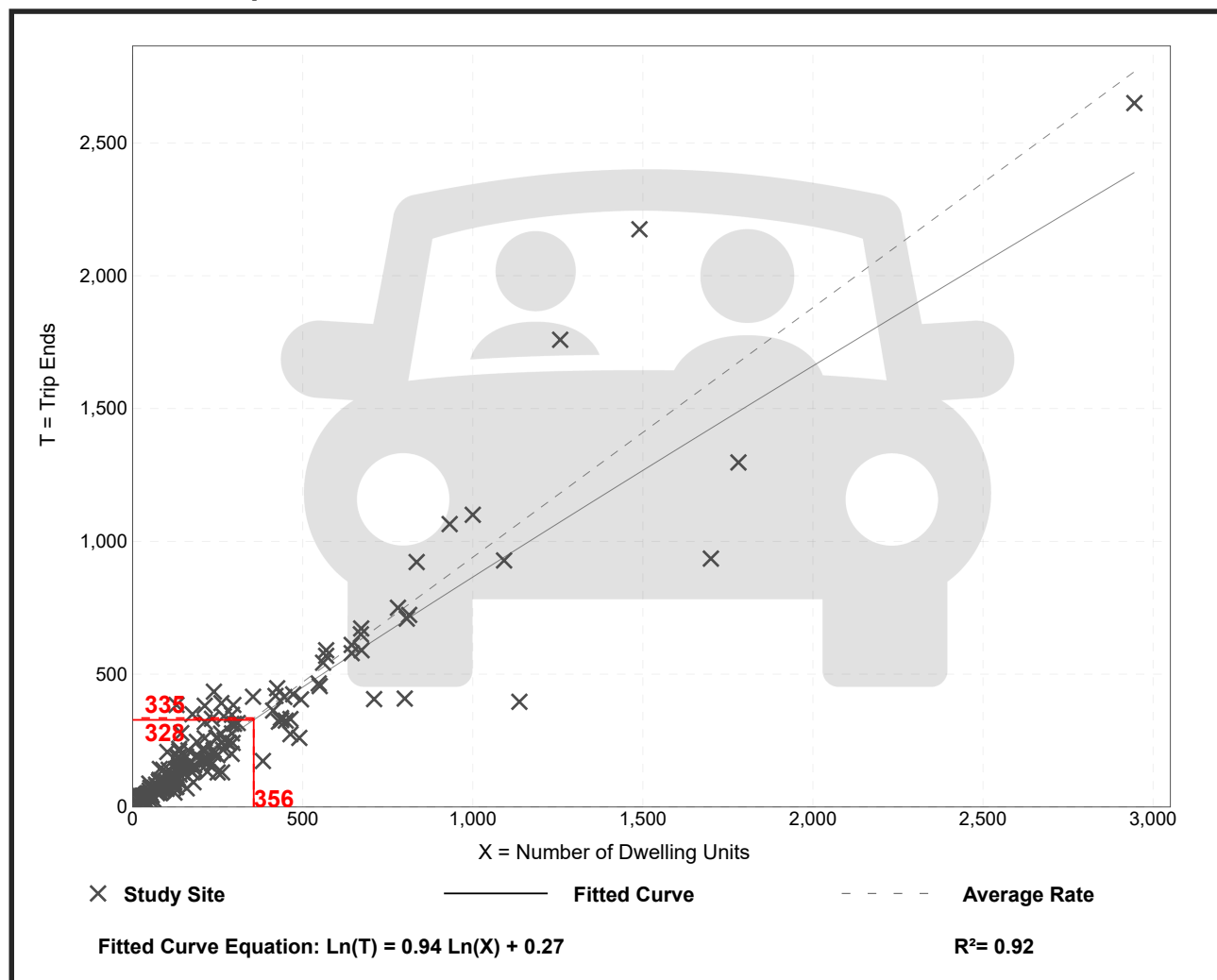
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

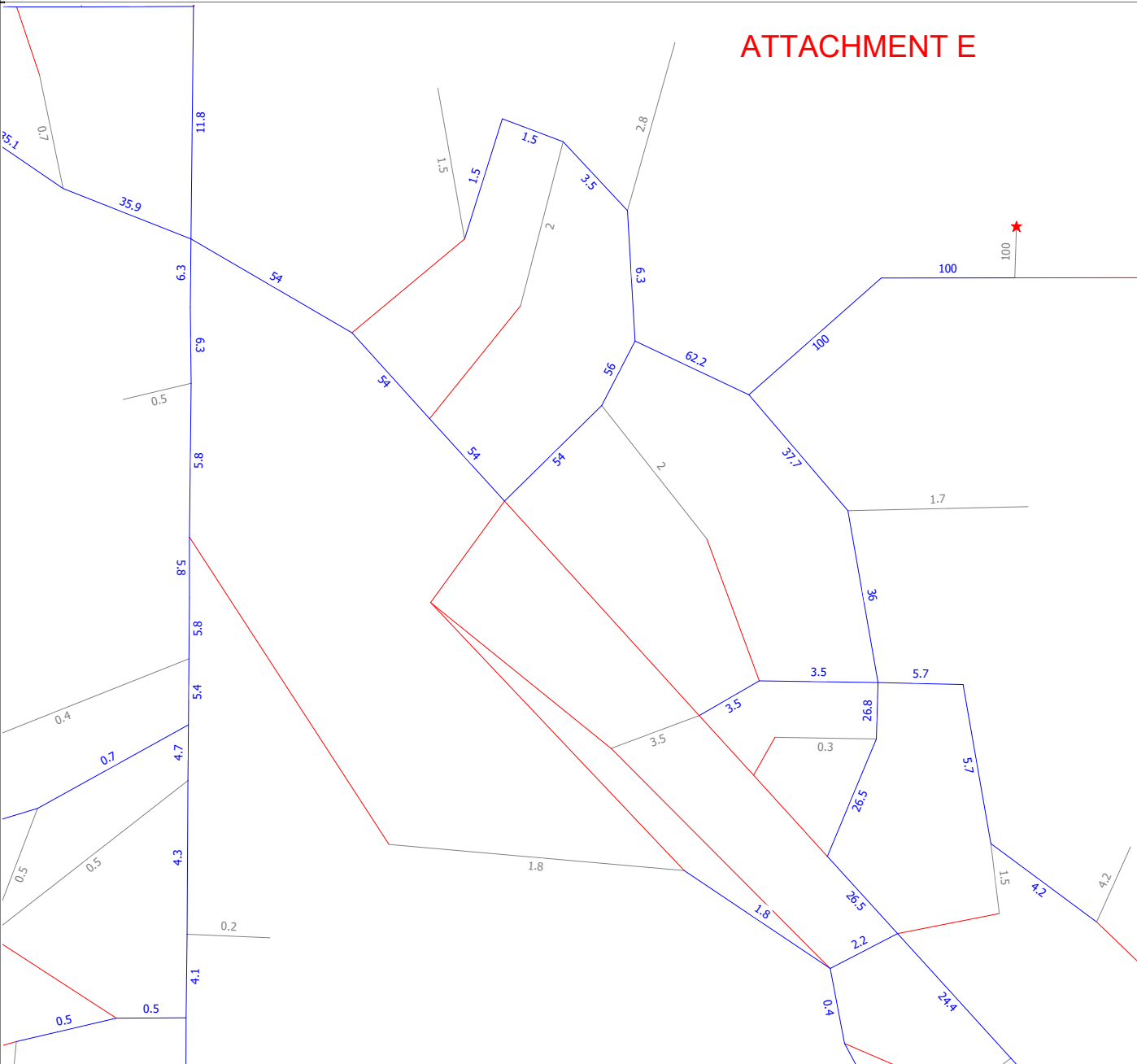
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

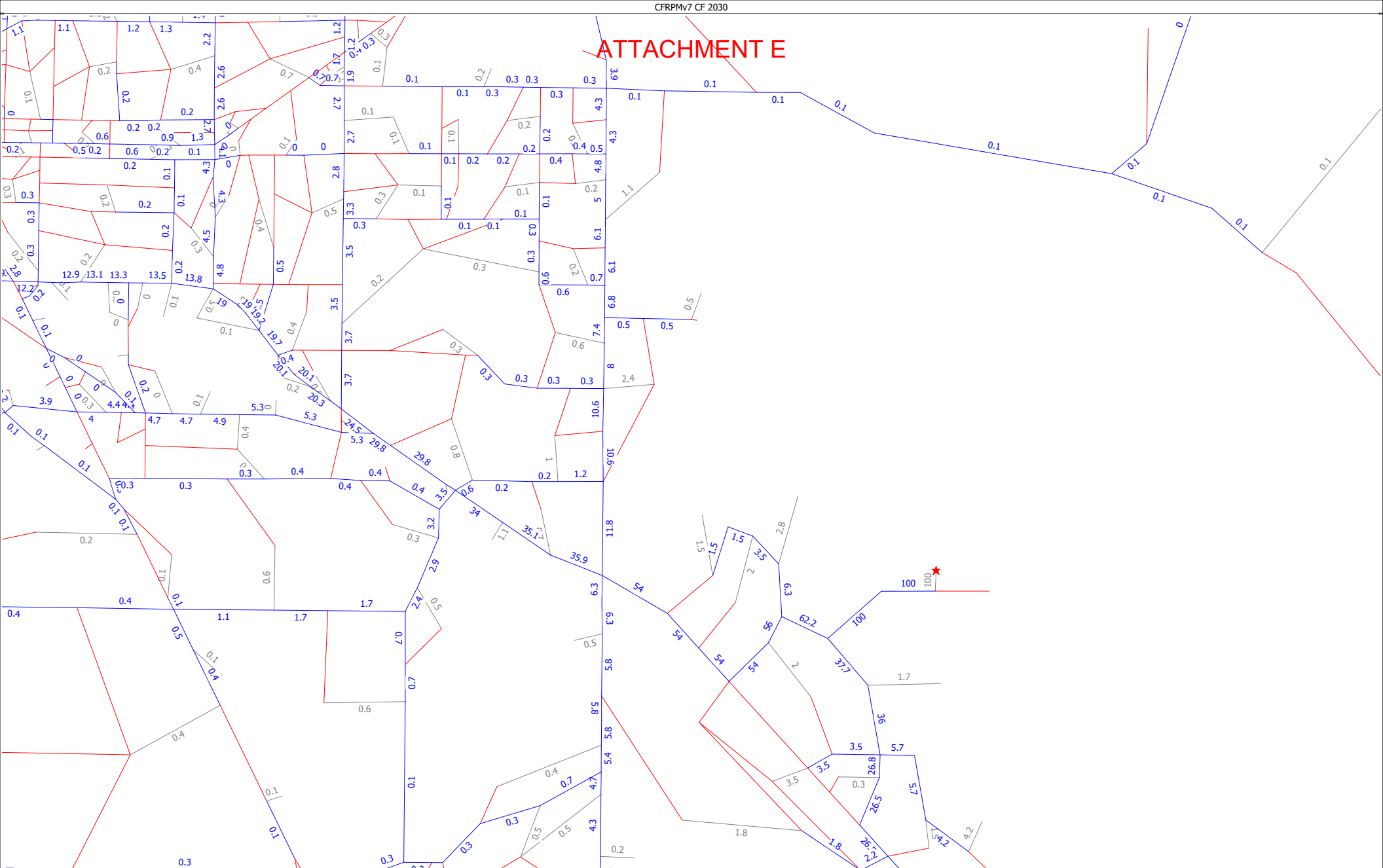
Data Plot and Equation



Appendix H: Model Output

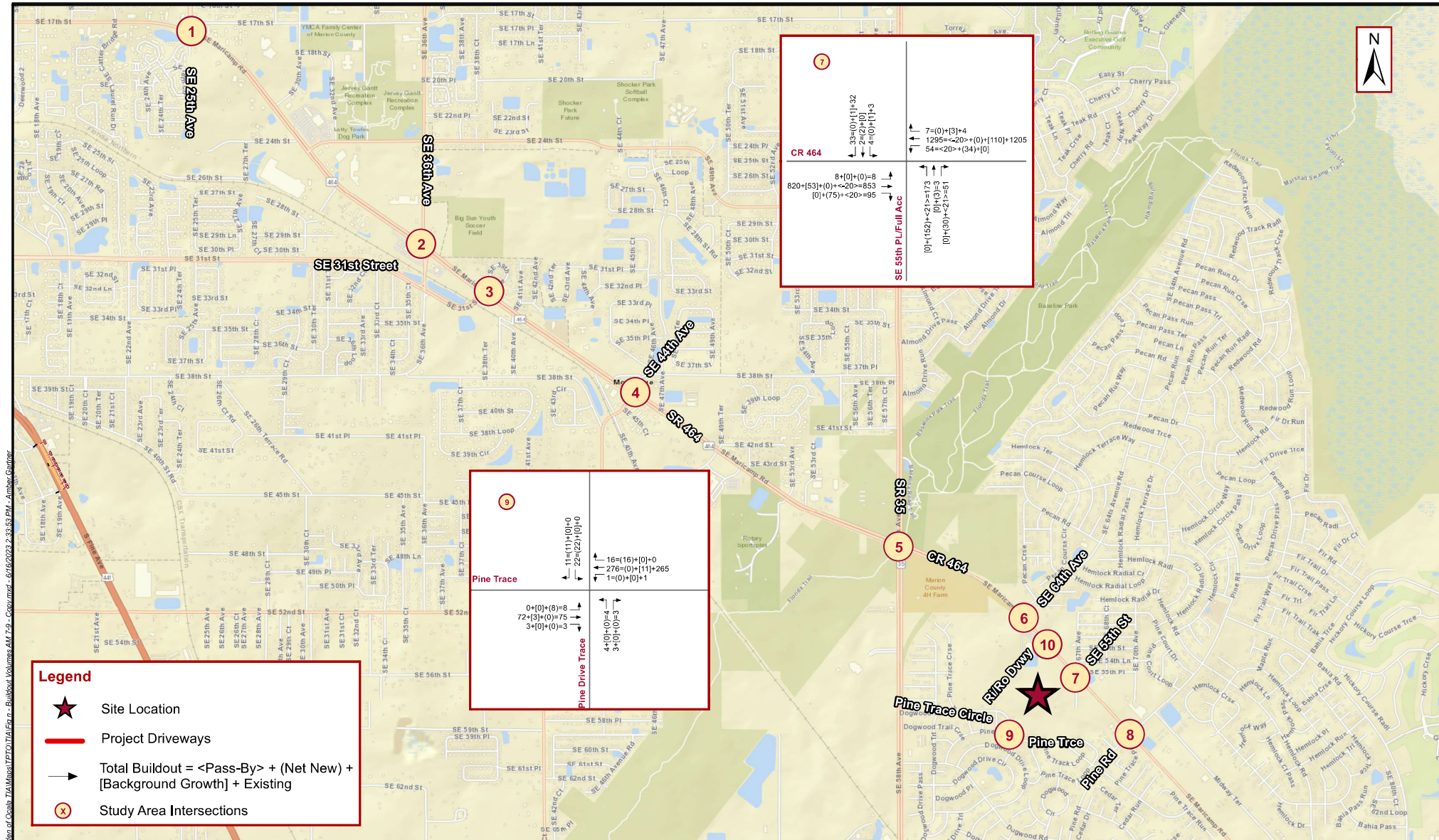


ATTACHMENT E



Appendix I: Vested Trips Summary

ATTACHMENT E



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FIGURE 1A - BUILDOUT TRAFFIC VOLUMES (AM PEAK HOUR)

**ARDEN OF OCALA
MARION COUNTY, FLORIDA**

Project No. 242207000

June 2023

Not to Scale

Page 3

ATTACHMENT E

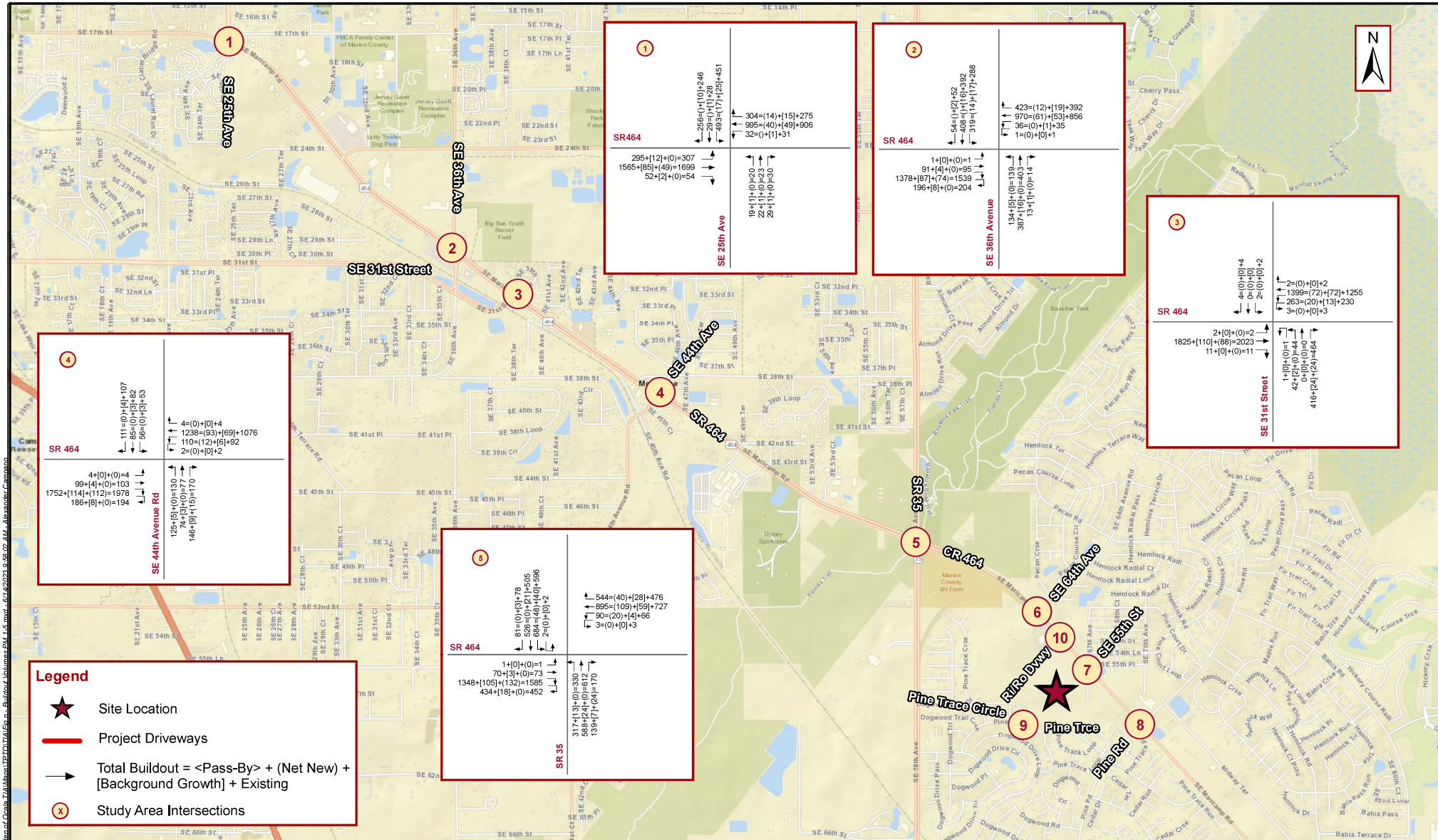


FIGURE 1B - BUILDOUT TRAFFIC VOLUMES (PM PEAK HOUR)

ARDEN OF OCALA
MARION COUNTY, FLORIDA

Project No. 242207000

June 2023

Not to Scale

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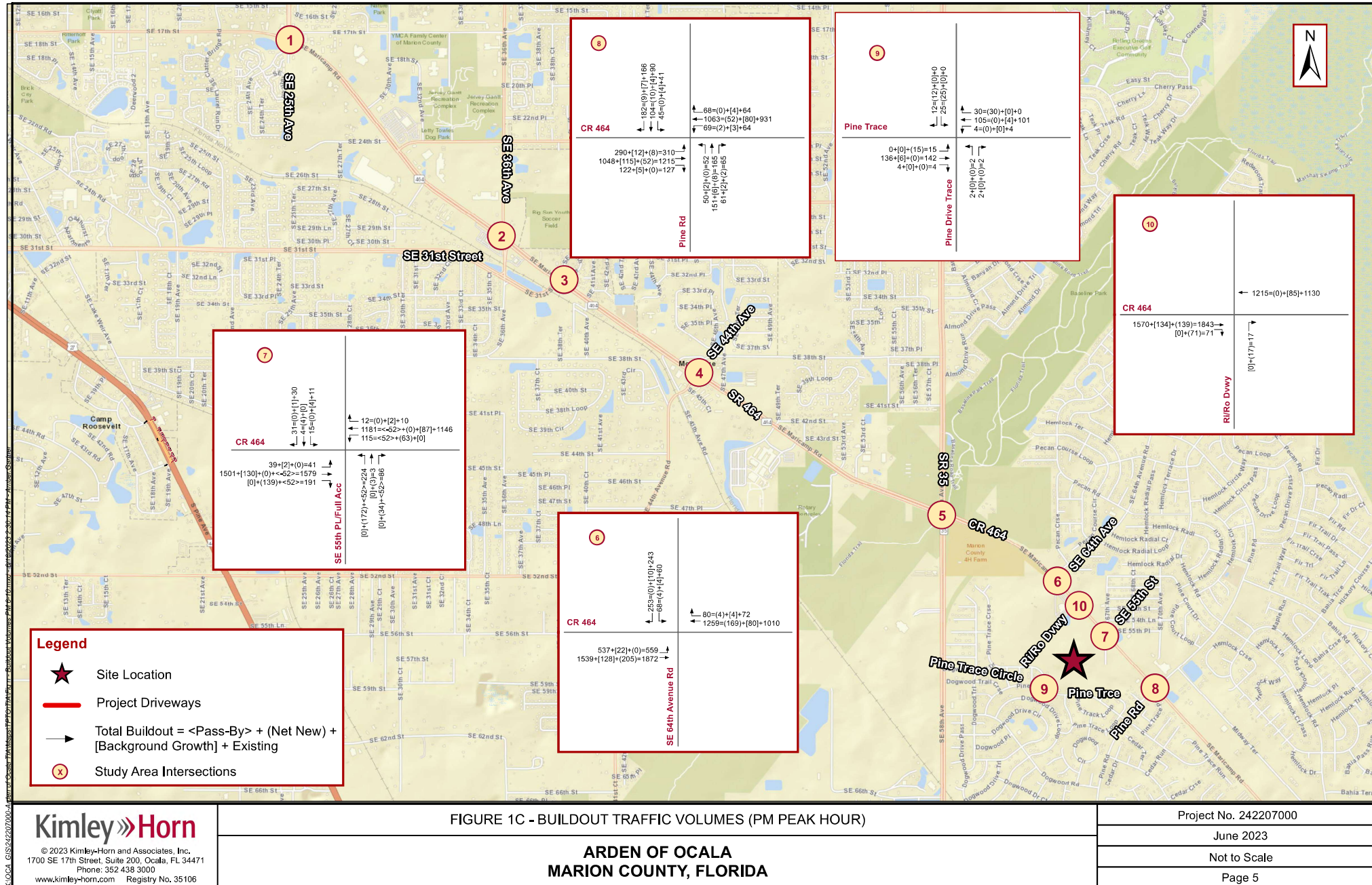


Table 4 – Future Buildout Conditions Roadway Segment Analysis (2027)

Roadway		Roadway Attributes ¹					Background Volumes			Project Traffic Volumes		BUILDOUT PM PEAK HOUR PEAK SEASON TRAFFIC CONDITIONS (2027)					
		FDOT Classification ²	Area Type	Adopted LOS	Number of Lanes	Pk. Hr. Dir. Service Volume						Volumes ³		VIC Ratios		LOS ⁴	
							From	To		EB	WB	Project Traffic Distribution	EB	WB	EB	WB	EB
SR 464/SE Maricamp Rd/CR 464																	
SE 22nd Ave SE 25th Ave		ST-SA-C1	Urban	D	4	2,000	2,009	1,230	15.3%	49	40	2,058	1,270	1.03	0.64	F	C
SE 25th Ave SE 44th Ave		ST-SA-C1	Urban	D	4	2,000	2,032	1,346	26.9%	86	71	2,118	1,417	1.06	0.71	F	C
SE 44th Ave SR 35		ST-SA-C1	Urban	D	4	2,000	2,028	1,223	40.7%	131	108	2,159	1,331	1.08	0.67	F	C
SR 35 SE 55th Pl/Project Access		NS-SA-C1	Urban	E	4	1,800	1,966	1,284	63.8%	205	169	2,171	1,453	1.21	0.81	F	C
SE 55th Pl/Project Access Emerald Rd		NS-SA-C1	Urban	E	4	1,800	1,618	1,240	15.9%	42	51	1,660	1,291	0.92	0.72	C	C
Notes:																	
¹ The roadway attributes were obtained from the Ocala Marion TPO CMP Database and 2020 FDOT Quality/Level of Service Tables.																	
² For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database the roadways were categorized into state or non state maintained (ST, NS), interrupted or uninterrupted flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]).																	
³ Volumes were derived as the summation of background plus project traffic.																	
⁴ LOS was derived from the 2020 FDOT Quality/Level of Service Handbook.																	

