Marion County
Board of County Commissioners
Office of the County Engineer
412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

October 23, 2025

KIMLEY-HORN
ALEX CAMPANO
1700 SE 17TH STREET, SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC ASSESSMENT APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33374 PARCEL #35460-039-00

Dear Alex,

The Traffic Assessment dated October 6, 2025 for the above referenced project was approved by Marion County on October 23, 2025.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

October 6, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Marion County Office of the County Engineer
412 SE 25th Avenue
Ocala, FL 34471

RE: ***Capozzoli PUD – Traffic Assessment; Marion County, Florida***
Kimley-Horn Project No. 142279015

Dear Mr. Zeigler:

A Planned Unit Development (PUD) rezoning application has been submitted for a +/- 19.5-acre property (Parcel 35460-039-00) located north of SW 80th Street and west of SW 72nd Court in unincorporated Marion County, Florida. The site has an existing Future Land Use (FLU) of low density residential and A-1 zoning. A FLU of medium density residential and PUD zoning is proposed.

The project is expected to generate between 50 and 100 peak hour trips; therefore, a Traffic Assessment is required per the Marion County Traffic Impact Analysis (TIA) Guidelines. The methodology for the traffic assessment was previously approved by Marion County and is attached for reference.

This traffic assessment provides project analysis of the anticipated trip generation, trip distribution, site access circulation, and evaluates the potential project impact on the study area. The buildout year of 2030 was utilized.

PROJECT TRAFFIC

Trip generation for the development was determined using data within the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. ITE Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation calculations. The trip generation provided within the methodology document was based on the 11th Edition of the ITE Trip Generation Manual and has been updated to reflect the most recently published data. No internal capture or pass-by reductions were applied. Excerpts from the ITE Trip Generation Manual are provided in the attachments.

Trip generation potential for the site was calculated to determine the maximum number of trips generated based on the existing FLU, proposed FLU, and proposed number of dwelling units. The existing (Low Density Residential, 1 DU/acre) and proposed (Medium Density Residential, 4 DU/acre) FLU produce a maximum intensity of 19 and 78 dwelling units. A maximum of 72 dwelling units is proposed for the development, which is less than the maximum allowed.

Table 1 summarizes the trip generation calculations for the site.

Table 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Single Family, Detached								
Existing Future Land Use (Max)	19 DU	419	18	5	13	21	13	8
Proposed Future Land Use (Max)	78 DU	895	58	16	42	77	48	29
Proposed Development	72 DU	846	54	15	39	71	44	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (12th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1 DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	T = 8.07*(X) + 265.45 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	T = 0.67*(X) + 5.59 (X is Number of Dwelling Units; 27% in, 73% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.92*Ln(X) + 0.33 (X is Number of Dwelling Units; 62% in, 38% out)

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The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure (FSUTMS). The distribution of traffic on SW 80th Street is 68% to the east and 32% to the west. The CFRPM output is included as an attachment.

Project traffic can enter the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic was assigned to enter and exit the new driveway on SW 80th Street.

VOLUME DEVELOPMENT

Turning movement counts were collected at the following intersections during the AM peak periods (7AM - 9AM) and PM peak periods (4PM – 6PM):

- SW 80th Avenue at SW 80th Street (collected 11/19/2024)
- SR 200 at SW 80th Street (collected 11/19/2024)
- SW 72nd Court at SW 80th Street (collected 08/14/2025)

The observed turning movement counts were adjusted to peak season using the Florida Department of Transportation (FDOT) provided peak season factors. The turning movement counts collected at the intersection of SW 72nd Court and SW 80th Street were used to determine through traffic at the project driveways. Approach and departure volumes from the intersection analysis were utilized to determine the existing peak season volumes for the roadway segment analysis.

A background annual growth rate of 3.61% was applied to the existing peak season traffic volumes, per the approved methodology.

Vested traffic was included for the following developments:

- Westwood Villas (formerly named Villa Verde)
- Melody Preserve

The background traffic volumes at the intersection of SW 80th Street at SR 200 were re-allocated based on the future signalized condition, which will allow for eastbound left-turn movements at the intersection. Based on the existing directionality of traffic entering SW 80th Street from SR 200, an allocation of 90% eastbound left and 10% eastbound right was applied to the background traffic approach volume on SW 80th Street. The eastbound left-turn volume was removed from the northbound through volume as the existing travel patterns would require movements destined northbound on SR 200 to make a U-turn at the downstream intersection and travel northbound through the intersection with SW 80th Street.

Buildout traffic was derived by adding project traffic to background traffic growth through to the buildout year. The buildout traffic volumes are illustrated in **Figure 1**, which is provided in the attachments. The intersection volume development sheets are also attached.

PM PEAK HOUR ROADWAY SEGMENT ANALYSIS

The following roadway segments were evaluated for PM peak hour roadway segment level of service (LOS) during the existing, background, and buildout scenarios:

- SW 80th Street – SW 80th Avenue to SR 200

The directional hourly maximum service volume (MSV) utilized for the analysis was derived using the 2020 FDOT Quality/Level of Service Handbook. The adopted LOS was based on the current adopted Comprehensive Plan. Per request of Marion County, the MSV using the proposed LOS standards currently contemplated by the Board of County Commissioners for adoption in 2026 is provided for reference. The current adopted LOS is E, with a proposed LOS standard of D for roadways within the urbanized area.

Table 2 summarizes the existing, background, and buildout PM peak hour roadway segment analysis. Project impact on the adjacent segment was found to be less than the threshold for study area inclusion based on the Marion County TIA Guidelines (< 3%).

The adjacent study area segment is anticipated to operate with LOS D for PM peak hour volumes prior to and with the addition of project traffic. Project traffic does not have a significant or adverse impact on the study area roadway.

Table 2: PM Peak Hour Roadway Segment Analysis

Roadway		ROADWAY ATTRIBUTES [1]					EXISTING TRAFFIC (2024 / 25)						Applied Growth Rate	BACKGROUND NON-PROJECT TRAFFIC (2030)									Percent Project Traffic Assignment[5]	PM Peak Hour Project Traffic			BUILDOUT TRAFFIC (2030)					
							Volumes[2]		V/C Ratios		LOS[3]			Background Growth		Vested Volumes		Total Volumes[4]		V/C Ratios		LOS[3]					Volumes[6]		V/C Ratios		LOS[3]	
From	To	TPO CMP Station	Adopted LOS	New LOS	Pk. Hr. Dir. Service Volume (2023)	New Pk Hr Dir MSV	EB/NB	WB/SB	EB	WB	EB	WB		EB	WB	EB	WB	EB	WB	EB	WB	EB	WB		EB	WB	Percent Impact	EB	WB	EB	WB	EB	WB
SW 80 ST																																	
Project Driveway	SW 80 AV	--	E	D	576	540	102	193	0.18	0.34	C	C	3.61%	126	239	31	35	157	273	0.27	0.47	C	D	32%	9	14	2.4%	166	287	0.29	0.50	C	D
SR 200	Project Driveway	--	E	D	576	540	118	186	0.20	0.32	C	C	3.61%	146	230	28	47	174	277	0.30	0.48	C	D	68%	30	18	5.2%	204	295	0.35	0.51	C	D

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Notes:

1. Roadway attributes were obtained from the Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP) Database and the FDOT Quality/Level of Service Handbook.
2. Existing volumes were derived from the existing turning movement counts adjusted to peak season.
3. The adopted LOS was derived from the FDOT Q/LOS Tables (2020), with adjustment factors applied via multiplication, not summation.
4. The background volumes were derived by applying the areawide 3.61% growth rate and adding vested traffic.
5. Project traffic assignment was calculated as the maximum across the segment from the CFRPM model output.
6. Total buildout volumes are the summation of background plus project traffic.

INTERSECTION ANALYSIS

The following intersections (non-project driveways) were evaluated for AM and PM peak hour intersection LOS and volume-to-capacity (v/c) during the existing, background, and buildout scenarios:

- SW 80th Avenue at SW 80th Street
- SR 200 at SW 80th Street

Per discussions with Marion County, the existing SW 80th Street at SR 200 intersection geometry was evaluated with planned signalization since the improvement is expected to be completed prior to project buildout.

Table 3 provides the AM and PM peak hour intersection operations at the study area intersections for the existing, background, and buildout scenarios. All study area intersections are anticipated to operate acceptably (v/c < 1, LOS E or better) prior to and with the addition of project traffic. Project traffic does not have a significant or adverse impact on the study area intersections.

Table 3: AM & PM Peak Hour Intersection Analysis Summary

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
SW 80th Avenue at SW 80th Street[2]						
Existing (2024)	D	36.7	0.92	C	28.5	0.86
Background (2030)	C	25.2	0.79	C	23.8	0.77
Buildout (2030)	C	25.2	0.79	C	23.9	0.77
SR 200 at SW 80th Street						
Existing (2024)[1]	C	16.6	0.25	E	37.2	0.47
Background (2030)[2]	B	11.9	0.85	B	12.6	0.84
Buildout (2030)[2]	B	13.3	0.86	B	13.8	0.85

Notes:

1. Intersection LOS, delay, and v/c at were reported for the stop controlled approach of the existing SR 200 at SW 80th Street intersection.
2. For signalized intersections LOS and delay at were reported for the overall intersection. SR 200 at SW 80th Street signalization is a planned improvement with completion planned prior to project buildout.
3. Turning movement counts collected Novemeber 2024 were utilized for the SW 80th Av and SR 200 at SW 80th St intersections.

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SITE ACCESS ANALYSIS

Intersection operational analyses were performed for the proposed project driveways. The driveways were evaluated for future buildout traffic conditions with forecasted AM and PM peak hour traffic.

Table 4 shows the results of the operational analysis for the buildout AM and PM peak hour scenarios. The proposed driveways are shown to operate with acceptable LOS and v/c ratios with buildout traffic.

Table 4: Driveway Analysis Summary (2030)

Intersection	AM Peak Hour			PM Peak Hour		
	LOS	Delay(s)	Max V/C	LOS	Delay(s)	Max V/C
Project Driveway at						
SW 80th Street	B	11.4	0.06	B	12.3	0.06
SW 72nd Court	A	8.4	0.01	A	8.4	0.01

Notes:
1. For unsignalized intersections LOS, delay, and v/c were reported for the stop-controlled approaches only.

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The need for ingress turn lanes at the proposed driveway connections was evaluated utilizing the procedures outlined in National Highway Cooperative Research Program (NCHRP) Report 457. For left-turn lanes, the NCHRP criteria evaluates the advancing volume, percent left-turns, opposing volume, and speed limit. The NCHRP right-turn criteria evaluates the advancing volume, right-turning volume and speed limit.

Based on the projected future buildout traffic volumes at the project driveways, the low expected ingress traffic, and the posted speed limit, exclusive ingress turn lanes are not warranted. Additionally, the Synchro analysis shows a less than one vehicle queue for the eastbound left-turn movement on SW 80th Street at the project driveway. Ingress turn lanes are not needed.

The NCHRP Report 457 worksheets are provided as an attachment.

CONCLUSION

The PUD development program is anticipated to generate 50 to 99 peak hour trips; therefore, a traffic assessment is required. The minimal trip generation for the site will not have a significant impact on the surrounding transportation network. The driveway connection to SW 80th Street is projected to operate acceptably. Ingress turn lanes at the project driveways are not warranted based on the minimal trip generation of the site. No off-site transportation improvements are necessary to support traffic from the proposed development.

Sincerely,
KIMLEY-HORN

Alex Campano, EI

Attachments: Figures
Traffic Data
Vested Development Information
Buildout Volume Development
Synchro Output
NCHRP 457 Output
Previously Approved TIA Methodology

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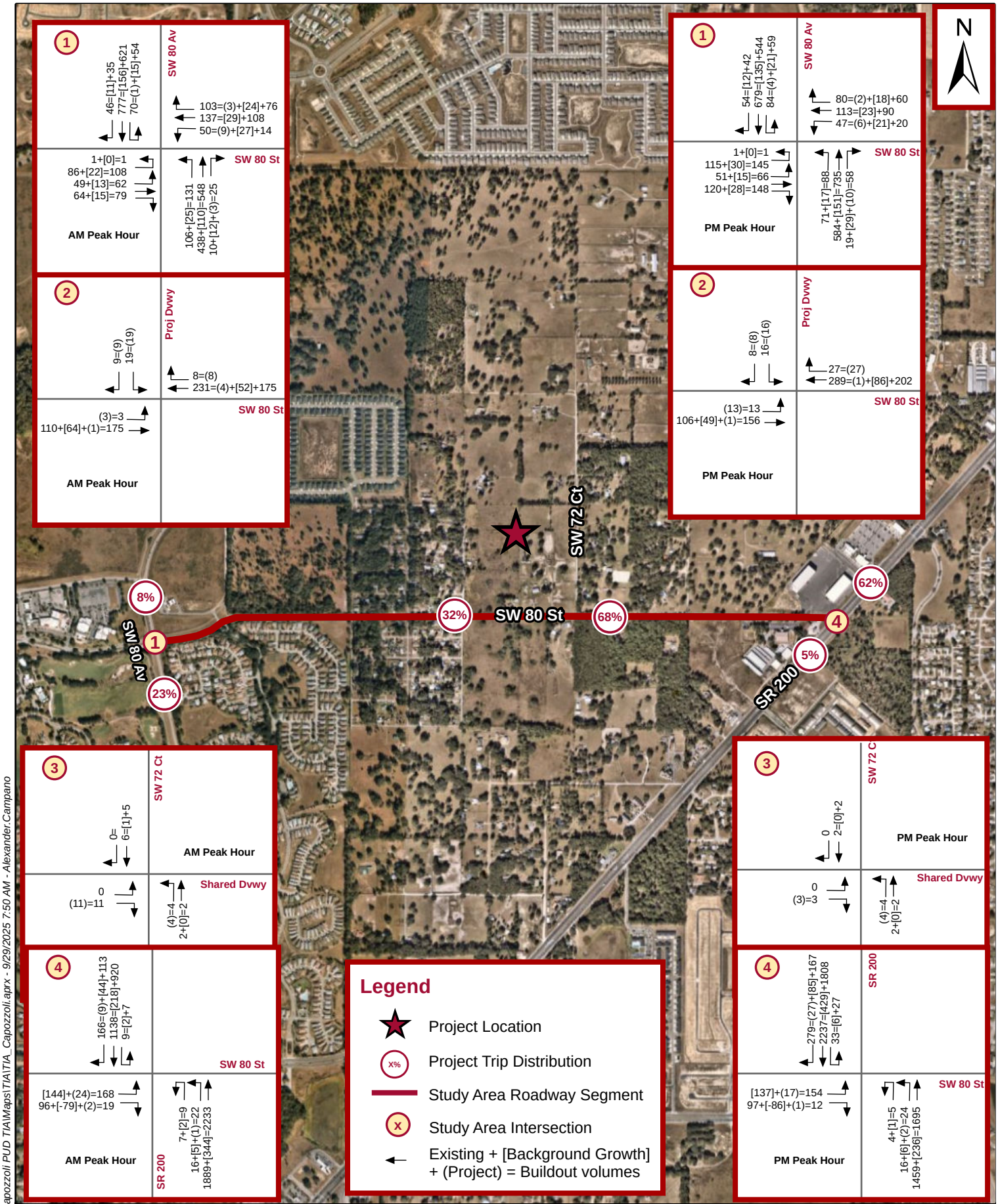
ATTACHMENTS

FIGURES



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Kimley»Horn

1700 SE 17th Street, Suite 200, Ocala, FL 34471
Phone: (352) 438-3000
www.kimley-horn.com Registry No. 35106

PROJECT LOCATION, TRIP DISTRIBUTION, STUDY AREA & BUILDOUT VOLUMES

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

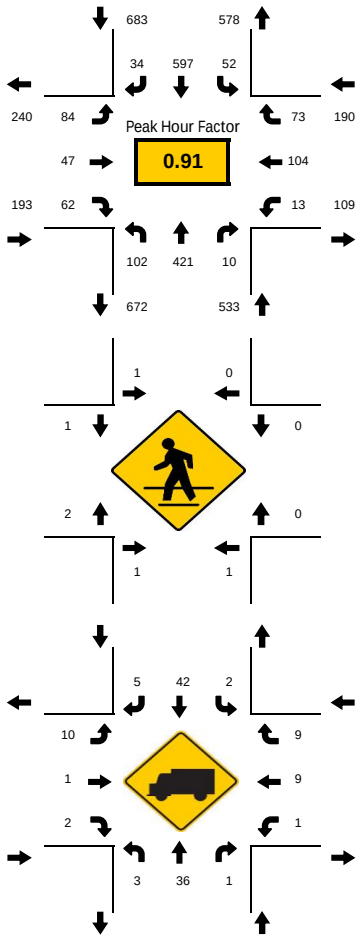
Not To Scale	Project No. 142279015	October 2025	FIGURE 1

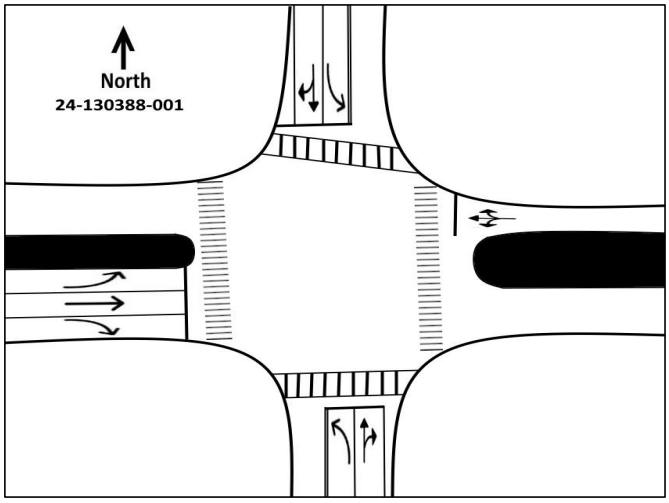
TRAFFIC DATA

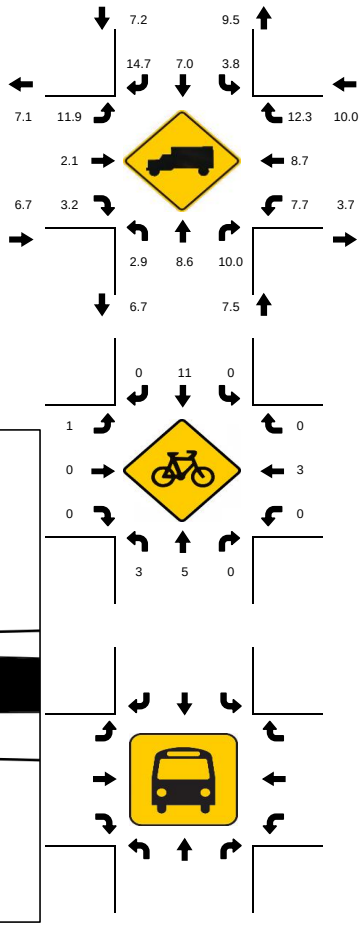
LOCATION: SW 80th Ave & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-001
DATE: Tue, Nov 19, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:00 AM - 08:15 AM





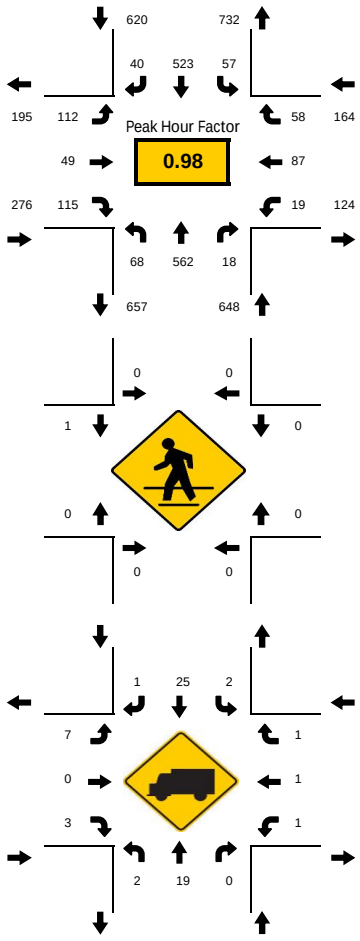


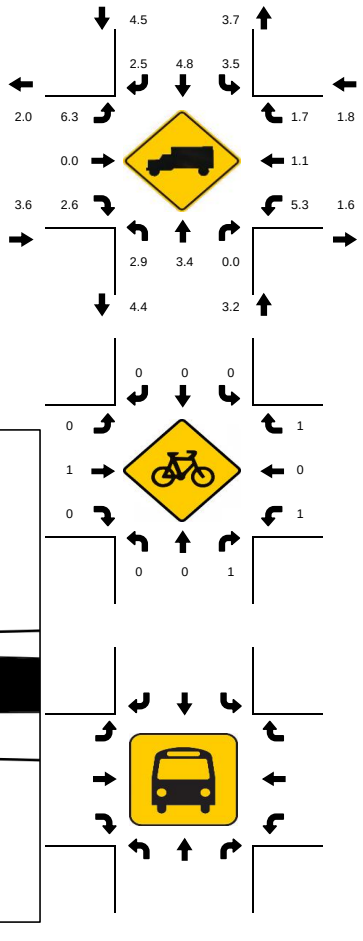
15-Min Count Period Beginning At	SW 80th Ave Northbound					SW 80th Ave Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	14	81	1	0		5	58	12	0		18	10	8	0		5	12	12	0		236	1280
7:15 AM	12	115	6	0		6	84	8	0		22	11	12	0		1	18	9	0		304	1481
7:30 AM	23	153	3	0		11	98	15	0		16	5	8	0		0	16	15	0		363	1590
7:45 AM	22	137	1	0		12	111	17	0		11	13	10	0		1	24	18	0		377	1595
8:00 AM	23	175	1	0		17	125	8	0		21	10	18	0		2	18	19	0		437	1599
8:15 AM	30	99	3	0		13	169	10	0		21	12	9	0		1	31	15	0		413	1162
8:30 AM	21	72	2	0		10	161	11	0		20	11	15	1		0	24	20	0		368	749
8:45 AM	28	75	4	0		12	142	5	0		21	14	20	0		10	31	19	0		381	381
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	120	700	16	0		68	676	44	0		84	56	80	4		40	124	80	0		**2092**	
Heavy Trucks	8	48	4	0		8	60	8	0		20	4	4	0		4	20	16	0		**204**	
Pedestrians		4					4					4					0				**12**	
Bicycles	4	12	0	4		0	40	0	0		4	0	0	0		0	8	0	0		**68**	
Buses																						
Stopped Buses																						

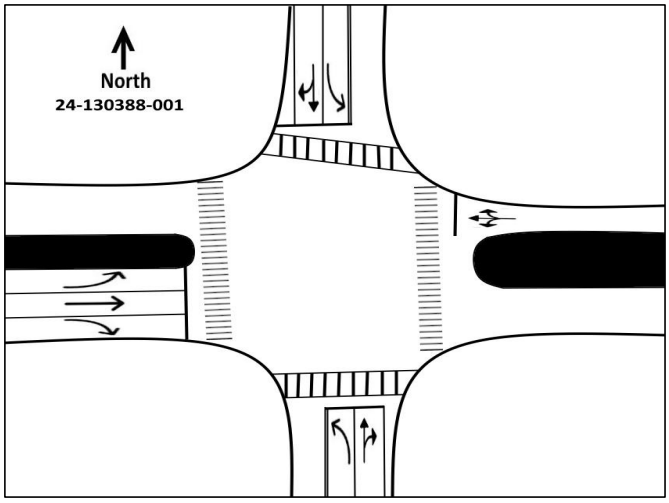
LOCATION: SW 80th Ave & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130388-001
DATE: Tue, Nov 19, 2024