Appendix J: Arterial LOS Analysis Result

ATTACHMENT E

Arterial Level of Service

3. Buildout PM

Fawn Lakes TIA

Arterial Level of Service: EB CR 464

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 35	I	50	37.2	123.1	160.3	0.48	10.7	F
SE 64 Ave	I	50	42.1	0.4	42.5	0.59	49.6	A
Pine Rd W	I	50	51.2	25.0	76.2	0.71	33.6	C
Midway Rd	I	50	64.9	28.4	93.3	0.90	34.8	B
Cedar Radial Pass	I	50	24.6	15.5	40.1	0.25	22.1	D
Bahia Rd	I	50	30.6	5.1	35.7	0.34	33.9	C
Total	I		250.6	197.5	448.1	3.26	26.2	D

Arterial Level of Service: WB CR 464

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bahia Rd	I	50	30.7	15.8	46.5	0.32	25.0	D
Bahia Ave	I	50	30.6	37.1	67.7	0.34	17.9	E
Midway Rd	I	50	24.6	18.0	42.6	0.25	20.8	E
Pine Rd W	I	50	64.9	30.5	95.4	0.90	34.0	B
SE 64 Ave	I	50	51.2	29.9	81.1	0.71	31.5	C
CR 35	I	50	42.1	36.5	78.6	0.59	26.8	D
Total	I		244.1	167.8	411.9	3.10	27.1	C

Appendix K: FDOT 2023 Multimodal Quality/LOS Handbook – CR3

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional



	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

(C3C-Suburban Commercial)

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

(C3R-Suburban Residential)

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

Appendix L: Intersection Volume Calculation

Appendix M: Future Condition HCM Reports

31547 - Fawn Lake Estates TIA
Intersection Volumes Projected AM

1

1

Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
AM Peak		66	198	1.00	1.17%	3	Backg'd + (Project) = Total

Intersection= CR 464 & CR 35														1
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	406	1.00	406	1.17%	14	420	0	420	12%		8	428	420 + (8) = 428
	T	632	1.00	632	1.17%	22	654	0	654			0	654	654
	R	115	1.00	115	1.17%	4	119	0	119			0	119	155
	R/R	35	1.00	35	1.17%	1	36	0	36			0	36	
NB	L	410	1.00	410	1.17%	14	424	0	424			0	424	424
	T	583	1.00	583	1.17%	20	603	0	603			0	603	603
	R	81	1.00	81	1.17%	3	84	0	84	6%		4	88	160 + (4) = 164
	R/R	73	1.00	73	1.17%	3	76	0	76			0	76	
EB	L	70	1.00	70	1.17%	2	72	0	72			0	72	72
	T	869	1.00	869	1.17%	31	900	0	900	36%		24	924	900 + (24) = 924
	R	446	1.00	446	1.17%	16	462	0	462			0	462	540
	R/R	75	1.00	75	1.17%	3	78	0	78			0	78	
WB	L	84	1.00	84	1.17%	3	87	0	87		6%	12	99	87 + (12) = 99
	T	1388	1.00	1,388	1.17%	49	1437	0	1437		36%	71	1508	1437 + (71) = 1508
	R	567	1.00	567	1.17%	20	587	0	587		12%	24	611	649 + (24) = 673
	R/R	60	1.00	60	1.17%	2	62	0	62			0	62	

Intersection= CR 464 & SE 64 Ave														2
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	70	1.00	70	1.17%	2	72	0	72			0	72	72
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	377	1.00	377	1.17%	13	390	0	390			0	390	562
	R/R	166	1.00	166	1.17%	6	172	0	172			0	172	
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	281	1.00	281	1.17%	10	291	0	291			0	291	291
	T	1038	1.00	1,038	1.17%	36	1074	0	1074	54%		36	1110	1074 + (36) = 1110
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	1530	1.00	1,530	1.17%	54	1584	0	1584		54%	107	1691	1584 + (107) = 1691
	R	40	1.00	40	1.17%	1	41	0	41			0	41	44
	R/R	3	1.00	3	1.17%	0	3	0	3			0	3	

Intersection= CR 464 and SE 55th PI														3
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	3	1.00	3	1.17%	0	3	0	3			0	3	3
	T	0	1.00	0	1.17%	0	0	2	2			0	2	{2}
	R	32	1.00	32	1.17%	1	33	0	33			0	33	33
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	0	1.00	0	1.17%	0	0	173	173			0	173	{173}
	T	0	1.00	0	1.17%	0	0	3	3			0	3	{3}
	R	0	1.00	0	1.17%	0	0	51	51			0	51	{51}
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	8	1.00	8	1.17%	0	8	0	8			0	8	8
	T	1100	1.00	1,100	1.17%	39	1139	-20	1119	54%		36	1155	1139 + {-20} + (36) = 1155
	R	0	1.00	0	1.17%	0	0	95	95			0	95	{95}
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	54	54			0	54	{54}
	T	1555	1.00	1,555	1.17%	55	1610	-20	1590	54%		107	1697	1610 + {-20} + (107) = 1697
	R	4	1.00	4	1.17%	0	4	0	4			0	4	4
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

Intersection= CR 464 & Pine Rd W															4
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L	60	1.00	60	1.17%	2	62	0	62	54%		36	98	62 + (36) = 98	
	T	964	1.00	964	1.17%	34	998	0	998			0	998	998	
	R	78	1.00	78	1.17%	3	81	0	81			0	81	92	
	R/R	11	1.00	11	1.17%	0	11	0	11			0	11		
WB	L	78	1.00	78	1.17%	3	81	0	81			0	81	81	
	T	1400	1.00	1,400	1.17%	49	1449	0	1449			0	1449	1449	
	R	64	1.00	64	1.17%	2	66	0	66			0	66	79	
	R/R	13	1.00	13	1.17%	0	13	0	13			0	13		
NB	L	78	1.00	78	1.17%	3	81	0	81			0	81	81	
	T	90	1.00	90	1.17%	3	93	0	93			0	93	93	
	R	82	1.00	82	1.17%	3	85	0	85			0	85	91	
	R/R	6	1.00	6	1.17%	0	6	0	6			0	6		
SB	L	65	1.00	65	1.17%	2	67	0	67			0	67	67	
	T	50	1.00	50	1.17%	2	52	0	52			0	52	52	
	R	86	1.00	86	1.17%	3	89	0	89	54%		107	196	122 + (107) = 229	
	R/R	32	1.00	32	1.17%	1	33	0	33			0	33		

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Period		Tgen		Enter		Exit		SF		AGR		Years		Legend	
AM Peak				66		198		1.00		1.17%		3		Backg'd + (Project) = Total	
Intersection= CR 464 & Midway Rd														5	
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
NB	L	70	1.00	70	1.17%	2	72	0	72	4%		0	72	72	
	T	73	1.00	73	1.17%	3	76	0	76		3	79	76 + (3) = 79		
	R	52	1.00	52	1.17%	2	54	0	54		0	54	61		
	R/R	7	1.00	7	1.17%	0	7	0	7		0	7			
SB	L	52	1.00	52	1.17%	2	54	0	54	4%		0	54	54	
	T	109	1.00	109	1.17%	4	113	0	113		8	121	113 + (8) = 121		
	R	64	1.00	64	1.17%	2	66	0	66		0	66	97		
	R/R	30	1.00	30	1.17%	1	31	0	31		0	31			
WB	L	33	1.00	33	1.17%	1	34	0	34			0	34	34	
	T	1323	1.00	1,323	1.17%	46	1369	0	1369		0	1369	1369		
	R	63	1.00	63	1.17%	2	65	0	65		0	65	76		
	R/R	11	1.00	11	1.17%	0	11	0	11		0	11			
EB	L	90	1.00	90	1.17%	3	93	0	93			0	93	93	
	T	861	1.00	861	1.17%	30	891	0	891		0	891	891		
	R	107	1.00	107	1.17%	4	111	0	111		0	111	131		
	R/R	19	1.00	19	1.17%	1	20	0	20		0	20			

Intersection= CR 464 & Cedar Radial Pass/ Bahia Ave															6
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
NB	L	40	1.00	40	1.17%	1	41	0	41			0	41	41	
	T	20	1.00	20	1.17%	1	21	0	21			0	21	21	
	R	23	1.00	23	1.17%	1	24	0	24			0	24	38	
	R/R	14	1.00	14	1.17%	0	14	0	14			0	14		
SB	L	35	1.00	35	1.17%	1	36	0	36			0	36	36	
	T	8	1.00	8	1.17%	0	8	0	8			0	8	8	
	R	71	1.00	71	1.17%	2	73	0	73			0	73	86	
	R/R	13	1.00	13	1.17%	0	13	0	13			0	13		
WB	L	22	1.00	22	1.17%	1	23	0	23			0	23	23	
	T	1309	1.00	1,309	1.17%	46	1355	0	1355			0	1355	1355	
	R	75	1.00	75	1.17%	3	78	0	78			0	78	111	
	R/R	32	1.00	32	1.17%	1	33	0	33			0	33		
EB	L	37	1.00	37	1.17%	1	38	0	38			0	38	38	
	T	872	1.00	872	1.17%	31	903	0	903			0	903	903	
	R	61	1.00	61	1.17%	2	63	0	63			0	63	75	
	R/R	12	1.00	12	1.17%	0	12	0	12			0	12		

Intersection= CR 464 & Bahia Rd														7
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	23	1.00	23	1.17%	1	24	0	24			0	24	24
	T	867	1.00	867	1.17%	30	897	0	897			0	897	897
	R	57	1.00	57	1.17%	2	59	0	59			0	59	68
	R/R	9	1.00	9	1.17%	0	9	0	9			0	9	
WB	L	20	1.00	20	1.17%	1	21	0	21			0	21	21
	T	1348	1.00	1,348	1.17%	47	1395	0	1395			0	1395	1395
	R	56	1.00	56	1.17%	2	58	0	58	27%		18	103	85 + (18) = 130
	R/R	26	1.00	26	1.17%	1	27	0	27			0	27	
NB	L	22	1.00	22	1.17%	1	23	0	23			0	23	23
	T	25	1.00	25	1.17%	1	26	0	26			0	26	26
	R	25	1.00	25	1.17%	1	26	0	26			0	26	44
	R/R	17	1.00	17	1.17%	1	18	0	18			0	18	
SB	L	91	1.00	91	1.17%	3	94	0	94		27%	53	147	94 + (53) = 147
	T	14	1.00	14	1.17%	0	14	0	14			0	14	14
	R	33	1.00	33	1.17%	1	34	0	34			0	34	59
	R/R	24	1.00	24	1.17%	1	25	0	25			0	25	

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Intersection Volumes Projected AM

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Period	Tgen		Enter		Exit		SF			AGR		Years		Legend	
AM Peak			66		198		1.00			1.17%		3		Backg'd + (Project) = Total	
Intersection= Bahia Rd & Midway Rd														8	
Approach Mvmt		Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
SB	L	55	1.00	55	1.17%	2	57	0	57		6%	12	69	57 + (12) = 69	
	T	142	1.00	142	1.17%	5	147	0	147		27%	53	200	147 + (53) = 200	
	R	77	1.00	77	1.17%	3	80	0	80		4%	8	88	80 + (8) = 88	
	R/R		1.00	0	1.17%	0	0	0	0			0	0		
NB	L	22	1.00	22	1.17%	1	23	0	23			0	23	23	
	T	68	1.00	68	1.17%	2	70	0	70	27%		18	88	70 + (18) = 88	
	R	11	1.00	11	1.17%	0	11	0	11			0	11	11	
	R/R		1.00	0	1.17%	0	0	0	0			0	0		
EB	L	66	1.00	66	1.17%	2	68	0	68	4%		3	71	68 + (3) = 71	
	T	74	1.00	74	1.17%	3	77	0	77			0	77	77	
	R	21	1.00	21	1.17%	1	22	0	22			0	22	22	
	R/R		1.00	0	1.17%	0	0	0	0			0	0		
WB	L	16	1.00	16	1.17%	1	17	0	17			0	17	17	
	T	113	1.00	113	1.17%	4	117	0	117			0	117	117	
	R	42	1.00	42	1.17%	1	43	0	43	6%		4	47	43 + (4) = 47	
	R/R		1.00	0	1.17%	0	0	0	0			0	0		

Intersection= Bahia Rd & Bahia Trace															9
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
SB	L	14	1.00	14	1.17%	0	14	0	14	38%		75	89	14 + (75) = 89	
	T	2	1.00	2	1.17%	0	2	0	2			0	2	2	
	R	15	1.00	15	1.17%	1	16	0	16	62%		123	139	16 + (123) = 139	
	R/R		1.00	0	1.17%	0	0	0	0			0	0		
NB	L	8	1.00	8	1.17%	0	8	0	8			0	8	8	
	T	2	1.00	2	1.17%	0	2	0	2			0	2	2	
	R	17	1.00	17	1.17%	1	18	0	18			0	18	18	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
EB	L	6	1.00	6	1.17%	0	6	0	6	62%		41	47	6 + (41) = 47	
	T	194	1.00	194	1.17%	7	201	0	201			0	201	201	
	R	8	1.00	8	1.17%	0	8	0	8			0	8	8	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
WB	L	9	1.00	9	1.17%	0	9	0	9			0	9	9	
	T	81	1.00	81	1.17%	3	84	0	84			0	84	84	
	R	13	1.00	13	1.17%	0	13	0	13	38%		25	38	13 + (25) = 38	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		

Intersection= Pine Rd & Bahia Rd														10
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	90	1.00	90	1.17%	3	93	0	93	56%		111	204	93 + (111) = 204
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	23	1.00	23	1.17%	1	24	0	24	6%		12	36	24 + (12) = 36
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	67	1.00	67	1.17%	2	69	0	69			0	69	69
	R	160	1.00	160	1.17%	6	166	0	166	56%		37	203	166 + (37) = 203
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
SB	L	36	1.00	36	1.17%	1	37	0	37	6%		4	41	37 + (4) = 41
	T	128	1.00	128	1.17%	4	132	0	132			0	132	132
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

Intersection= Bahia Trace & Access 1														11
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0	51%		101	101	(101)
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	0	1.00	0	1.17%	0	0	0	0	51%		34	34	(34)
	T	21	1.00	21	1.17%	1	22	0	22	48%		32	54	22 + (32) = 54
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	31	1.00	31	1.17%	1	32	0	32	48%		95	127	32 + (95) = 127
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

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Intersection Volumes Projected AM

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Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
AM Peak		66	198	1.00	1.17%	3	Backg'd + (Project) = Total

Intersection= Bahia Trace & Access 2														12
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0		8%	16	16 (16)	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	9	1.00	9	1.17%	0	9	0	9			0	9	9
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	0	1.00	0	1.17%	0	0	0	0	8%		5	5 (5)	
	T	15	1.00	15	1.17%	1	16	0	16	29%		19	35	16 + (19) = 35
	R	6	1.00	6	1.17%	0	6	0	6			0	6	6
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	22	1.00	22	1.17%	1	23	0	23		29%	57	80	23 + (57) = 80
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

Intersection= Bahia Trace & Access 3														13
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0		13%	26	26 (26)	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	0	1.00	0	1.17%	0	0	0	0	13%		9	9 (9)	
	T	15	1.00	15	1.17%	1	16	0	16	15%		10	26	16 + (10) = 26
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	22	1.00	22	1.17%	1	23	0	23		15%	30	53	23 + (30) = 53
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

Intersection= Bahia Trace & Bahia Trace Cir/Access 4														14
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0		15%	30	30 (30)	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	4	1.00	4	1.17%	0	4	0	4			0	4	4
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	0	1.00	0	1.17%	0	0	0	0	15%		10	10 (10)	
	T	12	1.00	12	1.17%	0	12	0	12			0	12	12
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	18	1.00	18	1.17%	1	19	0	19			0	19	19
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

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Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
PM Peak		232	135	1.00	1.17%	3	Backg'd + (Project) = Total

Intersection= CR 464 and CR 35

1

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	645	1.00	645	1.17%	23	668	48	716	12%		28	744	668 + {48} + (28) = 744
	T	549	1.00	549	1.17%	19	568	0	568			0	568	568
	R	43	1.00	43	1.17%	2	45	0	45			0	45	75
	R/R	29	1.00	29	1.17%	1	30	0	30			0	30	
NB	L	458	1.00	458	1.17%	16	474	0	474			0	474	474
	T	604	1.00	604	1.17%	21	625	0	625			0	625	625
	R	88	1.00	88	1.17%	3	91	14	105	6%		14	119	153 + {24} + (14) = 191
	R/R	60	1.00	60	1.17%	2	62	10	72			0	72	
EB	L	126	1.00	126	1.17%	4	130	0	130			0	130	130
	T	1405	1.00	1,405	1.17%	49	1454	0	1454	36%		83	1537	1454 + (83) = 1537
	R	415	1.00	415	1.17%	15	430	107	537			0	537	530 + {132} = 662
	R/R	97	1.00	97	1.17%	3	100	25	125			0	125	
WB	L	65	1.00	65	1.17%	2	67	20	87		6%	8	95	67 + {20} + (8) = 95
	T	771	1.00	771	1.17%	27	798	109	907		36%	49	956	798 + {109} + (49) = 956
	R	307	1.00	307	1.17%	11	318	36	354		12%	16	370	357 + {40} + (16) = 413
	R/R	38	1.00	38	1.17%	1	39	4	43			0	43	
									169				132	

Intersection= CR 464 and SE 64 Ave

2

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	36	1.00	36	1.17%	1	37	4	41			0	41	37 + {4} = 41
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	155	1.00	155	1.17%	5	160	0	160			0	160	278
	R/R	114	1.00	114	1.17%	4	118	0	118			0	118	
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	0	1.00	0	1.17%	0	0	0	0			0	0	
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	507	1.00	507	1.17%	18	525	0	525			0	525	525
	T	1493	1.00	1,493	1.17%	52	1545	205	1750	54%		125	1875	1545 + {205} + (125) = 1875
	R	0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0	
	T	1029	1.00	1,029	1.17%	36	1065	169	1234		54%	73	1307	1065 + {169} + (73) = 1307
	R	58	1.00	58	1.17%	2	60	4	64			0	64	62 + {4} = 66
	R/R	2	1.00	2	1.17%	0	2	0	2			0	2	

Intersection= CR 464 and SE 55th PI

3

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	11	1.00	11	1.17%	0	11	0	11			0	11	11
	T	0	1.00	0	1.17%	0	0	4	4			0	4	{4}
	R	30	1.00	30	1.17%	1	31	0	31			0	31	31
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
NB	L	0	1.00	0	1.17%	0	0	224	224			0	224	{224}
	T	0	1.00	0	1.17%	0	0	3	3			0	3	{3}
	R	0	1.00	0	1.17%	0	0	86	86			0	86	{86}
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
EB	L	39	1.00	39	1.17%	1	40	0	40			0	40	40
	T	1501	1.00	1,501	1.17%	53	1554	-52	1502	54%		125	1627	1554 + {-52} + (125) = 1627
	R	0	1.00	0	1.17%	0	0	191	191			0	191	{191}
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	0	1.00	0	1.17%	0	0	115	115			0	115	{115}
	T	1146	1.00	1,146	1.17%	40	1186	-52	1134		54%	73	1207	1186 + {-52} + (73) = 1207
	R	12	1.00	12	1.17%	0	12	0	12			0	12	12
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0	

Intersection= CR 464 & Pine Rd W

4

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	257	1.00	257	1.17%	9	266	8	274	54%		125	399	266 + {8} + (125) = 399
	T	1130	1.00	1,130	1.17%	40	1170	52	1222			0	1222	1170 + {52} = 1222
	R	101	1.00	101	1.17%	4	105	0	105			0	105	112
	R/R	7	1.00	7	1.17%	0	7	0	7			0	7	
WB	L	73	1.00	73	1.17%	3	76	2	78			0	78	76 + {2} = 78
	T	926	1.00	926	1.17%	33	959	52	1011			0	1011	959 + {52} = 1011
	R	65	1.00	65	1.17%	2	67	0	67			0	67	72
	R/R	5	1.00	5	1.17%	0	5	0	5			0	5	
NB	L	84	1.00	84	1.17%	3	87	0	87			0	87	87
	T	59	1.00	59	1.17%	2	61	8	69			0	69	61 + {8} = 69
	R	49	1.00	49	1.17%	2	51	2	53			0	53	61 + {2} = 63
	R/R	10	1.00	10	1.17%	0	10	0	10			0	10	
SB	L	53	1.00	53	1.17%	2	55	0	55			0	55	55
	T	74	1.00	74	1.17%	3	77	10	87			0	87	77 + {10} = 87
	R	81	1.00	81	1.17%	3	84	9	93		54%	73	166	168 + {9} + (73) = 250
	R/R	81	1.00	81	1.17%	3	84	0	84			0	84	

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Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
PM Peak		232	135	1.00	1.17%	3	Backg'd + (Project) = Total

Intersection= CR 464 & Midway Rd

5

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
NB	L	111	1.00	111	1.17%	4	115	0	115			0	115	115
	T	127	1.00	127	1.17%	4	131	0	131	4%		9	140	131 + (9) = 140
	R	23	1.00	23	1.17%	1	24	0	24			0	24	33
	R/R	9	1.00	9	1.17%	0	9	0	9			0	9	
SB	L	88	1.00	88	1.17%	3	91	0	91			0	91	91
	T	73	1.00	73	1.17%	3	76	0	76		4%	5	81	76 + (5) = 81
	R	70	1.00	70	1.17%	2	72	0	72			0	72	95
	R/R	22	1.00	22	1.17%	1	23	0	23			0	23	
WB	L	53	1.00	53	1.17%	2	55	0	55			0	55	55
	T	856	1.00	856	1.17%	30	886	0	886			0	886	886
	R	54	1.00	54	1.17%	2	56	0	56			0	56	66
	R/R	10	1.00	10	1.17%	0	10	0	10			0	10	
EB	L	96	1.00	96	1.17%	3	99	0	99			0	99	99
	T	938	1.00	938	1.17%	33	971	0	971			0	971	971
	R	126	1.00	126	1.17%	4	130	0	130			0	130	148
	R/R	17	1.00	17	1.17%	1	18	0	18			0	18	

Intersection= CR 464 & Cedar Radial Pass/ Bahia Ave

6

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
NB	L	75	1.00	75	1.17%	3	78	0	78			0	78	78
	T	16	1.00	16	1.17%	1	17	0	17			0	17	17
	R	11	1.00	11	1.17%	0	11	0	11			0	11	31
	R/R	19	1.00	19	1.17%	1	20	0	20			0	20	
SB	L	62	1.00	62	1.17%	2	64	0	64			0	64	64
	T	11	1.00	11	1.17%	0	11	0	11			0	11	11
	R	107	1.00	107	1.17%	4	111	0	111			0	111	152
	R/R	40	1.00	40	1.17%	1	41	0	41			0	41	
WB	L	41	1.00	41	1.17%	1	42	0	42			0	42	42
	T	975	1.00	975	1.17%	34	1009	0	1009			0	1009	1009
	R	84	1.00	84	1.17%	3	87	0	87			0	87	107
	R/R	19	1.00	19	1.17%	1	20	0	20			0	20	
EB	L	70	1.00	70	1.17%	2	72	0	72			0	72	72
	T	889	1.00	889	1.17%	31	920	0	920			0	920	920
	R	45	1.00	45	1.17%	2	47	0	47			0	47	60
	R/R	13	1.00	13	1.17%	0	13	0	13			0	13	

Intersection= CR 464 & Bahia Rd

7

Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
EB	L	47	1.00	47	1.17%	2	49	0	49			0	49	49
	T	960	1.00	960	1.17%	34	994	0	994			0	994	994
	R	29	1.00	29	1.17%	1	30	0	30			0	30	34
	R/R	4	1.00	4	1.17%	0	4	0	4			0	4	
WB	L	41	1.00	41	1.17%	1	42	0	42			0	42	42
	T	1114	1.00	1,114	1.17%	39	1153	0	1153			0	1153	1153
	R	94	1.00	94	1.17%	3	97	0	97	27%		63	160	114 + (63) = 177
	R/R	16	1.00	16	1.17%	1	17	0	17			0	17	
NB	L	55	1.00	55	1.17%	2	57	0	57			0	57	57
	T	30	1.00	30	1.17%	1	31	0	31			0	31	31
	R	14	1.00	14	1.17%	0	14	0	14			0	14	41
	R/R	26	1.00	26	1.17%	1	27	0	27			0	27	
SB	L	70	1.00	70	1.17%	2	72	0	72		27%	36	108	72 + (36) = 108
	T	28	1.00	28	1.17%	1	29	0	29			0	29	29
	R	25	1.00	25	1.17%	1	26	0	26			0	26	47
	R/R	20	1.00	20	1.17%	1	21	0	21			0	21	

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Period	Tgen	Enter	Exit	SF	AGR	Years	Legend
PM Peak		232	135	1.00	1.17%	3	Backg'd + (Project) = Total

Intersection= Bahia Rd & Midway Rd														8
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula
SB	L	29	1.00	29	1.17%	1	30	0	30		6%	8	38	30 + (8) = 38
	T	47	1.00	47	1.17%	2	49	0	49		27%	36	85	49 + (36) = 85
	R	36	1.00	36	1.17%	1	37	0	37		4%	5	42	37 + (5) = 42
	R/R		1.00	0	1.17%	0	0	0	0			0	0	
NB	L	15	1.00	15	1.17%	1	16	0	16			0	16	16
	T	183	1.00	183	1.17%	6	189	0	189	27%		63	252	189 + (63) = 252
	R	17	1.00	17	1.17%	1	18	0	18			0	18	18
	R/R		1.00	0	1.17%	0	0	0	0			0	0	
EB	L	106	1.00	106	1.17%	4	110	0	110	4%		9	119	110 + (9) = 119
	T	150	1.00	150	1.17%	5	155	0	155			0	155	155
	R	19	1.00	19	1.17%	1	20	0	20			0	20	20
	R/R		1.00	0	1.17%	0	0	0	0			0	0	
WB	L	15	1.00	15	1.17%	1	16	0	16			0	16	16
	T	79	1.00	79	1.17%	3	82	0	82			0	82	82
	R	21	1.00	21	1.17%	1	22	0	22	6%		14	36	22 + (14) = 36
	R/R		1.00	0	1.17%	0	0	0	0			0	0	

Intersection= Bahia Rd & Bahia Trace															9	
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula		
SB	L	15	1.00	15	1.17%	1	16	0	16		38%	51	67	16 + (51) = 67		
	T	3	1.00	3	1.17%	0	3	0	3			0	3	3		
	R	15	1.00	15	1.17%	1	16	0	16		62%	84	100	16 + (84) = 100		
	R/R		1.00	0	1.17%	0	0	0	0			0	0			
NB	L	7	1.00	7	1.17%	0	7	0	7			0	7	7		
	T	5	1.00	5	1.17%	0	5	0	5			0	5	5		
	R	8	1.00	8	1.17%	0	8	0	8			0	8	8		
	R/R		1.00	0	1.17%	0	0	0	0			0	0			
EB	L	6	1.00	6	1.17%	0	6	0	6	62%		144	150	6 + (144) = 150		
	T	74	1.00	74	1.17%	3	77	0	77			0	77	77		
	R	6	1.00	6	1.17%	0	6	0	6			0	6	6		
	R/R		1.00	0	1.17%	0	0	0	0			0	0			
WB	L	6	1.00	6	1.17%	0	6	0	6			0	6	6		
	T	246	1.00	246	1.17%	9	255	0	255			0	255	255		
	R	8	1.00	8	1.17%	0	8	0	8	38%		88	96	8 + (88) = 96		
	R/R		1.00	0	1.17%	0	0	0	0			0	0			

Intersection= Pine Rd & Bahia Rd															10
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
EB	L		0	1.00	0	1.17%	0	0	0	0			0	0	
	T		0	1.00	0	1.17%	0	0	0	0			0	0	
	R		0	1.00	0	1.17%	0	0	0	0			0	0	
	R/R		0	1.00	0	1.17%	0	0	0	0			0	0	
WB	L	144	1.00	144	1.17%	5	149	0	149		56%	76	225	149 + (76) = 225	
	T	0	1.00	0	1.17%	0	0	0	0			0	0		
	R	64	1.00	64	1.17%	2	66	0	66		6%	9	75	66 + (9) = 75	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0		
	T	275	1.00	275	1.17%	10	285	0	285			0	285	285	
	R	68	1.00	68	1.17%	2	70	0	70	56%		130	200	70 + (130) = 200	
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
SB	L	27	1.00	27	1.17%	1	28	0	28	6%		14	42	28 + (14) = 42	
	T	129	1.00	129	1.17%	5	134	0	134			0	134	134	
	R	0	1.00	0	1.17%	0	0	0	0			0	0		
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		