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



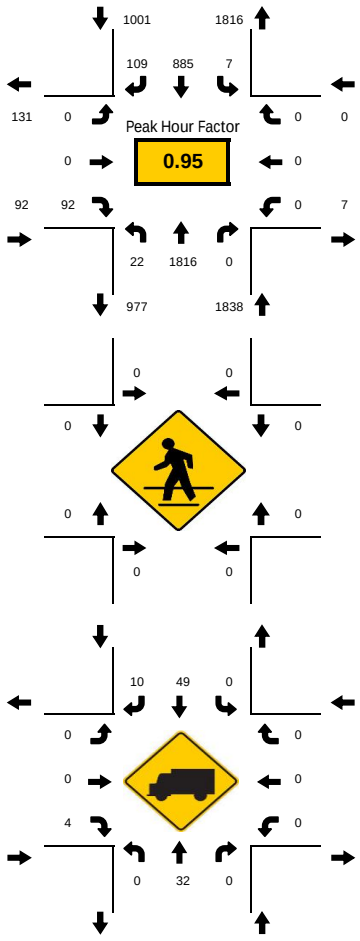




15-Min Count Period Beginning At	SW 80th Ave Northbound					SW 80th Ave Southbound					SW 80th St Eastbound					SW 80th St Westbound						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Hourly Total
4:00 PM	24	146	5	0		13	106	15	0		48	13	24	0		2	21	16	0		433	1708
4:15 PM	15	138	3	0		14	132	10	0		22	10	25	1		7	24	7	0		408	1695
4:30 PM	17	133	6	0		19	132	3	0		18	16	34	0		7	28	19	0		432	1690
4:45 PM	12	145	4	0		11	153	12	0		23	10	32	0		3	14	16	0		435	1613
5:00 PM	11	123	4	0		18	137	4	0		16	20	44	0		7	12	23	1		420	1487
5:15 PM	14	131	8	0		11	139	8	0		23	5	22	0		2	20	20	0		403	1067
5:30 PM	10	96	4	0		7	148	9	0		19	12	15	0		2	15	18	0		355	664
5:45 PM	12	103	2	0		12	123	7	0		10	7	8	0		4	13	8	0		309	309
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	96	584	24	0		76	612	60	0		192	64	136	4		28	112	76	0		**2064**	
Heavy Trucks	4	32	0	0		4	40	4	0		20	0	8	0		4	4	4	0		**124**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	0	4	0		0	0	0	0		0	4	0	0		4	0	4	0		**16**	
Buses																						
Stopped Buses																						

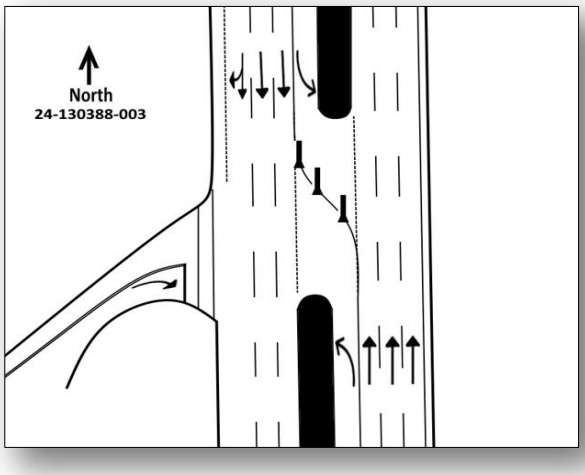
LOCATION: SR 200 & SW 80th St
CITY/STATE: Ocala, FL

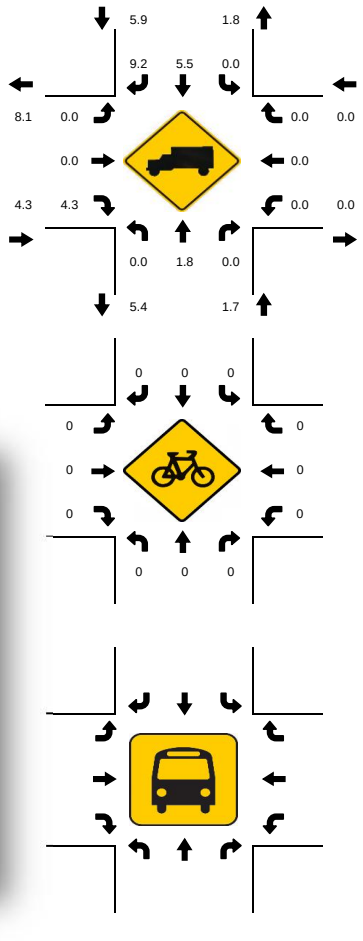
PROJECT ID: 24-130388-003
DATE: Tue, Nov 19, 2024



Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:15 AM - 07:30 AM

National Data & Surveying Services





15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	460	0	2		0	185	24	2		0	0	22	0		0	0	0	0		700	2931
7:15 AM	0	520	0	4		0	206	22	1		0	0	20	0		0	0	0	0		773	2924
7:30 AM	3	469	0	0		0	225	33	1		0	0	23	0		0	0	0	0		754	2873
7:45 AM	7	367	0	1		0	269	30	3		0	0	27	0		0	0	0	0		704	2843
8:00 AM	4	371	0	2		0	259	32	4		0	0	21	0		0	0	0	0		693	2883
8:15 AM	4	408	0	1		0	241	37	5		0	0	26	0		0	0	0	0		722	2190
8:30 AM	4	372	0	0		0	281	37	2		0	0	28	0		0	0	0	0		724	1468
8:45 AM	5	374	0	0		0	287	46	8		0	0	24	0		0	0	0	0		744	744
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	2080	0	16		0	1076	132	12		0	0	108	0		0	0	0	0		**3452**	
Heavy Trucks	0	32	0	0		0	60	12	0		0	0	8	0		0	0	0	0		**112**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

LOCATION: SR 200 & SW 80th St
CITY/STATE: Ocala, FL

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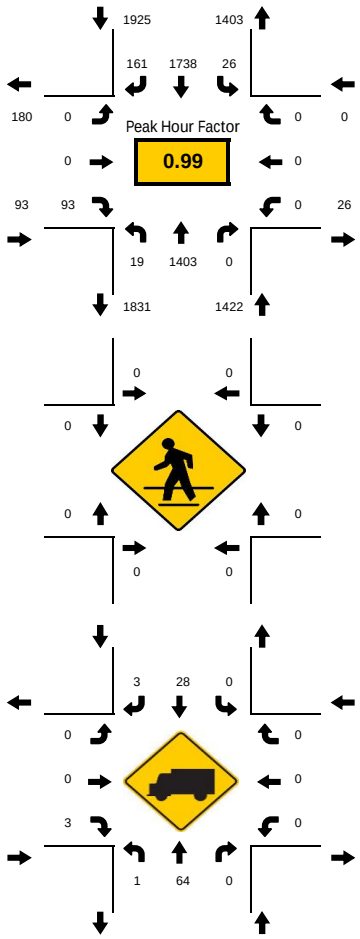
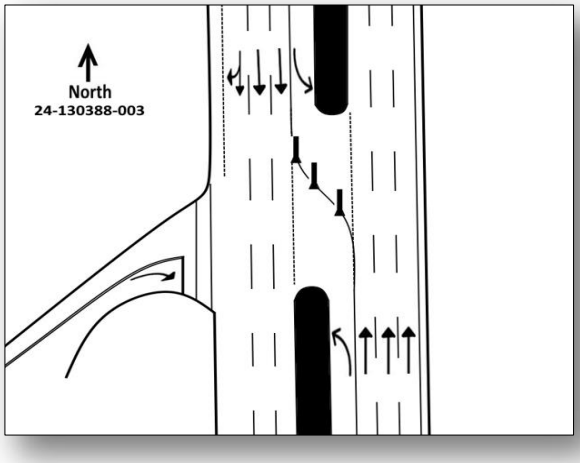
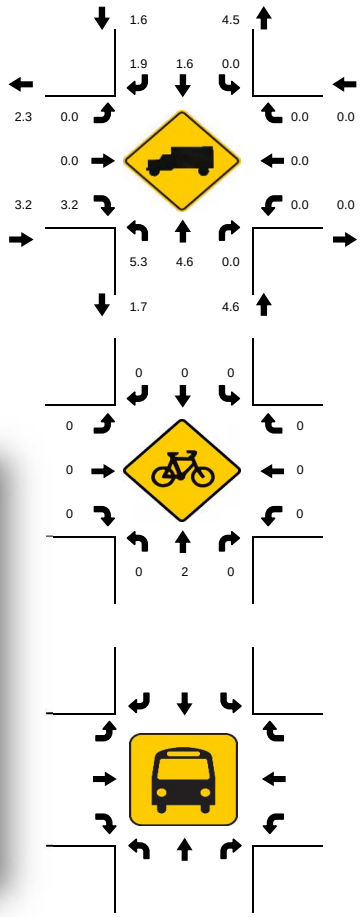


National Data & Surveying Services





15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	338	0	0		0	409	41	14		0	0	19	0		0	0	0	0		824	3414
4:15 PM	3	322	0	0		0	462	53	9		0	0	20	0		0	0	0	0		869	3440
4:30 PM	5	321	0	1		0	463	31	11		0	0	27	0		0	0	0	0		859	3390
4:45 PM	2	381	0	0		0	414	39	4		0	0	22	0		0	0	0	0		862	3345
5:00 PM	5	379	0	3		0	399	38	2		0	0	24	0		0	0	0	0		850	3168
5:15 PM	3	350	0	0		0	402	39	6		0	0	19	0		0	0	0	0		819	2318
5:30 PM	1	302	0	1		0	441	48	5		0	0	16	0		0	0	0	0		814	1499
5:45 PM	1	280	0	2		0	347	29	6		0	0	20	0		0	0	0	0		685	685
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	20	1524	0	12		0	1852	212	44		0	0	108	0		0	0	0	0		**3772**	
Heavy Trucks	4	76	0	0		0	44	8	0		0	0	4	0		0	0	0	0		**136**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

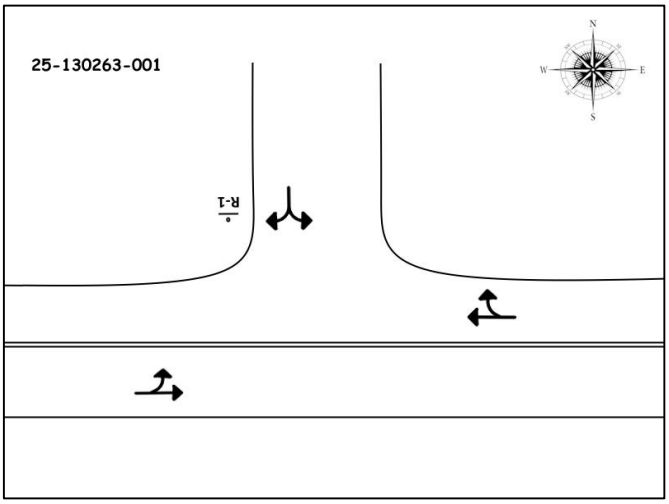
LOCATION: SW 72nd Ct & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 25-130263-001
DATE: Thu, Aug 14, 2025

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

Peak Hour Factor: 0.86

National Data & Surveying Services



15-Min Count Period Beginning At	SW 72nd Ct Northbound					SW 72nd Ct Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		2	0	0	0		0	25	0	0		0	18	0	0		45	223
7:15 AM	0	0	0	0		3	0	0	0		0	24	0	0		0	21	1	0		49	250
7:30 AM	0	0	0	0		0	0	0	0		0	27	0	0		0	43	0	0		70	259
7:45 AM	0	0	0	0		2	0	0	0		0	22	0	0		0	35	0	0		59	266
8:00 AM	0	0	0	0		0	0	1	0		0	26	0	0		0	44	1	0		72	262
8:15 AM	0	0	0	0		0	0	0	0		1	26	0	0		0	31	0	0		58	190
8:30 AM	0	0	0	0		1	0	1	0		0	26	0	0		0	49	0	0		77	132
8:45 AM	0	0	0	0		0	0	0	0		0	23	0	0		0	32	0	0		55	55
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	0	0	0	0		8	0	4	0		4	104	0	0		0	196	4	0		**320**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	28	0	0		**36**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

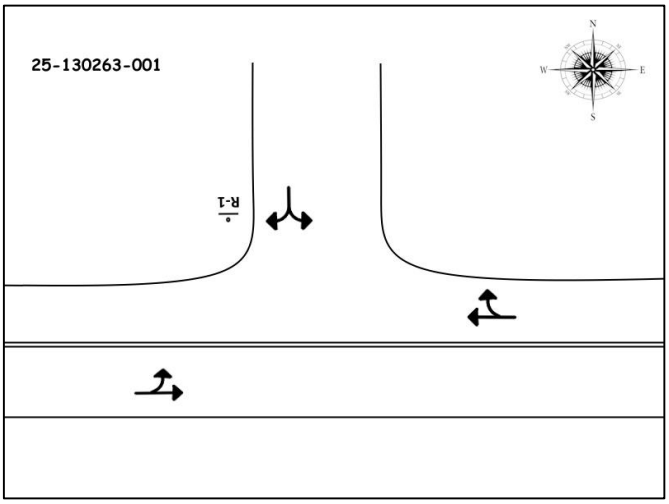
LOCATION: SW 72nd Ct & SW 80th St
CITY/STATE: Ocala, FL

PROJECT ID: 25-130263-001
DATE: Thu, Aug 14, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

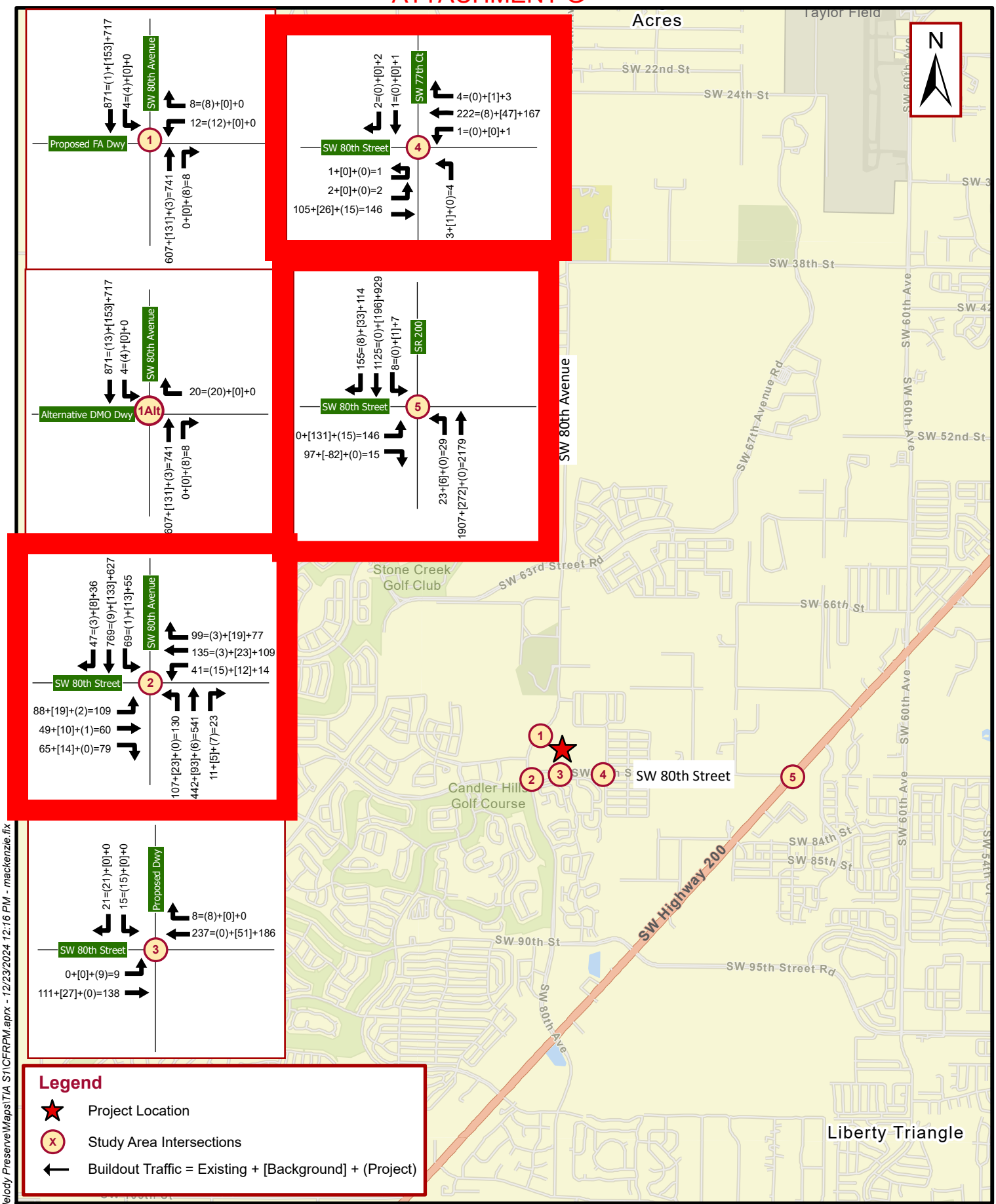
Peak Hour Factor: 0.83

National Data & Surveying Services



15-Min Count Period Beginning At	SW 72nd Ct Northbound					SW 72nd Ct Southbound					SW 80th St Eastbound					SW 80th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		1	0	0	0		3	28	0	0		0	46	2	0		80	279
4:15 PM	0	0	0	0		0	0	0	0		0	24	0	0		0	50	0	0		74	285
4:30 PM	0	0	0	0		0	0	1	0		0	17	0	0		0	36	0	0		54	271
4:45 PM	0	0	0	0		1	0	0	0		0	33	0	0		0	36	1	0		71	265
5:00 PM	0	0	0	0		0	0	0	0		0	23	0	0		0	62	1	0		86	245
5:15 PM	0	0	0	0		0	0	0	0		0	21	0	0		0	38	1	0		60	159
5:30 PM	0	0	0	0		0	0	0	0		1	10	0	0		0	37	0	0		48	99
5:45 PM	0	0	0	0		1	0	1	0		2	14	0	0		0	32	1	0		51	51
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	0	0	0		4	0	4	0		0	132	0	0		0	248	4	0		**392**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	8	0	0		0	8	0	0		**16**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

VESTED DEVELOPMENT INFORMATION



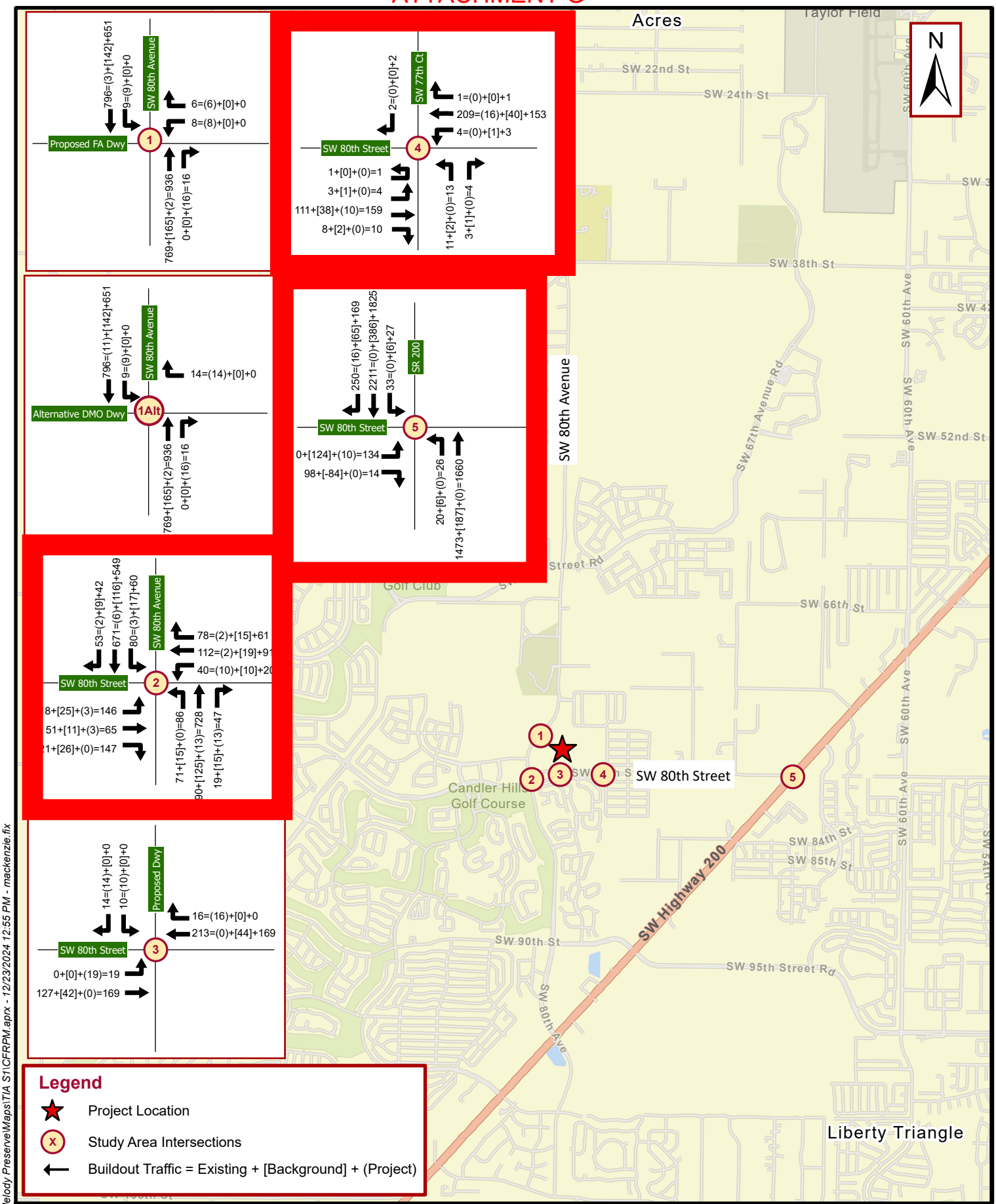
Kimley»Horn

1700 SE 17th Street, Suite 200, Ocala, FL, 34471
Phone: (352) 438-3000 | www.kimley-horn.com
Kimley-Horn Registry No. 35106

AM PEAK HOUR BUILDOUT VOLUME

MELODY PRESERVE
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142990402	January 2025	Page 18



Kimley»Horn

1700 SE 17th Street, Suite 200, Ocala, FL, 34471
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Kimley-Horn Registry No. 35106

PM PEAK HOUR BUILDOUT VOLUME

MELODY PRESERVE
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142990402	January 2025	Page 19

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SW 80th St & Project Driveway**
AM COUNT DATE:	**June 25, 2024**
PM COUNT DATE:	**June 25, 2024**
AM PEAK HOUR FACTOR:	**0.79**
PM PEAK HOUR FACTOR:	**0.86**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	83	0	0	0	140	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**0**	**89**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	106	0	0	0	140	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**0**	**113**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
AM NON-PROJECT TRAFFIC	**0**	**0**	**93**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	0	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0
PM NON-PROJECT TRAFFIC	**0**	**0**	**118**	**0**	**0**	**0**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		32.0%						68.0%								
	Exiting														68.0%		32.0%

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		32.0%						68.0%								
	Exiting														68.0%		32.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		4						10						28		13
AM TOTAL PROJECT TRAFFIC		**0**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**13**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		15						31						18		9
PM TOTAL PROJECT TRAFFIC		**0**	**15**	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SR 200 & SW 80th Street**
AM COUNT DATE:	**July 16, 2024**
PM COUNT DATE:	**July 16, 2024**
AM PEAK HOUR FACTOR:	**0.98**
PM PEAK HOUR FACTOR:	**0.93**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	92	0	0	0	0	3	14	1,574	0	10	0	910	131
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**3**	**15**	**1,684**	**0**	**11**	**0**	**974**	**140**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	74	0	0	0	0	3	8	1,217	0	32	0	1,605	147
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**3**	**9**	**1,302**	**0**	**34**	**0**	**1,717**	**157**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	4	0	0	0	0	0	1	68	0	0	0	40	6
AM NON-PROJECT TRAFFIC	**0**	**92**	**0**	**10**	**0**	**0**	**0**	**0**	**3**	**16**	**1,660**	**0**	**11**	**0**	**1,014**	**146**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	3	0	0	0	0	0	0	53	0	1	0	70	6
PM NON-PROJECT TRAFFIC	**0**	**78**	**0**	**4**	**0**	**0**	**0**	**0**	**3**	**9**	**1,277**	**0**	**35**	**0**	**1,787**	**163**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		25		2						1						9
AM TOTAL PROJECT TRAFFIC		**0**	**25**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**9**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		17		1						2						29
PM TOTAL PROJECT TRAFFIC		**0**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION:	**SW 80th Avenue and SW 80th Street**
AM COUNT DATE:	**June 25, 2024**
PM COUNT DATE:	**June 25, 2024**
AM PEAK HOUR FACTOR:	**0.93**
PM PEAK HOUR FACTOR:	**0.93**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	64	31	49	0	16	71	78	0	88	326	6	0	38	404	39
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
AM EXISTING CONDITIONS	**0**	**68**	**33**	**52**	**0**	**17**	**76**	**83**	**0**	**94**	**349**	**6**	**0**	**41**	**432**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	60	36	94	0	7	60	71	0	49	422	17	0	60	493	32
Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
PM EXISTING CONDITIONS	**0**	**64**	**39**	**101**	**0**	**7**	**64**	**76**	**0**	**52**	**452**	**18**	**0**	**64**	**528**	**34**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
AM BACKGROUND TRAFFIC GROWTH	0	6	3	4	0	1	6	7	0	8	29	0	0	3	36	3
AM NON-PROJECT TRAFFIC	**0**	**74**	**36**	**56**	**0**	**18**	**82**	**90**	**0**	**102**	**378**	**6**	**0**	**44**	**468**	**45**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
PM BACKGROUND TRAFFIC GROWTH	0	5	3	8	0	1	5	6	0	4	37	1	0	5	44	3
PM NON-PROJECT TRAFFIC	**0**	**69**	**42**	**109**	**0**	**8**	**69**	**82**	**0**	**56**	**489**	**19**	**0**	**69**	**572**	**37**

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						9		3				3		1		
AM TOTAL PROJECT TRAFFIC		0	0	0	0	0	9	0	3	0	0	0	3	0	1	0	0

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						6		2				11		4		
PM TOTAL PROJECT TRAFFIC		0	0	0	0	0	6	0	2	0	0	0	11	0	4	0	0

BUILDOUT VOLUME DEVELOPMENT

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 3600 MARION COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.99	1.03
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.05	1.09
4	01/21/2024 - 01/27/2024	1.03	1.07
5	01/28/2024 - 02/03/2024	1.02	1.06
6	02/04/2024 - 02/10/2024	1.00	1.04
* 7	02/11/2024 - 02/17/2024	0.98	1.02
* 8	02/18/2024 - 02/24/2024	0.97	1.01
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.95	0.99
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.99	1.03
21	05/19/2024 - 05/25/2024	0.99	1.03
22	05/26/2024 - 06/01/2024	0.99	1.03
23	06/02/2024 - 06/08/2024	0.99	1.03
24	06/09/2024 - 06/15/2024	1.00	1.04
25	06/16/2024 - 06/22/2024	1.00	1.04
26	06/23/2024 - 06/29/2024	1.01	1.05
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.02	1.06
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.04	1.08
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.05	1.09
33	08/11/2024 - 08/17/2024	1.05	1.09
34	08/18/2024 - 08/24/2024	1.06	1.10
35	08/25/2024 - 08/31/2024	1.06	1.10
36	09/01/2024 - 09/07/2024	1.07	1.11
37	09/08/2024 - 09/14/2024	1.07	1.11
38	09/15/2024 - 09/21/2024	1.08	1.13
39	09/22/2024 - 09/28/2024	1.06	1.10
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.02	1.06
42	10/13/2024 - 10/19/2024	1.00	1.04
43	10/20/2024 - 10/26/2024	1.00	1.04
44	10/27/2024 - 11/02/2024	1.00	1.04
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.01	1.05
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	0.99	1.03
51	12/15/2024 - 12/21/2024	0.99	1.03
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.05	1.09

* PEAK SEASON

04-MAR-2025 16:32:53 830UPD 5_3600_PKSEASON.TXT

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates, based on a small sample of sites, are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 215), and higher than those for senior adult housing—single-family (Land Use 251). (Source 1008)

Additional Data

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alabama, Arizona, British Columbia (CAN), California, Delaware, Illinois, Kentucky, Massachusetts, Minnesota, Montana, New Jersey, New York, North Carolina, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Vermont, and West Virginia.

Source Numbers

356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079, 1204, 1221, 1225, 1236, 1251, 1265, 1267

Single-Family Detached Housing
(210)

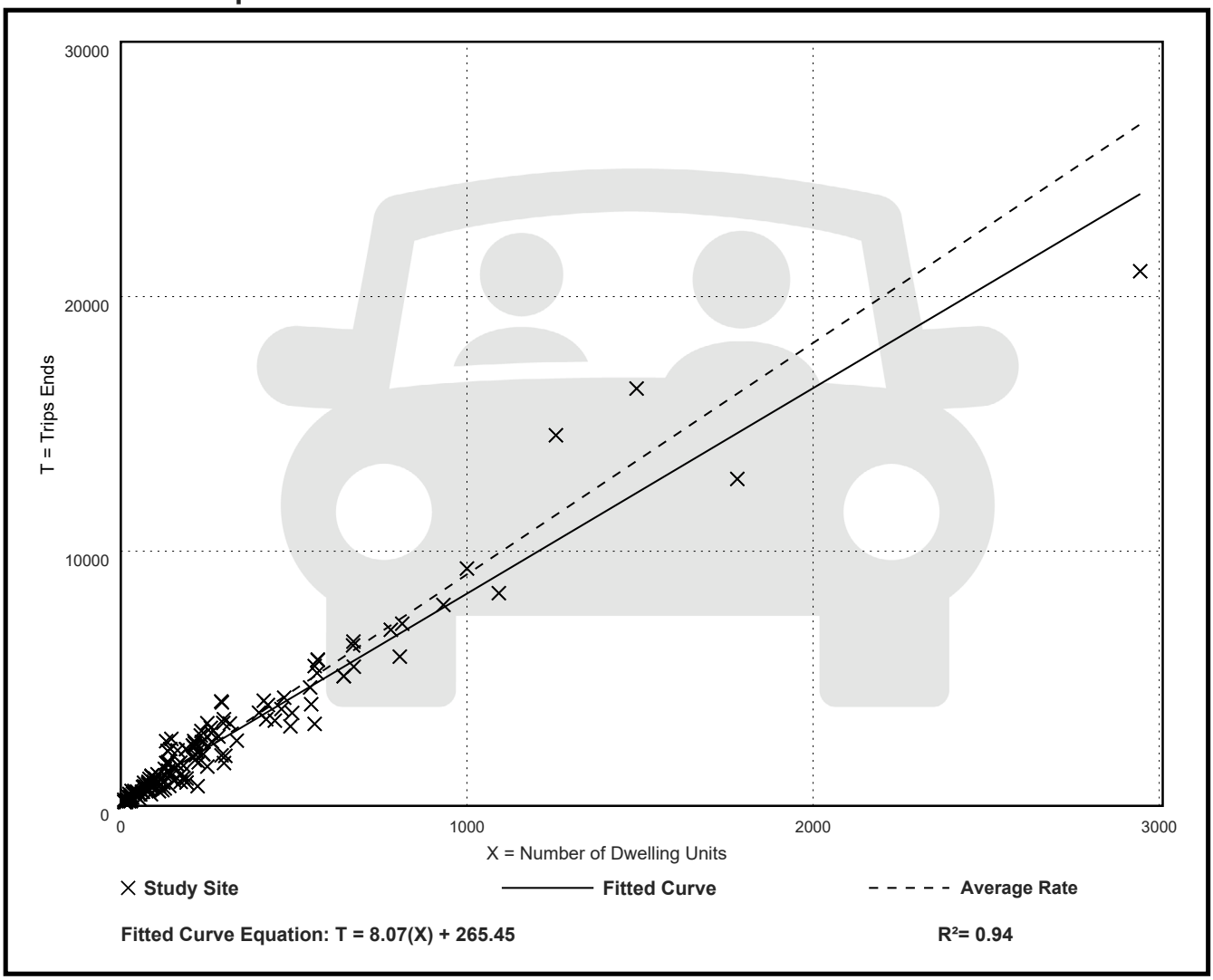
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



Fitted Curve Equation: T = 8.07(X) + 265.45

R^2= 0.94

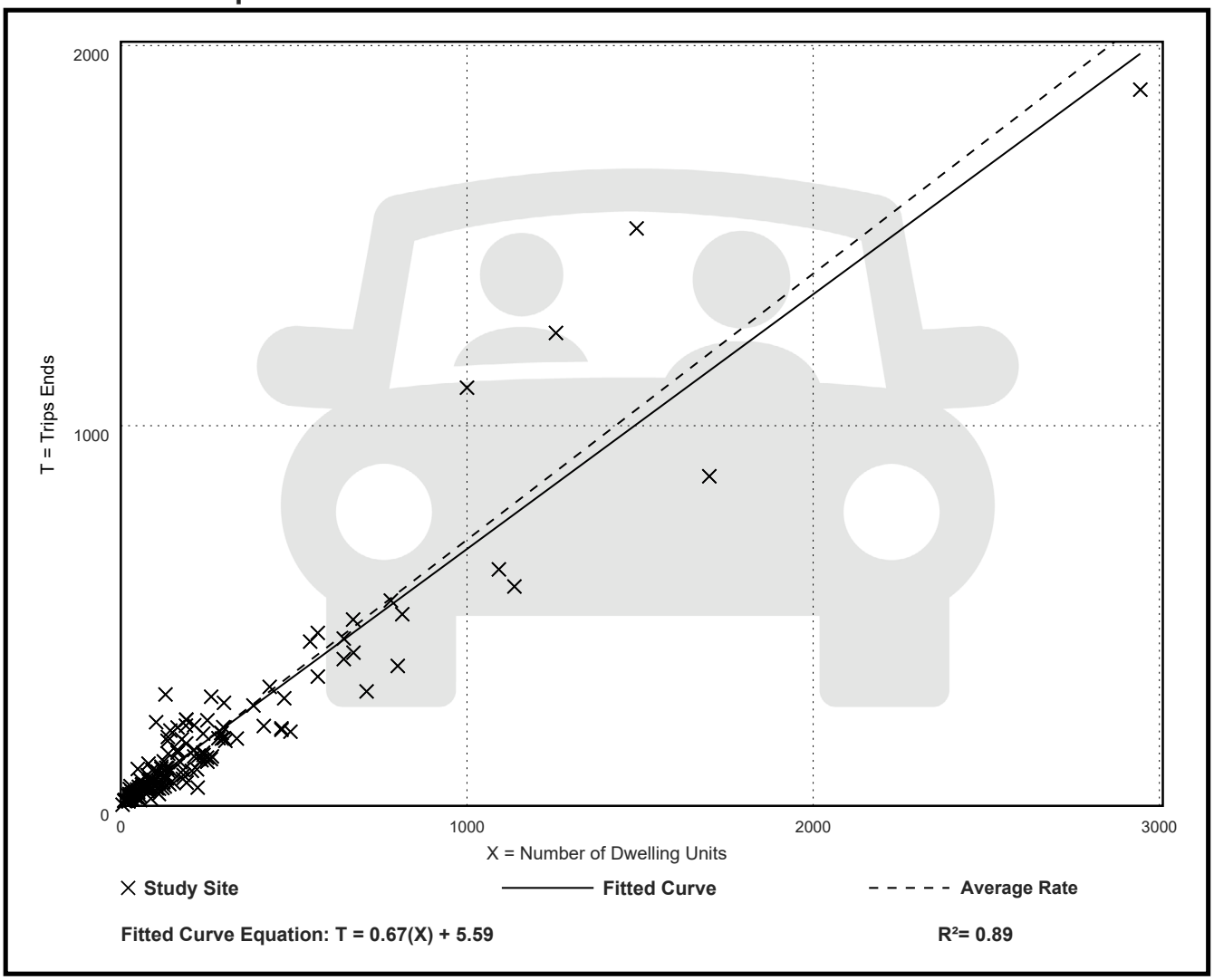
Single-Family Detached Housing
(210)

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:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.67(X) + 5.59

R^2= 0.89

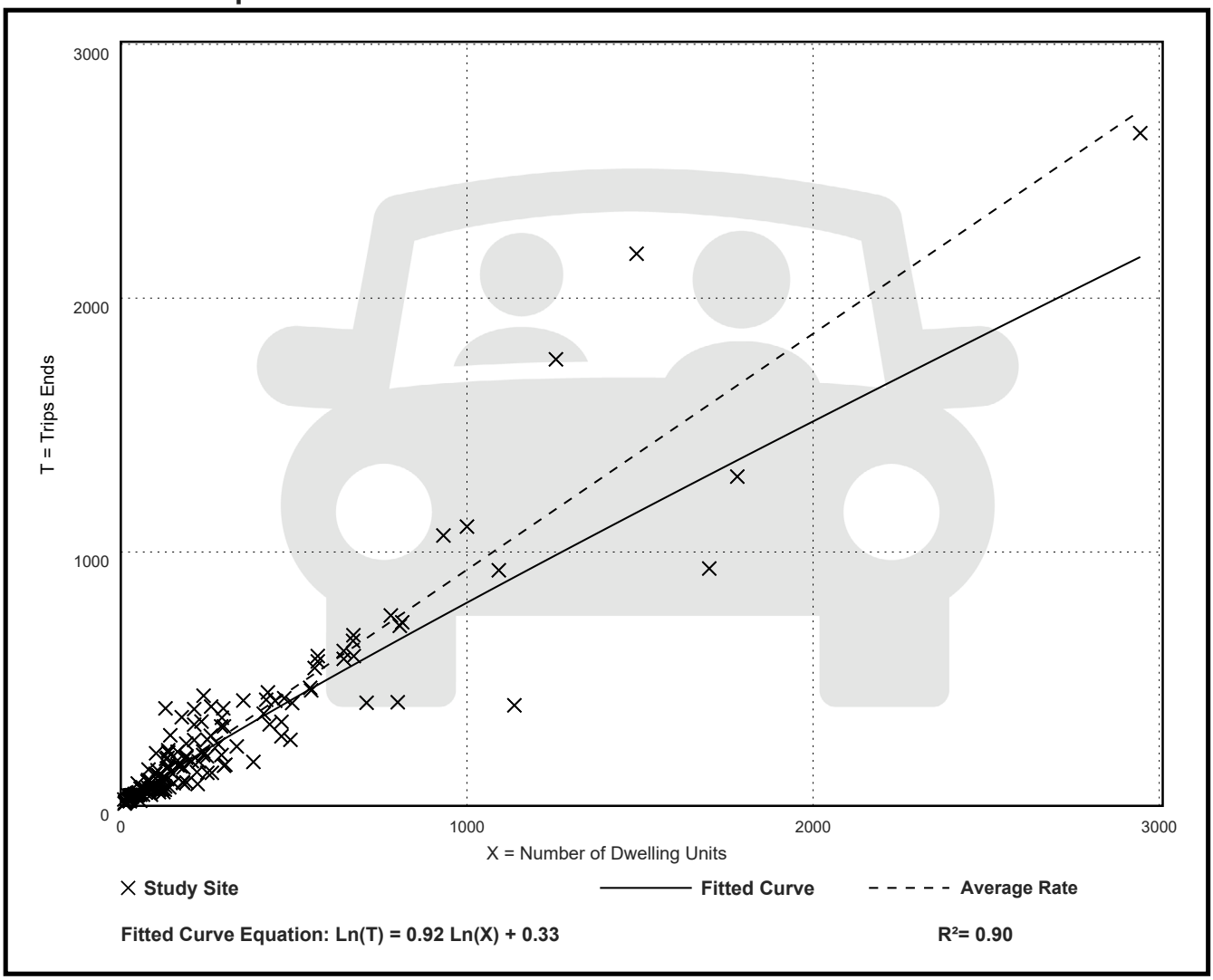
Single-Family Detached Housing
(210)

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: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 0.33

R^2= 0.90

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION: SW 80th Av at SW 80 St
COUNT DATE: November 19, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	1	83	47	62	0	13	104	73	0	102	421	10	0	52	597	34
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
AM EXISTING CONDITIONS	**1**	**86**	**49**	**64**	**0**	**14**	**108**	**76**	**0**	**106**	**438**	**10**	**0**	**54**	**621**	**35**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	1	111	49	115	0	19	87	58	0	68	562	18	0	57	523	40
PM EXISTING CONDITIONS	**1**	**115**	**51**	**120**	**0**	**20**	**90**	**60**	**0**	**71**	**584**	**19**	**0**	**59**	**544**	**42**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)						9		3				3		1		
Melody Preserve		2	1			15	3	3			6	7		1	9	3
TOTAL "VESTED" TRAFFIC	0	2	1	0	0	24	3	6	0	0	6	10	0	2	9	3
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH	0	20	12	15	0	3	26	18	0	25	104	2	0	13	147	8
AM NON-PROJECT TRAFFIC	**1**	**108**	**62**	**79**	**0**	**41**	**137**	**100**	**0**	**131**	**548**	**22**	**0**	**69**	**777**	**46**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)						6		2				11		4		
Melody Preserve		3	3			10	2	2			13	13		3	6	2
TOTAL "VESTED" TRAFFIC	0	3	3	0	0	16	2	4	0	0	13	24	0	7	6	2
PM BACKGROUND TRAFFIC GROWTH	0	27	12	28	0	5	21	14	0	17	138	5	0	14	129	10
PM NON-PROJECT TRAFFIC	**1**	**145**	**66**	**148**	**0**	**41**	**113**	**78**	**0**	**88**	**735**	**48**	**0**	**80**	**679**	**54**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												23.0%		8.0%		
	Exiting						23.0%		8.0%								

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						9		3				3		1		
AM TOTAL PROJECT TRAFFIC		0	0	0	0	0	9	0	3	0	0	0	3	0	1	0	0
AM TOTAL TRAFFIC		**1**	**108**	**62**	**79**	**0**	**50**	**137**	**103**	**0**	**131**	**548**	**25**	**0**	**70**	**777**	**46**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New						6		2				10		4		
PM TOTAL PROJECT TRAFFIC		0	0	0	0	0	6	0	2	0	0	0	10	0	4	0	0
PM TOTAL TRAFFIC		**1**	**145**	**66**	**148**	**0**	**47**	**113**	**80**	**0**	**88**	**735**	**58**	**0**	**84**	**679**	**54**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION:	**Project dvwy at SW 80 St**
COUNT DATE:	**August 14, 2025**
AM PEAK HOUR FACTOR:	**0.86**
PM PEAK HOUR FACTOR:	**0.83**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	101	0		0	161	0		0	0	0		0	0	0
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
AM EXISTING CONDITIONS		**0**	**110**	**0**		**0**	**175**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	97	0		0	185	0		0	0	0		0	0	0
PM EXISTING CONDITIONS		**0**	**106**	**0**		**0**	**202**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)			28				10									
Melody Preserve			15				8									
TOTAL "VESTED" TRAFFIC		0	43	0		0	18	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH		0	21	0		0	34	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**174**	**0**		**0**	**227**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)			18				31									
Melody Preserve			10				16									
TOTAL "VESTED" TRAFFIC		0	28	0		0	47	0		0	0	0		0	0	0
PM BACKGROUND TRAFFIC GROWTH		0	21	0		0	39	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**155**	**0**		**0**	**288**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		29.0%	3.0%					61.0%								
	Exiting							3.0%							61.0%		29.0%

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		3	1				4	8						19		9
AM TOTAL PROJECT TRAFFIC			**3**	**1**	**0**		**0**	**4**	**8**		**0**	**0**	**0**		**19**	**0**	**9**
AM TOTAL TRAFFIC			**3**	**175**	**0**		**0**	**231**	**8**		**0**	**0**	**0**		**19**	**0**	**9**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		13	1				1	27						16		8
PM TOTAL PROJECT TRAFFIC			**13**	**1**	**0**		**0**	**1**	**27**		**0**	**0**	**0**		**16**	**0**	**8**
PM TOTAL TRAFFIC			**13**	**156**	**0**		**0**	**289**	**27**		**0**	**0**	**0**		**16**	**0**	**8**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION:	**Project Dvwy at SW 72 Ct**
COUNT DATE:	**August 14, 2025**
AM PEAK HOUR FACTOR:	**0.88**
PM PEAK HOUR FACTOR:	**0.50**

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	2	0		0	5	0
Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**5**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	2	0		0	2	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**2**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)																
Melody Preserve																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	1	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**6**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)																
Melody Preserve																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**		**0**	**2**	**0**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										10.0%						
	Exiting				10.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New				11						4						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**11**		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**11**		**0**	**0**	**0**		**4**	**2**	**0**		**0**	**6**	**0**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New				3						4						
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**		**4**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**		**4**	**2**	**0**		**0**	**2**	**0**

INTERSECTION VOLUME DEVELOPMENT
CAPOZZOLI PUD

INTERSECTION: SR 200 at SW 80 St
COUNT DATE: November 19, 2024
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements	0	0	0	92	0	0	0	0	7	15	1,816	0	7	0	885	109
Peak Season Correction Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
AM EXISTING CONDITIONS	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**0**	**7**	**16**	**1,889**	**0**	**7**	**0**	**920**	**113**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	0	93	0	0	0	0	4	15	1,403	0	26	0	1,738	161
PM EXISTING CONDITIONS	**0**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**4**	**16**	**1,459**	**0**	**27**	**0**	**1,808**	**167**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)		25		2						1						9
Melody Preserve		15														8
TOTAL "VESTED" TRAFFIC	0	40	0	2	0	0	0	0	0	1	0	0	0	0	0	17
Years To Buildout	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Yearly Growth Rate	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%	3.61%
AM BACKGROUND TRAFFIC GROWTH	0	0	0	23	0	0	0	0	2	4	448	0	2	0	218	27
AM NON-PROJECT TRAFFIC	**0**	**144**	**0**	**17**	**0**	**0**	**0**	**0**	**9**	**21**	**2,233**	**0**	**9**	**0**	**1,138**	**157**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Westwood Trails (fka Villa Verde)		17		1						2						29
Melody Preserve		10		0												16
TOTAL "VESTED" TRAFFIC	0	27	0	1	0	0	0	0	0	2	0	0	0	0	0	45
PM BACKGROUND TRAFFIC GROWTH	0	0	0	23	0	0	0	0	1	4	346	0	6	0	429	40
PM NON-PROJECT TRAFFIC	**0**	**137**	**0**	**11**	**0**	**0**	**0**	**0**	**5**	**22**	**1,695**	**0**	**33**	**0**	**2,237**	**252**

"PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										5.0%						62.0%
	Exiting		62.0%		5.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		24		2						1						9
AM TOTAL PROJECT TRAFFIC		0	24	0	2	0	0	0	0	0	1	0	0	0	0	0	9
AM TOTAL TRAFFIC		**0**	**168**	**0**	**19**	**0**	**0**	**0**	**0**	**9**	**22**	**2,233**	**0**	**9**	**0**	**1,138**	**166**