Intersection= Bahia Trace & Access 1															11	
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula		
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	0	1.00	0	1.17%	0	0	0	0			0	0			
	R	0	1.00	0	1.17%	0	0	0	0		51%	69	69	(69)		
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	0	1.00	0	1.17%	0	0	0	0			0	0			
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
EB	L	0	1.00	0	1.17%	0	0	0	0	51%		118	118	(118)		
	T	19	1.00	19	1.17%	1	20	0	20	48%		111	131	20 + (111) = 131		
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	33	1.00	33	1.17%	1	34	0	34		48%	65	99	34 + (65) = 99		
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			

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Period		Tgen		Enter		Exit		SF		AGR		Years		Legend	
PM Peak				232		135		1.00		1.17%		3		Backg'd + (Project) = Total	
Intersection= Bahia Trace & Access 2													12		
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula	
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0		
	T	0	1.00	0	1.17%	0	0	0	0			0	0		
	R	0	1.00	0	1.17%	0	0	0	0		8%	11	11 (11)		
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
NB	L	9	1.00	9	1.17%	0	9	0	9			0	9 9		
	T	0	1.00	0	1.17%	0	0	0	0			0	0		
	R	0	1.00	0	1.17%	0	0	0	0			0	0		
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
EB	L	0	1.00	0	1.17%	0	0	0	0	8%		19	19 (19)		
	T	14	1.00	14	1.17%	0	14	0	14	29%		67	81 14 + (67) = 81		
	R	5	1.00	5	1.17%	0	5	0	5			0	5 5		
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0		
	T	24	1.00	24	1.17%	1	25	0	25		29%	39	64 25 + (39) = 64		
	R	0	1.00	0	1.17%	0	0	0	0			0	0		
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0		

Intersection= Bahia Trace & Access 3															13	
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula		
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	0	1.00	0	1.17%	0	0	0	0			0	0			
	R	0	1.00	0	1.17%	0	0	0	0		13%	18	18 (18)			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
NB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	0	1.00	0	1.17%	0	0	0	0			0	0			
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
EB	L	0	1.00	0	1.17%	0	0	0	0	13%		30	30 (30)			
	T	14	1.00	14	1.17%	0	14	0	14	15%		35	49	14 + (35) = 49		
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	24	1.00	24	1.17%	1	25	0	25		15%	20	45	25 + (20) = 45		
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			

Intersection= Bahia Trace & Bahia Trace Cir/Access 4															14	
Approach	Mvmt	Total	SF	Adjusted	GR	Growth	Adj Bg'd	Vested	Total Bg'd	%Proj Ent	%Proj Ext	Project	Total	Formula		
SB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	0	1.00	0	1.17%	0	0	0	0			0	0			
	R	0	1.00	0	1.17%	0	0	0	0		15%	20	20 (20)			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
NB	L	4	1.00	4	1.17%	0	4	0	4			0	4 4			
	T	0	1.00	0	1.17%	0	0	0	0			0	0			
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
EB	L	0	1.00	0	1.17%	0	0	0	0	15%		35	35 (35)			
	T	12	1.00	12	1.17%	0	12	0	12			0	12 12			
	R	2	1.00	2	1.17%	0	2	0	2			0	2 2			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			
WB	L	0	1.00	0	1.17%	0	0	0	0			0	0			
	T	20	1.00	20	1.17%	1	21	0	21			0	21 21			
	R	0	1.00	0	1.17%	0	0	0	0			0	0			
	R/R	0	1.00	0	1.17%	0	0	0	0			0	0			

2028 No-Buildout HCM Reports

ATTACHMENT E

HCM 7th Signalized Intersection Summary

1: CR 35 & CR 464

01/13/2026

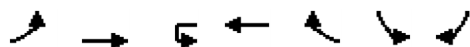
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	900	72	0	1437	87	0	675	160	0	741	155
Future Volume (veh/h)	0	900	72	0	1437	87	0	675	160	0	741	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1889	1920	0	1920	1844	0	1920	1920	0	1889	1920
Adj Flow Rate, veh/h	0	968	77	0	1545	94	0	726	0	0	797	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	2	0	2	7	0	2	2	0	4	2
Cap, veh/h	0	2170	983	0	2205	944	0	975		0	959	
Arrive On Green	0.00	0.60	0.60	0.00	0.60	0.60	0.00	0.53	0.00	0.00	0.53	0.00
Sat Flow, veh/h	0	3684	1627	0	3743	1562	0	3743	1627	0	3684	1627
Grp Volume(v), veh/h	0	968	77	0	1545	94	0	726	0	0	797	0
Grp Sat Flow(s),veh/h/ln	0	1795	1627	0	1824	1562	0	1824	1627	0	1795	1627
Q Serve(g_s), s	0.0	16.1	2.2	0.0	32.0	2.8	0.0	16.9	0.0	0.0	20.5	0.0
Cycle Q Clear(g_c), s	0.0	16.1	2.2	0.0	32.0	2.8	0.0	16.9	0.0	0.0	20.5	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	2170	983	0	2205	944	0	975		0	959	
V/C Ratio(X)	0.00	0.45	0.08	0.00	0.70	0.10	0.00	0.74		0.00	0.83	
Avail Cap(c_a), veh/h	0	2170	983	0	2205	944	0	1426		0	1403	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	0.76	0.76	0.00	0.97	0.00	0.00	0.96	0.00
Uniform Delay (d), s/veh	0.0	11.8	9.0	0.0	14.9	9.2	0.0	22.7	0.0	0.0	23.5	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.1	0.0	1.4	0.2	0.0	1.7	0.0	0.0	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.5	1.3	0.0	16.4	1.6	0.0	8.9	0.0	0.0	9.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.4	9.2	0.0	16.4	9.3	0.0	24.4	0.0	0.0	26.9	0.0
LnGrp LOS		B	A		B	A		C			C	
Approach Vol, veh/h	1045			1639			726			797		
Approach Delay, s/veh	12.2			16.0			24.4			26.9		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	36.2			73.8			36.2			73.8		
Change Period (Y+Rc), s	6.8			7.3			6.8			7.3		
Max Green Setting (Gmax), s	43.0			52.9			43.0			52.9		
Max Q Clear Time (g_c+I1), s	22.5			34.0			18.9			18.1		
Green Ext Time (p_c), s	7.0			13.4			6.7			11.0		
Intersection Summary												
HCM 7th Control Delay, s/veh	18.5											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/13/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	291	1074	0	1584	44	72	562
Future Volume (veh/h)	291	1074	0	1584	44	72	562
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		
Adj Sat Flow, veh/h/ln	1870	1841		1870	1870	1811	1870
Adj Flow Rate, veh/h	303	1119		1650	43	0	486
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4		2	2	6	2
Cap, veh/h	292	2592		2114	55	300	551
Arrive On Green	0.10	0.74		0.60	0.60	0.00	0.17
Sat Flow, veh/h	1781	3589		3632	92	1725	3170
Grp Volume(v), veh/h	303	1119		827	866	0	486
Grp Sat Flow(s), veh/h/ln	1781	1749		1777	1854	1725	1585
Q Serve(g_s), s	15.8	19.5		56.0	56.5	0.0	23.9
Cycle Q Clear(g_c), s	15.8	19.5		56.0	56.5	0.0	23.9
Prop In Lane	1.00				0.05	1.00	1.00
Lane Grp Cap(c), veh/h	292	2592		1062	1108	300	551
V/C Ratio(X)	1.04	0.43		0.78	0.78	0.00	0.88
Avail Cap(c_a), veh/h	292	2592		1062	1108	492	903
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82		0.59	0.59	0.00	1.00
Uniform Delay (d), s/veh	45.7	7.9		24.2	24.3	0.0	64.5
Incr Delay (d2), s/veh	58.0	0.4		3.4	3.3	0.0	6.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.7	10.3		28.9	30.2	0.0	15.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	103.7	8.3		27.6	27.7	0.0	70.6
LnGrp LOS	F	A		C	C		E
Approach Vol, veh/h	1422		1693		486		
Approach Delay, s/veh	28.6		27.7		70.6		
Approach LOS	C		C		E		
Timer - Assigned Phs	1	2			6		8
Phs Duration (G+Y+Rc), s	30.0	102.8			125.8		34.2
Change Period (Y+Rc), s	7.2	7.2			7.2		6.4
Max Green Setting (Gmax), s	15.8	77.8			100.8		45.6
Max Q Clear Time (g_c+117), s	117.8	58.5			21.5		25.9
Green Ext Time (p_c), s	0.0	14.1			15.0		1.9

Intersection Summary

HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

3: Arden Dwy & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1119	95	54	1590	4	173	3	51	3	2	33
Future Volume (veh/h)	8	1119	95	54	1590	4	173	3	51	3	2	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1216	93	59	1728	4	188	3	50	3	2	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	2028	155	284	2296	5	262	3	55	42	31	265
Arrive On Green	0.01	0.61	0.61	0.07	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3346	255	1781	3637	8	1138	18	303	51	169	1450
Grp Volume(v), veh/h	9	645	664	59	844	888	241	0	0	38	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1824	1781	1777	1869	1458	0	0	1670	0	0
Q Serve(g_s), s	0.2	26.9	27.0	1.5	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	26.9	27.0	1.5	0.0	0.0	19.3	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.00	0.78		0.21	0.08		0.87
Lane Grp Cap(c), veh/h	256	1077	1106	284	1122	1180	320	0	0	338	0	0
V/C Ratio(X)	0.04	0.60	0.60	0.21	0.75	0.75	0.75	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	311	1077	1106	294	1122	1180	380	0	0	404	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	14.6	14.6	11.0	0.0	0.0	47.7	0.0	0.0	41.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	2.0	0.2	3.1	3.0	6.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	15.9	16.3	1.0	1.8	1.8	12.2	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	16.6	16.6	11.3	3.1	3.0	54.6	0.0	0.0	41.2	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	D			D		
Approach Vol, veh/h	1318			1791			241			38		
Approach Delay, s/veh	16.6			3.3			54.6			41.2		
Approach LOS	B			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	79.7		29.0	8.3	82.8		29.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	67.0		27.0	5.0	67.0		27.0				
Max Q Clear Time (g_c+I), s	13.5	29.0		4.4	2.2	2.0		21.3				
Green Ext Time (p_c), s	0.0	12.2		0.1	0.0	23.9		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.6											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	998	92	81	1449	79	81	93	91	67	52	122
Future Volume (veh/h)	62	998	92	81	1449	79	81	93	91	67	52	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870	1841	1870	1826	1811	1841	1796
Adj Flow Rate, veh/h	65	1051	85	85	1525	69	85	98	90	71	55	93
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	4	4	2	2	4	2	5	6	4	7
Cap, veh/h	237	2101	170	439	2211	100	270	114	105	165	219	181
Arrive On Green	0.07	1.00	1.00	0.04	0.64	0.64	0.06	0.13	0.13	0.05	0.12	0.12
Sat Flow, veh/h	1767	3303	267	1753	3463	156	1753	898	824	1725	1841	1522
Grp Volume(v), veh/h	65	561	575	85	780	814	85	0	188	71	55	93
Grp Sat Flow(s),veh/h/ln	1767	1763	1807	1753	1777	1842	1753	0	1722	1725	1841	1522
Q Serve(g_s), s	1.5	0.0	0.0	2.0	34.0	34.3	5.0	0.0	12.8	4.3	3.3	6.9
Cycle Q Clear(g_c), s	1.5	0.0	0.0	2.0	34.0	34.3	5.0	0.0	12.8	4.3	3.3	6.9
Prop In Lane	1.00		0.15	1.00		0.08	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	237	1121	1150	439	1134	1176	270	0	219	165	219	181
V/C Ratio(X)	0.27	0.50	0.50	0.19	0.69	0.69	0.32	0.00	0.86	0.43	0.25	0.51
Avail Cap(c_a), veh/h	444	1121	1150	611	1134	1176	369	0	280	220	238	197
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.60	0.60	0.60	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	0.0	6.6	14.0	14.1	43.0	0.0	51.3	44.1	48.0	49.6
Incr Delay (d2), s/veh	0.5	1.2	1.2	0.1	2.1	2.0	0.7	0.0	18.9	1.8	0.6	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.7	0.7	1.1	16.6	17.2	4.0	0.0	10.9	3.5	2.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	1.2	1.2	6.8	16.1	16.1	43.7	0.0	70.3	45.8	48.6	51.9
LnGrp LOS	B	A	A	A	B	B	D		E	D	D	D
Approach Vol, veh/h	1201			1679			273			219		
Approach Delay, s/veh	1.8			15.6			62.0			49.1		
Approach LOS	A			B			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	81.1	10.2	19.7	9.2	80.8	11.2	18.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	54.5	9.5	19.5	16.5	56.5	13.5	15.5				
Max Q Clear Time (g_c+I), s	13.5	36.3	6.3	14.8	4.0	2.0	7.0	8.9				
Green Ext Time (p_c), s	0.1	9.9	0.0	0.4	0.1	8.2	0.1	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.6											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

5: Midway Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	891	131	34	1369	76	72	76	61	54	113	97
Future Volume (veh/h)	93	891	131	34	1369	76	72	76	61	54	113	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No				No			No		
Adj Sat Flow, veh/h/ln	1856	1870	1870	1811	1870	1870	1856	1870	1841	1841	1870	1781
Adj Flow Rate, veh/h	99	948	118	36	1456	69	77	81	58	57	120	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	2	2	6	2	2	3	2	4	4	2	8
Cap, veh/h	327	1905	237	320	2083	929	194	101	72	155	183	147
Arrive On Green	0.04	0.60	0.60	0.05	1.00	1.00	0.05	0.10	0.10	0.04	0.10	0.10
Sat Flow, veh/h	1767	3180	396	1725	3554	1585	1767	1014	726	1753	1870	1510
Grp Volume(v), veh/h	99	530	536	36	1456	69	77	0	139	57	120	70
Grp Sat Flow(s),veh/h/ln	1767	1777	1799	1725	1777	1585	1767	0	1740	1753	1870	1510
Q Serve(g_s), s	2.7	20.4	20.4	1.0	0.0	0.0	4.6	0.0	9.4	3.5	7.4	5.3
Cycle Q Clear(g_c), s	2.7	20.4	20.4	1.0	0.0	0.0	4.6	0.0	9.4	3.5	7.4	5.3
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	327	1064	1078	320	2083	929	194	0	173	155	183	147
V/C Ratio(X)	0.30	0.50	0.50	0.11	0.70	0.07	0.40	0.00	0.80	0.37	0.66	0.47
Avail Cap(c_a), veh/h	447	1064	1078	431	2083	929	312	0	291	245	282	228
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.72	0.72	0.72	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	13.8	13.8	10.7	0.0	0.0	45.6	0.0	52.9	46.6	52.2	51.2
Incr Delay (d2), s/veh	0.4	1.4	1.4	0.1	1.4	0.1	1.3	0.0	11.5	1.5	5.6	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	11.8	11.9	0.6	0.7	0.1	3.8	0.0	8.2	2.8	6.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	15.1	15.1	10.8	1.4	0.1	46.9	0.0	64.4	48.0	57.8	54.6
LnGrp LOS	A	B	B	B	A	A	D		E	D	E	D
Approach Vol, veh/h	1165		1561				216			247		
Approach Delay, s/veh	14.7		1.6				58.2			54.6		
Approach LOS	B		A				E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	77.6	11.8	18.8	10.3	79.1	12.0	18.6				
Change Period (Y+Rc), s	7.2	7.2	7.1	6.9	7.5	7.2	5.8	6.9				
Max Green Setting (Gmax), s	12.8	47.8	10.9	20.1	10.5	49.8	14.2	18.1				
Max Q Clear Time (g_c+I), s	14.5	2.0	5.5	11.4	3.0	22.4	6.6	9.4				
Green Ext Time (p_c), s	0.1	21.4	0.0	0.6	0.0	10.1	0.1	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.3									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

6: Cedar Radial Pass/Bahia Ave & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	903	75	23	1355	111	41	21	38	36	8	86
Future Volume (veh/h)	38	903	75	23	1355	111	41	21	38	36	8	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1737	1870	1796	1826	1870	1796	1826	1870	1841	1811	1870	1841
Adj Flow Rate, veh/h	40	941	66	24	1411	82	43	22	25	38	8	76
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	11	2	7	5	2	7	5	2	4	6	2	4
Cap, veh/h	81	1970	138	355	2023	866	277	80	91	234	130	109
Arrive On Green	0.05	0.58	0.58	0.04	0.57	0.57	0.08	0.10	0.10	0.05	0.07	0.07
Sat Flow, veh/h	1654	3368	236	1739	3554	1522	1739	799	908	1725	1870	1560
Grp Volume(v), veh/h	40	496	511	24	1411	82	43	0	47	38	8	76
Grp Sat Flow(s),veh/h/ln	1654	1777	1828	1739	1777	1522	1739	0	1707	1725	1870	1560
Q Serve(g_s), s	2.8	19.3	19.3	0.7	34.0	2.9	2.6	0.0	3.1	2.4	0.5	5.7
Cycle Q Clear(g_c), s	2.8	19.3	19.3	0.7	34.0	2.9	2.6	0.0	3.1	2.4	0.5	5.7
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	81	1039	1069	355	2023	866	277	0	170	234	130	109
V/C Ratio(X)	0.49	0.48	0.48	0.07	0.70	0.09	0.16	0.00	0.28	0.16	0.06	0.70
Avail Cap(c_a), veh/h	179	1039	1069	500	2023	866	352	0	223	346	229	191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	14.3	14.3	10.8	18.5	11.8	44.9	0.0	50.0	47.8	52.1	54.6
Incr Delay (d2), s/veh	5.4	1.3	1.3	0.1	1.5	0.2	0.4	0.0	1.2	0.5	0.3	10.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	11.4	11.6	0.4	17.9	1.9	2.1	0.0	2.4	1.9	0.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	15.7	15.6	10.9	20.0	11.9	45.2	0.0	51.2	48.2	52.4	65.5
LnGrp LOS	E	B	B	B	B	B	D		D	D	D	E
Approach Vol, veh/h	1047			1517			90			122		
Approach Delay, s/veh	17.4			19.4			48.4			59.3		
Approach LOS	B			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.9	75.6	12.2	18.3	12.0	77.5	15.8	14.7				
Change Period (Y+Rc), s	8.0	7.3	6.5	6.3	7.6	7.3	6.7	6.3				
Max Green Setting (Gmax), s	13.0	49.7	13.5	15.7	14.4	48.7	14.3	14.7				
Max Q Clear Time (g_c+I), s	14.8	36.0	4.4	5.1	2.7	21.3	4.6	7.7				
Green Ext Time (p_c), s	0.0	9.7	0.0	0.1	0.0	9.3	0.1	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.3											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

7: Bahia Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	897	68	21	1395	85	23	26	44	94	14	59
Future Volume (veh/h)	24	897	68	21	1395	85	23	26	44	94	14	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	944	63	22	1468	61	24	27	27	99	15	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	2219	990	463	2221	991	179	49	49	213	49	117
Arrive On Green	0.07	1.00	1.00	0.03	0.62	0.62	0.02	0.06	0.06	0.07	0.10	0.10
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	858	858	1781	488	1171
Grp Volume(v), veh/h	25	944	63	22	1468	61	24	0	54	99	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1716	1781	0	1660
Q Serve(g_s), s	0.6	0.0	0.0	0.5	31.7	1.8	1.5	0.0	3.7	6.1	0.0	3.4
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	31.7	1.8	1.5	0.0	3.7	6.1	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.71
Lane Grp Cap(c), veh/h	242	2219	990	463	2221	991	179	0	99	213	0	166
V/C Ratio(X)	0.10	0.43	0.06	0.05	0.66	0.06	0.13	0.00	0.55	0.47	0.00	0.31
Avail Cap(c_a), veh/h	401	2219	990	651	2221	991	215	0	103	233	0	166
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	7.2	14.4	8.8	51.4	0.0	55.0	47.8	0.0	50.1
Incr Delay (d2), s/veh	0.2	0.5	0.1	0.0	1.6	0.1	0.3	0.0	5.5	1.6	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.3	0.1	0.3	17.0	1.2	1.2	0.0	3.1	5.1	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.4	0.5	0.1	7.3	15.9	8.9	51.8	0.0	60.5	49.4	0.0	51.2
LnGrp LOS	B	A	A	A	B	A	D		E	D		D
Approach Vol, veh/h	1032					1551		78		150		
Approach Delay, s/veh	0.8					15.5		57.8		50.0		
Approach LOS	A					B		E		D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.3	82.4	13.6	12.7	11.3	82.3	8.6	17.8				
Change Period (Y+Rc), s	7.3	7.4	5.8	5.8	7.7	7.4	5.8	5.8				
Max Green Setting (Gmax), s	1.3	62.6	9.2	7.2	16.3	60.6	5.2	11.2				
Max Q Clear Time (g_c+I), s	1.3	33.7	8.1	5.7	2.5	2.0	3.5	5.4				
Green Ext Time (p_c), s	0.0	12.4	0.0	0.0	0.0	7.4	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			13.1									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th AWSC

8: Bahia Rd & Midway Rd

01/13/2026

Intersection

Intersection Delay, s/veh 13.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	68	77	22	17	117	43	23	70	11	57	147	80
Future Vol, veh/h	68	77	22	17	117	43	23	70	11	57	147	80
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	4	2	6	2	2	2	7	2	4	2	2
Mvmt Flow	89	101	29	22	154	57	30	92	14	75	193	105
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12	12.1	10.7	15.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	41%	10%	20%
Vol Thru, %	67%	46%	66%	52%
Vol Right, %	11%	13%	24%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	167	177	284
LT Vol	23	68	17	57
Through Vol	70	77	117	147
RT Vol	11	22	43	80
Lane Flow Rate	137	220	233	374
Geometry Grp	1	1	1	1
Degree of Util (X)	0.224	0.354	0.37	0.56
Departure Headway (Hd)	5.882	5.797	5.716	5.394
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	617	626	665
Service Time	3.957	3.866	3.784	3.452
HCM Lane V/C Ratio	0.226	0.357	0.372	0.562
HCM Control Delay, s/veh	10.7	12	12.1	15.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	0.9	1.6	1.7	3.5

Intersection																			
Int Delay, s/veh		1.9																	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Traffic Vol, veh/h	6	201	8	9	84	13	8	2	18	14	2	16							
Future Vol, veh/h	6	201	8	9	84	13	8	2	18	14	2	16							
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop							
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None							
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-							
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0							
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0							
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90							
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2							
Mvmt Flow	7	223	9	10	93	14	9	2	20	16	2	18							

Major/Minor	Major1	Major2	Minor1	Minor2															
Conflicting Flow All	108	0	0	232	0	0	356	369	228	358	366	101							
Stage 1	-	-	-	-	-	-	241	241	-	121	121	-							
Stage 2	-	-	-	-	-	-	114	128	-	238	246	-							
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22							
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-							
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-							
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318							
Pot Cap-1 Maneuver	1483	-	-	1335	-	-	600	560	812	597	562	955							
Stage 1	-	-	-	-	-	-	762	706	-	884	796	-							
Stage 2	-	-	-	-	-	-	890	790	-	765	703	-							
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-							
Mov Cap-1 Maneuver	1483	-	-	1335	-	-	578	553	812	572	555	955							
Mov Cap-2 Maneuver	-	-	-	-	-	-	578	553	-	572	555	-							
Stage 1	-	-	-	-	-	-	758	702	-	877	790	-							
Stage 2	-	-	-	-	-	-	864	784	-	740	699	-							

Approach	EB	WB	NB	SB															
HCM Ctrl Dly, s/v	0.21	0.66	10.33	10.31															
HCM LOS			B	B															

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1											
Capacity (veh/h)	707	50	-	-	149	-	-	714											
HCM Lane V/C Ratio	0.044	0.004	-	-	0.007	-	-	0.05											
HCM Ctrl Dly (s/v)	10.3	7.4	0	-	7.7	0	-	10.3											
HCM Lane LOS	B	A	A	-	A	A	-	B											
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2											

ATTACHMENT E

HCM 7th TWSC
10: Pine Rd & Bahia Rd

01/13/2026

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	93	24	69	166	37	132
Future Vol, veh/h	93	24	69	166	37	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	97	25	72	173	39	138
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	373	158	0	0	245	0
Stage 1	158	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	628	887	-	-	1321	-
Stage 1	870	-	-	-	-	-
Stage 2	821	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	608	887	-	-	1321	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	11.81	0	1.71			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	650	394	-	
HCM Lane V/C Ratio	-	-	0.187	0.029	-	
HCM Ctrl Dly (s/v)	-	-	11.8	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

ATTACHMENT E

HCM 7th TWSC

11: Bahia Trace & Access 1

01/13/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	22	32	0	0	0
Future Vol, veh/h	0	22	32	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	35	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	35	0	-	0	59	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1577	-	-	-	948	1038
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	948	1038
Mov Cap-2 Maneuver	-	-	-	-	948	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	999	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1577	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

ATTACHMENT E

HCM 7th TWSC

12: Bahia Trace Course/Access 2 & Bahia Trace

01/13/2026

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	16	6	0	23	0	9	0	0	0	0	0
Future Vol, veh/h	0	16	6	0	23	0	9	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	7	0	25	0	10	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	24	0	0	46	46	21	42	49	25
Stage 1	-	-	-	-	-	-	21	21	-	25	25	-
Stage 2	-	-	-	-	-	-	25	25	-	17	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1591	-	-	956	846	1057	961	843	1051
Stage 1	-	-	-	-	-	-	998	878	-	993	874	-
Stage 2	-	-	-	-	-	-	993	874	-	1002	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1591	-	-	956	846	1057	961	843	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	956	846	-	961	843	-
Stage 1	-	-	-	-	-	-	998	878	-	993	874	-
Stage 2	-	-	-	-	-	-	993	874	-	1002	875	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	956	1589	-	-	1591	-	-	-				
HCM Lane V/C Ratio	0.01	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

ATTACHMENT E

HCM 7th TWSC

13: Bahia Trace & Access 3

01/13/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	23	0	0	0
Future Vol, veh/h	0	16	23	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	25	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	25	0	-	0	42	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1589	-	-	-	969	1051
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1589	-	-	-	969	1051
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1005	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1589	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

ATTACHMENT E

HCM 7th TWSC

14: Bahia Trace Circle/Access 4 & Bahia Trace/Bahia Trace

01/13/2026

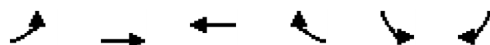
Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	3	0	19	0	4	0	0	0	0	0
Future Vol, veh/h	0	12	3	0	19	0	4	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	3	0	21	0	4	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	16	0	0	35	35	15	34	37	21
Stage 1	-	-	-	-	-	-	15	15	-	21	21	-
Stage 2	-	-	-	-	-	-	21	21	-	13	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1595	-	-	1601	-	-	971	857	1065	973	855	1057
Stage 1	-	-	-	-	-	-	1005	883	-	998	878	-
Stage 2	-	-	-	-	-	-	998	878	-	1007	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1595	-	-	1601	-	-	971	857	1065	973	855	1057
Mov Cap-2 Maneuver	-	-	-	-	-	-	971	857	-	973	855	-
Stage 1	-	-	-	-	-	-	1005	883	-	998	878	-
Stage 2	-	-	-	-	-	-	998	878	-	1007	882	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.72			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	971	1595	-	-	1601	-	-	-				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.7	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

ATTACHMENT E

HCM 7th Signalized Intersection Summary

101: CR 464 & SB Displaced Left Turns

01/13/2026



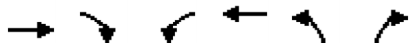
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑	↑	↑↑	
Traffic Volume (veh/h)	0	1060	1524	649	420	0
Future Volume (veh/h)	0	1060	1524	649	420	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1889	1920	1904	1920	0
Adj Flow Rate, veh/h	0	1140	1639	698	452	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	2	3	2	0
Cap, veh/h	0	1887	2755	848	0	0
Arrive On Green	0.00	1.00	0.53	0.53	0.35	0.00
Sat Flow, veh/h	0	3778	5413	1614	0	0
Grp Volume(v), veh/h	0	1140	1639	698	0	0
Grp Sat Flow(s), veh/h/ln	0	1795	1747	1614	0	0
Q Serve(g_s), s	0.0	0.0	23.7	39.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	23.7	39.8	0.0	0.0
Prop In Lane	0.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	0	1887	2755	848	0	0
V/C Ratio(X)	0.00	0.60	0.60	0.82	0.00	0.00
Avail Cap(c_a), veh/h	0	2186	3192	983	0	0
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.89	0.20	0.20	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	18.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	10.6	16.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.3	18.1	22.9	0.0	0.0
LnGrp LOS		A	B	C		
Approach Vol, veh/h		1140	2337		0	
Approach Delay, s/veh		0.3	19.5		0.0	
Approach LOS		A	B			
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+Rc), s			64.8	45.2	64.8	
Change Period (Y+Rc), s			7.0	7.0	7.0	
Max Green Setting (Gmax), s			67.0	29.0	67.0	
Max Q Clear Time (g_c+I1), s			2.0	0.0	41.8	
Green Ext Time (p_c), s			9.6	0.0	16.1	
Intersection Summary						
HCM 7th Control Delay, s/veh			13.2			
HCM 7th LOS			B			

ATTACHMENT E

HCM 7th Signalized Intersection Summary

102: NB Displaced Left Turns & CR 464

01/13/2026



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑	↑↑	↑↑
Traffic Volume (veh/h)	972	540	0	1592	424	0
Future Volume (veh/h)	972	540	0	1592	424	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1889	1920	0	1920	1889	0
Adj Flow Rate, veh/h	1045	581	0	1712	456	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	2	0	2	4	0
Cap, veh/h	2340	738	0	1654	0	0
Arrive On Green	0.45	0.45	0.00	0.91	0.42	0.00
Sat Flow, veh/h	5327	1627	0	3839	0	0
Grp Volume(v), veh/h	1045	581	0	1712	0	0
Grp Sat Flow(s), veh/h/ln	1719	1627	0	1824	0	0
Q Serve(g_s), s	15.3	33.4	0.0	49.9	0.0	0.0
Cycle Q Clear(g_c), s	15.3	33.4	0.0	49.9	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	2340	738	0	1654	0	0
V/C Ratio(X)	0.45	0.79	0.00	1.03	0.00	0.00
Avail Cap(c_a), veh/h	3329	1050	0	2354	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.62	0.00	0.00
Uniform Delay (d), s/veh	20.6	25.5	0.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	2.6	0.0	23.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	18.0	0.0	11.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.7	28.2	0.0	28.5	0.0	0.0
LnGrp LOS	C	C		F		
Approach Vol, veh/h	1626			1712	0	
Approach Delay, s/veh	23.4			28.5	0.0	
Approach LOS	C			C		
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		46.2		63.8		63.8
Change Period (Y+Rc), s		7.0		7.0		7.0
Max Green Setting (Gmax), s		25.0		71.0		71.0
Max Q Clear Time (g_c+I1), s		0.0		35.4		51.9
Green Ext Time (p_c), s		0.0		11.2		11.7
Intersection Summary						
HCM 7th Control Delay, s/veh			26.0			
HCM 7th LOS			C			

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

103: CR 35 & NB Displaced Left Turns

01/13/2026

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	540	424	763	72	741	0
Future Volume (vph)	0	540	424	763	72	741	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00	0.97	0.95	1.00	0.95	
Frt		0.87	1.00	1.00	1.00	1.00	
Flt Protected		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)		1654	3456	3632	1816	3563	
Flt Permitted		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)		1654	3456	3632	1816	3563	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	581	456	820	77	797	0
RTOR Reduction (vph)	0	32	0	0	0	0	0
Lane Group Flow (vph)	0	549	456	820	77	797	0
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%	2%
Turn Type		Over	Prot	NA	Prot	NA	
Protected Phases		5	5	2	1	6	
Permitted Phases							
Actuated Green, G (s)		44.6	44.6	87.6	8.4	51.4	
Effective Green, g (s)		44.6	44.6	87.6	8.4	51.4	
Actuated g/C Ratio		0.41	0.41	0.80	0.08	0.47	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		670	1401	2892	138	1664	
v/s Ratio Prot		c0.33	0.13	0.23	0.04	c0.22	
v/s Ratio Perm							
v/c Ratio		0.82	0.33	0.28	0.56	0.48	
Uniform Delay, d1		29.1	22.4	2.9	49.0	20.1	
Progression Factor		0.97	1.00	1.00	0.94	0.23	
Incremental Delay, d2		7.2	0.1	0.2	4.2	0.9	
Delay (s)		35.6	22.5	3.2	50.3	5.5	
Level of Service		D	C	A	D	A	
Approach Delay (s/veh)	35.6			10.1		9.5	
Approach LOS	D			B		A	
Intersection Summary							
HCM 2000 Control Delay (s/veh)		15.3		HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio		0.64					
Actuated Cycle Length (s)		110.0		Sum of lost time (s)		14.0	
Intersection Capacity Utilization		64.2%		ICU Level of Service		C	
Analysis Period (min)		15					
c Critical Lane Group							

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

104: CR 35 & SB Displaced Left Turns

01/13/2026

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	649	87	675	0	420	809
Future Volume (vph)	0	649	87	675	0	420	809
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		1.00	1.00	0.95		0.97	0.95
Frt		0.87	1.00	1.00		1.00	1.00
Flt Protected		1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1638	1816	3632		3523	3597
Flt Permitted		1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		1638	1816	3632		3523	3597
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	698	94	726	0	452	870
RTOR Reduction (vph)	0	21	0	0	0	0	0
Lane Group Flow (vph)	0	677	94	726	0	452	870
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	3%
Turn Type		Over	Prot	NA		Prot	NA
Protected Phases		1	5	2		1	6
Permitted Phases							
Actuated Green, G (s)		54.7	8.9	41.3		54.7	87.1
Effective Green, g (s)		54.7	8.9	41.3		54.7	87.1
Actuated g/C Ratio		0.50	0.08	0.38		0.50	0.79
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		814	146	1363		1751	2848
v/s Ratio Prot		c0.41	0.05	c0.20		0.13	0.24
v/s Ratio Perm							
v/c Ratio		0.83	0.64	0.53		0.26	0.31
Uniform Delay, d1		23.7	49.0	26.8		15.9	3.1
Progression Factor		0.96	0.81	0.31		1.00	1.00
Incremental Delay, d2		6.2	8.5	1.3		0.1	0.3
Delay (s)		29.0	47.9	9.7		16.0	3.4
Level of Service		C	D	A		B	A
Approach Delay (s/veh)	29.0			14.1			7.7
Approach LOS	C			B			A
Intersection Summary							
HCM 2000 Control Delay (s/veh)			14.8		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.70				
Actuated Cycle Length (s)			110.0		Sum of lost time (s)		14.0
Intersection Capacity Utilization			69.0%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							

ATTACHMENT E

HCM 7th Signalized Intersection Summary

1: CR 35 & CR 464

01/13/2026

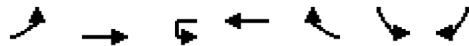
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	1454	130	0	907	87	0	805	177	0	655	75
Future Volume (veh/h)	0	1454	130	0	907	87	0	805	177	0	655	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1920	1920	0	1904	1904	0	1904	1874	0	1889	1767
Adj Flow Rate, veh/h	0	1531	137	0	955	92	0	847	0	0	689	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	3	3	0	3	5	0	4	12
Cap, veh/h	0	2121	946	0	2104	939	0	1050		0	1042	
Arrive On Green	0.00	0.58	0.58	0.00	0.58	0.58	0.00	0.39	0.00	0.00	0.19	0.00
Sat Flow, veh/h	0	3743	1627	0	3714	1614	0	3714	1588	0	3684	1498
Grp Volume(v), veh/h	0	1531	137	0	955	92	0	847	0	0	689	0
Grp Sat Flow(s),veh/h/ln	0	1824	1627	0	1809	1614	0	1809	1588	0	1795	1498
Q Serve(g_s), s	0.0	33.3	4.2	0.0	16.5	2.8	0.0	23.0	0.0	0.0	19.5	0.0
Cycle Q Clear(g_c), s	0.0	33.3	4.2	0.0	16.5	2.8	0.0	23.0	0.0	0.0	19.5	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	2121	946	0	2104	939	0	1050		0	1042	
V/C Ratio(X)	0.00	0.72	0.14	0.00	0.45	0.10	0.00	0.81		0.00	0.66	
Avail Cap(c_a), veh/h	0	2121	946	0	2104	939	0	1414		0	1403	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.00	0.67	0.67
Upstream Filter(I)	0.00	0.75	0.75	0.00	0.95	0.95	0.00	0.94	0.00	0.00	0.97	0.00
Uniform Delay (d), s/veh	0.0	16.6	10.5	0.0	13.1	10.2	0.0	31.0	0.0	0.0	39.3	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.2	0.0	0.7	0.2	0.0	2.9	0.0	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	17.4	2.5	0.0	10.0	1.7	0.0	13.8	0.0	0.0	13.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.2	10.8	0.0	13.8	10.4	0.0	33.9	0.0	0.0	40.3	0.0
LnGrp LOS		B	B		B	B		C			D	
Approach Vol, veh/h	1668			1047			847			689		
Approach Delay, s/veh	17.6			13.5			33.9			40.3		
Approach LOS	B			B			C			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	38.7			71.3			38.7			71.3		
Change Period (Y+Rc), s	6.8			7.3			6.8			7.3		
Max Green Setting (Gmax), s	43.0			52.9			43.0			52.9		
Max Q Clear Time (g_c+I1), s	21.5			18.5			25.0			35.3		
Green Ext Time (p_c), s	6.0			10.9			7.0			12.8		
Intersection Summary												
HCM 7th Control Delay, s/veh	23.5											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/13/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	525	1750	0	1234	66	41	278
Future Volume (veh/h)	525	1750	0	1234	66	41	278
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870		1856	1870	1856	1870
Adj Flow Rate, veh/h	547	1823		1285	67	101	105
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2		3	2	3	2
Cap, veh/h	579	2984		1922	100	142	127
Arrive On Green	0.23	0.84		0.56	0.56	0.08	0.08
Sat Flow, veh/h	1781	3647		3502	177	1767	1585
Grp Volume(v), veh/h	547	1823		664	688	101	105
Grp Sat Flow(s), veh/h/ln	1781	1777		1763	1824	1767	1585
Q Serve(g_s), s	35.3	28.7		44.8	45.0	9.5	11.1
Cycle Q Clear(g_c), s	35.3	28.7		44.8	45.0	9.5	11.1
Prop In Lane	1.00				0.10	1.00	1.00
Lane Grp Cap(c), veh/h	579	2984		994	1028	142	127
V/C Ratio(X)	0.94	0.61		0.67	0.67	0.71	0.83
Avail Cap(c_a), veh/h	695	2984		994	1028	360	323
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52		0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	42.9	4.5		25.9	26.0	76.3	77.0
Incr Delay (d2), s/veh	12.8	0.5		2.7	2.6	6.5	12.5
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	80.0	10.5		24.8	25.7	8.0	8.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	55.7	5.0		28.7	28.6	82.7	89.5
LnGrp LOS	E	A		C	C	F	F
Approach Vol, veh/h	2370			1352		206	
Approach Delay, s/veh	16.7			28.6		86.2	
Approach LOS	B			C		F	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	46.9	103.0				150.0	20.0
Change Period (Y+Rc), s	7.2	7.2				7.2	6.4
Max Green Setting (Gmax), s	50.8	63.8				121.8	34.6
Max Q Clear Time (g_c+0.7), s	47.3	47.0				30.7	13.1
Green Ext Time (p_c), s	2.4	10.2				40.9	0.6

Intersection Summary

HCM 7th Control Delay, s/veh	24.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

3: Arden Dwy & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1502	191	115	1134	12	224	3	86	11	4	31
Future Volume (veh/h)	40	1502	191	115	1134	12	224	3	86	11	4	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1633	187	125	1233	12	243	3	84	12	4	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	1785	201	159	2057	20	304	3	88	119	53	265
Arrive On Green	0.03	0.55	0.55	0.09	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3219	363	1781	3606	35	1075	13	372	353	224	1117
Grp Volume(v), veh/h	43	891	929	125	608	637	330	0	0	47	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1805	1781	1777	1864	1460	0	0	1693	0	0
Q Serve(g_s), s	1.3	58.2	61.4	4.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	58.2	61.4	4.0	0.0	0.0	28.9	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.02	0.74		0.25	0.26		0.66
Lane Grp Cap(c), veh/h	364	986	1001	159	1014	1063	395	0	0	437	0	0
V/C Ratio(X)	0.12	0.90	0.93	0.79	0.60	0.60	0.84	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	379	986	1001	172	1014	1063	396	0	0	438	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	25.8	26.6	28.8	0.0	0.0	48.4	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	10.1	12.3	15.9	2.0	1.9	14.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	31.7	34.3	4.7	1.0	1.0	17.8	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	36.0	38.9	44.6	2.0	1.9	62.7	0.0	0.0	39.0	0.0	0.0
LnGrp LOS	B	D	D	D	A	A	E			D		
Approach Vol, veh/h	1863			1370			330			47		
Approach Delay, s/veh	36.8			5.9			62.7			39.0		
Approach LOS	D			A			E			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	79.1		37.9	10.9	81.2		37.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	71.0			31.0	5.0	73.0		31.0				
Max Q Clear Time (g_c+I), s	63.4			4.9	3.3	2.0		30.9				
Green Ext Time (p_c), s	0.0	5.9		0.2	0.0	9.6		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	27.5											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	274	1222	112	78	1011	72	87	69	63	55	87	177
Future Volume (veh/h)	274	1222	112	78	1011	72	87	69	63	55	87	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1870	1841	1900	1870	1811	1856	1811
Adj Flow Rate, veh/h	288	1286	111	82	1064	71	92	73	55	58	92	98
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	4	2	4	0	2	6	3	6
Cap, veh/h	430	2264	195	363	2134	142	201	102	77	163	149	123
Arrive On Green	0.16	1.00	1.00	0.04	0.64	0.64	0.06	0.10	0.10	0.04	0.08	0.08
Sat Flow, veh/h	1781	3311	285	1753	3327	222	1753	1006	758	1725	1856	1535
Grp Volume(v), veh/h	288	688	709	82	559	576	92	0	128	58	92	98
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1753	1749	1801	1753	0	1764	1725	1856	1535
Q Serve(g_s), s	7.5	0.0	0.0	2.1	21.9	21.9	6.2	0.0	9.1	4.0	6.2	8.2
Cycle Q Clear(g_c), s	7.5	0.0	0.0	2.1	21.9	21.9	6.2	0.0	9.1	4.0	6.2	8.2
Prop In Lane	1.00		0.16	1.00		0.12	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	430	1215	1244	363	1122	1155	201	0	178	163	149	123
V/C Ratio(X)	0.67	0.57	0.57	0.23	0.50	0.50	0.46	0.00	0.72	0.36	0.62	0.80
Avail Cap(c_a), veh/h	667	1215	1244	522	1122	1155	275	0	292	179	207	171
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.84	0.84	0.84	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	7.1	12.3	12.3	50.6	0.0	56.6	52.2	57.9	58.7
Incr Delay (d2), s/veh	0.3	0.3	0.3	0.3	1.3	1.3	1.6	0.0	5.3	1.3	4.1	16.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	0.2	0.2	1.3	12.2	12.5	5.1	0.0	7.8	3.2	5.6	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	0.3	0.3	7.3	13.6	13.6	52.2	0.0	62.0	53.5	62.0	74.7
LnGrp LOS	A	A	A	A	B	B	D		E	D	E	E
Approach Vol, veh/h	1685			1217			220			248		
Approach Delay, s/veh	1.9			13.2			57.9			65.0		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	87.9	9.7	17.6	9.2	93.4	12.5	14.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	56.5	6.5	21.5	16.5	67.5	13.5	14.5				
Max Q Clear Time (g_c+I), s	19.5	23.9	6.0	11.1	4.1	2.0	8.2	10.2				
Green Ext Time (p_c), s	0.7	7.7	0.0	0.4	0.1	12.0	0.1	0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh	14.3											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

5: Midway Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	971	148	55	886	66	115	131	33	91	76	95
Future Volume (veh/h)	99	971	148	55	886	66	115	131	33	91	76	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1870	1856	1900	1841	1900	1885	1841
Adj Flow Rate, veh/h	109	1067	143	60	974	62	126	144	26	100	84	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	2	2	4	2	3	0	4	0	1	4
Cap, veh/h	435	1805	242	269	1978	896	272	174	31	196	200	165
Arrive On Green	0.04	0.58	0.58	0.05	1.00	1.00	0.08	0.11	0.11	0.06	0.11	0.11
Sat Flow, veh/h	1767	3125	418	1781	3497	1585	1767	1566	283	1810	1885	1560
Grp Volume(v), veh/h	109	601	609	60	974	62	126	0	170	100	84	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1780	1781	1749	1585	1767	0	1849	1810	1885	1560
Q Serve(g_s), s	3.4	28.4	28.5	1.9	0.0	0.0	8.1	0.0	11.7	6.3	5.4	6.2
Cycle Q Clear(g_c), s	3.4	28.4	28.5	1.9	0.0	0.0	8.1	0.0	11.7	6.3	5.4	6.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	435	1018	1029	269	1978	896	272	0	206	196	200	165
V/C Ratio(X)	0.25	0.59	0.59	0.22	0.49	0.07	0.46	0.00	0.83	0.51	0.42	0.48
Avail Cap(c_a), veh/h	616	1018	1029	365	1978	896	367	0	329	289	320	265
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.80	0.80	0.80	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	17.6	17.6	13.9	0.0	0.0	46.7	0.0	56.5	48.0	54.4	54.7
Incr Delay (d2), s/veh	0.2	1.9	1.9	0.3	0.7	0.1	1.2	0.0	12.0	2.1	2.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	15.7	15.8	1.2	0.3	0.1	6.6	0.0	10.2	5.2	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	19.5	19.5	14.3	0.7	0.1	47.9	0.0	68.6	50.1	56.4	57.8
LnGrp LOS	B	B	B	B	A	A	D		E	D	E	E
Approach Vol, veh/h	1319			1096			296			263		
Approach Delay, s/veh	18.8			1.4			59.8			54.4		
Approach LOS	B			A			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.6	80.7	15.3	21.4	11.0	82.3	16.0	20.7				
Change Period (Y+Rc), s	7.2	7.2	7.1	6.9	7.5	7.2	5.8	6.9				
Max Green Setting (Gmax), s	10.8	44.8	14.9	23.1	10.5	52.8	17.2	22.1				
Max Q Clear Time (g_c+I), s	15.4	2.0	8.3	13.7	3.9	30.5	10.1	8.2				
Green Ext Time (p_c), s	0.2	11.6	0.1	0.8	0.0	10.8	0.2	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			19.6									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

6: Cedar Radial Pass/Bahia Ave & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	920	60	42	1009	107	78	17	31	64	11	152
Future Volume (veh/h)	72	920	60	42	1009	107	78	17	31	64	11	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1870	1796	1856	1900	1900	1885	1722	1767	1856	1900	1900
Adj Flow Rate, veh/h	80	1022	53	47	1121	97	87	19	12	71	12	123
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	2	7	3	0	0	1	12	9	3	0	0
Cap, veh/h	100	1896	98	426	1952	871	327	126	80	286	181	153
Arrive On Green	0.12	1.00	1.00	0.05	0.54	0.54	0.09	0.13	0.13	0.06	0.10	0.10
Sat Flow, veh/h	1725	3437	178	1767	3610	1610	1795	987	623	1767	1900	1610
Grp Volume(v), veh/h	80	528	547	47	1121	97	87	0	31	71	12	123
Grp Sat Flow(s),veh/h/ln	1725	1777	1838	1767	1805	1610	1795	0	1610	1767	1900	1610
Q Serve(g_s), s	5.9	0.0	0.0	1.5	26.9	3.8	5.4	0.0	2.2	4.6	0.7	9.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	1.5	26.9	3.8	5.4	0.0	2.2	4.6	0.7	9.7
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	100	980	1014	426	1952	871	327	0	206	286	181	153
V/C Ratio(X)	0.80	0.54	0.54	0.11	0.57	0.11	0.27	0.00	0.15	0.25	0.07	0.80
Avail Cap(c_a), veh/h	186	980	1014	533	1952	871	338	0	430	355	507	430
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.82	0.82	0.82	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	0.0	0.0	11.2	19.9	14.6	45.5	0.0	50.4	48.7	53.6	57.6
Incr Delay (d2), s/veh	13.3	1.5	1.4	0.1	1.0	0.2	0.6	0.0	0.5	0.6	0.2	12.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.7	0.7	1.0	15.6	2.6	4.4	0.0	1.7	3.8	0.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.0	1.5	1.4	11.3	20.9	14.8	46.2	0.0	50.8	49.3	53.8	70.5
LnGrp LOS	E	A	A	B	C	B	D		D	D	D	E
Approach Vol, veh/h	1155			1265			118			206		
Approach Delay, s/veh	6.2			20.1			47.4			62.2		
Approach LOS	A			C			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	77.6	13.9	23.0	14.1	79.0	18.2	18.7				
Change Period (Y+Rc), s	8.0	7.3	6.5	6.3	7.6	7.3	6.7	6.3				
Max Green Setting (Gmax), s	14.0	40.7	12.5	34.7	14.4	40.7	12.3	34.7				
Max Q Clear Time (g_c+I1), s	17.9	28.9	6.6	4.2	3.5	2.0	7.4	11.7				
Green Ext Time (p_c), s	0.1	7.2	0.1	0.2	0.1	11.4	0.1	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.6									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

7: Bahia Rd & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	994	34	42	1153	114	57	31	41	72	29	47
Future Volume (veh/h)	49	994	34	42	1153	114	57	31	41	72	29	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1796	1870	1856	1870	1870	1796	1900	1856	1900	1900
Adj Flow Rate, veh/h	54	1092	33	46	1267	106	63	34	15	79	32	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	7	2	3	2	2	7	0	3	0	0
Cap, veh/h	313	2286	979	455	2270	1020	174	63	28	185	59	53
Arrive On Green	0.09	1.00	1.00	0.04	0.64	0.64	0.04	0.05	0.05	0.05	0.06	0.06
Sat Flow, veh/h	1781	3554	1522	1781	3526	1585	1781	1181	521	1767	918	832
Grp Volume(v), veh/h	54	1092	33	46	1267	106	63	0	49	79	0	61
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1585	1781	0	1702	1767	0	1750
Q Serve(g_s), s	1.2	0.0	0.0	1.1	26.0	3.3	4.3	0.0	3.6	5.4	0.0	4.4
Cycle Q Clear(g_c), s	1.2	0.0	0.0	1.1	26.0	3.3	4.3	0.0	3.6	5.4	0.0	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.48
Lane Grp Cap(c), veh/h	313	2286	979	455	2270	1020	174	0	91	185	0	112
V/C Ratio(X)	0.17	0.48	0.03	0.10	0.56	0.10	0.36	0.00	0.54	0.43	0.00	0.54
Avail Cap(c_a), veh/h	460	2286	979	601	2270	1020	222	0	147	215	0	151
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	0.0	6.5	12.9	8.8	54.9	0.0	59.9	54.2	0.0	59.0
Incr Delay (d2), s/veh	0.2	0.6	0.1	0.1	1.0	0.2	1.3	0.0	4.8	1.5	0.0	4.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.3	0.0	0.7	14.3	2.1	3.6	0.0	3.1	4.5	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	0.6	0.1	6.6	13.9	9.0	56.2	0.0	64.7	55.8	0.0	63.0
LnGrp LOS	A	A	A	A	B	A	E		E	E		E
Approach Vol, veh/h	1179			1419			112			140		
Approach Delay, s/veh	1.0			13.3			59.9			58.9		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.3	91.1	12.8	12.8	13.4	91.0	11.5	14.1				
Change Period (Y+Rc), s	7.3	7.4	5.8	5.8	7.7	7.4	5.8	5.8				
Max Green Setting (Gmax), s	16.3	66.6	9.2	11.2	16.3	66.6	9.2	11.2				
Max Q Clear Time (g_c+I), s	13.2	28.0	7.4	5.6	3.1	2.0	6.3	6.4				
Green Ext Time (p_c), s	0.1	11.2	0.0	0.1	0.1	9.1	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.3											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th AWSC

8: Bahia Rd & Midway Rd

01/13/2026

Intersection

Intersection Delay, s/veh 10.9

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	110	155	20	16	82	22	16	189	18	30	49	37
Future Vol, veh/h	110	155	20	16	82	22	16	189	18	30	49	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	1	0	0	4	10	0	1	0	0	0	3
Mvmt Flow	118	167	22	17	88	24	17	203	19	32	53	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.1	9.5	11	9.5
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	39%	13%	26%
Vol Thru, %	85%	54%	68%	42%
Vol Right, %	8%	7%	18%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	223	285	120	116
LT Vol	16	110	16	30
Through Vol	189	155	82	49
RT Vol	18	20	22	37
Lane Flow Rate	240	306	129	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.348	0.436	0.189	0.184
Departure Headway (Hd)	5.222	5.121	5.272	5.304
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	705	680	676
Service Time	3.252	3.147	3.305	3.339
HCM Lane V/C Ratio	0.349	0.434	0.19	0.185
HCM Control Delay, s/veh	11	12.1	9.5	9.5
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.6	2.2	0.7	0.7