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Net New		17		1						2						27
PM TOTAL PROJECT TRAFFIC		0	17	0	1	0	0	0	0	0	2	0	0	0	0	0	27
PM TOTAL TRAFFIC		**0**	**154**	**0**	**12**	**0**	**0**	**0**	**0**	**5**	**24**	**1,695**	**0**	**33**	**0**	**2,237**	**279**

SYNCHRO OUTPUT

EXISTING AM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

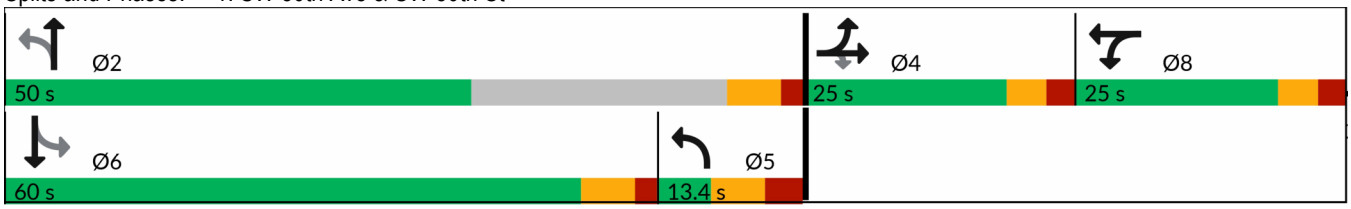
Existing Conditions (2025)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	49	64	14	108	76	106	438	10	54	621	35
Future Volume (vph)	87	49	64	14	108	76	106	438	10	54	621	35
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
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	96	54	70	15	119	84	116	481	11	59	682	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	54	70	0	218	0	116	492	0	59	720	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		5.0	25.0		25.0	25.0	
Minimum Split (s)	18.2	18.2	18.2	18.2	18.2		13.4	32.0		32.0	32.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.4	50.0		60.0	60.0	
Total Split (%)	20.3%	20.3%	20.3%	20.3%	20.3%		10.9%	40.5%		48.6%	48.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		3.4	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2	6.2		6.2		8.4	7.0		7.0	7.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
v/c Ratio	0.48	0.26	0.22		0.82		0.55	0.50		0.20	0.93	
Control Delay (s/veh)	57.2	50.9	1.5		67.6		35.6	17.9		22.6	49.8	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	57.2	50.9	1.5		67.6		35.6	17.9		22.6	49.8	
Queue Length 50th (ft)	70	38	0		143		40	210		26	485	
Queue Length 95th (ft)	126	79	0		#279		76	329		61	#785	
Internal Link Dist (ft)		580			876			1030			671	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	281	296	388		290		211	1033		308	829	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.34	0.18	0.18		0.75		0.55	0.48		0.19	0.87	

Intersection Summary

Cycle Length: 123.4
Actuated Cycle Length: 113.5
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	49	64	14	108	76	106	438	10	54	621	35
Future Volume (veh/h)	87	49	64	14	108	76	106	438	10	54	621	35
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	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	96	54	58	15	119	55	116	481	11	59	682	34
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, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	198	207	176	18	140	65	174	953	22	298	739	37
Arrive On Green	0.12	0.12	0.12	0.13	0.13	0.13	0.05	0.55	0.55	0.44	0.44	0.44
Sat Flow, veh/h	1711	1796	1522	132	1044	483	1697	1735	40	869	1696	85
Grp Volume(v), veh/h	96	54	58	189	0	0	116	0	492	59	0	716
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1658	0	0	1697	0	1774	869	0	1781
Q Serve(g_s), s	5.5	2.8	3.6	11.5	0.0	0.0	1.0	0.0	17.9	5.6	0.0	39.3
Cycle Q Clear(g_c), s	5.5	2.8	3.6	11.5	0.0	0.0	1.0	0.0	17.9	23.5	0.0	39.3
Prop In Lane	1.00		1.00	0.08		0.29	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	198	207	176	223	0	0	174	0	975	298	0	776
V/C Ratio(X)	0.49	0.26	0.33	0.85	0.00	0.00	0.67	0.00	0.50	0.20	0.00	0.92
Avail Cap(c_a), veh/h	310	326	276	301	0	0	177	0	975	364	0	911
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	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	41.8	42.1	43.8	0.0	0.0	46.8	0.0	14.5	30.2	0.0	27.6
Incr Delay (d2), s/veh	1.8	0.7	1.1	15.5	0.0	0.0	8.9	0.0	0.4	0.3	0.0	13.3
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	4.3	2.3	2.5	9.6	0.0	0.0	5.8	0.0	10.7	2.1	0.0	25.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.8	42.5	43.2	59.3	0.0	0.0	55.7	0.0	15.0	30.5	0.0	41.0
LnGrp LOS	D	D	D	E			E		B	C		D
Approach Vol, veh/h		208			189			608			775	
Approach Delay, s/veh		43.8			59.3			22.7			40.2	
Approach LOS		D			E			C			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.4		18.2	13.2	52.1		20.1				
Change Period (Y+Rc), s		* 8.4		6.2	8.4	7.0		6.2				
Max Green Setting (Gmax), s		* 43		18.8	5.0	53.0		18.8				
Max Q Clear Time (g_c+I1), s		19.9		7.5	3.0	41.3		13.5				
Green Ext Time (p_c), s		2.8		0.5	0.0	3.8		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	36.7
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	96	7	16	1889	7	920	113
Future Volume (vph)	0	96	7	16	1889	7	920	113
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	101	7	17	1988	7	968	119
Shared Lane Traffic (%)		10%						
Lane Group Flow (vph)	10	91	0	24	1988	7	1087	0
Sign Control	Stop				Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	96	7	16	1889	7	920	113
Future Vol, veh/h	0	96	7	16	1889	7	920	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	540	-	520	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	6	6	6
Mvmt Flow	0	101	7	17	1988	7	968	119

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	544	794	1087	0	1452	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.18	5.64	5.34	-	5.72	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.94	2.32	3.12	-	2.36	-	-
Pot Cap-1 Maneuver	0	410	572	355	-	236	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	410	375	375	-	236	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.63	0.18	0.14
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	375	-	410	236	-	-
HCM Lane V/C Ratio	0.065	-	0.247	0.031	-	-
HCM Control Delay (s/veh)	15.3	-	16.6	20.8	-	-
HCM Lane LOS	C	-	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1	0.1	-	-

EXISTING PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

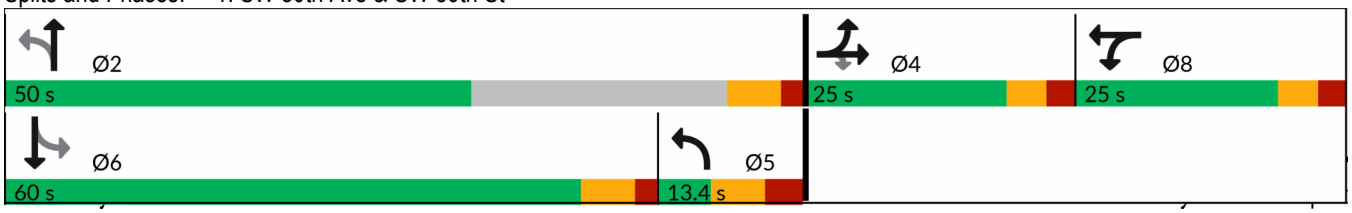
Existing Conditions (2025)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	51	120	20	90	60	71	584	19	59	544	42
Future Volume (vph)	116	51	120	20	90	60	71	584	19	59	544	42
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	118	52	122	20	92	61	72	596	19	60	555	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	52	122	0	173	0	72	615	0	60	598	0
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases			4				2			6		
Detector Phase	4	4	4	8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		5.0	25.0		25.0	25.0	
Minimum Split (s)	18.2	18.2	18.2	18.2	18.2		13.4	32.0		32.0	32.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		13.4	50.0		60.0	60.0	
Total Split (%)	20.3%	20.3%	20.3%	20.3%	20.3%		10.9%	40.5%		48.6%	48.6%	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		3.4	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2	6.2		6.2		8.4	7.0		7.0	7.0	
Lead/Lag							Lag			Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	Min		Min	Min	
v/c Ratio	0.47	0.20	0.34		0.60		0.26	0.68		0.37	0.85	
Control Delay (s/veh)	50.1	44.6	5.1		47.8		19.4	22.6		30.9	40.3	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	50.1	44.6	5.1		47.8		19.4	22.6		30.9	40.3	
Queue Length 50th (ft)	70	30	0		91		22	256		26	330	
Queue Length 95th (ft)	150	76	24		194		52	450		72	553	
Internal Link Dist (ft)		580			902			719			645	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	346	364	441		366		273	1294		231	1008	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.34	0.14	0.28		0.47		0.26	0.48		0.26	0.59	

Intersection Summary

Cycle Length: 123.4
Actuated Cycle Length: 98.3
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Existing Conditions (2025)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	51	120	20	90	60	71	584	19	59	544	42
Future Volume (veh/h)	116	51	120	20	90	60	71	584	19	59	544	42
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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	118	52	88	20	92	38	72	596	18	60	555	39
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	233	244	207	31	141	58	210	909	27	189	647	45
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.05	0.51	0.51	0.38	0.38	0.38
Sat Flow, veh/h	1753	1841	1560	237	1090	450	1767	1792	54	789	1686	118
Grp Volume(v), veh/h	118	52	88	150	0	0	72	0	614	60	0	594
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1777	0	0	1767	0	1846	789	0	1805
Q Serve(g_s), s	5.7	2.3	4.7	7.2	0.0	0.0	0.0	0.0	22.2	6.4	0.0	27.3
Cycle Q Clear(g_c), s	5.7	2.3	4.7	7.2	0.0	0.0	0.0	0.0	22.2	28.6	0.0	27.3
Prop In Lane	1.00		1.00	0.13		0.25	1.00		0.03	1.00		0.07
Lane Grp Cap(c), veh/h	233	244	207	231	0	0	210	0	936	189	0	692
V/C Ratio(X)	0.51	0.21	0.43	0.65	0.00	0.00	0.34	0.00	0.66	0.32	0.00	0.86
Avail Cap(c_a), veh/h	365	383	325	370	0	0	226	0	936	349	0	1059
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	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	35.0	36.0	37.4	0.0	0.0	39.3	0.0	16.4	36.3	0.0	25.6
Incr Delay (d2), s/veh	1.7	0.4	1.4	3.1	0.0	0.0	1.0	0.0	1.7	1.0	0.0	4.6
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	4.5	1.9	3.3	5.9	0.0	0.0	2.7	0.0	13.3	2.2	0.0	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.1	35.4	37.4	40.4	0.0	0.0	40.3	0.0	18.1	37.3	0.0	30.2
LnGrp LOS	D	D	D	D			D		B	D		C
Approach Vol, veh/h		258			150			686			654	
Approach Delay, s/veh		37.3			40.4			20.4			30.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		54.2		18.2	12.6	41.6		17.9				
Change Period (Y+Rc), s		* 8.4		6.2	8.4	7.0		6.2				
Max Green Setting (Gmax), s		* 43		18.8	5.0	53.0		18.8				
Max Q Clear Time (g_c+I1), s		24.2		7.7	2.0	30.6		9.2				
Green Ext Time (p_c), s		3.6		0.7	0.0	4.1		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	0	97	4	16	1459	27	1808	167
Future Volume (vph)	0	97	4	16	1459	27	1808	167
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	0	98	4	16	1474	27	1826	169
Shared Lane Traffic (%)		10%						
Lane Group Flow (vph)	10	88	0	20	1474	27	1995	0
Sign Control	Stop				Free		Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations								
Traffic Vol, veh/h	0	97	4	16	1459	27	1808	167
Future Vol, veh/h	0	97	4	16	1459	27	1808	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	0	-	540	-	520	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99
Heavy Vehicles, %	3	3	5	5	5	2	2	2
Mvmt Flow	0	98	4	16	1474	27	1826	169

Major/Minor	Minor2		Major1			Major2		
Conflicting Flow All	-	997	1456	1995	0	1076	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	7.16	5.7	5.4	-	5.64	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.93	2.35	3.15	-	2.32	-	-
Pot Cap-1 Maneuver	0	207	237	121	-	399	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	-	207	122	122	-	399	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	37.17	0.55	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	122	-	207	399	-	-
HCM Lane V/C Ratio	0.166	-	0.474	0.068	-	-
HCM Control Delay (s/veh)	40.3	-	37.2	14.7	-	-
HCM Lane LOS	E	-	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	2.3	0.2	-	-

BACKGROUND AM PEAK HOUR

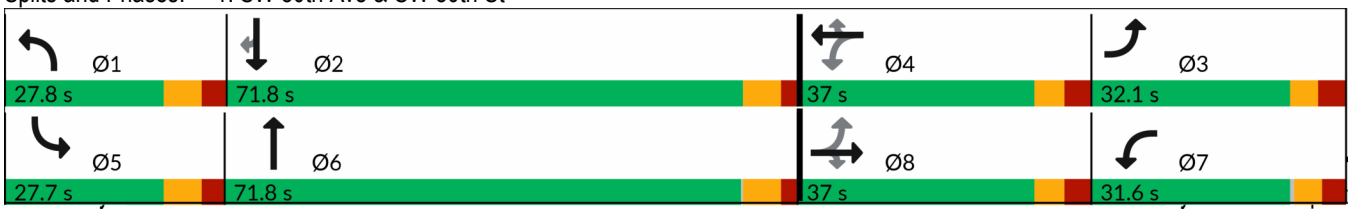
Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	62	79	41	137	100	131	548	22	69	777	46
Future Volume (vph)	109	62	79	41	137	100	131	548	22	69	777	46
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
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	120	68	87	45	151	110	144	602	24	76	854	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	68	87	45	151	110	144	626	0	76	854	51
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.45	0.27	0.27	0.12	0.58	0.34	0.58	0.45		0.44	0.75	0.09
Control Delay (s/veh)	39.6	51.7	6.0	30.0	53.4	9.9	54.6	24.8		56.4	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	51.7	6.0	30.0	53.4	9.9	54.6	24.8		56.4	36.0	0.3
Queue Length 50th (ft)	61	43	0	22	94	0	90	159		48	259	0
Queue Length 95th (ft)	126	103	24	56	189	45	187	261		112	400	0
Internal Link Dist (ft)		580			606			804			745	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	553	528	533	602	514	521	331	2148		335	2176	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.13	0.16	0.07	0.29	0.21	0.44	0.29		0.23	0.39	0.05

Intersection Summary
Cycle Length: 168.7
Actuated Cycle Length: 104.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	62	79	41	137	100	131	548	22	69	777	46
Future Volume (veh/h)	109	62	79	41	137	100	131	548	22	69	777	46
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	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	120	68	72	45	151	73	144	602	24	76	854	46
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, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	247	232	197	303	226	192	181	1277	51	98	1140	508
Arrive On Green	0.06	0.13	0.13	0.06	0.13	0.13	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1668	1752	1485	1697	3318	132	1711	3413	1522
Grp Volume(v), veh/h	120	68	72	45	151	73	144	307	319	76	854	46
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1668	1752	1485	1697	1692	1758	1711	1706	1522
Q Serve(g_s), s	0.0	2.7	2.2	0.0	6.4	2.5	6.4	10.6	10.6	3.4	17.2	1.0
Cycle Q Clear(g_c), s	0.0	2.7	2.2	0.0	6.4	2.5	6.4	10.6	10.6	3.4	17.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	247	232	197	303	226	192	181	651	676	98	1140	508
V/C Ratio(X)	0.49	0.29	0.37	0.15	0.67	0.38	0.79	0.47	0.47	0.78	0.75	0.09
Avail Cap(c_a), veh/h	697	696	590	742	678	575	438	1420	1475	442	2864	1277
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.5	13.3	28.8	32.2	15.9	33.8	17.9	17.9	36.0	22.9	7.3
Incr Delay (d2), s/veh	1.5	0.7	1.1	0.2	3.4	1.2	7.6	0.5	0.5	12.2	1.0	0.1
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	3.9	2.1	2.2	1.3	5.1	2.3	5.1	6.7	7.0	3.0	10.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	31.2	14.5	29.0	35.5	17.1	41.4	18.4	18.4	48.2	23.9	7.4
LnGrp LOS	C	C	B	C	D	B	D	B	B	D	C	A
Approach Vol, veh/h		260			269			770			976	
Approach Delay, s/veh		28.3			29.4			22.7			25.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	32.7	11.7	17.0	12.1	36.6	11.7	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	8.4	19.2	2.0	8.4	5.4	12.6	2.0	4.7
Green Ext Time (p_c), s	0.3	6.6	0.3	1.0	0.1	3.8	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

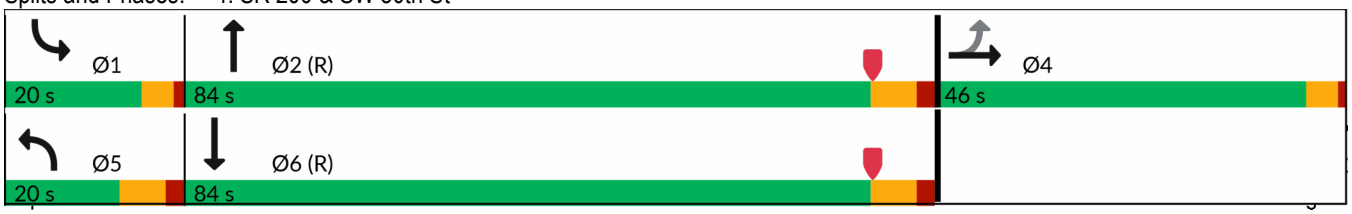
Background Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	0	17	0	0	0	30	2233	0	9	1138	157
Future Volume (vph)	144	0	17	0	0	0	30	2233	0	9	1138	157
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
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	152	0	18	0	0	0	32	2351	0	9	1198	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	0	0	32	2351	0	9	1363	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	46.0	46.0					20.0	84.0		20.0	84.0	
Total Split (%)	30.7%	30.7%					13.3%	56.0%		13.3%	56.0%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.75					0.33	0.57		0.13	0.37	
Control Delay (s/veh)		53.1					76.7	6.5		72.2	7.3	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		53.1					76.7	6.5		72.2	7.3	
Queue Length 50th (ft)		86					31	212		9	162	
Queue Length 95th (ft)		163					67	476		29	242	
Internal Link Dist (ft)		7062			76			649			880	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		535					152	4149		175	3686	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.32					0.21	0.57		0.05	0.37	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 147.4 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Background Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	0	17	0	0	0	30	2233	0	9	1138	157
Future Volume (veh/h)	144	0	17	0	0	0	30	2233	0	9	1138	157
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1870	1870	0	1811	1811	1811
Adj Flow Rate, veh/h	152	0	18				32	2351	0	9	1198	165
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4				2	2	0	6	6	6
Cap, veh/h	179	0	21				44	3913	0	18	3228	445
Arrive On Green	0.12	0.00	0.12				0.02	0.77	0.00	0.01	0.73	0.73
Sat Flow, veh/h	1547	0	183				1781	5274	0	1725	4393	605
Grp Volume(v), veh/h	170	0	0				32	2351	0	9	899	464
Grp Sat Flow(s),veh/h/ln	1730	0	0				1781	1702	0	1725	1648	1702
Q Serve(g_s), s	14.4	0.0	0.0				2.7	29.9	0.0	0.8	14.9	14.9
Cycle Q Clear(g_c), s	14.4	0.0	0.0				2.7	29.9	0.0	0.8	14.9	14.9
Prop In Lane	0.89		0.11				1.00		0.00	1.00		0.36
Lane Grp Cap(c), veh/h	201	0	0				44	3913	0	18	2422	1251
V/C Ratio(X)	0.85	0.00	0.00				0.73	0.60	0.00	0.50	0.37	0.37
Avail Cap(c_a), veh/h	479	0	0				153	3913	0	178	2422	1251
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	0.0	0.0				72.7	7.6	0.0	73.8	7.3	7.3
Incr Delay (d2), s/veh	9.5	0.0	0.0				20.7	0.7	0.0	19.9	0.4	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
%ile BackOfQ(95%),veh/ln	11.2	0.0	0.0				2.6	13.8	0.0	0.8	8.2	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.5	0.0	0.0				93.4	8.3	0.0	93.7	7.7	8.1
LnGrp LOS	E						F	A		F	A	A
Approach Vol, veh/h		170						2383			1372	
Approach Delay, s/veh		74.5						9.4			8.4	
Approach LOS		E						A			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.1	122.0		21.9	10.8	117.3
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	76.9		41.5	12.9	76.9
Max Q Clear Time (g_c+I1), s	2.8	31.9		16.4	4.7	16.9
Green Ext Time (p_c), s	0.0	28.1		1.0	0.0	11.4

Intersection Summary			
HCM 7th Control Delay, s/veh			11.9
HCM 7th LOS			B

BACKGROUND PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

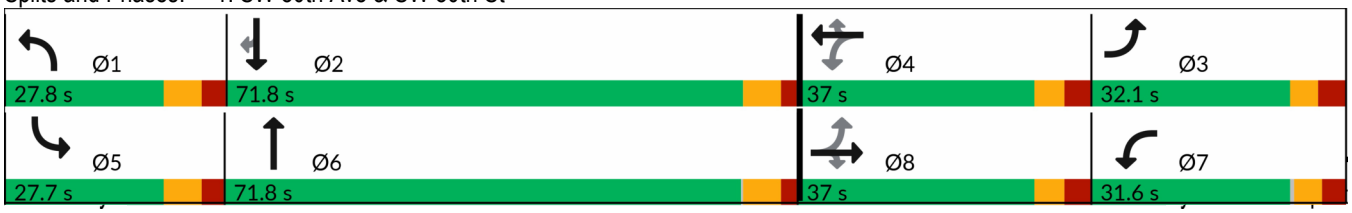
Background Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	66	148	41	113	78	88	735	48	80	679	54
Future Volume (vph)	146	66	148	41	113	78	88	735	48	80	679	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	149	67	151	42	115	80	90	750	49	82	693	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	67	151	42	115	80	90	799	0	82	693	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.40	0.18	0.35	0.11	0.44	0.25	0.42	0.63		0.41	0.64	0.10
Control Delay (s/veh)	32.3	41.9	10.3	26.3	45.2	4.5	47.2	28.3		47.6	29.9	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.3	41.9	10.3	26.3	45.2	4.5	47.2	28.3		47.6	29.9	0.3
Queue Length 50th (ft)	64	36	0	17	62	0	48	204		44	173	0
Queue Length 95th (ft)	140	93	61	49	138	17	115	324		107	279	0
Internal Link Dist (ft)		580			594			862			763	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	689	620	627	703	632	616	396	2560		389	2529	1163
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.11	0.24	0.06	0.18	0.13	0.23	0.31		0.21	0.27	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 91.3
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Background Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	66	148	41	113	78	88	735	48	80	679	54
Future Volume (veh/h)	146	66	148	41	113	78	88	735	48	80	679	54
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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	149	67	109	42	115	49	90	750	46	82	693	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	336	270	229	367	274	232	118	1024	63	107	1028	459
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.30	0.30	0.06	0.30	0.30
Sat Flow, veh/h	1753	1841	1560	1781	1870	1585	1767	3374	207	1739	3469	1547
Grp Volume(v), veh/h	149	67	109	42	115	49	90	392	404	82	693	50
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1870	1585	1767	1763	1818	1739	1735	1547
Q Serve(g_s), s	0.0	2.2	2.9	0.0	3.8	1.3	3.4	13.6	13.6	3.2	12.0	1.0
Cycle Q Clear(g_c), s	0.0	2.2	2.9	0.0	3.8	1.3	3.4	13.6	13.6	3.2	12.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	336	270	229	367	274	232	118	535	552	107	1028	459
V/C Ratio(X)	0.44	0.25	0.48	0.11	0.42	0.21	0.76	0.73	0.73	0.77	0.67	0.11
Avail Cap(c_a), veh/h	858	810	687	897	823	698	519	1681	1734	510	3309	1476
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	25.7	11.9	23.5	26.4	11.7	31.3	21.3	21.3	31.5	21.1	6.5
Incr Delay (d2), s/veh	0.9	0.5	1.5	0.1	1.0	0.4	9.7	2.0	1.9	11.0	0.8	0.1
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	4.1	1.7	2.9	1.0	3.1	1.2	3.0	8.8	9.1	2.8	7.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	26.2	13.4	23.7	27.5	12.1	41.0	23.2	23.2	42.5	21.9	6.6
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	C	A
Approach Vol, veh/h		325			206			886			825	
Approach Delay, s/veh		22.8			23.0			25.0			23.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.0	11.8	17.0	11.9	27.5	11.8	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.0	5.8	5.2	15.6	2.0	4.9
Green Ext Time (p_c), s	0.2	5.1	0.4	0.7	0.1	5.1	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.8
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