ATTACHMENT E

HCM 7th TWSC

9: Bahia Trace & Bahia Rd

01/13/2026

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	77	6	6	255	8	7	5	8	16	3	16
Future Vol, veh/h	6	77	6	6	255	8	7	5	8	16	3	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	85	7	7	280	9	8	5	9	18	3	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	289	0	0	91	0	0	396	403	88	398	402	285
Stage 1	-	-	-	-	-	-	101	101	-	298	298	-
Stage 2	-	-	-	-	-	-	295	302	-	101	104	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1273	-	-	1504	-	-	564	536	970	562	537	754
Stage 1	-	-	-	-	-	-	905	811	-	711	667	-
Stage 2	-	-	-	-	-	-	713	664	-	906	809	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1273	-	-	1504	-	-	541	530	970	545	531	754
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	530	-	545	531	-
Stage 1	-	-	-	-	-	-	900	807	-	707	664	-
Stage 2	-	-	-	-	-	-	690	661	-	886	804	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.53			0.17			10.7			11.16		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	654	120	-	-	40	-	-	623				
HCM Lane V/C Ratio	0.034	0.005	-	-	0.004	-	-	0.062				
HCM Ctrl Dly (s/v)	10.7	7.8	0	-	7.4	0	-	11.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2				

ATTACHMENT E

HCM 7th TWSC
10: Pine Rd & Bahia Rd

01/13/2026

Intersection						
Int Delay, s/veh	5.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	149	66	285	70	28	134
Future Vol, veh/h	149	66	285	70	28	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	2	3	0	0
Mvmt Flow	162	72	310	76	30	146
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	554	348	0	0	386	0
Stage 1	348	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	495	698	-	-	1184	-
Stage 1	717	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	481	698	-	-	1184	-
Mov Cap-2 Maneuver	481	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	16.97	0	1.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	532	311	-	
HCM Lane V/C Ratio	-	-	0.44	0.026	-	
HCM Ctrl Dly (s/v)	-	-	17	8.1	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-	

ATTACHMENT E

HCM 7th TWSC

11: Bahia Trace & Access 1

01/13/2026

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	34	0	0	0
Future Vol, veh/h	0	20	34	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	37	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	37	0	-	0	59	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1574	-	-	-	948	1035
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1574	-	-	-	948	1035
Mov Cap-2 Maneuver	-	-	-	-	948	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	1001	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1574	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

ATTACHMENT E

HCM 7th TWSC

12: Bahia Trace Course/Access 2 & Bahia Trace

01/13/2026

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	14	5	0	25	0	9	0	0	0	0	0
Future Vol, veh/h	0	14	5	0	25	0	9	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	15	5	0	27	0	10	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	21	0	0	45	45	18	42	48	27
Stage 1	-	-	-	-	-	-	18	18	-	27	27	-
Stage 2	-	-	-	-	-	-	27	27	-	15	21	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1595	-	-	957	847	1061	961	844	1048
Stage 1	-	-	-	-	-	-	1001	880	-	990	873	-
Stage 2	-	-	-	-	-	-	990	873	-	1005	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1595	-	-	957	847	1061	961	844	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	957	847	-	961	844	-
Stage 1	-	-	-	-	-	-	1001	880	-	990	873	-
Stage 2	-	-	-	-	-	-	990	873	-	1005	878	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	957	1587	-	-	1595	-	-	-				
HCM Lane V/C Ratio	0.01	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.8	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	25	0	0	0
Future Vol, veh/h	0	14	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	27	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	27	0	-	0	42	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1587	-	-	-	969	1048
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1587	-	-	-	969	1048
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1008	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1587	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

ATTACHMENT E

HCM 7th TWSC

14: Bahia Trace Circle/Access 4 & Bahia Trace/Bahia Trace

01/13/2026

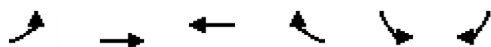
Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	12	2	0	21	0	4	0	0	0	0	0
Future Vol, veh/h	0	12	2	0	21	0	4	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	2	0	23	0	4	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	15	0	0	37	37	14	36	38	23
Stage 1	-	-	-	-	-	-	14	14	-	23	23	-
Stage 2	-	-	-	-	-	-	23	23	-	13	15	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1603	-	-	968	855	1066	970	854	1054
Stage 1	-	-	-	-	-	-	1006	884	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	1007	883	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1592	-	-	1603	-	-	968	855	1066	970	854	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	968	855	-	970	854	-
Stage 1	-	-	-	-	-	-	1006	884	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	1007	883	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0			0			8.73			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	968	1592	-	-	1603	-	-	-				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	-				
HCM Ctrl Dly (s/v)	8.7	0	-	-	0	-	-	0				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

ATTACHMENT E

HCM 7th Signalized Intersection Summary

101: CR 464 & SB Displaced Left Turns

01/13/2026



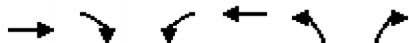
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑	↑	↑↑	
Traffic Volume (veh/h)	0	1631	994	397	716	0
Future Volume (veh/h)	0	1631	994	397	716	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1920	1904	1889	1920	0
Adj Flow Rate, veh/h	0	1717	1046	418	754	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	4	2	0
Cap, veh/h	0	1712	2441	752	0	0
Arrive On Green	0.00	0.94	0.47	0.47	0.40	0.00
Sat Flow, veh/h	0	3839	5370	1601	0	0
Grp Volume(v), veh/h	0	1717	1046	418	0	0
Grp Sat Flow(s), veh/h/ln	0	1824	1733	1601	0	0
Q Serve(g_s), s	0.0	51.6	14.7	20.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	51.6	14.7	20.6	0.0	0.0
Prop In Lane	0.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	0	1712	2441	752	0	0
V/C Ratio(X)	0.00	1.00	0.43	0.56	0.00	0.00
Avail Cap(c_a), veh/h	0	2255	3214	990	0	0
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.62	0.48	0.48	0.00	0.00
Uniform Delay (d), s/veh	0.0	3.4	19.4	21.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	14.2	0.1	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	7.5	8.1	10.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	17.6	19.4	21.3	0.0	0.0
LnGrp LOS		F	B	C		
Approach Vol, veh/h		1717	1464		0	
Approach Delay, s/veh		17.6	20.0		0.0	
Approach LOS		B	B			
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+Rc), s			64.4	45.6	64.4	
Change Period (Y+Rc), s			7.0	7.0	7.0	
Max Green Setting (Gmax), s			68.0	28.0	68.0	
Max Q Clear Time (g_c+I1), s			53.6	0.0	22.6	
Green Ext Time (p_c), s			9.6	0.0	10.4	
Intersection Summary						
HCM 7th Control Delay, s/veh			18.7			
HCM 7th LOS			B			

ATTACHMENT E

HCM 7th Signalized Intersection Summary

102: NB Displaced Left Turns & CR 464

01/13/2026



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑	↑↑	↑↑
Traffic Volume (veh/h)	1584	662	0	982	474	0
Future Volume (veh/h)	1584	662	0	982	474	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1920	1920	0	1889	1920	0
Adj Flow Rate, veh/h	1667	697	0	1034	499	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	4	2	0
Cap, veh/h	2705	840	0	1853	0	0
Arrive On Green	0.52	0.52	0.00	1.00	0.36	0.00
Sat Flow, veh/h	5413	1627	0	3778	0	0
Grp Volume(v), veh/h	1667	697	0	1034	0	0
Grp Sat Flow(s), veh/h/ln	1747	1627	0	1795	0	0
Q Serve(g_s), s	24.8	39.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.8	39.9	0.0	0.0	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	2705	840	0	1853	0	0
V/C Ratio(X)	0.62	0.83	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	3049	946	0	2088	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.89	0.00	0.00
Uniform Delay (d), s/veh	18.9	22.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	5.7	0.0	0.2	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	4.0	21.1	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.2	28.2	0.0	0.2	0.0	0.0
LnGrp LOS	B	C		A		
Approach Vol, veh/h	2364			1034	0	
Approach Delay, s/veh	21.9			0.2	0.0	
Approach LOS	C			A		
Timer - Assigned Phs	2			4		8
Phs Duration (G+Y+Rc), s	46.2			63.8		63.8
Change Period (Y+Rc), s	7.0			7.0		7.0
Max Green Setting (Gmax), s	32.0			64.0		64.0
Max Q Clear Time (g_c+l1), s	0.0			41.9		2.0
Green Ext Time (p_c), s	0.0			14.9		8.2
Intersection Summary						
HCM 7th Control Delay, s/veh			15.3			
HCM 7th LOS			B			

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

103: CR 35 & NB Displaced Left Turns

01/13/2026

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	662	474	852	130	655	0
Future Volume (vph)	0	662	474	852	130	655	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00	0.97	0.95	1.00	0.95	
Frt		0.87	1.00	1.00	1.00	1.00	
Flt Protected		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)		1654	3523	3597	1816	3563	
Flt Permitted		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)		1654	3523	3597	1816	3563	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	697	499	897	137	689	0
RTOR Reduction (vph)	0	25	0	0	0	0	0
Lane Group Flow (vph)	0	672	499	897	137	689	0
Heavy Vehicles (%)	2%	2%	2%	3%	2%	4%	2%
Turn Type		Over	Prot	NA	Prot	NA	
Protected Phases		5	5	2	1	6	
Permitted Phases							
Actuated Green, G (s)		54.0	54.0	83.3	12.7	42.0	
Effective Green, g (s)		54.0	54.0	83.3	12.7	42.0	
Actuated g/C Ratio		0.49	0.49	0.76	0.12	0.38	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		811	1729	2723	209	1360	
v/s Ratio Prot		c0.41	0.14	0.25	0.08	c0.19	
v/s Ratio Perm							
v/c Ratio		0.83	0.29	0.33	0.66	0.51	
Uniform Delay, d1		24.0	16.6	4.3	46.6	26.1	
Progression Factor		0.96	1.00	1.00	0.95	0.54	
Incremental Delay, d2		5.9	0.1	0.3	6.6	1.2	
Delay (s)		29.0	16.7	4.6	51.1	15.3	
Level of Service		C	B	A	D	B	
Approach Delay (s/veh)	29.0			9.0		21.2	
Approach LOS	C			A		C	
Intersection Summary							
HCM 2000 Control Delay (s/veh)		17.2		HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio		0.69					
Actuated Cycle Length (s)		110.0		Sum of lost time (s)		14.0	
Intersection Capacity Utilization		69.2%		ICU Level of Service		C	
Analysis Period (min)		15					
c Critical Lane Group							

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

104: CR 35 & SB Displaced Left Turns

01/13/2026

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	397	87	805	0	716	643
Future Volume (vph)	0	397	87	805	0	716	643
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		1.00	1.00	0.95		0.97	0.95
Frt		0.87	1.00	1.00		1.00	1.00
Flt Protected		1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1622	1816	3597		3523	3495
Flt Permitted		1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		1622	1816	3597		3523	3495
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	418	92	847	0	754	677
RTOR Reduction (vph)	0	55	0	0	0	0	0
Lane Group Flow (vph)	0	363	92	847	0	754	677
Heavy Vehicles (%)	2%	4%	2%	3%	2%	2%	6%
Turn Type		Over	Prot	NA		Prot	NA
Protected Phases		1	5	2		1	6
Permitted Phases							
Actuated Green, G (s)		33.1	9.5	62.9		33.1	86.5
Effective Green, g (s)		33.1	9.5	62.9		33.1	86.5
Actuated g/C Ratio		0.30	0.09	0.57		0.30	0.79
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		488	156	2056		1060	2748
v/s Ratio Prot		c0.22	0.05	c0.24		0.21	0.19
v/s Ratio Perm							
v/c Ratio		0.74	0.59	0.41		0.71	0.25
Uniform Delay, d1		34.6	48.4	13.2		34.2	3.1
Progression Factor		0.97	1.23	0.28		1.00	1.00
Incremental Delay, d2		5.8	4.7	0.5		2.3	0.2
Delay (s)		39.3	64.3	4.3		36.5	3.3
Level of Service		D	E	A		D	A
Approach Delay (s/veh)	39.3			10.1			20.8
Approach LOS	D			B			C
Intersection Summary							
HCM 2000 Control Delay (s/veh)			20.0		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.53				
Actuated Cycle Length (s)			110.0		Sum of lost time (s)		14.0
Intersection Capacity Utilization			57.3%		ICU Level of Service		B
Analysis Period (min)			15				
c Critical Lane Group							

2028 Buildout HCM Reports

ATTACHMENT E

HCM 7th Signalized Intersection Summary

1: CR 35 & CR 464

01/13/2026

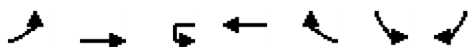
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	924	72	0	1508	99	0	675	164	0	753	155
Future Volume (veh/h)	0	924	72	0	1508	99	0	675	164	0	753	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1889	1920	0	1920	1844	0	1920	1920	0	1889	1920
Adj Flow Rate, veh/h	0	994	77	0	1622	106	0	726	0	0	810	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	2	0	2	7	0	2	2	0	4	2
Cap, veh/h	0	2158	978	0	2192	939	0	987		0	972	
Arrive On Green	0.00	0.60	0.60	0.00	0.60	0.60	0.00	0.54	0.00	0.00	0.54	0.00
Sat Flow, veh/h	0	3684	1627	0	3743	1562	0	3743	1627	0	3684	1627
Grp Volume(v), veh/h	0	994	77	0	1622	106	0	726	0	0	810	0
Grp Sat Flow(s),veh/h/ln	0	1795	1627	0	1824	1562	0	1824	1627	0	1795	1627
Q Serve(g_s), s	0.0	16.8	2.2	0.0	35.1	3.2	0.0	16.7	0.0	0.0	20.7	0.0
Cycle Q Clear(g_c), s	0.0	16.8	2.2	0.0	35.1	3.2	0.0	16.7	0.0	0.0	20.7	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	2158	978	0	2192	939	0	987		0	972	
V/C Ratio(X)	0.00	0.46	0.08	0.00	0.74	0.11	0.00	0.74		0.00	0.83	
Avail Cap(c_a), veh/h	0	2158	978	0	2192	939	0	1426		0	1403	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)	0.00	0.95	0.95	0.00	0.76	0.76	0.00	0.97	0.00	0.00	0.95	0.00
Uniform Delay (d), s/veh	0.0	12.1	9.2	0.0	15.8	9.4	0.0	22.2	0.0	0.0	23.2	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.1	0.0	1.7	0.2	0.0	1.6	0.0	0.0	3.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.9	1.3	0.0	17.9	1.8	0.0	8.7	0.0	0.0	9.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	12.8	9.3	0.0	17.5	9.6	0.0	23.8	0.0	0.0	26.6	0.0
LnGrp LOS		B	A		B	A		C			C	
Approach Vol, veh/h	1071			1728			726			810		
Approach Delay, s/veh	12.5			17.0			23.8			26.6		
Approach LOS	B			B			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	36.6			73.4			36.6			73.4		
Change Period (Y+Rc), s	6.8			7.3			6.8			7.3		
Max Green Setting (Gmax), s	43.0			52.9			43.0			52.9		
Max Q Clear Time (g_c+l1), s	22.7			37.1			18.7			18.8		
Green Ext Time (p_c), s	7.0			12.1			6.7			11.3		
Intersection Summary												
HCM 7th Control Delay, s/veh	18.8											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/13/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	291	1110	0	1691	44	72	562
Future Volume (veh/h)	291	1110	0	1691	44	72	562
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		
Adj Sat Flow, veh/h/ln	1870	1841		1870	1870	1811	1870
Adj Flow Rate, veh/h	303	1156		1761	43	0	486
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4		2	2	6	2
Cap, veh/h	272	2592		2118	52	300	551
Arrive On Green	0.10	0.74		0.60	0.60	0.00	0.17
Sat Flow, veh/h	1781	3589		3639	86	1725	3170
Grp Volume(v), veh/h	303	1156		880	924	0	486
Grp Sat Flow(s), veh/h/ln	1781	1749		1777	1855	1725	1585
Q Serve(g_s), s	15.8	20.4		63.2	63.9	0.0	23.9
Cycle Q Clear(g_c), s	15.8	20.4		63.2	63.9	0.0	23.9
Prop In Lane	1.00				0.05	1.00	1.00
Lane Grp Cap(c), veh/h	272	2592		1062	1108	300	551
V/C Ratio(X)	1.11	0.45		0.83	0.83	0.00	0.88
Avail Cap(c_a), veh/h	272	2592		1062	1108	492	903
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82		0.51	0.51	0.00	1.00
Uniform Delay (d), s/veh	49.8	8.0		25.7	25.8	0.0	64.5
Incr Delay (d2), s/veh	83.0	0.5		4.0	3.9	0.0	6.1
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	24.4	10.7		31.7	33.3	0.0	15.2
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	132.8	8.5		29.7	29.8	0.0	70.6
LnGrp LOS	F	A		C	C		E
Approach Vol, veh/h	1459		1804		486		
Approach Delay, s/veh	34.3		29.7		70.6		
Approach LOS	C		C		E		
Timer - Assigned Phs	1	2			6		8
Phs Duration (G+Y+Rc), s	30.0	102.8			125.8		34.2
Change Period (Y+Rc), s	7.2	7.2			7.2		6.4
Max Green Setting (Gmax), s	15.8	77.8			100.8		45.6
Max Q Clear Time (g_c+117), s	117.8	65.9			22.4		25.9
Green Ext Time (p_c), s	0.0	9.9			15.9		1.9

Intersection Summary

HCM 7th Control Delay, s/veh	36.8
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

3: Arden Dwy/SE 55th PI & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1155	95	54	1697	4	173	3	51	3	2	33
Future Volume (veh/h)	8	1155	95	54	1697	4	173	3	51	3	2	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1255	93	59	1845	4	188	3	50	3	2	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	2034	150	274	2297	5	262	3	55	42	31	265
Arrive On Green	0.01	0.61	0.61	0.07	1.00	1.00	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3354	248	1781	3638	8	1138	18	303	51	169	1450
Grp Volume(v), veh/h	9	664	684	59	901	948	241	0	0	38	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1826	1781	1777	1869	1458	0	0	1670	0	0
Q Serve(g_s), s	0.2	28.2	28.3	1.5	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	28.2	28.3	1.5	0.0	0.0	19.3	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.00	0.78		0.21	0.08		0.87
Lane Grp Cap(c), veh/h	237	1077	1107	274	1122	1180	320	0	0	338	0	0
V/C Ratio(X)	0.04	0.62	0.62	0.22	0.80	0.80	0.75	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	292	1077	1107	284	1122	1180	380	0	0	404	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.61	0.61	0.61	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.7	14.8	14.9	11.4	0.0	0.0	47.7	0.0	0.0	41.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	2.2	2.1	0.2	3.8	3.7	6.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	15.4	15.8	0.9	2.1	2.2	12.2	0.0	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.8	17.0	17.0	11.6	3.8	3.7	54.6	0.0	0.0	41.2	0.0	0.0
LnGrp LOS	A	B	B	B	A	A	D			D		
Approach Vol, veh/h	1357			1908			241			38		
Approach Delay, s/veh	17.0			4.0			54.6			41.2		
Approach LOS	B			A			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	79.7		29.0	8.3	82.8		29.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	5.0	67.0		27.0	5.0	67.0		27.0				
Max Q Clear Time (g_c+13.5), s	13.5	30.3		4.4	2.2	2.0		21.3				
Green Ext Time (p_c), s	0.0	10.4		0.1	0.0	21.9		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.8											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	998	92	81	1449	79	81	93	91	67	52	229
Future Volume (veh/h)	98	998	92	81	1449	79	81	93	91	67	52	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870	1841	1870	1826	1811	1841	1796
Adj Flow Rate, veh/h	103	1051	85	85	1525	69	85	98	90	71	55	206
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	4	4	2	2	4	2	5	6	4	7
Cap, veh/h	235	2068	167	433	2165	98	270	123	113	178	238	197
Arrive On Green	0.08	1.00	1.00	0.04	0.63	0.63	0.06	0.14	0.14	0.05	0.13	0.13
Sat Flow, veh/h	1767	3303	267	1753	3463	156	1753	898	824	1725	1841	1522
Grp Volume(v), veh/h	103	561	575	85	780	814	85	0	188	71	55	206
Grp Sat Flow(s),veh/h/ln	1767	1763	1807	1753	1777	1842	1753	0	1722	1725	1841	1522
Q Serve(g_s), s	2.5	0.0	0.0	2.1	35.2	35.6	5.0	0.0	12.7	4.2	3.2	15.5
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.1	35.2	35.6	5.0	0.0	12.7	4.2	3.2	15.5
Prop In Lane	1.00		0.15	1.00		0.08	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	235	1104	1132	433	1111	1152	270	0	236	178	238	197
V/C Ratio(X)	0.44	0.51	0.51	0.20	0.70	0.71	0.32	0.00	0.80	0.40	0.23	1.05
Avail Cap(c_a), veh/h	437	1104	1132	606	1111	1152	370	0	280	233	238	197
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.60	0.60	0.60	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	7.1	15.0	15.1	42.0	0.0	50.1	43.0	46.9	52.3
Incr Delay (d2), s/veh	0.9	1.2	1.2	0.1	2.3	2.2	0.7	0.0	12.7	1.4	0.5	77.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.7	0.7	1.2	17.4	18.1	4.0	0.0	10.4	3.4	2.7	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	1.2	1.2	7.2	17.3	17.3	42.6	0.0	62.8	44.5	47.4	129.5
LnGrp LOS	B	A	A	A	B	B	D		E	D	D	F
Approach Vol, veh/h	1239			1679			273			332		
Approach Delay, s/veh	2.3			16.8			56.5			97.7		
Approach LOS	A			B			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	79.5	10.2	21.0	9.2	79.6	11.2	20.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	54.5	9.5	19.5	16.5	56.5	13.5	15.5				
Max Q Clear Time (g_c+I), s	14.5	37.6	6.2	14.7	4.1	2.0	7.0	17.5				
Green Ext Time (p_c), s	0.2	9.5	0.0	0.4	0.1	8.2	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	22.4											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

5: Midway Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	891	131	34	1369	76	72	79	61	54	121	97
Future Volume (veh/h)	93	891	131	34	1369	76	72	79	61	54	121	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1870	1870	1811	1870	1870	1856	1870	1841	1841	1870	1781
Adj Flow Rate, veh/h	99	948	118	36	1456	69	77	84	58	57	129	70
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	2	2	6	2	2	3	2	4	4	2	8
Cap, veh/h	326	1900	236	319	2078	927	190	104	72	155	186	150
Arrive On Green	0.04	0.60	0.60	0.05	1.00	1.00	0.05	0.10	0.10	0.04	0.10	0.10
Sat Flow, veh/h	1767	3180	396	1725	3554	1585	1767	1031	712	1753	1870	1510
Grp Volume(v), veh/h	99	530	536	36	1456	69	77	0	142	57	129	70
Grp Sat Flow(s),veh/h/ln	1767	1777	1799	1725	1777	1585	1767	0	1742	1753	1870	1510
Q Serve(g_s), s	2.7	20.5	20.5	1.0	0.0	0.0	4.6	0.0	9.6	3.5	8.0	5.3
Cycle Q Clear(g_c), s	2.7	20.5	20.5	1.0	0.0	0.0	4.6	0.0	9.6	3.5	8.0	5.3
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.41	1.00		1.00
Lane Grp Cap(c), veh/h	326	1061	1075	319	2078	927	190	0	176	155	186	150
V/C Ratio(X)	0.30	0.50	0.50	0.11	0.70	0.07	0.41	0.00	0.81	0.37	0.69	0.47
Avail Cap(c_a), veh/h	447	1061	1075	429	2078	927	307	0	292	245	282	228
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.72	0.72	0.72	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	13.9	13.9	10.8	0.0	0.0	45.5	0.0	52.8	46.4	52.3	51.0
Incr Delay (d2), s/veh	0.4	1.4	1.4	0.1	1.4	0.1	1.4	0.0	11.5	1.5	6.5	3.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	11.8	12.0	0.6	0.8	0.1	3.8	0.0	8.3	2.8	7.2	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.5	15.3	15.3	10.9	1.4	0.1	46.9	0.0	64.3	47.9	58.8	54.2
LnGrp LOS	A	B	B	B	A	A	D		E	D	E	D
Approach Vol, veh/h	1165			1561			219			256		
Approach Delay, s/veh	14.8			1.6			58.2			55.1		
Approach LOS	B			A			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.8	77.4	11.8	19.0	10.3	78.9	12.0	18.8				
Change Period (Y+Rc), s	7.2	7.2	7.1	6.9	7.5	7.2	5.8	6.9				
Max Green Setting (Gmax), s	12.8	47.8	10.9	20.1	10.5	49.8	14.2	18.1				
Max Q Clear Time (g_c+I), s	14.5	2.0	5.5	11.6	3.0	22.5	6.6	10.0				
Green Ext Time (p_c), s	0.1	21.4	0.0	0.6	0.0	10.1	0.1	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	14.5											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

6: Cedar Radial Pass/Bahia Ave & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	903	75	23	1355	111	41	21	38	36	8	86
Future Volume (veh/h)	38	903	75	23	1355	111	41	21	38	36	8	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1737	1870	1796	1826	1870	1796	1826	1870	1841	1811	1870	1841
Adj Flow Rate, veh/h	40	941	66	24	1411	82	43	22	25	38	8	76
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	11	2	7	5	2	7	5	2	4	6	2	4
Cap, veh/h	81	1970	138	355	2023	866	277	80	91	234	130	109
Arrive On Green	0.05	0.58	0.58	0.04	0.57	0.57	0.08	0.10	0.10	0.05	0.07	0.07
Sat Flow, veh/h	1654	3368	236	1739	3554	1522	1739	799	908	1725	1870	1560
Grp Volume(v), veh/h	40	496	511	24	1411	82	43	0	47	38	8	76
Grp Sat Flow(s),veh/h/ln	1654	1777	1828	1739	1777	1522	1739	0	1707	1725	1870	1560
Q Serve(g_s), s	2.8	19.3	19.3	0.7	34.0	2.9	2.6	0.0	3.1	2.4	0.5	5.7
Cycle Q Clear(g_c), s	2.8	19.3	19.3	0.7	34.0	2.9	2.6	0.0	3.1	2.4	0.5	5.7
Prop In Lane	1.00		0.13	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	81	1039	1069	355	2023	866	277	0	170	234	130	109
V/C Ratio(X)	0.49	0.48	0.48	0.07	0.70	0.09	0.16	0.00	0.28	0.16	0.06	0.70
Avail Cap(c_a), veh/h	179	1039	1069	500	2023	866	352	0	223	346	229	191
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	14.3	14.3	10.8	18.5	11.8	44.9	0.0	50.0	47.8	52.1	54.6
Incr Delay (d2), s/veh	5.4	1.3	1.3	0.1	1.5	0.2	0.4	0.0	1.2	0.5	0.3	10.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	11.4	11.6	0.4	17.9	1.9	2.1	0.0	2.4	1.9	0.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	15.7	15.6	10.9	20.0	11.9	45.2	0.0	51.2	48.2	52.4	65.5
LnGrp LOS	E	B	B	B	B	B	D		D	D	D	E
Approach Vol, veh/h	1047			1517			90			122		
Approach Delay, s/veh	17.4			19.4			48.4			59.3		
Approach LOS	B			B			D			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.9	75.6	12.2	18.3	12.0	77.5	15.8	14.7				
Change Period (Y+Rc), s	8.0	7.3	6.5	6.3	7.6	7.3	6.7	6.3				
Max Green Setting (Gmax), s	13.0	49.7	13.5	15.7	14.4	48.7	14.3	14.7				
Max Q Clear Time (g_c+I), s	14.8	36.0	4.4	5.1	2.7	21.3	4.6	7.7				
Green Ext Time (p_c), s	0.0	9.7	0.0	0.1	0.0	9.3	0.1	0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh	21.3											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