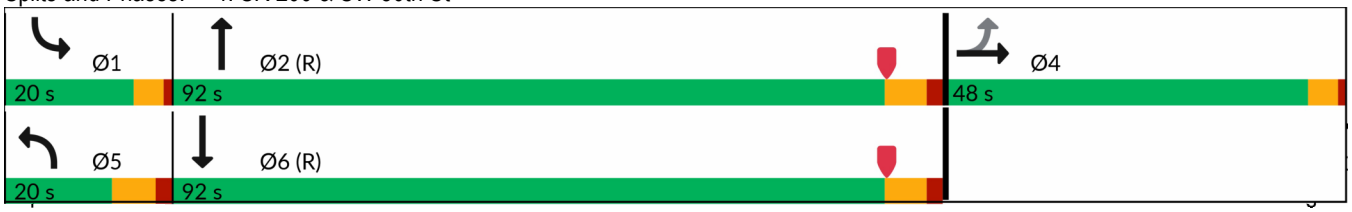
Background Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	0	11	0	0	0	27	1695	0	33	2237	252
Future Volume (vph)	137	0	11	0	0	0	27	1695	0	33	2237	252
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	138	0	11	0	0	0	27	1712	0	33	2260	255
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	0	0	27	1712	0	33	2515	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	48.0	48.0					20.0	92.0		20.0	92.0	
Total Split (%)	30.0%	30.0%					12.5%	57.5%		12.5%	57.5%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.73					0.32	0.44		0.35	0.64	
Control Delay (s/veh)		54.1					82.2	7.2		82.8	9.8	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		54.1					82.2	7.2		82.8	9.8	
Queue Length 50th (ft)		75					28	205		34	420	
Queue Length 95th (ft)		150					63	304		72	594	
Internal Link Dist (ft)		7116			76			1161			603	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		530					138	3860		171	3952	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.28					0.20	0.44		0.19	0.64	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Background Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	0	11	0	0	0	27	1695	0	33	2237	252
Future Volume (veh/h)	137	0	11	0	0	0	27	1695	0	33	2237	252
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1826	1826	0	1870	1870	1870
Adj Flow Rate, veh/h	138	0	11				27	1712	0	33	2260	255
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				5	5	0	2	2	2
Cap, veh/h	164	0	13				38	3859	0	43	3546	392
Arrive On Green	0.10	0.00	0.10				0.02	0.77	0.00	0.02	0.76	0.76
Sat Flow, veh/h	1622	0	129				1739	5149	0	1781	4665	516
Grp Volume(v), veh/h	149	0	0				27	1712	0	33	1637	878
Grp Sat Flow(s),veh/h/ln	1751	0	0				1739	1662	0	1781	1702	1777
Q Serve(g_s), s	13.4	0.0	0.0				2.5	18.9	0.0	2.9	35.6	37.5
Cycle Q Clear(g_c), s	13.4	0.0	0.0				2.5	18.9	0.0	2.9	35.6	37.5
Prop In Lane	0.93		0.07				1.00		0.00	1.00		0.29
Lane Grp Cap(c), veh/h	177	0	0				38	3859	0	43	2587	1351
V/C Ratio(X)	0.84	0.00	0.00				0.71	0.44	0.00	0.77	0.63	0.65
Avail Cap(c_a), veh/h	476	0	0				140	3859	0	173	2587	1351
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.6	0.0	0.0				77.8	6.2	0.0	77.6	8.9	9.1
Incr Delay (d2), s/veh	10.1	0.0	0.0				21.6	0.4	0.0	24.6	1.2	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	0.0	0.0				2.4	9.5	0.0	2.9	16.8	18.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.8	0.0	0.0				99.4	6.6	0.0	102.3	10.1	11.5
LnGrp LOS	F						F	A		F	B	B
Approach Vol, veh/h		149						1739			2548	
Approach Delay, s/veh		80.8						8.0			11.8	
Approach LOS		F						A			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.3	131.0		20.7	10.6	128.7
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	84.9		43.5	12.9	84.9
Max Q Clear Time (g_c+I1), s	4.9	20.9		15.4	4.5	39.5
Green Ext Time (p_c), s	0.0	18.5		0.8	0.0	29.6

Intersection Summary		
HCM 7th Control Delay, s/veh		12.6
HCM 7th LOS		B

BUILDOUT AM PEAK HOUR

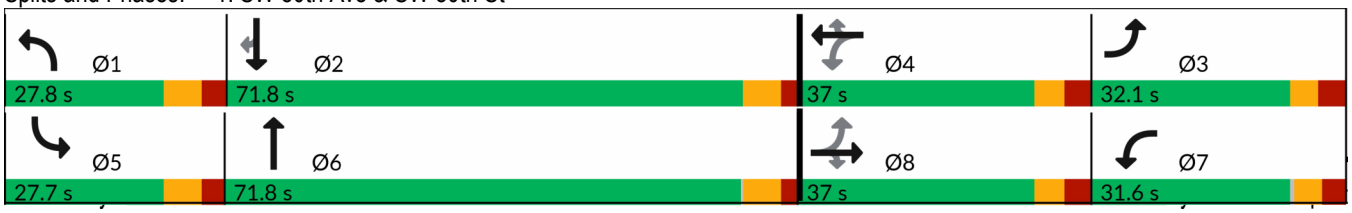
Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	62	79	50	137	103	131	548	25	70	777	46
Future Volume (vph)	109	62	79	50	137	103	131	548	25	70	777	46
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
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	8%	8%	8%	7%	7%	7%
Adj. Flow (vph)	120	68	87	55	151	113	144	602	27	77	854	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	68	87	55	151	113	144	629	0	77	854	51
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.45	0.27	0.27	0.14	0.58	0.35	0.58	0.45		0.44	0.75	0.09
Control Delay (s/veh)	39.6	51.7	6.0	30.4	53.4	10.5	54.6	24.9		56.5	36.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.6	51.7	6.0	30.4	53.4	10.5	54.6	24.9		56.5	36.0	0.3
Queue Length 50th (ft)	61	43	0	27	94	0	90	160		49	259	0
Queue Length 95th (ft)	126	103	24	65	189	48	187	262		114	400	0
Internal Link Dist (ft)		580			606			804			745	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	553	528	533	602	514	521	331	2148		335	2176	1016
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.22	0.13	0.16	0.09	0.29	0.22	0.44	0.29		0.23	0.39	0.05

Intersection Summary
Cycle Length: 168.7
Actuated Cycle Length: 104.1
Natural Cycle: 75
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	62	79	50	137	103	131	548	25	70	777	46
Future Volume (veh/h)	109	62	79	50	137	103	131	548	25	70	777	46
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	1796	1796	1796	1752	1752	1752	1781	1781	1781	1796	1796	1796
Adj Flow Rate, veh/h	120	68	72	55	151	75	144	602	27	77	854	46
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, %	7	7	7	10	10	10	8	8	8	7	7	7
Cap, veh/h	247	232	196	303	226	192	181	1267	57	99	1140	508
Arrive On Green	0.06	0.13	0.13	0.06	0.13	0.13	0.11	0.38	0.38	0.06	0.33	0.33
Sat Flow, veh/h	1711	1796	1522	1668	1752	1485	1697	3299	148	1711	3413	1522
Grp Volume(v), veh/h	120	68	72	55	151	75	144	309	320	77	854	46
Grp Sat Flow(s),veh/h/ln	1711	1796	1522	1668	1752	1485	1697	1692	1755	1711	1706	1522
Q Serve(g_s), s	0.0	2.7	2.2	0.0	6.4	2.6	6.4	10.6	10.7	3.4	17.2	1.0
Cycle Q Clear(g_c), s	0.0	2.7	2.2	0.0	6.4	2.6	6.4	10.6	10.7	3.4	17.2	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	247	232	196	303	226	192	181	650	674	99	1140	508
V/C Ratio(X)	0.49	0.29	0.37	0.18	0.67	0.39	0.79	0.47	0.48	0.77	0.75	0.09
Avail Cap(c_a), veh/h	697	696	590	742	678	575	438	1420	1472	442	2864	1277
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	30.5	13.3	29.1	32.2	15.8	33.8	18.0	18.0	36.0	22.9	7.3
Incr Delay (d2), s/veh	1.5	0.7	1.1	0.3	3.4	1.3	7.6	0.5	0.5	12.0	1.0	0.1
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	3.9	2.1	2.2	1.6	5.1	2.3	5.1	6.8	7.0	3.0	10.4	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	31.2	14.5	29.3	35.5	17.1	41.4	18.5	18.5	48.0	23.9	7.4
LnGrp LOS	C	C	B	C	D	B	D	B	B	D	C	A
Approach Vol, veh/h		260			281			773			977	
Approach Delay, s/veh		28.3			29.4			22.8			25.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	32.7	11.7	17.0	12.2	36.5	11.7	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	8.4	19.2	2.0	8.4	5.4	12.7	2.0	4.7
Green Ext Time (p_c), s	0.3	6.6	0.3	1.0	0.1	3.8	0.1	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	25.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	175	231	8	19	9
Future Volume (vph)	3	175	231	8	19	9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	4%	4%	11%	11%	2%	2%
Adj. Flow (vph)	3	203	269	9	22	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	206	278	0	32	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

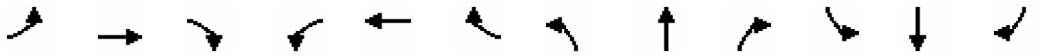
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	175	231	8	19	9
Future Vol, veh/h	3	175	231	8	19	9
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	86	86	86	86	86	86
Heavy Vehicles, %	4	4	11	11	2	2
Mvmt Flow	3	203	269	9	22	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	278	0	-	0	484	273
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1273	-	-	-	542	765
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	540	765
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	11.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	597
HCM Lane V/C Ratio	0.003	-	-	-	0.055
HCM Control Delay (s/veh)	7.8	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	11	0	0	0	4	2	0	0	6	0
Future Volume (vph)	0	0	11	0	0	0	4	2	0	0	6	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	13	0	0	0	5	2	0	0	7	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	0	0	0	7	0	0	7	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	0	0	0	4	2	0	0	6	0
Future Vol, veh/h	0	0	11	0	0	0	4	2	0	0	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	0	5	2	0	0	7	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	18	18	7	18	18	2	7	0	0	2	0	0
Stage 1	7	7	-	11	11	-	-	-	-	-	-	-
Stage 2	11	11	-	7	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	996	876	1076	996	876	1082	1614	-	-	1620	-	-
Stage 1	1015	890	-	1009	886	-	-	-	-	-	-	-
Stage 2	1009	886	-	1015	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	993	873	1076	982	873	1082	1614	-	-	1620	-	-
Mov Cap-2 Maneuver	993	873	-	982	873	-	-	-	-	-	-	-
Stage 1	1015	890	-	1006	884	-	-	-	-	-	-	-
Stage 2	1006	884	-	1003	890	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.39	0	4.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	1076	-	1620	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012	-	-	-	-
HCM Control Delay (s/veh)	7.2	0	-	8.4	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

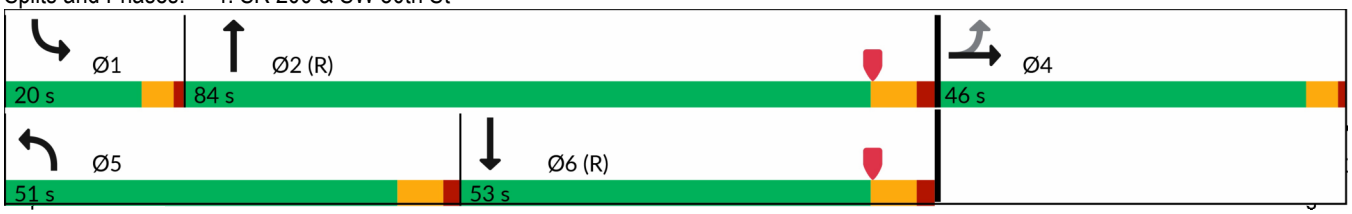
Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	0	19	0	0	0	31	2233	0	9	1138	166
Future Volume (vph)	168	0	19	0	0	0	31	2233	0	9	1138	166
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
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	177	0	20	0	0	0	33	2351	0	9	1198	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	0	0	33	2351	0	9	1373	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	46.0	46.0					51.0	84.0		20.0	53.0	
Total Split (%)	30.7%	30.7%					34.0%	56.0%		13.3%	35.3%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.77					0.34	0.57		0.13	0.38	
Control Delay (s/veh)		46.9					76.8	6.4		72.2	8.1	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		46.9					76.8	6.4		72.2	8.1	
Queue Length 50th (ft)		80					32	208		9	163	
Queue Length 95th (ft)		162					68	481		29	249	
Internal Link Dist (ft)		2979			76			649			880	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		559					518	4158		175	3597	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.35					0.06	0.57		0.05	0.38	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 147.4 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Buildout Conditions (2030)
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	0	19	0	0	0	31	2233	0	9	1138	166
Future Volume (veh/h)	168	0	19	0	0	0	31	2233	0	9	1138	166
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1870	1870	0	1811	1811	1811
Adj Flow Rate, veh/h	177	0	20				33	2351	0	9	1198	175
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4				2	2	0	6	6	6
Cap, veh/h	206	0	23				44	3830	0	18	3129	457
Arrive On Green	0.13	0.00	0.13				0.02	0.75	0.00	0.01	0.72	0.72
Sat Flow, veh/h	1556	0	176				1781	5274	0	1725	4356	636
Grp Volume(v), veh/h	197	0	0				33	2351	0	9	906	467
Grp Sat Flow(s),veh/h/ln	1731	0	0				1781	1702	0	1725	1648	1697
Q Serve(g_s), s	16.7	0.0	0.0				2.8	32.0	0.0	0.8	16.0	16.0
Cycle Q Clear(g_c), s	16.7	0.0	0.0				2.8	32.0	0.0	0.8	16.0	16.0
Prop In Lane	0.90		0.10				1.00		0.00	1.00		0.38
Lane Grp Cap(c), veh/h	229	0	0				44	3830	0	18	2368	1219
V/C Ratio(X)	0.86	0.00	0.00				0.74	0.61	0.00	0.50	0.38	0.38
Avail Cap(c_a), veh/h	479	0	0				521	3830	0	178	2368	1219
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.7	0.0	0.0				72.7	8.7	0.0	73.8	8.2	8.2
Incr Delay (d2), s/veh	9.2	0.0	0.0				21.5	0.7	0.0	19.9	0.5	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
%ile BackOfQ(95%),veh/ln	12.6	0.0	0.0				2.7	15.0	0.0	0.8	8.8	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.9	0.0	0.0				94.1	9.4	0.0	93.7	8.7	9.1
LnGrp LOS	E						F	A		F	A	A
Approach Vol, veh/h		197						2384			1382	
Approach Delay, s/veh		72.9						10.6			9.4	
Approach LOS		E						B			A	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	6.1	119.6		24.3	10.8	114.8
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	76.9		41.5	43.9	45.9
Max Q Clear Time (g_c+I1), s	2.8	34.0		18.7	4.8	18.0
Green Ext Time (p_c), s	0.0	27.3		1.1	0.1	9.9

Intersection Summary			
HCM 7th Control Delay, s/veh			13.3
HCM 7th LOS			B

BUILDOUT PM PEAK HOUR

Lanes, Volumes, Timings
1: SW 80th Ave & SW 80th St

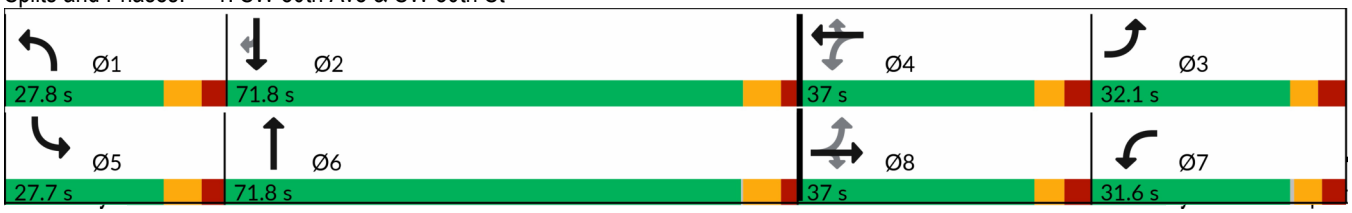
Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	66	148	47	113	80	88	735	58	84	679	54
Future Volume (vph)	146	66	148	47	113	80	88	735	58	84	679	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	149	67	151	48	115	82	90	750	59	86	693	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	67	151	48	115	82	90	809	0	86	693	55
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4						2
Detector Phase	3	8	8	7	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.1	17.0	17.0	11.6	17.0	17.0	12.8	21.8		12.7	21.8	21.8
Total Split (s)	32.1	37.0	37.0	31.6	37.0	37.0	27.8	71.8		27.7	71.8	71.8
Total Split (%)	19.0%	21.9%	21.9%	18.7%	21.9%	21.9%	16.5%	42.6%		16.4%	42.6%	42.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.4	3.3	3.3	2.9	3.3	3.3	3.0	2.0		2.9	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.1	7.0	7.0	6.6	7.0	7.0	7.8	6.8		7.7	6.8	6.8
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	Min
v/c Ratio	0.43	0.23	0.40	0.12	0.44	0.25	0.43	0.64		0.42	0.63	0.10
Control Delay (s/veh)	33.3	44.5	11.2	26.6	45.8	4.8	47.9	28.5		48.1	29.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	33.3	44.5	11.2	26.6	45.8	4.8	47.9	28.5		48.1	29.7	0.3
Queue Length 50th (ft)	65	36	0	19	62	0	49	209		47	174	0
Queue Length 95th (ft)	140	93	62	55	139	19	115	331		111	279	0
Internal Link Dist (ft)		580			594			862			763	
Turn Bay Length (ft)	230						680			475		
Base Capacity (vph)	661	614	622	696	626	612	392	2531		385	2505	1154
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.23	0.11	0.24	0.07	0.18	0.13	0.23	0.32		0.22	0.28	0.05

Intersection Summary

Cycle Length: 168.7
Actuated Cycle Length: 92.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: SW 80th Ave & SW 80th St



HCM 7th Signalized Intersection Summary
1: SW 80th Ave & SW 80th St

Buildout Conditions (2030)
Timing Plan: PM Peak Hour

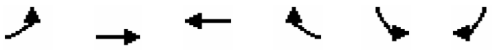
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	66	148	47	113	80	88	735	58	84	679	54
Future Volume (veh/h)	146	66	148	47	113	80	88	735	58	84	679	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	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	1841	1841	1841	1870	1870	1870	1856	1856	1856	1826	1826	1826
Adj Flow Rate, veh/h	149	67	109	48	115	50	90	750	56	86	693	50
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	2	2	2	3	3	3	5	5	5
Cap, veh/h	332	267	227	363	272	230	118	1019	76	112	1050	468
Arrive On Green	0.07	0.15	0.15	0.07	0.15	0.15	0.07	0.31	0.31	0.06	0.30	0.30
Sat Flow, veh/h	1753	1841	1560	1781	1870	1585	1767	3325	248	1739	3469	1547
Grp Volume(v), veh/h	149	67	109	48	115	50	90	397	409	86	693	50
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1781	1870	1585	1767	1763	1811	1739	1735	1547
Q Serve(g_s), s	0.0	2.2	3.0	0.0	3.9	1.3	3.4	13.9	13.9	3.4	12.0	1.0
Cycle Q Clear(g_c), s	0.0	2.2	3.0	0.0	3.9	1.3	3.4	13.9	13.9	3.4	12.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	332	267	227	363	272	230	118	540	555	112	1050	468
V/C Ratio(X)	0.45	0.25	0.48	0.13	0.42	0.22	0.76	0.74	0.74	0.77	0.66	0.11
Avail Cap(c_a), veh/h	848	802	680	888	815	691	513	1664	1710	505	3276	1461
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	26.1	12.1	24.0	26.8	11.8	31.6	21.4	21.4	31.7	20.9	6.5
Incr Delay (d2), s/veh	1.0	0.5	1.6	0.2	1.0	0.5	9.7	2.0	1.9	10.5	0.7	0.1
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	4.2	1.7	2.9	1.2	3.1	1.3	3.0	9.0	9.2	2.9	7.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.6	26.6	13.7	24.2	27.8	12.3	41.3	23.3	23.3	42.2	21.6	6.6
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	C	A
Approach Vol, veh/h		325			213			896			829	
Approach Delay, s/veh		23.2			23.4			25.1			22.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	27.6	11.8	17.0	12.1	27.9	11.8	17.0
Change Period (Y+Rc), s	7.8	6.8	7.1	* 7	* 7.7	6.8	7.1	* 7
Max Green Setting (Gmax), s	20.0	65.0	25.0	* 30	* 20	65.0	25.0	* 30
Max Q Clear Time (g_c+I1), s	5.4	14.0	2.0	5.9	5.4	15.9	2.0	5.0
Green Ext Time (p_c), s	0.2	5.1	0.4	0.7	0.1	5.2	0.1	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	156	289	27	16	8
Future Volume (vph)	13	156	289	27	16	8
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	7%	7%	2%	2%	2%	2%
Adj. Flow (vph)	16	188	348	33	19	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	204	381	0	29	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

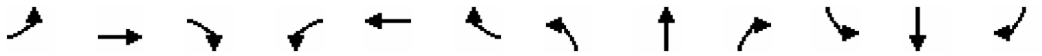
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	156	289	27	16	8
Future Vol, veh/h	13	156	289	27	16	8
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	83	83	83	83	83	83
Heavy Vehicles, %	7	7	2	2	2	2
Mvmt Flow	16	188	348	33	19	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	381	0	-	0	584	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	219	-
Critical Hdwy	4.17	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.263	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1151	-	-	-	474	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1151	-	-	-	467	681
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.63	0	12.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	138	-	-	-	521
HCM Lane V/C Ratio	0.014	-	-	-	0.055
HCM Control Delay (s/veh)	8.2	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	3	0	0	0	4	2	0	0	2	0
Future Volume (vph)	0	0	3	0	0	0	4	2	0	0	2	0
Peak Hour Factor	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Adj. Flow (vph)	0	0	6	0	0	0	8	4	0	0	4	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	0	0	0	12	0	0	4	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