7: Bahia Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	897	68	21	1395	103	23	26	44	147	14	59
Future Volume (veh/h)	24	897	68	21	1395	103	23	26	44	147	14	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	944	63	22	1468	80	24	27	27	155	15	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	2178	972	457	2181	973	179	49	49	233	54	130
Arrive On Green	0.07	1.00	1.00	0.03	0.61	0.61	0.02	0.06	0.06	0.08	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	858	858	1781	488	1171
Grp Volume(v), veh/h	25	944	63	22	1468	80	24	0	54	155	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1716	1781	0	1660
Q Serve(g_s), s	0.6	0.0	0.0	0.5	32.6	2.5	1.5	0.0	3.7	9.2	0.0	3.4
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.5	32.6	2.5	1.5	0.0	3.7	9.2	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.50	1.00		0.71
Lane Grp Cap(c), veh/h	233	2178	972	457	2181	973	179	0	99	233	0	185
V/C Ratio(X)	0.11	0.43	0.06	0.05	0.67	0.08	0.13	0.00	0.55	0.67	0.00	0.28
Avail Cap(c_a), veh/h	392	2178	972	645	2181	973	215	0	103	233	0	185
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	7.7	15.3	9.4	51.4	0.0	55.0	47.8	0.0	48.9
Incr Delay (d2), s/veh	0.2	0.6	0.1	0.0	1.7	0.2	0.3	0.0	5.5	7.0	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.3	0.1	0.3	17.5	1.6	1.2	0.0	3.1	8.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.6	0.1	7.8	16.9	9.6	51.8	0.0	60.5	54.8	0.0	49.7
LnGrp LOS	B	A	A	A	B	A	D		E	D		D
Approach Vol, veh/h	1032			1570			78			206		
Approach Delay, s/veh	0.8			16.4			57.8			53.5		
Approach LOS	A			B			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	81.0	15.0	12.7	11.3	81.0	8.6	19.2				
Change Period (Y+Rc), s	7.3	7.4	5.8	5.8	7.7	7.4	5.8	5.8				
Max Green Setting (Gmax), s	11.3	62.6	9.2	7.2	16.3	60.6	5.2	11.2				
Max Q Clear Time (g_c+12.6), s	11.3	34.6	11.2	5.7	2.5	2.0	3.5	5.4				
Green Ext Time (p_c), s	0.0	12.3	0.0	0.0	0.0	7.4	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			14.6									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th AWSC

8: Bahia Rd & Midway Rd

01/13/2026

Intersection

Intersection Delay, s/veh 17.7

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	71	77	22	17	117	47	23	88	11	69	200	88
Future Vol, veh/h	71	77	22	17	117	47	23	88	11	69	200	88
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
Heavy Vehicles, %	2	4	2	6	2	2	2	7	2	4	2	2
Mvmt Flow	93	101	29	22	154	62	30	116	14	91	263	116
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.6	13.7	11.9	23.6
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	42%	9%	19%
Vol Thru, %	72%	45%	65%	56%
Vol Right, %	9%	13%	26%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	170	181	357
LT Vol	23	71	17	69
Through Vol	88	77	117	200
RT Vol	11	22	47	88
Lane Flow Rate	161	224	238	470
Geometry Grp	1	1	1	1
Degree of Util (X)	0.283	0.396	0.415	0.746
Departure Headway (Hd)	6.341	6.372	6.269	5.715
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	565	564	574	639
Service Time	4.397	4.428	4.323	3.715
HCM Lane V/C Ratio	0.285	0.397	0.415	0.736
HCM Control Delay, s/veh	11.9	13.6	13.7	23.6
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	1.2	1.9	2	6.6

ATTACHMENT E

HCM 7th TWSC

9: Bahia Trace & Bahia Rd

01/13/2026

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	201	8	9	84	38	8	2	18	89	2	139
Future Vol, veh/h	47	201	8	9	84	38	8	2	18	89	2	139
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	223	9	10	93	42	9	2	20	99	2	154
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	232	0	0	447	488	228	463	471	114
Stage 1	-	-	-	-	-	-	332	332	-	134	134	-
Stage 2	-	-	-	-	-	-	114	156	-	329	337	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1335	-	-	522	480	812	509	491	938
Stage 1	-	-	-	-	-	-	681	644	-	869	785	-
Stage 2	-	-	-	-	-	-	890	769	-	684	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1449	-	-	1335	-	-	413	457	812	470	467	938
Mov Cap-2 Maneuver	-	-	-	-	-	-	413	457	-	470	467	-
Stage 1	-	-	-	-	-	-	653	618	-	862	779	-
Stage 2	-	-	-	-	-	-	736	763	-	637	615	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.39			0.53			11.22			13.59		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	609	328	-	-	116	-	-	673				
HCM Lane V/C Ratio	0.051	0.036	-	-	0.007	-	-	0.38				
HCM Ctrl Dly (s/v)	11.2	7.6	0	-	7.7	0	-	13.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.8				

ATTACHMENT E

HCM 7th TWSC
10: Pine Rd & Bahia Rd

01/13/2026

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	204	36	69	203	41	132
Future Vol, veh/h	204	36	69	203	41	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	213	38	72	211	43	138
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	401	178	0	0	283	0
Stage 1	178	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	605	865	-	-	1279	-
Stage 1	853	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	583	865	-	-	1279	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	14.85	0	1.88			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	613	427	-	
HCM Lane V/C Ratio	-	-	0.408	0.033	-	
HCM Ctrl Dly (s/v)	-	-	14.8	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	2	0.1	-	

ATTACHMENT E

HCM 7th TWSC

11: Bahia Trace & Access 1

01/13/2026

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	54	127	0	0	101
Future Vol, veh/h	34	54	127	0	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	59	138	0	0	110
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	138	0	-	0	271	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1446	-	-	-	719	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	700	910
Mov Cap-2 Maneuver	-	-	-	-	700	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	894	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.92	0		9.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	695	-	-	-	910	
HCM Lane V/C Ratio	0.026	-	-	-	0.121	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	

ATTACHMENT E

HCM 7th TWSC

12: Bahia Trace Course/Access 2 & Bahia Trace

01/13/2026

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	35	6	0	80	0	9	0	0	0	0	16
Future Vol, veh/h	5	35	6	0	80	0	9	0	0	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	38	7	0	87	0	10	0	0	0	0	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	87	0	0	45	0	0	139	139	41	136	142	87
Stage 1	-	-	-	-	-	-	52	52	-	87	87	-
Stage 2	-	-	-	-	-	-	87	87	-	49	55	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1509	-	-	1564	-	-	831	752	1030	835	749	972
Stage 1	-	-	-	-	-	-	961	851	-	921	823	-
Stage 2	-	-	-	-	-	-	921	823	-	964	849	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1509	-	-	1564	-	-	813	749	1030	832	746	972
Mov Cap-2 Maneuver	-	-	-	-	-	-	813	749	-	832	746	-
Stage 1	-	-	-	-	-	-	957	848	-	921	823	-
Stage 2	-	-	-	-	-	-	904	823	-	961	846	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.8			0			9.48			8.77		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	813	190	-	-	1564	-	-	972				
HCM Lane V/C Ratio	0.012	0.004	-	-	-	-	-	0.018				
HCM Ctrl Dly (s/v)	9.5	7.4	0	-	0	-	-	8.8				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

ATTACHMENT E

HCM 7th TWSC

13: Bahia Trace & Access 3

01/13/2026

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	26	53	0	0	26
Future Vol, veh/h	9	26	53	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	28	58	0	0	28
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	58	0	-	0	105	58
Stage 1	-	-	-	-	58	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1547	-	-	-	892	1009
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	887	1009
Mov Cap-2 Maneuver	-	-	-	-	887	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	975	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.89	0		8.67		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	463	-	-	-	1009	
HCM Lane V/C Ratio	0.006	-	-	-	0.028	
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection																	
Int Delay, s/veh		4.9															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR					
Lane Configurations																	
Traffic Vol, veh/h	10	12	0	0	19	0	4	0	0	0	0	30					
Future Vol, veh/h	10	12	0	0	19	0	4	0	0	0	0	30					
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop					
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None					
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-					
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0					
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0					
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92					
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2					
Mvmt Flow	11	13	0	0	21	0	4	0	0	0	0	33					

Major/Minor	Major1	Major2	Minor1	Minor2													
Conflicting Flow All	21	0	13	0	0	55	55	13	55	55	21						
Stage 1	-	-	-	-	-	35	35	-	21	21	-						
Stage 2	-	-	-	-	-	21	21	-	35	35	-						
Critical Hdwy	4.12	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22						
Critical Hdwy Stg 1	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-						
Critical Hdwy Stg 2	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-						
Follow-up Hdwy	2.218	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318						
Pot Cap-1 Maneuver	1595	-	1605	-	-	942	836	1067	942	836	1057						
Stage 1	-	-	-	-	-	981	866	-	998	878	-						
Stage 2	-	-	-	-	-	998	878	-	981	866	-						
Platoon blocked, %	-	-	-	-	-												
Mov Cap-1 Maneuver	1595	-	1605	-	-	907	830	1067	936	830	1057						
Mov Cap-2 Maneuver	-	-	-	-	-	907	830	-	936	830	-						
Stage 1	-	-	-	-	-	974	860	-	998	878	-						
Stage 2	-	-	-	-	-	967	878	-	974	860	-						

Approach	EB	WB	NB	SB													
HCM Ctrl Dly, s/v	3.31	0	8.99	8.51													
HCM LOS			A	A													

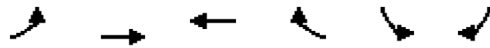
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1									
Capacity (veh/h)	907	818	-	-	1605	-	-	1057									
HCM Lane V/C Ratio	0.005	0.007	-	-	-	-	-	0.031									
HCM Ctrl Dly (s/v)	9	7.3	0	-	0	-	-	8.5									
HCM Lane LOS	A	A	A	-	A	-	-	A									
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

101: CR 464 & SB Displaced Left Turns

01/13/2026



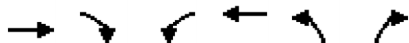
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑	↑	↑↑	
Traffic Volume (veh/h)	0	1088	1607	673	428	0
Future Volume (veh/h)	0	1088	1607	673	428	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1889	1920	1904	1920	0
Adj Flow Rate, veh/h	0	1170	1728	724	460	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	4	2	3	2	0
Cap, veh/h	0	1940	2832	872	0	0
Arrive On Green	0.00	1.00	0.54	0.54	0.33	0.00
Sat Flow, veh/h	0	3778	5413	1614	0	0
Grp Volume(v), veh/h	0	1170	1728	724	0	0
Grp Sat Flow(s), veh/h/ln	0	1795	1747	1614	0	0
Q Serve(g_s), s	0.0	0.0	24.9	41.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	24.9	41.1	0.0	0.0
Prop In Lane	0.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	0	1940	2832	872	0	0
V/C Ratio(X)	0.00	0.60	0.61	0.83	0.00	0.00
Avail Cap(c_a), veh/h	0	2186	3192	983	0	0
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.09	0.09	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	17.3	21.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.2	10.3	15.4	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.3	17.4	21.6	0.0	0.0
LnGrp LOS		A	B	C		
Approach Vol, veh/h		1170	2452		0	
Approach Delay, s/veh		0.3	18.6		0.0	
Approach LOS		A	B			
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+Rc), s			66.4	43.6	66.4	
Change Period (Y+Rc), s			7.0	7.0	7.0	
Max Green Setting (Gmax), s			67.0	29.0	67.0	
Max Q Clear Time (g_c+I1), s			2.0	0.0	43.1	
Green Ext Time (p_c), s			10.0	0.0	16.3	
Intersection Summary						
HCM 7th Control Delay, s/veh			12.7			
HCM 7th LOS			B			

ATTACHMENT E

HCM 7th Signalized Intersection Summary

102: NB Displaced Left Turns & CR 464

01/13/2026



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑	↑↑	↑↑
Traffic Volume (veh/h)	996	540	0	1663	424	0
Future Volume (veh/h)	996	540	0	1663	424	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1889	1920	0	1920	1889	0
Adj Flow Rate, veh/h	1071	581	0	1788	456	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	2	0	2	4	0
Cap, veh/h	2684	847	0	1898	0	0
Arrive On Green	0.52	0.52	0.00	1.00	0.35	0.00
Sat Flow, veh/h	5327	1627	0	3839	0	0
Grp Volume(v), veh/h	1071	581	0	1788	0	0
Grp Sat Flow(s), veh/h/ln	1719	1627	0	1824	0	0
Q Serve(g_s), s	13.8	29.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.8	29.3	0.0	0.0	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	2684	847	0	1898	0	0
V/C Ratio(X)	0.40	0.69	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	3329	1050	0	2354	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.57	0.00	0.00
Uniform Delay (d), s/veh	16.0	19.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.4	0.0	4.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	15.4	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.1	21.1	0.0	4.6	0.0	0.0
LnGrp LOS	B	C		A		
Approach Vol, veh/h	1652			1788	0	
Approach Delay, s/veh	17.8			4.6	0.0	
Approach LOS	B			A		
Timer - Assigned Phs	2			4		8
Phs Duration (G+Y+Rc), s	52.8			57.2		57.2
Change Period (Y+Rc), s	7.0			7.0		7.0
Max Green Setting (Gmax), s	25.0			71.0		71.0
Max Q Clear Time (g_c+l1), s	0.0			31.3		2.0
Green Ext Time (p_c), s	0.0			11.8		22.4
Intersection Summary						
HCM 7th Control Delay, s/veh		11.0				
HCM 7th LOS		B				

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

103: CR 35 & NB Displaced Left Turns

01/13/2026

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	540	424	767	72	753	0
Future Volume (vph)	0	540	424	767	72	753	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00	0.97	0.95	1.00	0.95	
Frt		0.87	1.00	1.00	1.00	1.00	
Flt Protected		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)		1654	3456	3632	1816	3563	
Flt Permitted		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)		1654	3456	3632	1816	3563	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	581	456	825	77	810	0
RTOR Reduction (vph)	0	30	0	0	0	0	0
Lane Group Flow (vph)	0	551	456	825	77	810	0
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%	2%
Turn Type		Over	Prot	NA	Prot	NA	
Protected Phases		5	5	2	1	6	
Permitted Phases							
Actuated Green, G (s)		44.7	44.7	87.6	8.4	51.3	
Effective Green, g (s)		44.7	44.7	87.6	8.4	51.3	
Actuated g/C Ratio		0.41	0.41	0.80	0.08	0.47	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		672	1404	2892	138	1661	
v/s Ratio Prot		c0.33	0.13	0.23	0.04	c0.23	
v/s Ratio Perm							
v/c Ratio		0.82	0.32	0.29	0.56	0.49	
Uniform Delay, d1		29.1	22.3	3.0	49.0	20.3	
Progression Factor		0.97	1.00	1.00	0.94	0.23	
Incremental Delay, d2		7.0	0.1	0.2	4.1	0.9	
Delay (s)		35.3	22.5	3.2	50.0	5.6	
Level of Service		D	C	A	D	A	
Approach Delay (s/veh)	35.3			10.1		9.4	
Approach LOS	D			B		A	
Intersection Summary							
HCM 2000 Control Delay (s/veh)		15.2		HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio		0.64					
Actuated Cycle Length (s)		110.0		Sum of lost time (s)		14.0	
Intersection Capacity Utilization		64.5%		ICU Level of Service		C	
Analysis Period (min)		15					
c Critical Lane Group							

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

104: CR 35 & SB Displaced Left Turns

01/13/2026

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	673	99	675	0	428	809
Future Volume (vph)	0	673	99	675	0	428	809
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		1.00	1.00	0.95		0.97	0.95
Frt		0.87	1.00	1.00		1.00	1.00
Flt Protected		1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1638	1816	3632		3523	3597
Flt Permitted		1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		1638	1816	3632		3523	3597
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	724	106	726	0	460	870
RTOR Reduction (vph)	0	21	0	0	0	0	0
Lane Group Flow (vph)	0	703	106	726	0	460	870
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	3%
Turn Type		Over	Prot	NA		Prot	NA
Protected Phases		1	5	2		1	6
Permitted Phases							
Actuated Green, G (s)		55.9	10.6	40.1		55.9	85.4
Effective Green, g (s)		55.9	10.6	40.1		55.9	85.4
Actuated g/C Ratio		0.51	0.10	0.36		0.51	0.78
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		832	174	1324		1790	2792
v/s Ratio Prot		c0.43	0.06	c0.20		0.13	0.24
v/s Ratio Perm							
v/c Ratio		0.85	0.61	0.55		0.26	0.31
Uniform Delay, d1		23.3	47.7	27.8		15.3	3.6
Progression Factor		0.96	0.82	0.34		1.00	1.00
Incremental Delay, d2		6.6	5.4	1.5		0.1	0.3
Delay (s)		29.1	44.3	11.0		15.4	3.9
Level of Service		C	D	B		B	A
Approach Delay (s/veh)	29.1			15.2			7.9
Approach LOS	C			B			A
Intersection Summary							
HCM 2000 Control Delay (s/veh)			15.3		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.72				
Actuated Cycle Length (s)			110.0		Sum of lost time (s)		14.0
Intersection Capacity Utilization			70.5%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							

ATTACHMENT E

HCM 7th Signalized Intersection Summary

1: CR 35 & CR 464

01/13/2026

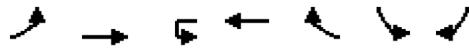
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗		↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	0	1538	130	0	956	95	0	755	191	0	663	75
Future Volume (veh/h)	0	1538	130	0	956	95	0	755	191	0	663	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	0	1920	1920	0	1920	1844	0	1904	1889	0	1874	1874
Adj Flow Rate, veh/h	0	1619	137	0	1006	100	0	795	0	0	698	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	0	2	7	0	3	4	0	5	5
Cap, veh/h	0	2155	961	0	2155	923	0	1016		0	1000	
Arrive On Green	0.00	0.59	0.59	0.00	0.59	0.59	0.00	0.28	0.00	0.00	0.19	0.00
Sat Flow, veh/h	0	3743	1627	0	3743	1562	0	3714	1601	0	3654	1588
Grp Volume(v), veh/h	0	1619	137	0	1006	100	0	795	0	0	698	0
Grp Sat Flow(s),veh/h/ln	0	1824	1627	0	1824	1562	0	1809	1601	0	1780	1588
Q Serve(g_s), s	0.0	35.9	4.1	0.0	17.1	3.1	0.0	22.3	0.0	0.0	20.2	0.0
Cycle Q Clear(g_c), s	0.0	35.9	4.1	0.0	17.1	3.1	0.0	22.3	0.0	0.0	20.2	0.0
Prop In Lane	0.00		1.00	0.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	0	2155	961	0	2155	923	0	1016		0	1000	
V/C Ratio(X)	0.00	0.75	0.14	0.00	0.47	0.11	0.00	0.78		0.00	0.70	
Avail Cap(c_a), veh/h	0	2155	961	0	2155	923	0	1414		0	1392	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	0.00	0.73	0.73	0.00	0.94	0.94	0.00	0.94	0.00	0.00	0.97	0.00
Uniform Delay (d), s/veh	0.0	16.6	10.1	0.0	12.7	9.8	0.0	36.4	0.0	0.0	40.3	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.2	0.0	0.7	0.2	0.0	2.3	0.0	0.0	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	18.3	2.5	0.0	10.2	1.8	0.0	14.7	0.0	0.0	14.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.4	10.3	0.0	13.4	10.1	0.0	38.8	0.0	0.0	41.5	0.0
LnGrp LOS		B	B		B	B		D			D	
Approach Vol, veh/h	1756			1106			795			698		
Approach Delay, s/veh	17.7			13.1			38.8			41.5		
Approach LOS	B			B			D			D		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	37.7			72.3			37.7			72.3		
Change Period (Y+Rc), s	6.8			7.3			6.8			7.3		
Max Green Setting (Gmax), s	43.0			52.9			43.0			52.9		
Max Q Clear Time (g_c+I1), s	22.2			19.1			24.3			37.9		
Green Ext Time (p_c), s	6.0			11.6			6.6			11.7		
Intersection Summary												
HCM 7th Control Delay, s/veh	24.2											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/13/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	525	1875	0	1307	66	41	278
Future Volume (veh/h)	525	1875	0	1307	66	41	278
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870		1856	1870	1856	1870
Adj Flow Rate, veh/h	547	1953		1361	67	101	105
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2		3	2	3	2
Cap, veh/h	577	2984		1881	92	142	127
Arrive On Green	0.25	0.84		0.55	0.55	0.08	0.08
Sat Flow, veh/h	1781	3647		3513	168	1767	1585
Grp Volume(v), veh/h	547	1953		700	728	101	105
Grp Sat Flow(s), veh/h/ln	1781	1777		1763	1825	1767	1585
Q Serve(g_s), s	37.9	33.2		50.4	50.7	9.5	11.1
Cycle Q Clear(g_c), s	37.9	33.2		50.4	50.7	9.5	11.1
Prop In Lane	1.00				0.09	1.00	1.00
Lane Grp Cap(c), veh/h	577	2984		969	1004	142	127
V/C Ratio(X)	0.95	0.65		0.72	0.72	0.71	0.83
Avail Cap(c_a), veh/h	669	2984		969	1004	360	323
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45		0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	45.9	4.8		28.6	28.6	76.3	77.0
Incr Delay (d2), s/veh	12.4	0.5		3.4	3.3	6.5	12.5
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.6	11.7		27.7	28.6	8.0	8.6
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	58.3	5.4		32.0	31.9	82.7	89.5
LnGrp LOS	E	A		C	C	F	F
Approach Vol, veh/h		2500		1428		206	
Approach Delay, s/veh		16.9		31.9		86.2	
Approach LOS		B		C		F	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	49.3	100.7				150.0	20.0
Change Period (Y+Rc), s	7.2	7.2				7.2	6.4
Max Green Setting (Gmax), s	50.8	63.8				121.8	34.6
Max Q Clear Time (g_c+Q), s	49.3	52.7				35.2	13.1
Green Ext Time (p_c), s	2.2	7.9				46.1	0.6

Intersection Summary

HCM 7th Control Delay, s/veh	25.6
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

3: Arden Dwy/SE 55th PI & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1627	191	115	1207	12	224	3	86	11	4	31
Future Volume (veh/h)	40	1627	191	115	1207	12	224	3	86	11	4	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1768	187	125	1312	12	243	3	84	12	4	31
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	1783	185	148	2058	19	304	3	88	119	53	265
Arrive On Green	0.03	0.55	0.55	0.10	1.00	1.00	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1781	3249	338	1781	3608	33	1075	13	372	353	224	1117
Grp Volume(v), veh/h	43	952	1003	125	646	678	330	0	0	47	0	0
Grp Sat Flow(s), veh/h/ln	1781	1777	1810	1781	1777	1864	1460	0	0	1693	0	0
Q Serve(g_s), s	1.3	67.7	71.4	4.8	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	67.7	71.4	4.8	0.0	0.0	28.9	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.02	0.74		0.25	0.26		0.66
Lane Grp Cap(c), veh/h	346	975	993	148	1014	1064	395	0	0	437	0	0
V/C Ratio(X)	0.12	0.98	1.01	0.85	0.64	0.64	0.84	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	360	975	993	151	1014	1064	396	0	0	438	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.68	0.68	0.68	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.6	28.5	29.3	33.3	0.0	0.0	48.4	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	18.8	25.8	24.5	2.1	2.0	14.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	40.4	45.2	7.8	1.1	1.1	17.8	0.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.7	47.3	55.1	57.8	2.1	2.0	62.7	0.0	0.0	39.0	0.0	0.0
LnGrp LOS	B	D	F	E	A	A	E			D		
Approach Vol, veh/h	1998			1449			330			47		
Approach Delay, s/veh	50.4			6.9			62.7			39.0		
Approach LOS	D			A			E			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.7	78.4		37.9	10.9	81.2		37.9				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	71.0			31.0	5.0	73.0		31.0				
Max Q Clear Time (g_c+I), s	73.4			4.9	3.3	2.0		30.9				
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	13.7		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	34.8											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	1222	112	78	1011	72	87	69	63	55	87	250
Future Volume (veh/h)	399	1222	112	78	1011	72	87	69	63	55	87	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1870	1841	1900	1870	1811	1856	1811
Adj Flow Rate, veh/h	420	1286	111	82	1064	71	92	73	55	58	92	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	4	2	4	0	2	6	3	6
Cap, veh/h	466	2165	186	331	1852	124	231	133	100	201	207	171
Arrive On Green	0.27	1.00	1.00	0.04	0.56	0.56	0.06	0.13	0.13	0.04	0.11	0.11
Sat Flow, veh/h	1781	3311	285	1753	3327	222	1753	1006	758	1725	1856	1535
Grp Volume(v), veh/h	420	688	709	82	559	576	92	0	128	58	92	175
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1753	1749	1801	1753	0	1764	1725	1856	1535
Q Serve(g_s), s	14.4	0.0	0.0	2.6	27.1	27.1	6.0	0.0	8.8	3.8	6.0	14.5
Cycle Q Clear(g_c), s	14.4	0.0	0.0	2.6	27.1	27.1	6.0	0.0	8.8	3.8	6.0	14.5
Prop In Lane	1.00		0.16	1.00		0.12	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	466	1162	1189	331	973	1002	231	0	232	201	207	171
V/C Ratio(X)	0.90	0.59	0.60	0.25	0.57	0.57	0.40	0.00	0.55	0.29	0.44	1.02
Avail Cap(c_a), veh/h	605	1162	1189	489	973	1002	309	0	292	220	207	171
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.84	0.84	0.84	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	11.3	18.8	18.8	47.2	0.0	52.8	48.6	54.0	57.7
Incr Delay (d2), s/veh	1.6	0.2	0.2	0.3	2.1	2.0	1.1	0.0	2.0	0.8	1.5	74.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.1	0.1	1.7	15.5	15.9	4.8	0.0	7.3	3.1	5.2	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	0.2	0.2	11.6	20.9	20.8	48.3	0.0	54.9	49.4	55.5	132.5
LnGrp LOS	B	A	A	B	C	C	D		D	D	E	F
Approach Vol, veh/h	1817			1217			220			325		
Approach Delay, s/veh	4.0			20.2			52.1			95.9		
Approach LOS	A			C			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.9	76.8	9.6	21.6	9.2	89.5	12.3	19.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	56.5	6.5	21.5	16.5	67.5	13.5	14.5				
Max Q Clear Time (g_c+11g), s	116.4	29.1	5.8	10.8	4.6	2.0	8.0	16.5				
Green Ext Time (p_c), s	1.0	7.4	0.0	0.4	0.1	12.0	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	20.8											
HCM 7th LOS	C											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