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	0	0	3	0	0	0	4	2	0	0	2	0
Future Vol, veh/h	0	0	3	0	0	0	4	2	0	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	50	50	50	50	50	50	50	50	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	6	0	0	0	8	4	0	0	4	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	24	24	4	24	24	4	4	0	-	-	-	0
Stage 1	4	4	-	20	20	-	-	-	-	-	-	-
Stage 2	20	20	-	4	4	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	987	869	1080	987	869	1080	1618	-	0	0	-	-
Stage 1	1018	892	-	999	879	-	-	-	0	0	-	-
Stage 2	999	879	-	1018	892	-	-	-	0	0	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	982	865	1080	977	865	1080	1618	-	-	-	-	-
Mov Cap-2 Maneuver	982	865	-	977	865	-	-	-	-	-	-	-
Stage 1	1018	892	-	994	874	-	-	-	-	-	-	-
Stage 2	994	874	-	1013	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.35	0	4.82	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1200	-	1080	-	-	-
HCM Lane V/C Ratio	0.005	-	0.006	-	-	-
HCM Control Delay (s/veh)	7.2	0	8.4	0	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-	-

Lanes, Volumes, Timings
4: SR 200 & SW 80th St

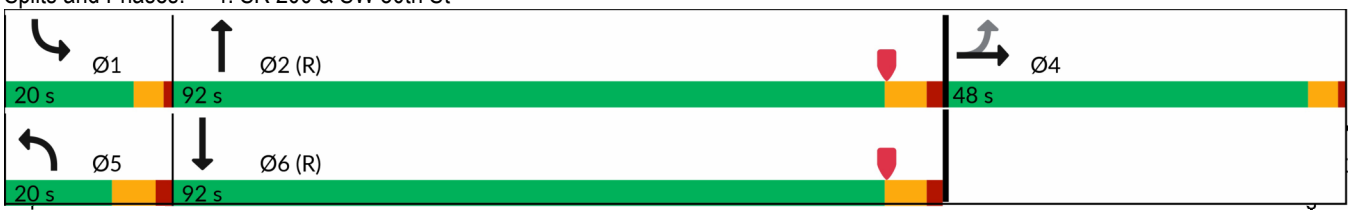
Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	0	12	0	0	0	29	1695	0	33	2237	279
Future Volume (vph)	154	0	12	0	0	0	29	1695	0	33	2237	279
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	156	0	12	0	0	0	29	1712	0	33	2260	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	168	0	0	0	0	29	1712	0	33	2542	0
Turn Type	Perm	NA					Prot	NA		Prot	NA	
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Detector Phase	4	4					5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0					5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	9.5					12.1	12.1		9.5	12.1	
Total Split (s)	48.0	48.0					20.0	92.0		20.0	92.0	
Total Split (%)	30.0%	30.0%					12.5%	57.5%		12.5%	57.5%	
Yellow Time (s)	3.5	3.5					5.1	5.1		3.5	5.1	
All-Red Time (s)	1.0	1.0					2.0	2.0		1.0	2.0	
Lost Time Adjust (s)		0.0					0.0	0.0		0.0	0.0	
Total Lost Time (s)		4.5					7.1	7.1		4.5	7.1	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None					None	C-Min		None	C-Min	
v/c Ratio		0.75					0.33	0.45		0.35	0.65	
Control Delay (s/veh)		58.1					82.4	7.9		82.8	11.0	
Queue Delay		0.0					0.0	0.0		0.0	0.0	
Total Delay (s/veh)		58.1					82.4	7.9		82.8	11.0	
Queue Length 50th (ft)		95					30	217		34	456	
Queue Length 95th (ft)		173					66	321		72	644	
Internal Link Dist (ft)		2997			76			1161			603	
Turn Bay Length (ft)							540			520		
Base Capacity (vph)		530					138	3805		171	3885	
Starvation Cap Reductn		0					0	0		0	0	
Spillback Cap Reductn		0					0	0		0	0	
Storage Cap Reductn		0					0	0		0	0	
Reduced v/c Ratio		0.32					0.21	0.45		0.19	0.65	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 4: SR 200 & SW 80th St



HCM 7th Signalized Intersection Summary
4: SR 200 & SW 80th St

Buildout Conditions (2030)
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	0	12	0	0	0	29	1695	0	33	2237	279
Future Volume (veh/h)	154	0	12	0	0	0	29	1695	0	33	2237	279
Initial Q (Qb), veh	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
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				1826	1826	0	1870	1870	1870
Adj Flow Rate, veh/h	156	0	12				29	1712	0	33	2260	282
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3				5	5	0	2	2	2
Cap, veh/h	183	0	14				39	3802	0	43	3448	421
Arrive On Green	0.11	0.00	0.11				0.02	0.76	0.00	0.02	0.75	0.75
Sat Flow, veh/h	1627	0	125				1739	5149	0	1781	4611	563
Grp Volume(v), veh/h	168	0	0				29	1712	0	33	1655	887
Grp Sat Flow(s),veh/h/ln	1752	0	0				1739	1662	0	1781	1702	1769
Q Serve(g_s), s	15.1	0.0	0.0				2.7	19.9	0.0	2.9	38.2	40.5
Cycle Q Clear(g_c), s	15.1	0.0	0.0				2.7	19.9	0.0	2.9	38.2	40.5
Prop In Lane	0.93		0.07				1.00		0.00	1.00		0.32
Lane Grp Cap(c), veh/h	197	0	0				39	3802	0	43	2546	1323
V/C Ratio(X)	0.85	0.00	0.00				0.74	0.45	0.00	0.77	0.65	0.67
Avail Cap(c_a), veh/h	476	0	0				140	3802	0	173	2546	1323
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	0.0	0.0				77.7	6.9	0.0	77.6	9.9	10.2
Incr Delay (d2), s/veh	9.9	0.0	0.0				23.1	0.4	0.0	24.6	1.3	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.0	0.0				2.6	10.0	0.0	2.9	18.2	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.6	0.0	0.0				100.8	7.2	0.0	102.3	11.2	12.9
LnGrp LOS	E						F	A		F	B	B
Approach Vol, veh/h		168						1741			2575	
Approach Delay, s/veh		79.6						8.8			13.0	
Approach LOS		E						A			B	

Timer - Assigned Phs	1	2		4	5	6
Phs Duration (G+Y+Rc), s	8.3	129.1		22.5	10.7	126.8
Change Period (Y+Rc), s	4.5	7.1		4.5	7.1	7.1
Max Green Setting (Gmax), s	15.5	84.9		43.5	12.9	84.9
Max Q Clear Time (g_c+I1), s	4.9	21.9		17.1	4.7	42.5
Green Ext Time (p_c), s	0.0	18.4		1.0	0.0	28.7

Intersection Summary		
HCM 7th Control Delay, s/veh		13.8
HCM 7th LOS		B

NCHRP 457 OUTPUT

NCHRP 457, Eastbound Left
Buildout AM Peak Hour
Project Driveway at SW 80 St

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

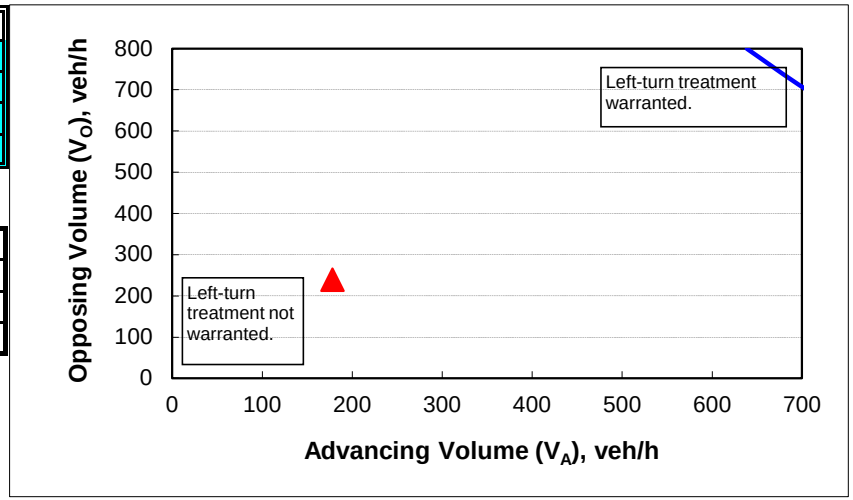
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	178
Opposing volume (V_O), veh/h:	239

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1141
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

NCHRP 457, Eastbound Left
Buildout PM Peak Hour
Project Driveway at SW 80 St

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

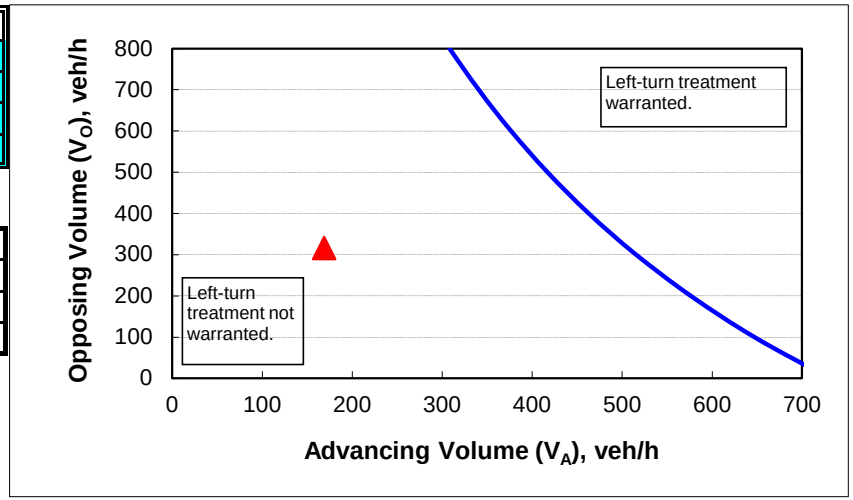
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	169
Opposing volume (V_O), veh/h:	316

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	507
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

NCHRP 457, Northbound Left
Buildout AM Peak Hour
Project Driveway at SW 72 Ct

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

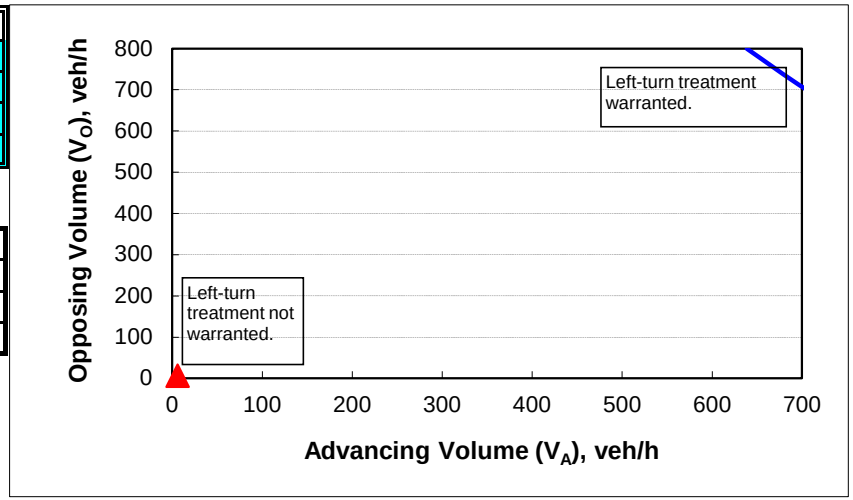
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	6
Opposing volume (V_O), veh/h:	6

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1141
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

NCHRP 457, Northboud Left
Buildout PM Peak Hour
Project Driveway at SW 72 Ct

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

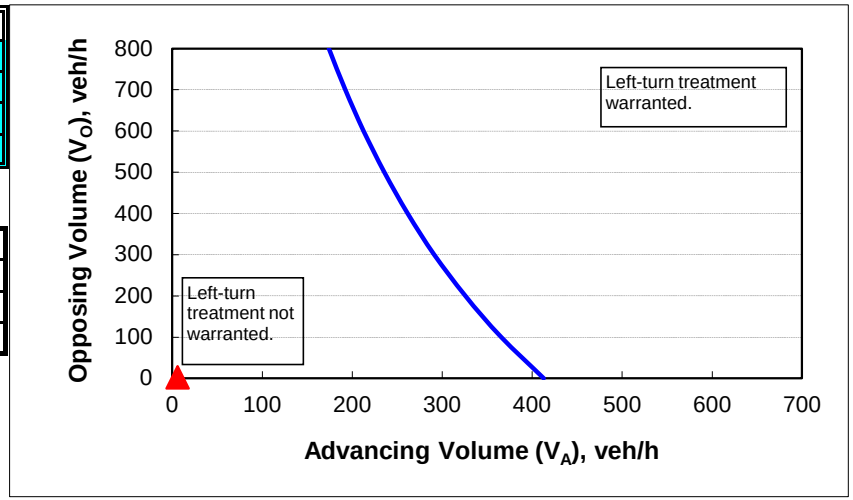
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	67%
Advancing volume (V_A), veh/h:	6
Opposing volume (V_O), veh/h:	2

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	412
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

NCHRP 457, Westbound Right
Buildout AM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

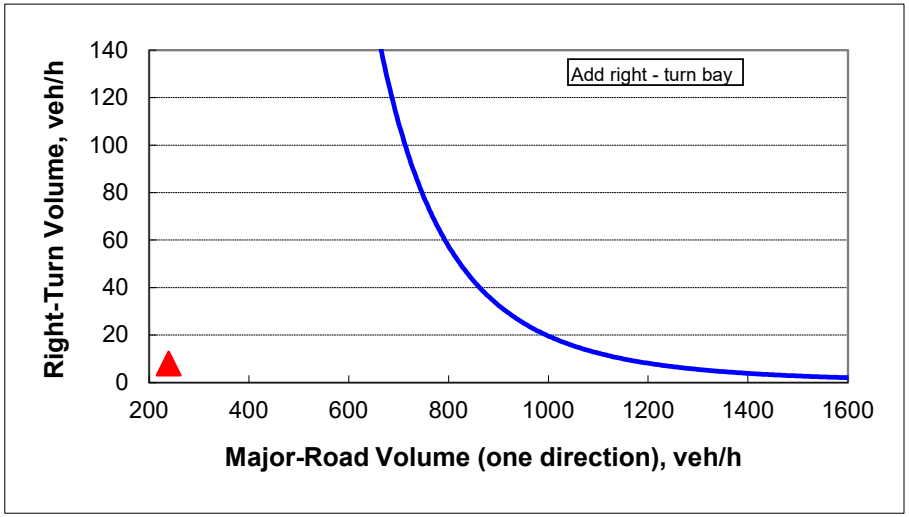
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	239
Right-turn volume, veh/h:	8

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19338
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Westbound Right
Buildout PM Peak Hour
Project Driveway at SW 80 St

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

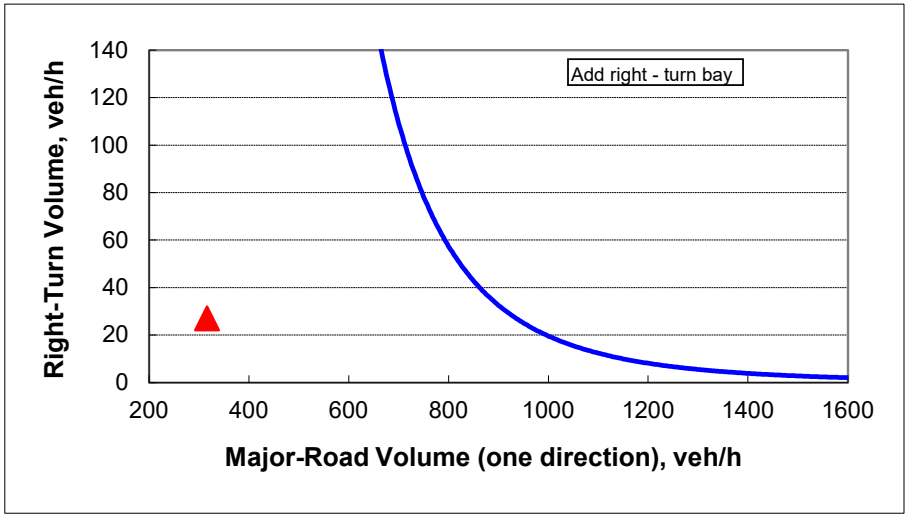
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	316
Right-turn volume, veh/h:	27

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	5034
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Southbound Right
Buildout AM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

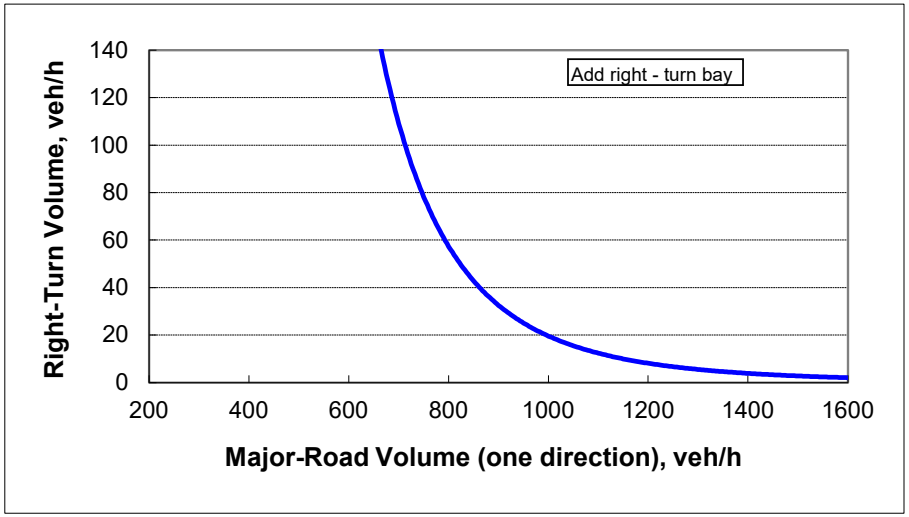
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	6
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19338
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



NCHRP 457, Southbound Right
Buildout PM Peak Hour
Project Driveway at SW 72 Ct

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

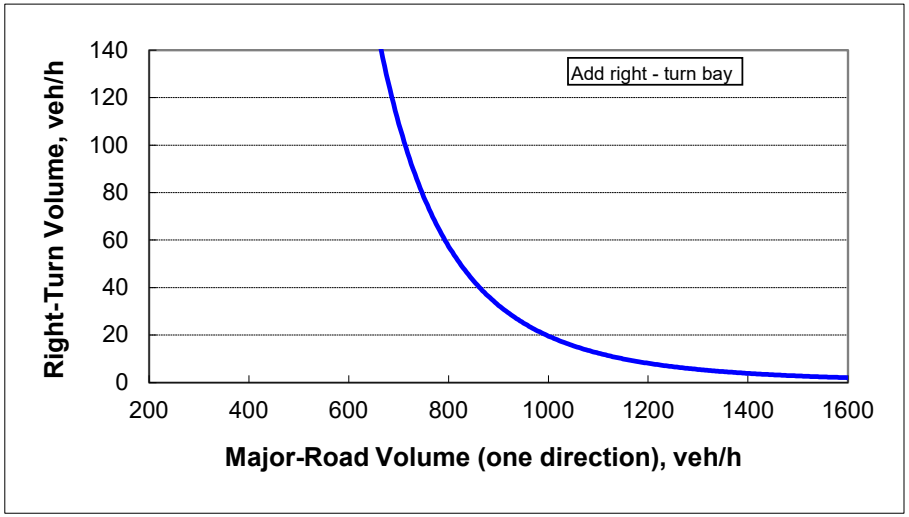
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	2
Right-turn volume, veh/h:	0

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	##########
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



PREVIOUSLY APPROVED TIA METHODOLOGY

Marion County
Board of County Commissioners
Office of the County Engineer
412 SE 25th Ave.
Ocala, FL 34471
Phone: 352-671-8686
Fax: 352-671-8687

September 2, 2025

KIMLEY-HORN
JONATHAN CROSBY
1700 SE 17TH ST SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: CAPOZZOLI PUD TRAFFIC ASSESSMENT
PROJECT #2025080023 APPLICATION: #33186 PARCEL #35460-039-00

Dear Jonathan,

The Traffic Methodology dated August 18, 2025 for the above referenced project was approved by Marion County on September 2, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or DevelopmentReview@marionfl.org should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

Kimley»Horn

August 18, 2025

Mr. Christopher Zeigler
Traffic Operations Manager
Office of the County Engineer
Marion County Board of County Commissioners
412 SE 25th Ave.
Ocala, FL 34471

Re: ***Capozzoli PUD – Traffic Assessment Methodology***
Kimley-Horn Project Number 142279015

Dear Mr. Zeigler:

Kimley-Horn prepared this methodology to support a PUD rezoning application for parcel number 35460-039-00 (approximately 19.5 acres) in Marion County, Florida. The project is located northwest of SW 72nd Court at SW 80th Street. The site has an existing future land use (FLU) of low density residential (LR) and A-1 zoning. A FLU of medium density residential (MR) and PUD zoning are proposed.

The proposed development includes up to 72 single-family dwelling units (du), which is less than the maximum allowed by the proposed FLU (78 du). Access to the development is proposed via the existing intersection of SW 72nd Court at SW 80th Street and a new roadway connection on SW 80th Street west of SW 72nd Court. Cross-access will also be provided with the adjacent Westwood Trails (fka Villa Verde). A conceptual site plan of the development is included as an attachment.

The development is projected to generate greater than 50 but less than 100 peak hour trips; therefore, a traffic assessment is required. A buildout year of 2030 will be used for the analysis. This methodology is being submitted for concurrence prior to conducting the traffic assessment. This methodology was prepared according to the Marion County TIA Guidelines.

TRIP GENERATION

Trip generation for the development was determined using data found in the ITE Trip Generation Manual, 11th Edition. ITE land use code 210 (LUC, Single-Family Detached Housing) was applied in the trip generation calculations. No internal capture or pass-by reductions were applied. Relevant excerpts from the ITE Trip Generation Manual are included as an attachment.

Table 1 summarizes the trip generation calculations for the site for the maximum development potential of the existing FLU, maximum development potential of the proposed FLU, and proposed development program.

Table 1 – Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Existing Future Land Use (Max)								
Single Family, Detached	19 DU	219	16	4	12	21	13	8
Proposed Future Land Use (Max)								
Single Family, Detached	78 DU	803	59	15	44	79	50	29
Proposed Development								
Single Family, Detached	72 DU	746	55	14	41	73	46	27

Note 1: Trip Generation was derived using the ITE Trip Generation Manual (11th Ed).

Note 2: The maximum future land use (FLU) intensities were derived from the adopted Marion County Comprehensive Plan, Future Land Use Element (LR - 1DU/ac, MR - 4 DU/ac).

Single-Family Detached Housing [ITE 210]

Daily	Ln(T) = 0.92*Ln(X) + 2.68 (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.91*Ln(X) + 0.12 (X is Number of Dwelling Units; 26% in, 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.94*Ln(X) + 0.27 (X is Number of Dwelling Units; 63% in, 37% out)

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PROJECT TRIP DISTRIBUTION

The project's trip distribution was developed based on output from the Central Florida Regional Planning Model (CFRPM), version 7, which is based on the Florida Standard Urban Transportation Model Structure. The distribution of traffic on SW 80th Street is 68% east and 32% west. The CFRPM output is included as an attachment.

Project traffic can enter and exit the site via SW 72nd Court or via a new driveway on SW 80th Street. To provide a conservative analysis of the proposed driveway, 90% of project traffic will be assigned to enter and exit the new driveway on SW 80th Street.

SITE ACCESS

Site access is proposed via two access connections:

- Full access driveway at SW 80th Street
- Full access driveway at SW 72nd Court

The need for ingress turn lanes will be evaluated using FDOT and/or NCHRP criteria.

STUDY AREA

The study area was determined based on the Marion County TIA Guidelines, which states that roadway segments with a 3% or greater project impact to the peak hour directional maximum service volume (MSV) are considered significantly impacted. Significantly impacted roadway segments, plus one segment beyond, and the adjacent segment(s) were included in the study area.