5: Midway Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	971	148	55	886	66	115	140	33	91	81	95
Future Volume (veh/h)	99	971	148	55	886	66	115	140	33	91	81	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1870	1870	1841	1870	1856	1900	1841	1900	1885	1841
Adj Flow Rate, veh/h	109	1067	143	60	974	62	126	154	26	100	89	79
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	2	2	4	2	3	0	4	0	1	4
Cap, veh/h	432	1790	240	266	1959	888	274	185	31	195	210	173
Arrive On Green	0.04	0.57	0.57	0.05	1.00	1.00	0.08	0.12	0.12	0.06	0.11	0.11
Sat Flow, veh/h	1767	3125	418	1781	3497	1585	1767	1584	267	1810	1885	1560
Grp Volume(v), veh/h	109	601	609	60	974	62	126	0	180	100	89	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1780	1781	1749	1585	1767	0	1852	1810	1885	1560
Q Serve(g_s), s	3.4	28.8	28.9	1.9	0.0	0.0	8.1	0.0	12.4	6.3	5.7	6.2
Cycle Q Clear(g_c), s	3.4	28.8	28.9	1.9	0.0	0.0	8.1	0.0	12.4	6.3	5.7	6.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	432	1010	1020	266	1959	888	274	0	216	195	210	173
V/C Ratio(X)	0.25	0.60	0.60	0.23	0.50	0.07	0.46	0.00	0.83	0.51	0.42	0.46
Avail Cap(c_a), veh/h	614	1010	1020	361	1959	888	370	0	329	289	320	265
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.80	0.80	0.80	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	18.0	18.0	14.3	0.0	0.0	46.2	0.0	56.2	47.5	53.9	54.1
Incr Delay (d2), s/veh	0.2	1.9	1.9	0.3	0.7	0.1	1.2	0.0	13.3	2.1	1.9	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	15.9	16.1	1.2	0.4	0.1	6.6	0.0	10.8	5.2	5.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.2	19.9	19.9	14.6	0.7	0.1	47.3	0.0	69.5	49.6	55.8	56.7
LnGrp LOS	B	B	B	B	A	A	D		E	D	E	E
Approach Vol, veh/h	1319			1096			306			268		
Approach Delay, s/veh	19.2			1.5			60.4			53.8		
Approach LOS	B			A			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.7	80.0	15.3	22.0	11.0	81.7	15.9	21.4				
Change Period (Y+Rc), s	7.2	7.2	7.1	6.9	7.5	7.2	5.8	6.9				
Max Green Setting (Gmax), s	10.8	44.8	14.9	23.1	10.5	52.8	17.2	22.1				
Max Q Clear Time (g_c+1), s	15.4	2.0	8.3	14.4	3.9	30.9	10.1	8.2				
Green Ext Time (p_c), s	0.2	11.6	0.1	0.8	0.0	10.7	0.2	0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.0									
HCM 7th LOS			C									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

6: Cedar Radial Pass/Bahia Ave & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	920	60	42	1009	107	78	17	31	64	11	152
Future Volume (veh/h)	72	920	60	42	1009	107	78	17	31	64	11	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No				No			
Adj Sat Flow, veh/h/ln	1811	1870	1796	1856	1900	1900	1885	1722	1767	1856	1900	1900
Adj Flow Rate, veh/h	80	1022	53	47	1121	97	87	19	12	71	12	123
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	2	7	3	0	0	1	12	9	3	0	0
Cap, veh/h	100	1896	98	426	1952	871	327	126	80	286	181	153
Arrive On Green	0.12	1.00	1.00	0.05	0.54	0.54	0.09	0.13	0.13	0.06	0.10	0.10
Sat Flow, veh/h	1725	3437	178	1767	3610	1610	1795	987	623	1767	1900	1610
Grp Volume(v), veh/h	80	528	547	47	1121	97	87	0	31	71	12	123
Grp Sat Flow(s),veh/h/ln	1725	1777	1838	1767	1805	1610	1795	0	1610	1767	1900	1610
Q Serve(g_s), s	5.9	0.0	0.0	1.5	26.9	3.8	5.4	0.0	2.2	4.6	0.7	9.7
Cycle Q Clear(g_c), s	5.9	0.0	0.0	1.5	26.9	3.8	5.4	0.0	2.2	4.6	0.7	9.7
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.39	1.00		1.00
Lane Grp Cap(c), veh/h	100	980	1014	426	1952	871	327	0	206	286	181	153
V/C Ratio(X)	0.80	0.54	0.54	0.11	0.57	0.11	0.27	0.00	0.15	0.25	0.07	0.80
Avail Cap(c_a), veh/h	186	980	1014	533	1952	871	338	0	430	355	507	430
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.82	0.82	0.82	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	0.0	0.0	11.2	19.9	14.6	45.5	0.0	50.4	48.7	53.6	57.6
Incr Delay (d2), s/veh	13.2	1.5	1.4	0.1	1.0	0.2	0.6	0.0	0.5	0.6	0.2	12.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.7	0.7	1.0	15.6	2.6	4.4	0.0	1.7	3.8	0.7	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.9	1.5	1.4	11.3	20.9	14.8	46.2	0.0	50.8	49.3	53.8	70.5
LnGrp LOS	E	A	A	B	C	B	D		D	D	D	E
Approach Vol, veh/h	1155				1265				118		206	
Approach Delay, s/veh	6.2				20.1				47.4		62.2	
Approach LOS	A				C				D		E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.6	77.6	13.9	23.0	14.1	79.0	18.2	18.7				
Change Period (Y+Rc), s	8.0	7.3	6.5	6.3	7.6	7.3	6.7	6.3				
Max Green Setting (Gmax), s	14.0	40.7	12.5	34.7	14.4	40.7	12.3	34.7				
Max Q Clear Time (g_c+I1), s	17.9	28.9	6.6	4.2	3.5	2.0	7.4	11.7				
Green Ext Time (p_c), s	0.1	7.2	0.1	0.2	0.1	11.4	0.1	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			18.6									
HCM 7th LOS			B									

ATTACHMENT E

HCM 7th Signalized Intersection Summary

7: Bahia Rd & CR 464

01/13/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	994	34	42	1153	177	57	31	41	108	29	47
Future Volume (veh/h)	49	994	34	42	1153	177	57	31	41	108	29	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1796	1870	1856	1870	1870	1796	1900	1856	1900	1900
Adj Flow Rate, veh/h	54	1092	33	46	1267	176	63	34	15	119	32	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	7	2	3	2	2	7	0	3	0	0
Cap, veh/h	292	2226	954	447	2210	994	197	63	28	215	74	67
Arrive On Green	0.09	1.00	1.00	0.04	0.63	0.63	0.04	0.05	0.05	0.07	0.08	0.08
Sat Flow, veh/h	1781	3554	1522	1781	3526	1585	1781	1181	521	1767	918	832
Grp Volume(v), veh/h	54	1092	33	46	1267	176	63	0	49	119	0	61
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1585	1781	0	1702	1767	0	1750
Q Serve(g_s), s	1.3	0.0	0.0	1.1	27.2	6.1	4.3	0.0	3.6	8.2	0.0	4.3
Cycle Q Clear(g_c), s	1.3	0.0	0.0	1.1	27.2	6.1	4.3	0.0	3.6	8.2	0.0	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.48
Lane Grp Cap(c), veh/h	292	2226	954	447	2210	994	197	0	91	215	0	141
V/C Ratio(X)	0.18	0.49	0.03	0.10	0.57	0.18	0.32	0.00	0.54	0.55	0.00	0.43
Avail Cap(c_a), veh/h	439	2226	954	592	2210	994	245	0	147	215	0	151
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	0.0	0.0	7.3	14.1	10.2	54.9	0.0	59.9	53.5	0.0	56.9
Incr Delay (d2), s/veh	0.3	0.6	0.1	0.1	1.1	0.4	0.9	0.0	4.8	3.1	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.4	0.0	0.7	15.0	4.0	3.6	0.0	3.1	6.9	0.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.6	0.1	7.4	15.2	10.6	55.8	0.0	64.7	56.5	0.0	59.0
LnGrp LOS	B	A	A	A	B	B	E		E	E		E
Approach Vol, veh/h	1179			1489			112			180		
Approach Delay, s/veh	1.1			14.4			59.7			57.4		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	3.3	88.9	15.0	12.8	13.4	88.8	11.5	16.3				
Change Period (Y+Rc), s	7.3	7.4	5.8	5.8	7.7	7.4	5.8	5.8				
Max Green Setting (Gmax), s	16.3	66.6	9.2	11.2	16.3	66.6	9.2	11.2				
Max Q Clear Time (g_c+I), s	13.3	29.2	10.2	5.6	3.1	2.0	6.3	6.3				
Green Ext Time (p_c), s	0.1	11.5	0.0	0.1	0.1	9.1	0.0	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.4											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th AWSC

8: Bahia Rd & Midway Rd

01/13/2026

Intersection												
Intersection Delay, s/veh 12.6												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	119	155	20	16	82	36	16	252	18	38	85	42
Future Vol, veh/h	119	155	20	16	82	36	16	252	18	38	85	42
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	0	1	0	0	4	10	0	1	0	0	0	3
Mvmt Flow	128	167	22	17	88	39	17	271	19	41	91	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh 13.8		10.5	13.4	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	40%	12%	23%
Vol Thru, %	88%	53%	61%	52%
Vol Right, %	6%	7%	27%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	294	134	165
LT Vol	16	119	16	38
Through Vol	252	155	82	85
RT Vol	18	20	36	42
Lane Flow Rate	308	316	144	177
Geometry Grp	1	1	1	1
Degree of Util (X)	0.469	0.488	0.228	0.278
Departure Headway (Hd)	5.49	5.552	5.691	5.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	648	627	633
Service Time	3.548	3.608	3.761	3.705
HCM Lane V/C Ratio	0.47	0.488	0.23	0.28
HCM Control Delay, s/veh	13.4	13.8	10.5	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.5	2.7	0.9	1.1

ATTACHMENT E

HCM 7th TWSC

9: Bahia Trace & Bahia Rd

01/13/2026

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	150	77	6	6	255	96	7	5	8	67	3	100
Future Vol, veh/h	150	77	6	6	255	96	7	5	8	67	3	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	165	85	7	7	280	105	8	5	9	74	3	110
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	91	0	0	713	816	88	763	767	333
Stage 1	-	-	-	-	-	-	418	418	-	346	346	-
Stage 2	-	-	-	-	-	-	295	399	-	417	421	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1173	-	-	1504	-	-	347	311	970	321	332	709
Stage 1	-	-	-	-	-	-	613	591	-	670	635	-
Stage 2	-	-	-	-	-	-	713	602	-	613	589	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	1504	-	-	246	264	970	265	282	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	264	-	265	282	-
Stage 1	-	-	-	-	-	-	522	503	-	666	632	-
Stage 2	-	-	-	-	-	-	596	599	-	512	502	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	5.52			0.12			15.67			20.27		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	359	1112	-	-	29	-	-	420				
HCM Lane V/C Ratio	0.061	0.141	-	-	0.004	-	-	0.445				
HCM Ctrl Dly (s/v)	15.7	8.6	0	-	7.4	0	-	20.3				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0	-	-	2.2				

ATTACHMENT E

HCM 7th TWSC
10: Pine Rd & Bahia Rd

01/13/2026

Intersection						
Int Delay, s/veh	10.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	225	75	285	200	42	134
Future Vol, veh/h	225	75	285	200	42	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	2	3	0	0
Mvmt Flow	245	82	310	217	46	146
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	655	418	0	0	527	0
Stage 1	418	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	432	637	-	-	1050	-
Stage 1	666	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	637	-	-	1050	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	31.06	0		2.05		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	452	430	-	
HCM Lane V/C Ratio	-	-	0.722	0.043	-	
HCM Ctrl Dly (s/v)	-	-	31.1	8.6	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	5.7	0.1	-	

ATTACHMENT E

HCM 7th TWSC

11: Bahia Trace & Access 1

01/13/2026

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	118	131	99	0	0	69
Future Vol, veh/h	118	131	99	0	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	142	108	0	0	75
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	108	0	-	0	507	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1483	-	-	-	526	946
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1483	-	-	-	476	946
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	678	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	3.63	0		9.13		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	853	-	-	-	-	946
HCM Lane V/C Ratio	0.086	-	-	-	-	0.079
HCM Ctrl Dly (s/v)	7.7	0	-	-	-	9.1
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.3

ATTACHMENT E

HCM 7th TWSC

12: Bahia Trace Course/Access 2 & Bahia Trace

01/13/2026

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	81	5	0	64	0	9	0	0	0	0	11
Future Vol, veh/h	19	81	5	0	64	0	9	0	0	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	88	5	0	70	0	10	0	0	0	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	70	0	0	93	0	0	202	202	91	199	204	70
Stage 1	-	-	-	-	-	-	132	132	-	70	70	-
Stage 2	-	-	-	-	-	-	70	70	-	129	135	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1531	-	-	1501	-	-	757	694	967	760	692	993
Stage 1	-	-	-	-	-	-	871	787	-	940	837	-
Stage 2	-	-	-	-	-	-	940	837	-	874	785	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1501	-	-	737	685	967	749	682	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	685	-	749	682	-
Stage 1	-	-	-	-	-	-	859	776	-	940	837	-
Stage 2	-	-	-	-	-	-	929	837	-	862	774	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.34			0			9.95			8.67		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	737	322	-	-	1501	-	-	993				
HCM Lane V/C Ratio	0.013	0.013	-	-	-	-	-	0.012				
HCM Ctrl Dly (s/v)	10	7.4	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	49	45	0	0	18
Future Vol, veh/h	30	49	45	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	53	49	0	0	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	49	0	-	0	167	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	118	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1558	-	-	-	823	1020
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	805	1020
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	907	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.79	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	684	-	-	-	-	1020
HCM Lane V/C Ratio	0.021	-	-	-	-	0.019
HCM Ctrl Dly (s/v)	7.4	0	-	-	-	8.6
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

ATTACHMENT E

HCM 7th TWSC

14: Bahia Trace Circle/Access 4 & Bahia Trace/Bahia Trace

01/13/2026

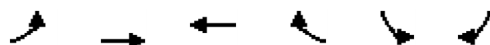
Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	12	2	0	21	0	4	0	0	0	0	20
Future Vol, veh/h	35	12	2	0	21	0	4	0	0	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	13	2	0	23	0	4	0	0	0	0	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	15	0	0	113	113	14	112	114	23
Stage 1	-	-	-	-	-	-	90	90	-	23	23	-
Stage 2	-	-	-	-	-	-	23	23	-	89	91	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1592	-	-	1603	-	-	864	777	1066	866	776	1054
Stage 1	-	-	-	-	-	-	917	820	-	995	876	-
Stage 2	-	-	-	-	-	-	995	876	-	918	819	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1592	-	-	1603	-	-	826	758	1066	845	757	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	826	758	-	845	757	-
Stage 1	-	-	-	-	-	-	895	800	-	995	876	-
Stage 2	-	-	-	-	-	-	975	876	-	896	800	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	5.23			0			9.38			8.49		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	826	1250	-	-	1603	-	-	1054				
HCM Lane V/C Ratio	0.005	0.024	-	-	-	-	-	0.021				
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

ATTACHMENT E

HCM 7th Signalized Intersection Summary

101: CR 464 & SB Displaced Left Turns

01/13/2026



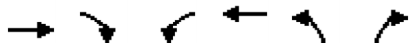
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑↑	↑	↑↑	
Traffic Volume (veh/h)	0	1729	1051	413	744	0
Future Volume (veh/h)	0	1729	1051	413	744	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1920	1904	1904	1920	0
Adj Flow Rate, veh/h	0	1820	1106	435	783	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	3	2	0
Cap, veh/h	0	1760	2509	779	0	0
Arrive On Green	0.00	0.97	0.48	0.48	0.39	0.00
Sat Flow, veh/h	0	3839	5370	1614	0	0
Grp Volume(v), veh/h	0	1820	1106	435	0	0
Grp Sat Flow(s), veh/h/ln	0	1824	1733	1614	0	0
Q Serve(g_s), s	0.0	53.1	15.4	21.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	53.1	15.4	21.0	0.0	0.0
Prop In Lane	0.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	0	1760	2509	779	0	0
V/C Ratio(X)	0.00	1.03	0.44	0.56	0.00	0.00
Avail Cap(c_a), veh/h	0	2255	3214	998	0	0
HCM Platoon Ratio	1.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.58	0.40	0.40	0.00	0.00
Uniform Delay (d), s/veh	0.0	1.9	18.7	20.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	23.6	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	9.9	8.1	10.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	25.5	18.8	20.4	0.0	0.0
LnGrp LOS		F	B	C		
Approach Vol, veh/h		1820	1541		0	
Approach Delay, s/veh		25.5	19.2		0.0	
Approach LOS		C	B			
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				65.7	44.3	65.7
Change Period (Y+Rc), s				7.0	7.0	7.0
Max Green Setting (Gmax), s				68.0	28.0	68.0
Max Q Clear Time (g_c+I1), s				55.1	0.0	23.0
Green Ext Time (p_c), s				9.3	0.0	11.3
Intersection Summary						
HCM 7th Control Delay, s/veh			22.6			
HCM 7th LOS			C			

ATTACHMENT E

HCM 7th Signalized Intersection Summary

102: NB Displaced Left Turns & CR 464

01/13/2026



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑		↑↑	↑↑	↑↑
Traffic Volume (veh/h)	1668	662	0	1031	474	0
Future Volume (veh/h)	1668	662	0	1031	474	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1920	1920	0	1889	1920	0
Adj Flow Rate, veh/h	1756	697	0	1085	499	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	0	4	2	0
Cap, veh/h	2726	846	0	1867	0	0
Arrive On Green	0.52	0.52	0.00	1.00	0.35	0.00
Sat Flow, veh/h	5413	1627	0	3778	0	0
Grp Volume(v), veh/h	1756	697	0	1085	0	0
Grp Sat Flow(s), veh/h/ln	1747	1627	0	1795	0	0
Q Serve(g_s), s	26.6	39.6	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.6	39.6	0.0	0.0	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	2726	846	0	1867	0	0
V/C Ratio(X)	0.64	0.82	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	3049	946	0	2088	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.88	0.00	0.00
Uniform Delay (d), s/veh	19.0	22.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	5.5	0.0	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	14.8	20.8	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.4	27.6	0.0	0.3	0.0	0.0
LnGrp LOS	B	C		A		
Approach Vol, veh/h	2453			1085	0	
Approach Delay, s/veh	21.8			0.3	0.0	
Approach LOS	C			A		
Timer - Assigned Phs	2			4		8
Phs Duration (G+Y+Rc), s	45.8			64.2		64.2
Change Period (Y+Rc), s	7.0			7.0		7.0
Max Green Setting (Gmax), s	32.0			64.0		64.0
Max Q Clear Time (g_c+l1), s	0.0			41.6		2.0
Green Ext Time (p_c), s	0.0			15.7		8.8
Intersection Summary						
HCM 7th Control Delay, s/veh		15.2				
HCM 7th LOS		B				

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

103: CR 35 & NB Displaced Left Turns

01/13/2026

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	0	662	474	816	130	663	0
Future Volume (vph)	0	662	474	816	130	663	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor		1.00	0.97	0.95	1.00	0.95	
Frt		0.87	1.00	1.00	1.00	1.00	
Flt Protected		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)		1654	3489	3597	1816	3529	
Flt Permitted		1.00	0.95	1.00	0.95	1.00	
Satd. Flow (perm)		1654	3489	3597	1816	3529	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	697	499	859	137	698	0
RTOR Reduction (vph)	0	24	0	0	0	0	0
Lane Group Flow (vph)	0	673	499	859	137	698	0
Heavy Vehicles (%)	2%	2%	3%	3%	2%	5%	2%
Turn Type		Over	Prot	NA	Prot	NA	
Protected Phases		5	5	2	1	6	
Permitted Phases							
Actuated Green, G (s)		54.1	54.1	83.3	12.7	41.9	
Effective Green, g (s)		54.1	54.1	83.3	12.7	41.9	
Actuated g/C Ratio		0.49	0.49	0.76	0.12	0.38	
Clearance Time (s)		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		813	1715	2723	209	1344	
v/s Ratio Prot		c0.41	0.14	0.24	0.08	c0.20	
v/s Ratio Perm							
v/c Ratio		0.83	0.29	0.32	0.66	0.52	
Uniform Delay, d1		23.9	16.6	4.3	46.6	26.3	
Progression Factor		0.96	1.00	1.00	0.96	0.54	
Incremental Delay, d2		5.9	0.1	0.3	6.6	1.3	
Delay (s)		28.9	16.7	4.6	51.5	15.4	
Level of Service		C	B	A	D	B	
Approach Delay (s/veh)	28.9			9.0		21.3	
Approach LOS	C			A		C	
Intersection Summary							
HCM 2000 Control Delay (s/veh)		17.4		HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio		0.69					
Actuated Cycle Length (s)		110.0		Sum of lost time (s)		14.0	
Intersection Capacity Utilization		69.5%		ICU Level of Service		C	
Analysis Period (min)		15					
c Critical Lane Group							

ATTACHMENT E

HCM Signalized Intersection Capacity Analysis

104: CR 35 & SB Displaced Left Turns

01/13/2026

							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	0	413	95	755	0	744	643
Future Volume (vph)	0	413	95	755	0	744	643
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		7.0	7.0	7.0		7.0	7.0
Lane Util. Factor		1.00	1.00	0.95		0.97	0.95
Frt		0.87	1.00	1.00		1.00	1.00
Flt Protected		1.00	0.95	1.00		0.95	1.00
Satd. Flow (prot)		1638	1816	3597		3523	3563
Flt Permitted		1.00	0.95	1.00		0.95	1.00
Satd. Flow (perm)		1638	1816	3597		3523	3563
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	435	100	795	0	783	677
RTOR Reduction (vph)	0	64	0	0	0	0	0
Lane Group Flow (vph)	0	371	100	795	0	783	677
Heavy Vehicles (%)	2%	3%	2%	3%	2%	2%	4%
Turn Type		Over	Prot	NA		Prot	NA
Protected Phases		1	5	2		1	6
Permitted Phases							
Actuated Green, G (s)		33.9	11.4	62.1		33.9	84.6
Effective Green, g (s)		33.9	11.4	62.1		33.9	84.6
Actuated g/C Ratio		0.31	0.10	0.56		0.31	0.77
Clearance Time (s)		7.0	7.0	7.0		7.0	7.0
Vehicle Extension (s)		3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		504	188	2030		1085	2739
v/s Ratio Prot		c0.23	0.06	c0.22		0.22	0.19
v/s Ratio Perm							
v/c Ratio		0.74	0.53	0.39		0.72	0.25
Uniform Delay, d1		34.1	46.8	13.4		33.9	3.6
Progression Factor		0.97	1.25	0.31		1.00	1.00
Incremental Delay, d2		5.3	2.5	0.5		2.4	0.2
Delay (s)		38.2	61.1	4.6		36.2	3.8
Level of Service		D	E	A		D	A
Approach Delay (s/veh)	38.2			11.0			21.2
Approach LOS	D			B			C
Intersection Summary							
HCM 2000 Control Delay (s/veh)			20.6		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.51				
Actuated Cycle Length (s)			110.0		Sum of lost time (s)		14.0
Intersection Capacity Utilization			56.9%		ICU Level of Service		B
Analysis Period (min)			15				
c Critical Lane Group							

Appendix N: Planned Projects

--DRAFT--
**Marion County
Updates
and Coordination**

May 2025



Project Location & Work Performed



Review Existing Conditions

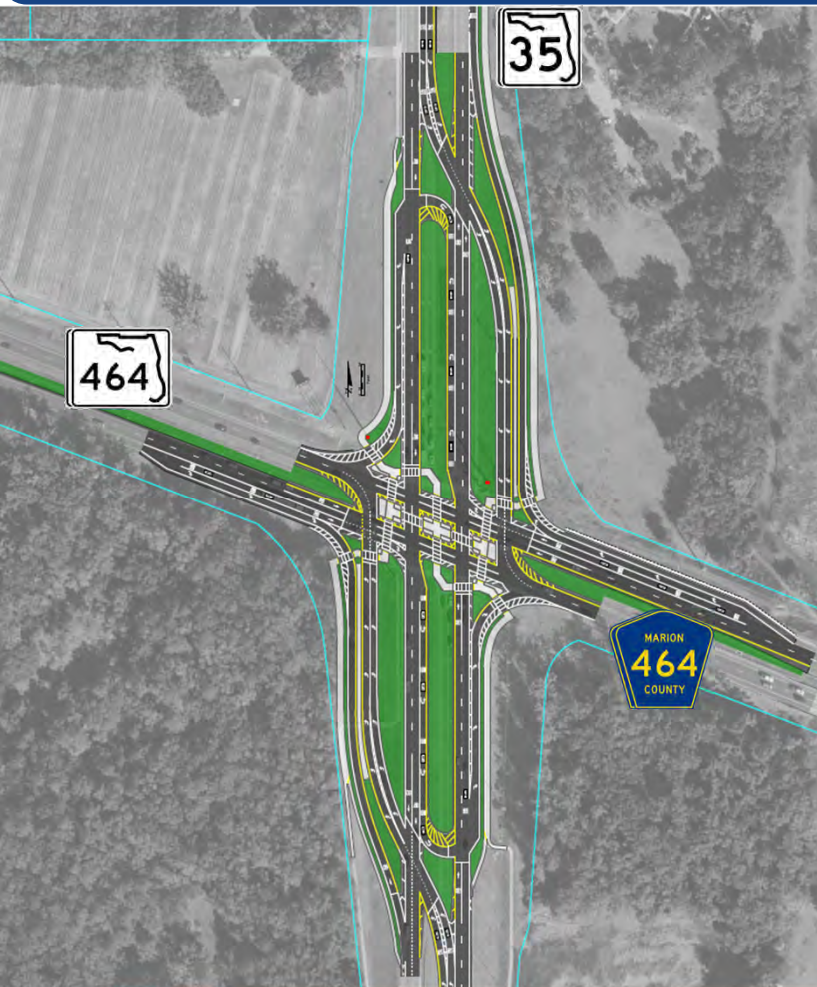
- Existing Traffic Conditions
- Evaluate Existing Intersection Operations

Develop Intersection Improvements

- Analyze Future Intersection Operations
- Identify Alternatives



Build Alternative #2 – Displaced Left Turn



Intersection	EB		WB		NB		SB		Intersection	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Build Alt #2 - Displaced Left Turn with U-Turn (Year 2050) - AM Peak Hour										
Maricamp Rd (SR 464) - NB Displaced Left	5.8	A	11.7	B	40.6	D	-	-	14.4	B
Maricamp Rd (SR 464) at Baseline Rd (SR 35)	2.5	A	7.3	A	19.5	B	48.1	D	17.6	B
Maricamp Rd (SR 464) - SB Displaced Left	3.2	A	9.0	A	-	-	49.0	D	11.9	B
Baseline Rd (SR 35) - NB Displace Left	20.9	C	-	-	19.5	B	13.9	B	17.9	B
Baseline Rd (SR 35) - SB Displace Left	-	-	0.5	A	17.8	B	16.5	B	13.9	B
Overall Intersection									15.2	B
Build Alt #2 - Displaced Left Turn with U-Turn (Year 2050) - PM Peak Hour										
Maricamp Rd (SR 464) - NB Displaced Left	9.3	A	3.7	A	31.4	C	-	-	10.3	B
Maricamp Rd (SR 464) at Baseline Rd (SR 35)	12.1	B	3.4	A	42.9	D	33.0	C	19.2	B
Maricamp Rd (SR 464) - SB Displaced Left	24.9	C	6.1	A	-	-	34.4	C	19.0	B
Baseline Rd (SR 35) - NB Displace Left	24.3	C	-	-	22.9	C	8.6	A	19.4	B
Baseline Rd (SR 35) - SB Displace Left	-	-	0.8	A	4.6	A	19.5	B	11.1	B
Overall Intersection									16.0	B

Similar to Build Alt #1 – MUT in the N-S Direction, this Alternative can also accommodate future 6-laning of either SR 464 or SR 35 easily in the median.