The project impact was calculated as the PM peak hour net new traffic from the development multiplied by the maximum trip distribution on the segment, divided by the peak hour peak direction service volume. The peak hour peak direction service volumes were obtained from the Ocala Marion TPO Congestion Management Process (CMP) and FDOT Quality / Level of Service Handbook (2020 for non-state, 2023 for state roads). The project impact calculations are provided in the attached **Table 2**. Excerpts from the Ocala Marion TPO CMP are also provided in the attachments.

The following roadway segments will be included within the study area and evaluated for PM peak hour operations:

- SW 80th Street – SR 200 to project driveway
- SW 80th Street – project driveway to SW 80th Avenue (project impact < 3%)

The following major intersections will be included in the study area and evaluated during the AM peak hour and PM peak hour:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

For informational purposes the MSV based on the soon to be approved Comprehensive Plan update was provided. In addition, the site access connections to SW 72nd Court and SW 80th Street will be evaluated. The study area is illustrated in the attached **Figure 1**.

PLANNED IMPROVEMENTS

SW 80th Avenue from SW 90th Street to north of SW 38th Street will be widened from a 2-lane undivided roadway to a 4-lane divided roadway by Marion County. The project is currently in design, with construction beginning in late 2025. The planned intersection geometry and signal timings for SW 80th Street at SW 80th Avenue will be utilized for the analysis.

Additionally, SW 80th Street at SR 200 will be analyzed as a signalized intersection for the future year scenarios.

VOLUME DEVELOPMENT

Turning movement counts previously collected on November 19, 2024 will be utilized to evaluate the following proposed study area intersections:

- SW 80th Street at SW 80th Avenue
- SW 80th Street at SR 200

Turning movement counts will be collected at the intersection of SW 72nd Court and SW 80th Street, which will be utilized to approximate through traffic at the proposed project driveways.

Existing turning movement counts will be adjusted to peak season using FDOT published peak season conversion factors. A growth rate will be applied to generate background traffic volumes, with vested traffic from the Westwood Trails PUD (fka Villa Verde) and Melody Preserve PUD added. Project traffic will be added to background volumes to generate buildout traffic volumes.

An annual growth rate of 3.61% is proposed based on the reported growth rates from the Ocala Marion TPO CMP (2023) and Ocala Marion TPO Traffic Counts Report (2025) for the adjacent segments of SW 80th Avenue. The attached **Table 3** provides the growth rate calculations.

ANALYSIS METHODOLOGY

The study area intersections and project driveways will be evaluated for AM and PM peak hour operations during the existing, background, and buildout years. Additionally, the study area roadway segments will be evaluated for PM peak hour operations for the existing, background, and buildout years.

The Synchro 12 software program and HCM 7th methodologies will be utilized for the intersection evaluations. Improvements needed to accommodate background or buildout traffic, if any, will be detailed in the forthcoming analysis.

Please review the enclosed information and provide feedback and/or approval. Should you have any questions, please do not hesitate to contact me directly.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, PE
ALG / ADC

Attachments: Conceptual Site Plan
ITE Trip Generation Excerpts (LUC 210)
CFRPM Model Output
Figure 1 – Site Location, Trip Distribution and Study Area
Table 2 – Study Area Determination
Table 3 – Growth Rate Calculations
Ocala Marion TPO CMP and Traffic Count Excerpts

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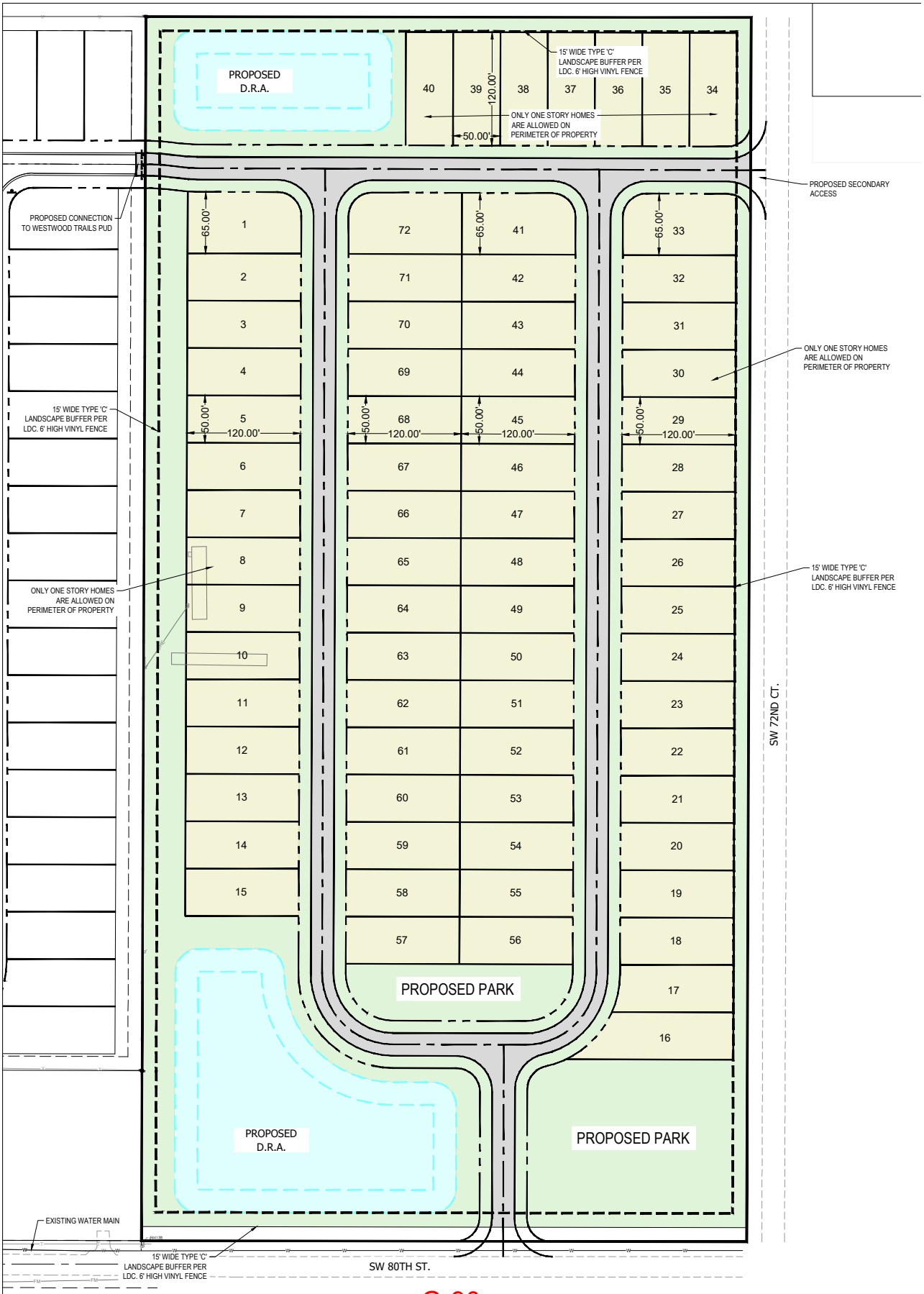
ATTACHMENTS

Kimley»Horn

CONCEPTUAL SITE PLAN

PROPOSED DEVELOPMENT FOR CAPOZZOLI

APPROXIMATE ACREAGE:	19.5 ACRES ±
TOTAL 50' X 120' LOTS:	72 LOTS
LOT DENSITY:	3.69 LOTS PER ACRE



ITE TRIP GENERATION EXCERPTS (LUC 210)

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

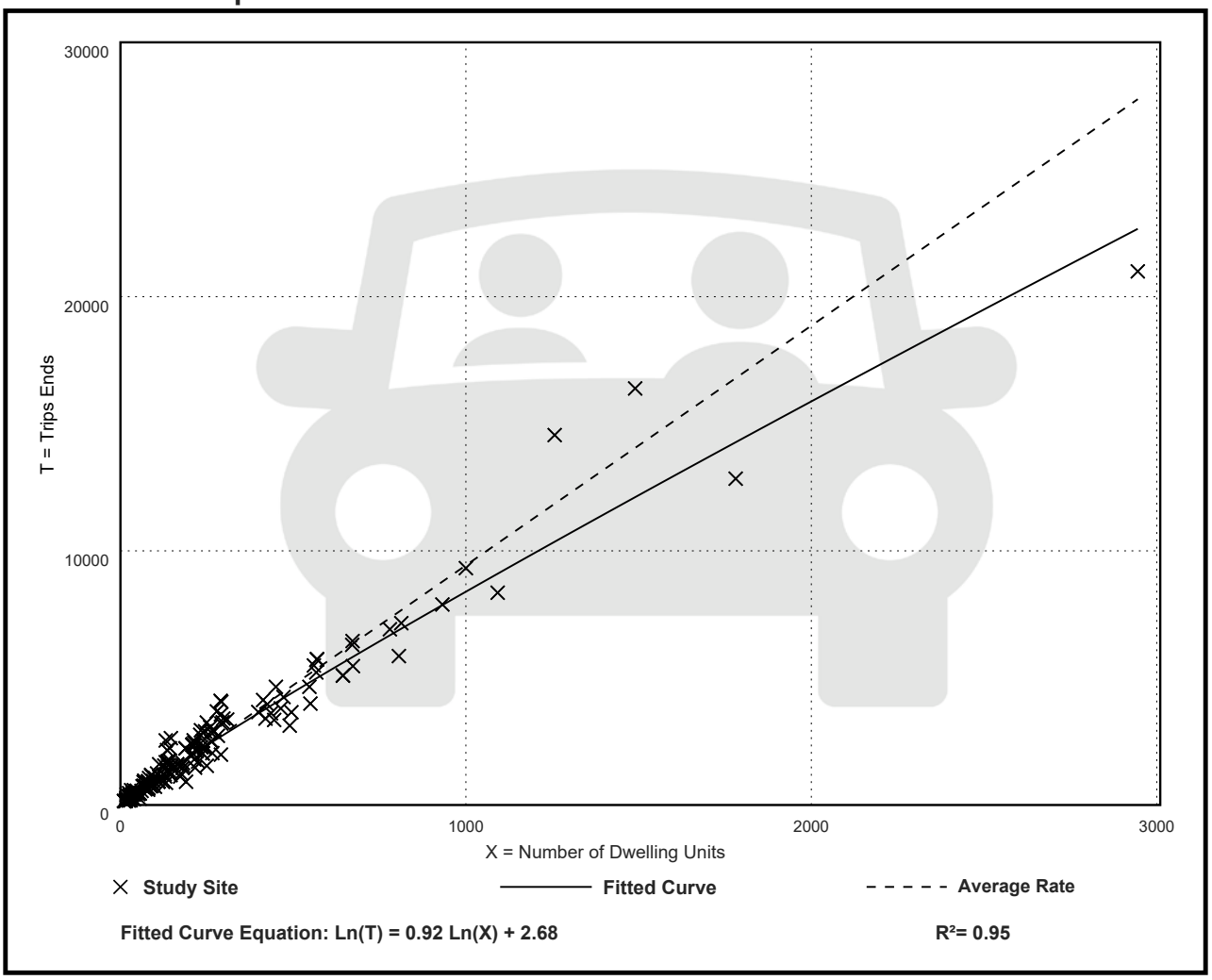
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

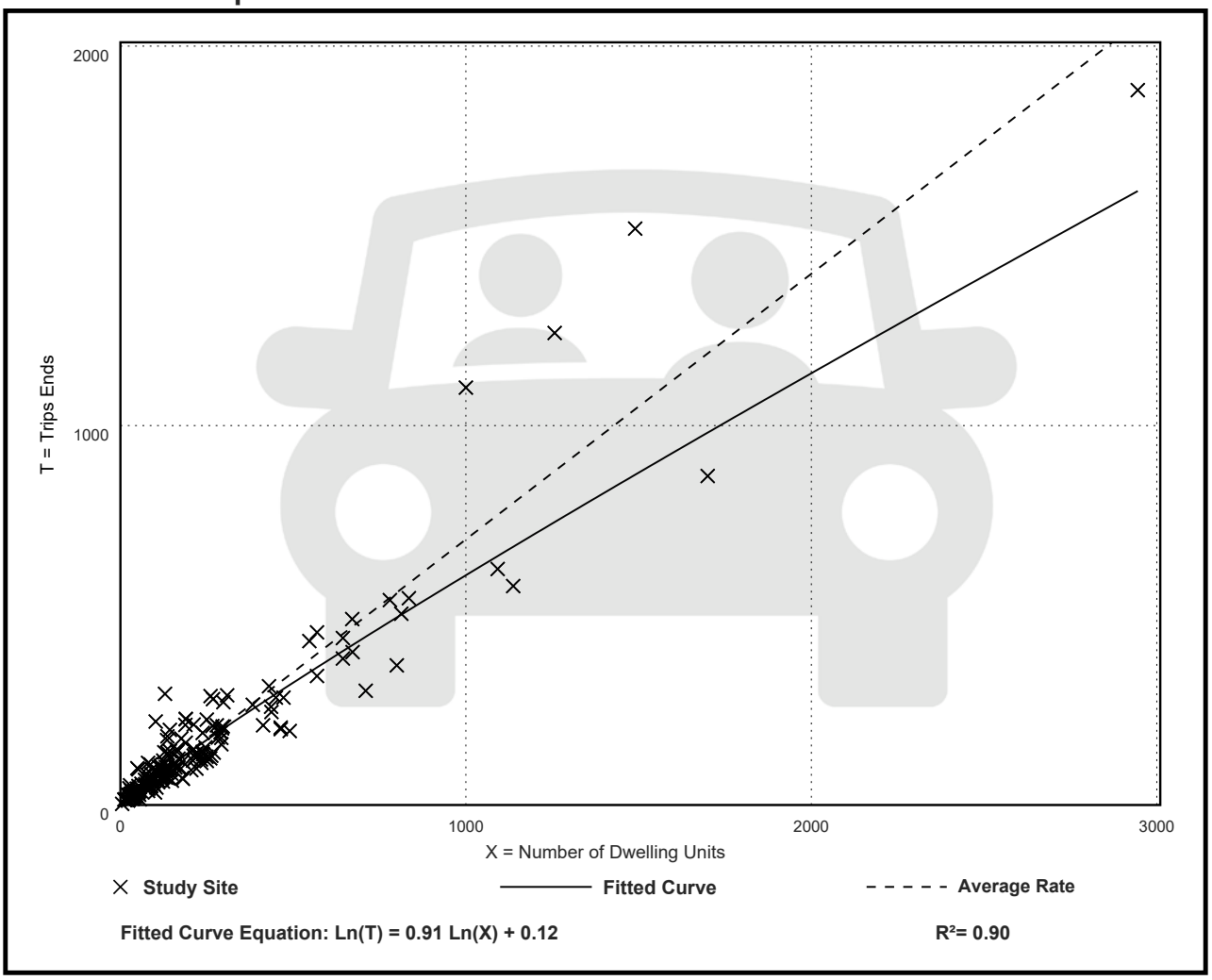
Single-Family Detached Housing
(210)

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: 26% entering, 74% 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



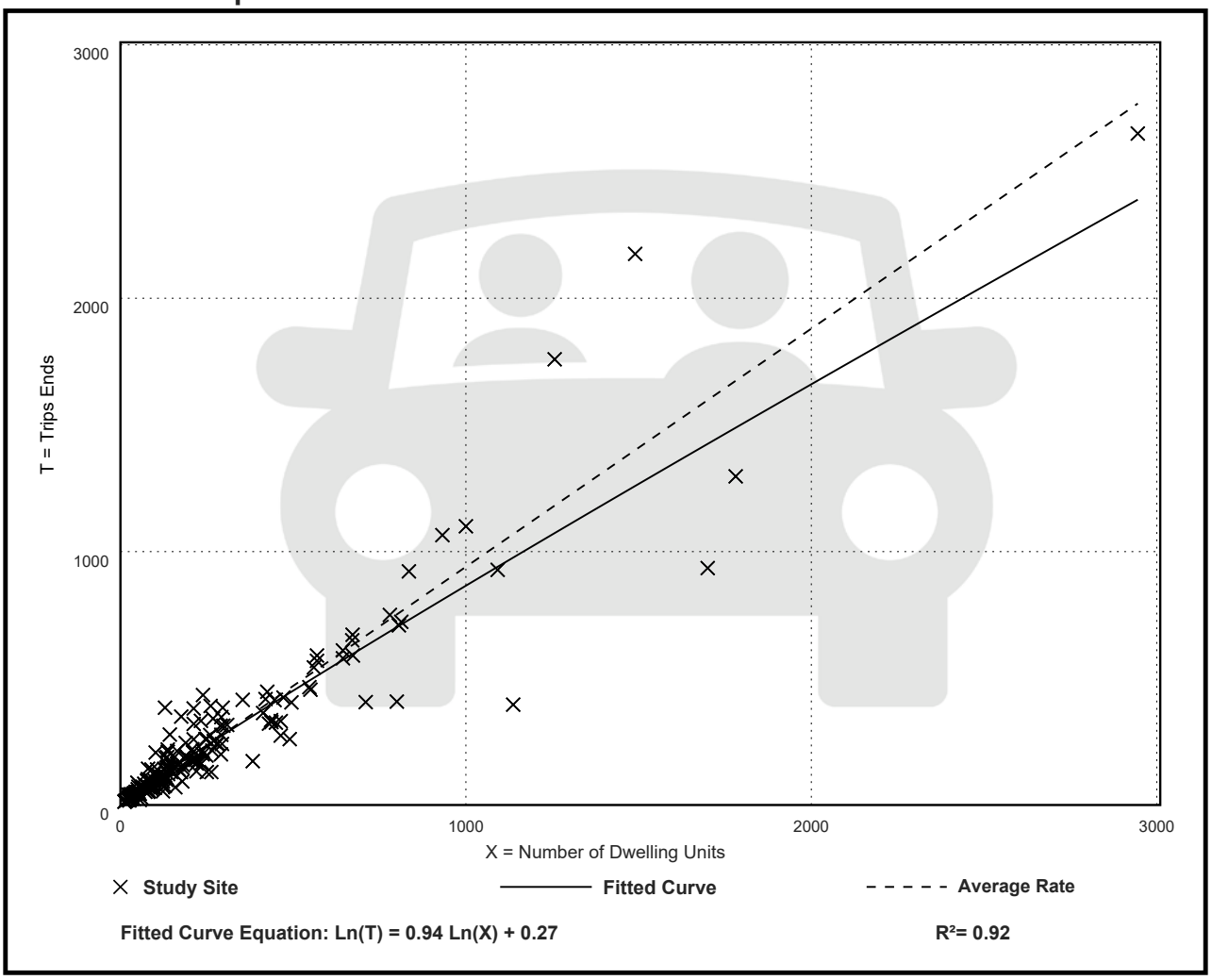
Single-Family Detached Housing
(210)

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

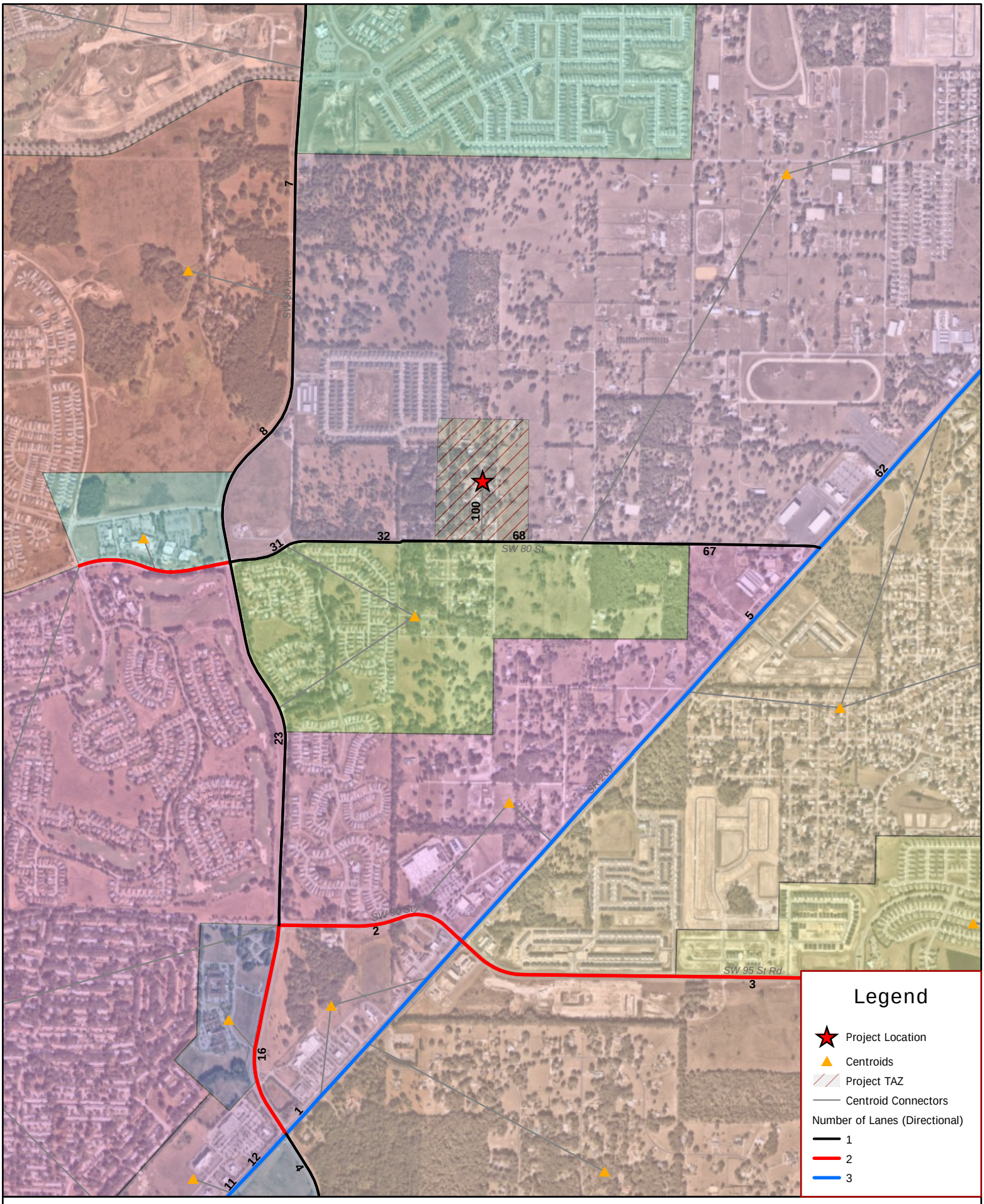


Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Kimley»Horn

CFRPM MODEL OUTPUT



Trip Distribution - Capozzoli
CFRPMv7 - 2025 - 8/14/2025

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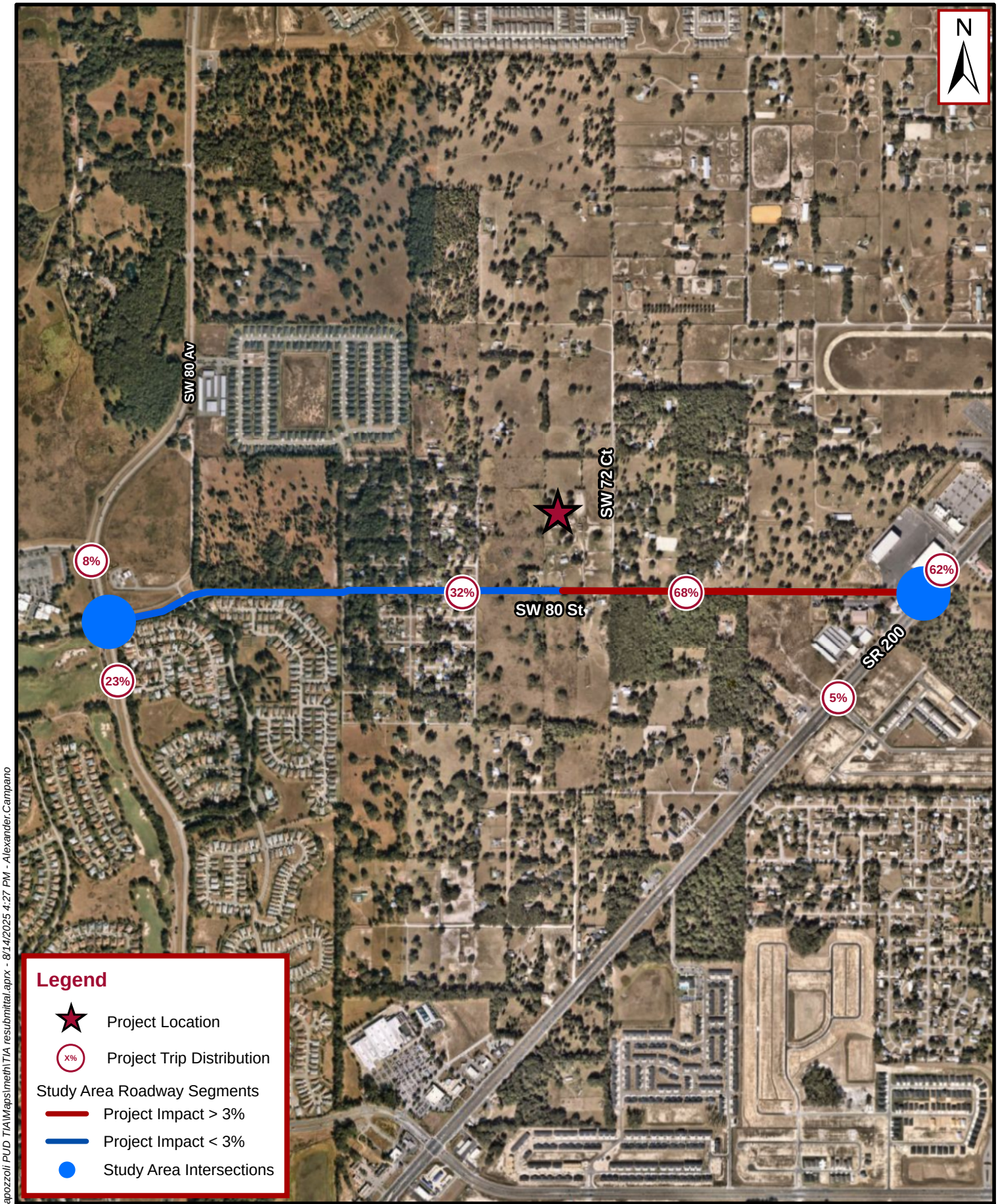
FIGURE 1 – SITE LOCATION, TRIP DISTRIBUTION AND STUDY AREA



Kimley»Horn

1700 SE 17th Street, Suite 200, Ocala, FL 34471
Phone: (352) 438-3000
www.kimley-horn.com Registry No. 35106

PROJECT LOCATION, STUDY AREA, AND TRIP DISTRIBUTION

CAPOZZOLI PUD
MARION COUNTY, FLORIDA

Not To Scale	Project No. 142279015	August 2025	Figure 1

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Kimley»Horn

TABLE 2 – STUDY AREA DETERMINATION

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Table 2: Study Area Determination

Roadway From	To	ROADWAY ATTRIBUTES [1] TPO CMP Station	FDOT Classification [2]	Area Type	Adopted LOS	2025 Number of Lanes	2028 Number of Lanes	2025 Daily MSV	2028 Daily MSV	2023 Pk. Hr. Dir. MSV	2028 Pk. Hr. Dir. MSV	New LOS	New 2028 Pk. Hr. Dir. MSV	TPO CMP Growth Rate	TPO Counts Growth Rate	EXISTING DAILY TRAFFIC CONDITIONS (2023) AADT [1]	V/MSV	LOS [1]	Percent Project Traffic Assignment [3]	PM PEAK HOUR SIGNIFICANCE CALCULATIONS Project Traffic NB / EB	SB / WB	Project % Impact	Significant Impact? [4]	Include in Study Area? [5]
SW 80 ST																								
SR 200	Proect Driveway	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	68.0%	31	18	5.38%	YES	YES
Proect Driveway	SW 80 Av	--	--	Urban	E	2	--	11,232	--	576	--	D	540	--	--	--	--	--	32.0%	9	15	2.60%	--	YES
SW 80 AV																								
SW 90 ST	SW 38 ST	6260.3	NS-UC-C2	Urban	E	2	4	29,340	30,420	634	1,800	D	1,800	2.94%	1.80%	11,100	0.38	C	23.0%	6	11	0.61%	--	--
SR 200																								
SW 80 AV	SW 60 AV	4770.0	C3C	Urban	D	6	--	56,805	--	2,814	--	D	--	1.42%	-1.50%	44,600	0.79	C	62.0%	29	17	1.03%	--	--

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Notes:
1. The roadway attributes and daily volumes were obtained from the 2023 Ocala Marion TPO CMP Database, 2025 Ocala Marion Traffic Counts Report, and 2020 FDOT Quality/Level of Service Tables.

2. In the 2023 CMP service volumes for state and non-state maintained roads were derived using the 2023 and 2020 FDOT Quality/Level of Service Handbook. For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database, roadway segments were assigned a context classification (state roads) or categorized into 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. Project traffic assignment was assigned as the max percentage across the segment based on the trip distribution and assignment.
4. Per the Marion County TIA Guidelines roadway segments were considered significantly impacted if the project impact was 3% or greater.
5. All significantly impacted roadway segments (project impact >= 3%), plus one segment beyond and adjacent segments, were included in the study area per the Marion County TIA Guidelines.

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TABLE 3 – GROWTH RATE CALCULATIONS

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Table 3: Study Area Growth Rate Calculations

Roadway Segment	2023 CMP AADT [1]	Growth Rates		
		CMP	TPTO Counts Report	Average
SW 80 Avenue				
SR 200 to SW 90 ST	13,100	2.52%	6.80%	4.66%
SW 90 ST to SW 38 ST	11,100	2.94%	1.80%	2.37%
Weighted Average Growth Rates [2]		2.71%	4.51%	3.61%
Proposed Growth Rate		3.61%		

Notes:
1. The AADT's were derived from CMP.
2. Growth rates were weighted by AADT.

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OCALA MARION TPO CMP AND TRAFFIC COUNT REPORT EXCERPTS

ATTACHMENT G

Ocala Marion TPO CMP Database - August 2023

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 VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	9,500	0.31	C	5.34%	12,300	0.40	C
3360	NW 27 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,200	0.76	C	5.44%	35,500	0.99	D
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,300	0.45	C	1.00%	6,600	0.47	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D	1.00%	5,800	0.52	D
3390	NW 3 ST	NW 40 AV	NW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,500	0.22	C	1.37%	2,700	0.24	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.14	B	1.00%	9,700	0.14	B
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	11,500	0.38	C	8.35%	17,200	0.57	D
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	17,800	0.59	D	4.87%	22,600	0.74	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	2.79%	11,900	0.41	C
3430.3	NW 35 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,400	0.34	C	2.79%	11,900	0.39	C
3440	NW 38 AV	NW 3 ST	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,500	0.22	C	1.00%	2,700	0.24	C
3450	NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.24	C	9.34%	4,300	0.38	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2	ARTERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.59	C	1.74%	10,800	0.65	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.74%	10,800	0.37	C
3480	NW 60 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,100	0.31	C	2.38%	12,400	0.35	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	7,400	0.25	B	1.00%	7,700	0.15	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,600	0.17	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	13,600	0.6	D	1.00%	14,300	0.63	D
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	B	1.00%	8,600	0.13	B
3570.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,800	0.27	B	3.18%	9,200	0.31	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.58	C	1.00%	8,100	0.61	C
3590.1	OAK RD	SE 110 ST	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.2	B	12.82%	10,900	0.37	C
3610	POWELL RD	CR 40	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.32	C	1.00%	3,800	0.34	C
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	O	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.47	D	1.00%	5,500	0.49	D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,500	0.43	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	1.00%	5,300	0.18	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3790	SE 11 AV	SR 464	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,100	0.28	C	1.00%	3,300	0.29	C
3800	SE 11 AV	E FT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,400	0.21	C	1.00%	2,500	0.22	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,700	0.47	B	1.00%	7,000	0.50	B
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,900	1.31	D	4.10%	8,400	1.60	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.32	B	1.00%	10,400	0.34	B
3840.1	SE 110 ST RD	CR 25	OAK RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3850.1	SE 110 ST RD	OAK RD	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3860	CR 464C	CR 25	SE 114TH ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,700	0.16	B
3880	SE 147 PL	US 301	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	6.96%	8,400	0.66	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.24	B	7.78%	10,000	0.34	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	1.00%	6,800	0.23	B
3910	SR 464	SE 3 AV	SE 11 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.79	C	1.00%	31,800	0.83	C
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
3960	SE 17 ST	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4040	SE 19 AV	SE 38 ST	SE 31 ST	2	LOCAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.75	D	1.00%	8,800	0.78	D
4050	SE 19 AV	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,400	0.6	D	1.00%	8,800	0.63	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.21	C	5.02%	3,100	0.28	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,300	0.92	D	1.71%	11,200	1.00	E
4080	SE 24 ST	SE 36 AV	SE 28 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.93	D	3.51%	12,400	1.10	F
4110	SE 25 AV	SR 464	E FORT KING	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.00%	19,200	0.63	D
4130	NE 25 AV	E FORT KING	SR 40	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.44	D	1.00%	14,200	0.47	D
4140	SE 28 ST	SE 24 ST	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	US 441	SR 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,700	0.24	C	1.00%	2,900	0.26	C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,500	0.31	C	1.00%	3,700	0.33	C
4170	SE 3 AV	S MAGNOLIA AV	SE 8 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4200.1	SE 31 ST	SW 7 AV	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4200.2	SE 31 ST	CR 475	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4210	SE 31 ST	US 441	CR 464A	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C	1.00%	19,000	0.53	C
4220	SE 31 ST	CR 464A	SE 19 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C	1.00%	19,000	0.53	C
4230.1	SE 31 ST	SE 19 AV	SE 36 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,000	0.36	C	1.00%	13,700	0.38	C
4240	SE 31 ST	SE 36 AV	SR 464	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.21	C	1.00%	8,300	0.22	C
4250	CR 467	CR 42	CR 475A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	B	5.22%	6,600	0.22	B
4270	CR 467	CR 475A	CR 484	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.41	C	5.22%	6,600	0.52	C
4280	CR 467	CR 484	SE 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	5.80%	8,000	0.63	C
4290	SE 36 AV	SE 38 ST	SE 31 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57	D
4300	SE 36 AV	SE 31 ST	SR 464	4	COLLECTOR	INTERRUPTED	2	31,941	1,607	4	31,941	1,607	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.22	C	1.00%	7,300	0.23	C
4310	SE 36 AV	SR 464	SE 24 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,700	0.52	C	2.61%	21,200	0.59	C
4320	SE 36 AV	SE 24 ST	SE 17 ST	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	1.00%	16,300	0.46	C
4330	SE 36 AV	SE 17 ST	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	17,400	0.49	C	1.00%	18,300	0.51	C
4340.2	NE 36 AV	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4350	NE 36 AV	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4360	NE 36 AV	SR 40	NE 14 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,200	0.42	C	1.00%	15,900	0.44	C
4370	SE 38 ST	CR 464A	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.5	D	3.29%	6,600	0.59	D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2	COLLECTOR	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	5,500	0.34	B	1.00%	5,700	0.35	B
4400	SE 41 CT	SE 80 ST	SE 52 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.41	C	1.00%	5,400	0.42	C
4420	SE 44 AV	SE 52 ST	SE 38 ST	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	1.62	D	2.88%	9,800	1.86	D
4425	SE 44 AV RD	SE 44 AV	SR 464	2	COLLECTOR	INTERRUPTED	2	11,794	605	2	11,794	605	Urban	U	COUNTY	Other CMP Network Roadway	E	8,600	0.73	D	3.76%	10,400	0.88	D
4450	SE 52 ST	CR 475	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.27	C	1.00%	3,600	0.28	C
4460	SE 52 ST	US 441	SE 44 AV RD	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57	D
4470	SE 8 ST	S MAGNOLIA AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4510.1	SE 80 ST	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,600	0.65	C	3.46%	7,800	0.76	C
4510.2	SE 80 ST	SE 25 AV	US 441 (E)	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,800	0.67	C	5.49%	8,800	0.86	C
4530	SE 80 ST	US 441 (E)	SE 41 CT	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.61	C	6.17%	8,300	0.81	C
4550	SE 92 PL RD	US 441	SR 35	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,900	0.86	C	5.00%	13,900	1.09	F
4570	CR 314A	SE 183 AV RD	CR 464C	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,300	0.28	B	6.21%	7,200	0.38	B
4590.2	SE 95 ST	URBAN AREA BOUNDARY	CR 467	2	COLLECTOR	INTERRUPTED	2	11,232	1,341	2	11,232	1,341	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.28	B	5.51%	9,400	0.37	C
4590.3	SE 95 ST	CR 475	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	7,200	0.38	B	5.51%	9,400	0.49	C
4600	SE 95 ST	CR 467	US 441 (N)	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	5.51%	9,400	0.32	B
4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	1.00%	7,500	0.26	B
4630	SE SUNSET HARBOR RD	SE 150 LN	SE 105 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,600	0.32	C
4640	SE SUNSET HARBOR RD	SE 105 AV	CR 25	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.46	C	6.96%	7,300	0.65	D
4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,600	0.41	C	1.39%	4,900	0.44	C
4660	SE WATULA AVE	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.3	C	1.39%	3,700	0.33	C
4670.1	SR 19	COUNTY LINE (S)	SR 40	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	Other CMP Network Roadway	C	2,400	0.29	B	7.96%	3,500	0.43	B
4670.2	SR 19	SR 40	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	Other CMP Network Roadway	C	2,400	0.29	B	7.96%	3,500	0.43	B
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	15,800	1.93	E	1.00%	16,600	2.02	E
4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4	ARTERIAL	INTERRUPTED		33,847	1,676	4	33,847	1,676	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,800	0.47	C	1.00%	16,600	0.49	C
4700	SR 200	CR 484	SE 95 TH CIR	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,600	0.49	C	4.27%	34,100	0.60	C
4710	SR 200	SE 95 TH CIR	SW 80 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,300	0.55	C	1.00%	32,900	0.58	C
4770	SR 200	SW 80 AV	SW 60 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,600	0.79	C	1.42%	47,900	0.84	C
4800	SR 200	SW 60 AV	SW 48TH AVE	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	42,400	0.75	C	1.00%	44,600	0.79	C
4810.2	SR 200	SW 48TH AVE	SW 44 CT	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,200	0.73	C	1.00%	43,300	0.76	C
4820.1	SR 200	SW 44 CT	I-75	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,400	0.76	C	1.00%	45,600	0.80	C

ATTACHMENT G

Ocala Marion TPO CMP Database - August 2023

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 VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,400	0.54	C	2.25%	21,700	0.61	C
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	7.33%	7,200	0.56	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	13,100	0.43	D	2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED		29,340	634	4	30,420	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.87	C	2.94%	12,900	0.36	C
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.67%	9,700	0.33	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.28	C	21.29%	26,700	0.75	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	1.00%	11,900	0.41	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	21,000	0.73	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	C	1.00%	24,900	0.65	C
6510	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,300	0.68	C	1.00%	27,600	0.72	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,700	1.26	E	1.00%	18,600	1.33	E
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED		32,970	987	4	32,970	987	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	B	1.00%	10,500	0.23	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED		32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED		36,100	1,790	4	36,100	1,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.6	C	1.00%	22,800	0.63	C
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,200	0.64	C	1.00%	25,500	0.67	C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C	1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	C	1.46%	23,500	0.58	C
6650	US 41	SW 110 ST	SW 99 PL	2	ARTERIAL	INTERRUPTED		17,360	856	4	40,352	1,358	Urban	U	STATE	NHS - Non-Interstate Roadway	D	21,800	1.26	F	1.46%	23,500	0.86	D
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED		17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED		17,920	888	4	27,975	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.84	D	1.24%	12,600	0.90	D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,400	0.66	C	1.00%	5,600	0.68	C
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.95	D	1.00%	40,300	1.00	D
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.87	D	1.00%	35,000	0.91	D
6750.2	US 441	CR 25A	US 301	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.48	C	1.00%	19,200	0.50	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	ARTERIAL	UNINTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,200	0.47	C	1.00%	19,100	0.50	C
6770	US 441	US 301	CR 484	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6780	US 441	CR 484	SE 110 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6790	US 441	SE 110 ST	SE 92 PL RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.13%	29,400	0.77	C
6880	US 441	SE 73 ST	SE 52 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6890	US 441	SE 52 ST	SE 40 CIR	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,800	0.85	D	1.00%	34,500	0.90	D
6900.1	US 441	SE 40 CIR	CR 475	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	3.50%	35,000	0.91	D
6920	US 441	CR 475	SR 464	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,800	0.52	C	2.51%	34,800	0.58	C
6930	US 441	SR 464	SW 10 ST	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,500	0.54	C	1.64%	35,300	0.59	C
6940	US 441	SW 10 ST	SR 40	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,500	0.68	C	2.45%	45,700	0.77	C
6960	US 441	SR 40	NW 2 ST	6	ARTERIAL	INTERRUPTED		59,640	2,951	6	59,640	2,951	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.49	C	1.82%	32,300	0.54	C
6970.1	US 441	NW 2 ST	NW 6TH ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	1.82%	32,300	0.84	D
6970.2	US 441	NW 6TH ST	US 27	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C	1.82%	32,300	0.84	D
6980	US 441	US 27	NW 20 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C	1.00%	27,100	0.71	C
6990	US 441	NW 20 ST	NW 35 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C	1.00%	27,100	0.71	C
7010	US 441	NW 35 ST	NW 57 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
7020	US 441	NW 57 ST	SR 326	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,700	0.43	C	1.00%	17,500	0.46	C
7030	US 441	SR 326	NW 77 ST	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,600	0.49	B	2.55%	25,600	0.56	B
7040.1	US 441	NW 77 ST	NW 117 ST	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	33,900	0.74	C	1.98%	37,300	0.81	C
7040.2	US 441	NW 117 ST	CR 329	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	28,700	0.63	B	0.72%	29,800	0.65	B
7050.1	US 441	CR 329	US 301	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	29,900	0.65	B	5.03%	38,300	0.84	C
7050.2	US 441	US 301	CR 25A (N)	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7060	US 441	CR 25A (N)	CR 318	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7070.1	US 441	CR 318	AVENUE I	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
7070.2	US 441	AVENUE I	CR 320	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,500	0.52	C	1.00%	8,900	0.54	C
7080.1	US 441	CR 320	AVENUE B	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,500	0.34	C	1.00%	5,700	0.35	C
7080.2	US 441	AVENUE B	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	5,500	0.12	B	1.00%	5,700	0.12	B
7090	W ANTHONY RD	US 441	NW 35 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,300	0.1	C	1.00%	1,400	0.11	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.46	C	1.85%	6,400	0.50	C
7110	W ANTHONY RD	SR 326	NE 95 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,800	0.3	B	1.00%	6,100	0.32	B
7150	CR 40	CEDAR ST	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
7160	BASELINE RD EXT	US 441	SR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.43	C	1.00%	5,100	0.45	C
7165	SE 132 ST RD	CR 484	US 301	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,200	0.4	C	3.93%	17,300	0.48	C
7170	SE 132 ST RD	US 301	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,100	0.42	C	7.33%	21,600	0.60	C
7732.1	EMERALD RD EXT	BELLEVIEW BYPASS	EMERALD RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
7732.2	EMERALD RD	EMERALD RD EXT	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
7737.1	NW 49 ST	NW 44 AV	NW 35 AV	0						0	0		Urban	D	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
7742	SW 32 AV/SW 34 ST	SR 200	SW 27 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	23,700	0.35	B	10.00%	38,100	0.56	C
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000	NW 35 ST	NW 35 AVE	NW 27 AVE	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	10,700	0.16	B	1.00%	11,300	0.17	B
8005	NW 35 AV	NW 21 ST	NW 35 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.14	B	1.00%	10,300	0.15	B
8010	SW 49 AV	SW 85 ST	SW 66 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015	SW 49 AV	SW 66 ST	SW 40 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8020	SW 40 AV	SW 49 AV	SW 42 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8030	SW 95 ST	I-75 SB	I-75 NB	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8035	MARION OAKS MANOR EXT	SW 18 AV RD	I-75	0						0	0		Rural	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8040	MARION OAKS MANOR EXT	I-75	CR 475	0						0	0		Rural	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8060	NW 49 ST	CR 225A	NW 60 AV	0						2	0		Urban	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8065	NW 49 ST	NW 60 AV	NW 44 AV	0						2	0		Urban	U	COUNTY	Other CMP Network Roadway	D	0	0	0	1.00%	0	0.00	0
8080	CHESNUT RD	JUNIPER RD	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,100	0.28	C	1.00%	3,300	0.29	C
8090	SE 64 AVE RD	CR 464	PINE RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8100	PINE RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8110	SILVER RD	MIDWAY RD	OAK RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 40 (cont.)								
ML King to SW 27th Avenue	FDOT	4	23,000	23,000	23,000	21,500	22,500	0.5%
SW 27th to SW 33rd	FDOT	4	33,000	32,500	32,500	30,000	31,000	-1.5%
E of CR 314A	FDOT	4	8,100	8,300	8,300	8,000	8,200	0.3%
NE 25th Avenue to NE 36th	FDOT	4	24,500	25,000	28,500	29,500	30,500	5.7%
E of CR 314	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
NE of US 41	FDOT	4	8,200	8,400	8,400	8,600	8,900	2.1%
W of I-75	FDOT	4	30,000	31,000	31,000	28,500	29,500	-0.3%
W of CR 225A	FDOT	4	18,700	19,100	19,100	20,200	21,000	3.0%
NE 11th Avenue to NE 25th	FDOT	4	27,000	28,000	28,000	27,500	28,500	1.4%
0.9 mi E of SR 35	FDOT	4	12,800	13,000	13,000	14,600	15,200	4.5%
W of US 441	FDOT	4	19,200	19,800	20,500	21,400	22,000	3.5%
E of US 441	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%
E of CR 328	FDOT	4	16,200	16,600	17,200	17,900	18,500	3.4%
W of SW 60th Avenue	FDOT	3	23,600	21,500	22,500	23,500	24,500	1.1%
E of SR 326	FDOT	4	17,200	17,600	17,500	18,100	18,700	2.1%
SR 200								
SW MLK to US 441	FDOT	4	26,000	25,500	25,000	27,000	28,000	2.0%
SW 17th Street to SW ML King	FDOT	4	22,000	22,000	22,000	27,000	28,000	6.6%
SW 27th Avenue to SW 17th	FDOT	4	37,500	38,500	33,000	34,500	35,500	-1.0%
SW 26th Street to SW 27th	FDOT	4	36,500	37,500	37,500	36,000	37,000	0.4%
S of CR 484	FDOT	4	15,200	15,600	15,600	17,500	18,100	4.6%
NE of CR 484	FDOT	4	21,000	21,000	26,500	27,500	28,500	8.4%
1 mi NE of CR 484	FDOT	4	30,000	31,000	31,000	26,000	27,000	-2.2%
0.5 mi E of I-75	FDOT	4	42,500	43,500	43,000	45,000	47,000	2.6%
SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,000	39,600	40,800	38,000	44,000	2.1%
W of 60th Avenue	FDOT	4	41,000	42,000	44,000	37,000	38,000	-1.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%