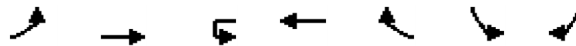
Appendix O: Mitigations Analysis

ATTACHMENT E

HCM 7th Signalized Intersection Summary

2: CR 464 & SE 64 Ave

01/13/2026



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	291	1110	0	1691	44	72	562
Future Volume (veh/h)	291	1110	0	1691	44	72	562
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1841		1870	1870	1811	1870
Adj Flow Rate, veh/h	303	1156		1761	43	0	486
Peak Hour Factor	0.96	0.96		0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	4		2	2	6	2
Cap, veh/h	325	2602		1985	48	295	542
Arrive On Green	0.14	0.74		0.56	0.56	0.00	0.17
Sat Flow, veh/h	1781	3589		3639	86	1725	3170
Grp Volume(v), veh/h	303	1156		880	924	0	486
Grp Sat Flow(s), veh/h/ln	1781	1749		1777	1855	1725	1585
Q Serve(g_s), s	19.9	20.2		69.1	69.9	0.0	24.0
Cycle Q Clear(g_c), s	19.9	20.2		69.1	69.9	0.0	24.0
Prop In Lane	1.00				0.05	1.00	1.00
Lane Grp Cap(c), veh/h	325	2602		995	1038	295	542
V/C Ratio(X)	0.93	0.44		0.88	0.89	0.00	0.90
Avail Cap(c_a), veh/h	353	2602		995	1038	373	686
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82		0.51	0.51	0.00	1.00
Uniform Delay (d), s/veh	52.5	7.8		30.7	30.9	0.0	64.9
Incr Delay (d2), s/veh	26.7	0.5		6.3	6.3	0.0	12.4
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	19.9	10.6		35.6	37.4	0.0	15.9
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	79.2	8.3		37.0	37.2	0.0	77.3
LnGrp LOS	E	A		D	D		E
Approach Vol, veh/h		1459		1804		486	
Approach Delay, s/veh		23.0		37.1		77.3	
Approach LOS		C		D		E	
Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	29.5	96.8				126.3	33.7
Change Period (Y+Rc), s	7.2	7.2				7.2	6.4
Max Green Setting (Gmax), s	24.8	79.8				111.8	34.6
Max Q Clear Time (g_c+I1), s	21.9	71.9				22.2	26.0
Green Ext Time (p_c), s	0.4	6.8				16.1	1.3

Intersection Summary

HCM 7th Control Delay, s/veh	36.9
HCM 7th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved ignoring U-Turning movement.

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	998	92	81	1449	79	81	93	91	67	52	229
Future Volume (veh/h)	98	998	92	81	1449	79	81	93	91	67	52	229
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1841	1841	1870	1870	1841	1870	1826	1811	1841	1796
Adj Flow Rate, veh/h	103	1051	85	85	1525	69	85	98	90	71	55	206
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	4	4	2	2	4	2	5	6	4	7
Cap, veh/h	235	2068	167	433	2165	98	270	123	113	178	238	258
Arrive On Green	0.08	1.00	1.00	0.04	0.63	0.63	0.06	0.14	0.14	0.05	0.13	0.13
Sat Flow, veh/h	1767	3303	267	1753	3463	156	1753	898	824	1725	1841	1522
Grp Volume(v), veh/h	103	561	575	85	780	814	85	0	188	71	55	206
Grp Sat Flow(s),veh/h/ln	1767	1763	1807	1753	1777	1842	1753	0	1722	1725	1841	1522
Q Serve(g_s), s	2.5	0.0	0.0	2.1	35.2	35.6	5.0	0.0	12.7	4.2	3.2	15.5
Cycle Q Clear(g_c), s	2.5	0.0	0.0	2.1	35.2	35.6	5.0	0.0	12.7	4.2	3.2	15.5
Prop In Lane	1.00		0.15	1.00		0.08	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	235	1104	1132	433	1111	1152	270	0	236	178	238	258
V/C Ratio(X)	0.44	0.51	0.51	0.20	0.70	0.71	0.32	0.00	0.80	0.40	0.23	0.80
Avail Cap(c_a), veh/h	437	1104	1132	606	1111	1152	370	0	280	233	238	258
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.60	0.60	0.60	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	7.1	15.0	15.1	42.0	0.0	50.1	43.0	46.9	47.9
Incr Delay (d2), s/veh	0.9	1.2	1.2	0.1	2.3	2.2	0.7	0.0	12.7	1.4	0.5	16.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.7	0.7	1.2	17.4	18.1	4.0	0.0	10.4	3.4	2.7	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	1.2	1.2	7.2	17.3	17.3	42.6	0.0	62.8	44.5	47.4	63.9
LnGrp LOS	B	A	A	A	B	B	D		E	D	D	E
Approach Vol, veh/h	1239			1679			273			332		
Approach Delay, s/veh	2.3			16.8			56.5			57.0		
Approach LOS	A			B			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	79.5	10.2	21.0	9.2	79.6	11.2	20.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.5	54.5	9.5	19.5	16.5	56.5	13.5	15.5				
Max Q Clear Time (g_c+l1), s	4.5	37.6	6.2	14.7	4.1	2.0	7.0	17.5				
Green Ext Time (p_c), s	0.2	9.5	0.0	0.4	0.1	8.2	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	18.6											
HCM 7th LOS	B											

ATTACHMENT E

HCM 7th Signalized Intersection Summary

4: Pine Rd W & CR 464

01/13/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	399	1222	112	78	1011	72	87	69	63	55	87	250
Future Volume (veh/h)	399	1222	112	78	1011	72	87	69	63	55	87	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1870	1841	1900	1870	1811	1856	1811
Adj Flow Rate, veh/h	420	1286	111	82	1064	71	92	73	55	58	92	175
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	4	2	4	0	2	6	3	6
Cap, veh/h	466	2165	186	331	1852	124	231	133	100	201	207	377
Arrive On Green	0.27	1.00	1.00	0.04	0.56	0.56	0.06	0.13	0.13	0.04	0.11	0.11
Sat Flow, veh/h	1781	3311	285	1753	3327	222	1753	1006	758	1725	1856	1535
Grp Volume(v), veh/h	420	688	709	82	559	576	92	0	128	58	92	175
Grp Sat Flow(s),veh/h/ln	1781	1777	1819	1753	1749	1801	1753	0	1764	1725	1856	1535
Q Serve(g_s), s	14.4	0.0	0.0	2.6	27.1	27.1	6.0	0.0	8.8	3.8	6.0	12.6
Cycle Q Clear(g_c), s	14.4	0.0	0.0	2.6	27.1	27.1	6.0	0.0	8.8	3.8	6.0	12.6
Prop In Lane	1.00		0.16	1.00		0.12	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	466	1162	1189	331	973	1002	231	0	232	201	207	377
V/C Ratio(X)	0.90	0.59	0.60	0.25	0.57	0.57	0.40	0.00	0.55	0.29	0.44	0.46
Avail Cap(c_a), veh/h	605	1162	1189	489	973	1002	309	0	292	220	207	377
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.84	0.84	0.84	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	11.3	18.8	18.8	47.2	0.0	52.8	48.6	54.0	41.8
Incr Delay (d2), s/veh	1.6	0.2	0.2	0.3	2.1	2.0	1.1	0.0	2.0	0.8	1.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.1	0.1	1.7	15.5	15.9	4.8	0.0	7.3	3.1	5.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	0.2	0.2	11.6	20.9	20.8	48.3	0.0	54.9	49.4	55.5	42.7
LnGrp LOS	B	A	A	B	C	C	D		D	D	E	D
Approach Vol, veh/h	1817			1217			220			325		
Approach Delay, s/veh	4.0			20.2			52.1			47.5		
Approach LOS	A			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.9	76.8	9.6	21.6	9.2	89.5	12.3	19.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	27.5	56.5	6.5	21.5	16.5	67.5	13.5	14.5				
Max Q Clear Time (g_c+I1), s	16.4	29.1	5.8	10.8	4.6	2.0	8.0	14.6				
Green Ext Time (p_c), s	1.0	7.4	0.0	0.4	0.1	12.0	0.1	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	16.4											
HCM 7th LOS	B											

Appendix P: NCHRP 457 Turn Lane Warrants

ATTACHMENT E

Bahia Road at Bahia Trace - Eastbound Left-Turn, Existing AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

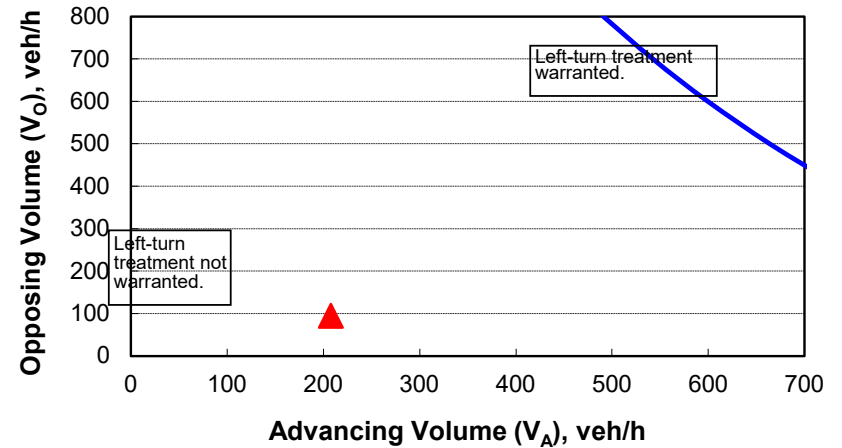
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	208
Opposing volume (V_O), veh/h:	94

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1037
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Eastbound Left-Turn, Existing PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

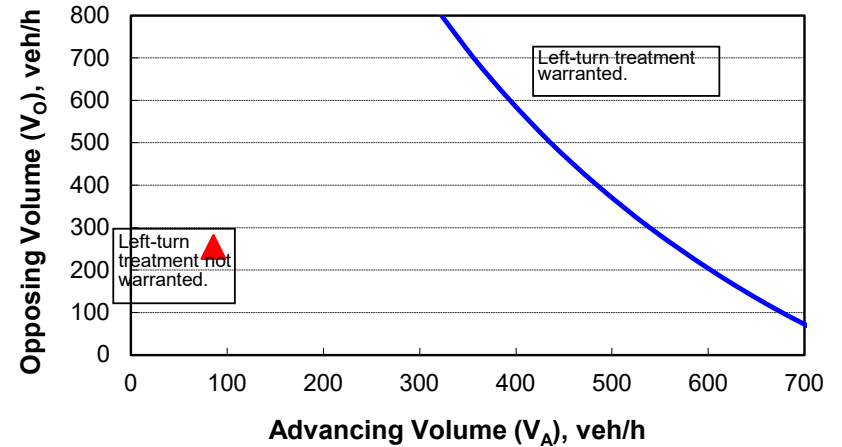
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	86
Opposing volume (V_O), veh/h:	254

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	567
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Eastbound Left-Turn, Background AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

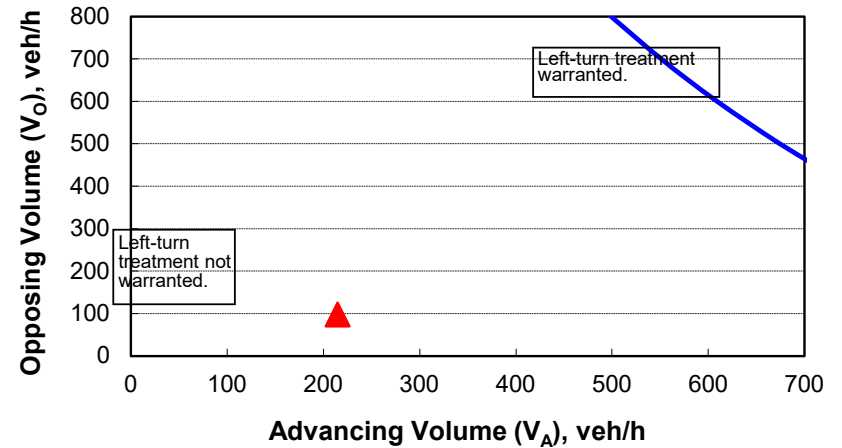
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	215
Opposing volume (V_O), veh/h:	97

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1050
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Eastbound Left-Turn, Background PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

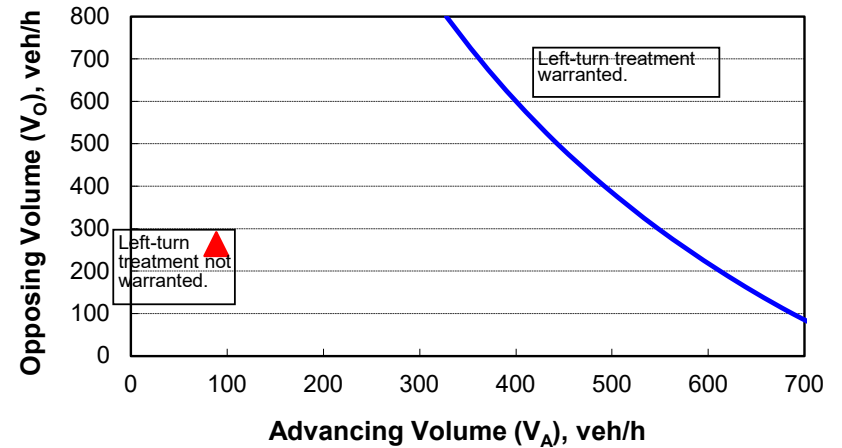
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	89
Opposing volume (V_O), veh/h:	263

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	571
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Eastbound Left-Turn, Build AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

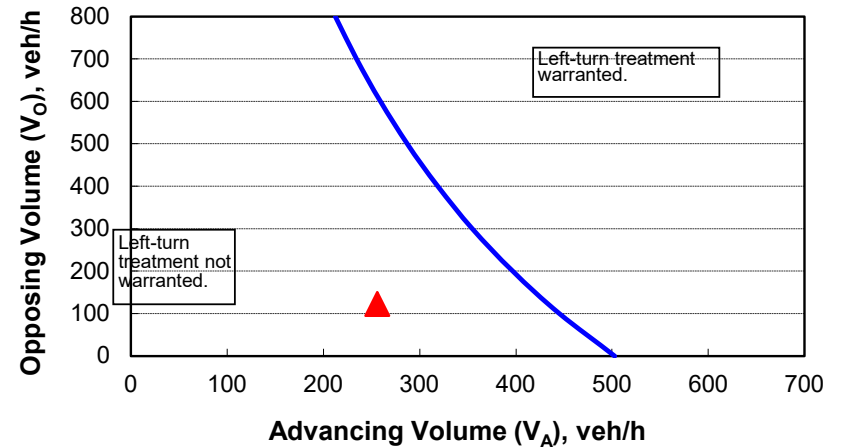
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	18%
Advancing volume (V_A), veh/h:	256
Opposing volume (V_O), veh/h:	122

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	434
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Eastbound Left-Turn, Build PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

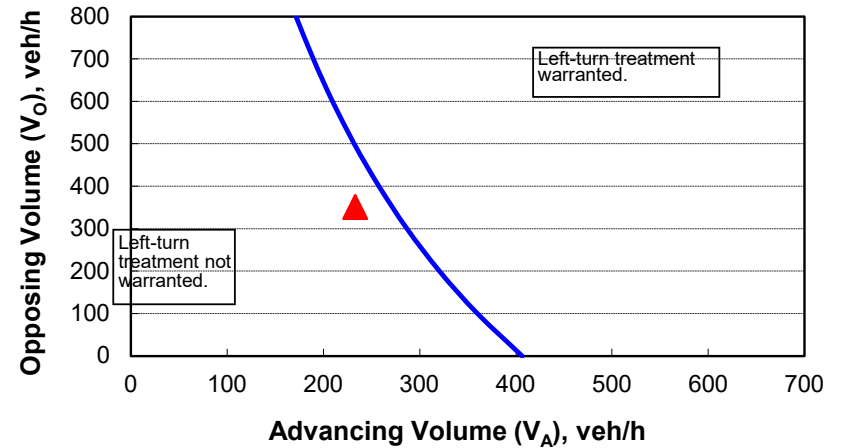
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	64%
Advancing volume (V_A), veh/h:	233
Opposing volume (V_O), veh/h:	351

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	271
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E
Bahia Road at Bahia Trace - Westbound Left-Turn, Existing AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

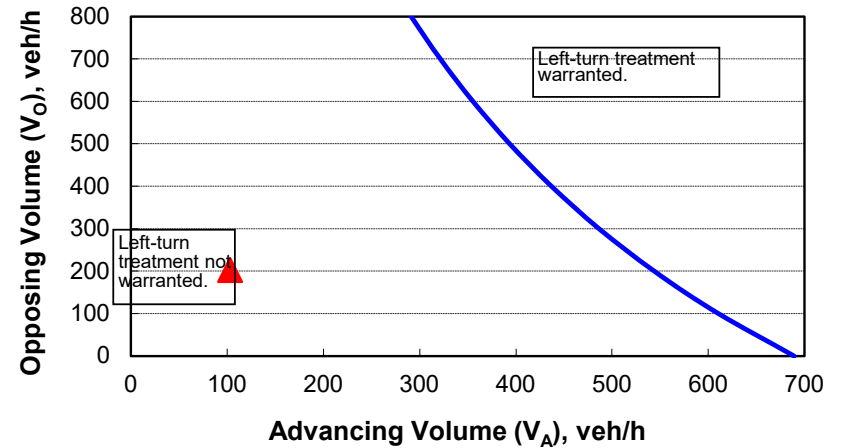
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	103
Opposing volume (V_O), veh/h:	202

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	542
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E
Bahia Road at Bahia Trace - Westbound Left-Turn, Existing PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

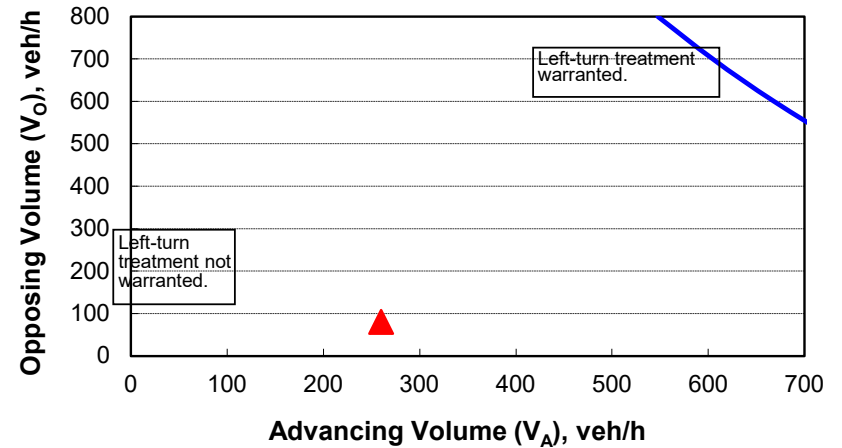
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	260
Opposing volume (V_O), veh/h:	80

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1176
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E
Bahia Road at Bahia Trace - Westbound Left-Turn, Background AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

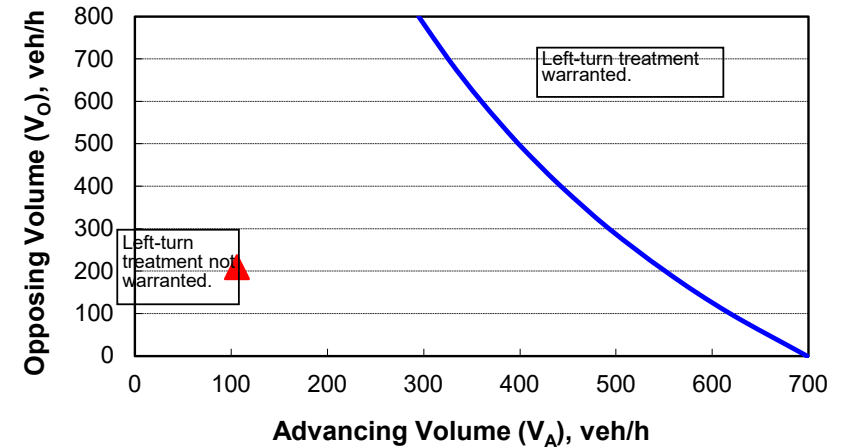
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	106
Opposing volume (V_O), veh/h:	209

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	545
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Westbound Left-Turn, Background PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

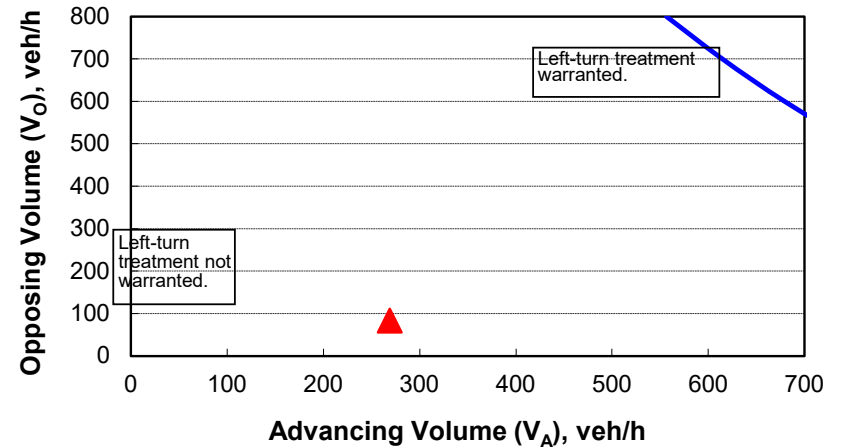
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	269
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1191
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Westbound Left-Turn, Build AM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

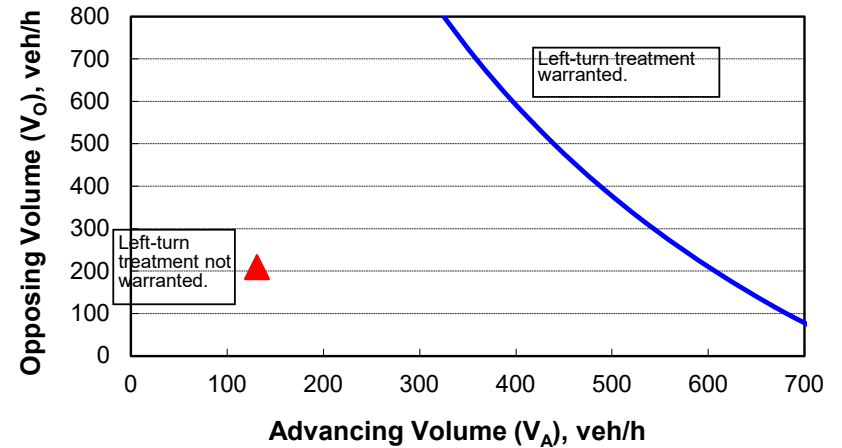
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	131
Opposing volume (V_O), veh/h:	209

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	601
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

ATTACHMENT E

Bahia Road at Bahia Trace - Westbound Left-Turn, Build PM

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

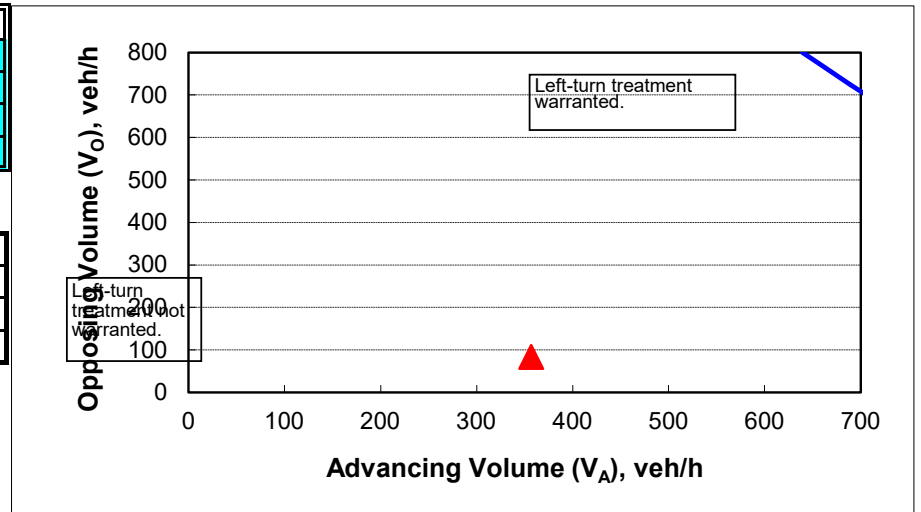
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	357
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1368
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9