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 14, 2024

KIMLEY-HORN
AMBER GARTNER
1700 SE 17TH STREET
OCALA, FL 34471

SUBJECT: **TRAFFIC STUDYAPPROVAL LETTER**
PROJECT NAME: JUNIPER LOOP DEVELOPMENT
PROJECT #2024040016 APPLICATION: #32014 PARCEL #36640-004-00

Dear Amber,

The Traffic Study dated September 2024 for the above referenced project was approved by Marion County on October 14, 2024.

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

TRAFFIC STUDY

JUNIPER LOOP DEVELOPMENT

MARION COUNTY, FLORIDA

SEPTEMBER 2024

Prepared for:

D.R. HORTON, INC.

Prepared by:

KIMLEY-HORN AND ASSOCIATES, INC.

Kimley»Horn

TRAFFIC STUDY

JUNIPER LOOP DEVELOPMENT

MARION COUNTY, FLORIDA

Prepared for:

D.R. HORTON, INC.

Prepared by:

KIMLEY-HORN AND ASSOCIATES, INC.

142800027
September 2024

1700 SE 17th Street, Suite 200
Ocala, FL 34471
352 438 3000

Kimley»Horn

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INTRODUCTION

Kimley-Horn and Associates, Inc. has performed a Traffic Study for the proposed development of 157 single-family residential dwelling units located on parcel number 36640-004-00 in Marion County, Florida. The site is generally located on the west side of Juniper Road at the intersection with Juniper Pass. A preliminary plat and Master PUD Plan are being submitted to Marion County. The conceptual PUD plan is provided in the **Appendix** within the approved methodology.

Primary access to the development will be provided as a new west leg of the intersection of Juniper Pass at Juniper Road. An emergency access point will be provided on the south side of the development to the Legacy Elementary School property. The access points were reviewed with Marion County Office of the County Engineer and with Marion County Public Schools on July 29th, 2024.

This analysis has been performed in accordance with the Marion County *Traffic Impact Analysis (TIA) Guidelines* and the methodology, which was approved by Marion County. The approved methodology and correspondence are provided in the **Appendix**.

The Traffic Study evaluates traffic operating conditions and identifies transportation improvement needs within the study area under existing, future background (without project), and future buildout (with project) traffic conditions.

This traffic analysis is based on traffic data collected in the field and supplemented by information obtained from the City of Ocala, Marion County, and Florida Department of Transportation (FDOT) sources. The study observed the established procedures found in Institute of Transportation Engineers (ITE) sources, FDOT sources, and the *Highway Capacity Manual 7* (HCM 7).

A buildout year of 2027 was utilized for the study.

PROJECT TRAFFIC

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, Single-Family Detached Housing, was applied in the trip generation calculations. No internal capture or pass-by reductions were applied.

Table 1 summarizes the trip generation calculations for the site, which was approved during the methodology process.

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
Proposed Development								
Single-Family Detached Housing	157 DU	1,528	112	29	83	152	96	56

Note 1: Trip Generation volumes were derived from the ITE Trip Generation Manual, 11th Edition.

Single-Family Detached Housing [ITE 210]

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

TRIP DISTRIBUTION, ASSIGNMENT, AND STUDY AREA

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). **Figure 1** illustrates the trip distribution used for the analysis per the approved methodology. The CFRPM model output is included within the approved methodology in the **Appendix.**

Project traffic was assigned within the study area by applying the external trip distribution to the peak hour trip generation potential. The study area was determined based on the Marion County TIA Guidelines, which states that roadway segments with a 3% or greater impact to their peak hour directional service volume, plus one segment beyond, are to be included in the study area. The study area roadway segments and intersections were approved during the methodology process.

The following roadway segments are included in the study area and evaluated for the PM peak hour:

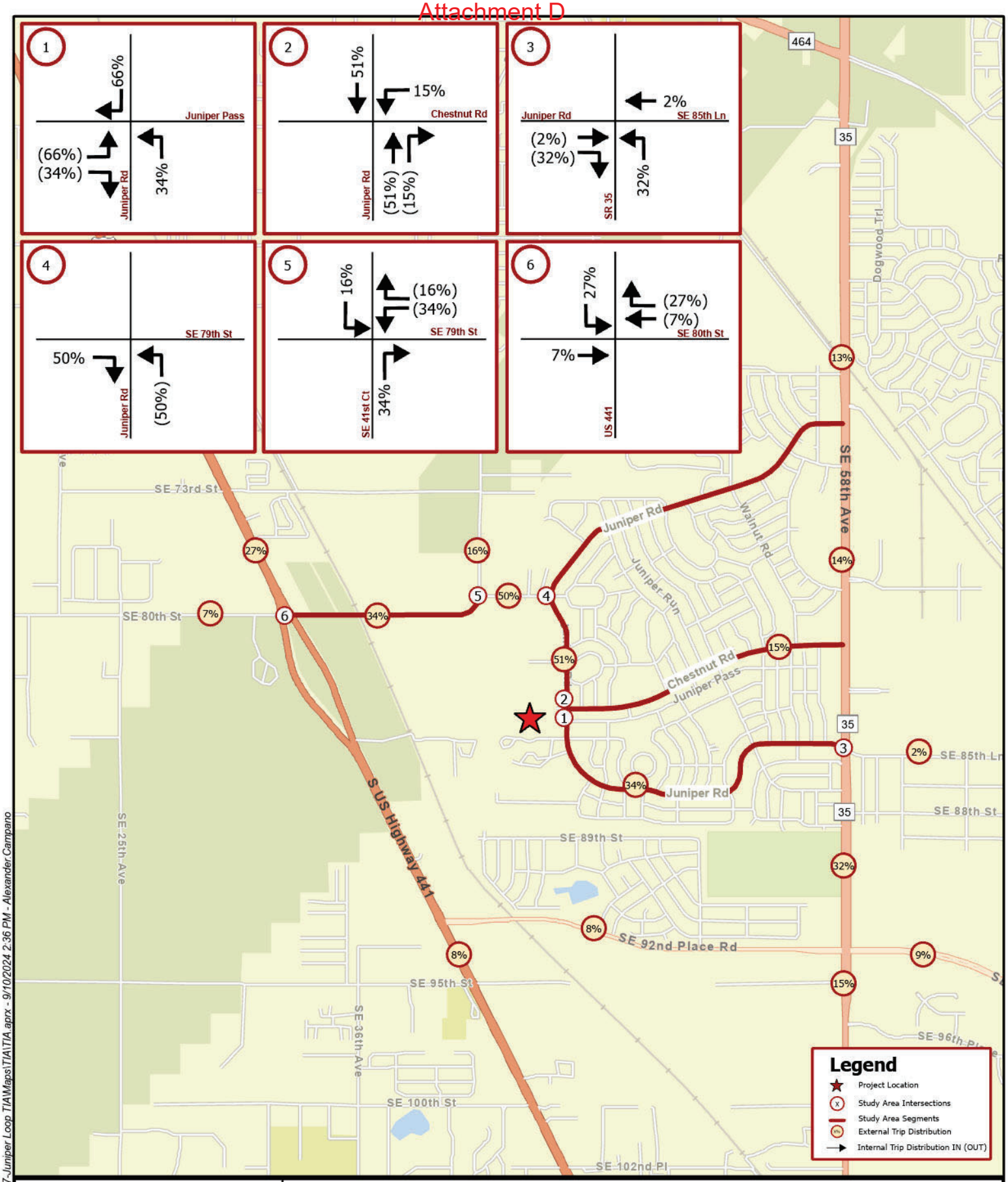
- Juniper Road from SR 35 to Chestnut Road
- Juniper Road from Chestnut Road to Project Access
- Juniper Road from Project Access to SR 35
- Chestnut Road from Juniper Road to SR 35 (adjacent segment, <3% impact)
- SE 80th Street from US 441 to SE 41st Court (per Marion County request)

The following intersections were included in the study area and evaluated for the AM peak hour and PM peak hour:

- Juniper Pass at Juniper Road (unsignalized) – site access
- Juniper Road at Chestnut Road (unsignalized)
- Juniper Road at SR 35 (unsignalized, signalized as a committed improvement)
- Juniper Road at SE 79th Street (unsignalized)
- SE 80th Street/ SE 41st Court at SE 79th Street (unsignalized)
- US 441 at SE 80th Street (PM analysis only, signalized)

Figure 1 illustrates the site location, trip distribution, and study area for the traffic analysis.

Attachment D



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Kimley»Horn

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Phone: (352) 438-3000
www.kimley-horn.com Registry No. 35106

FIGURE 1 - PROJECT LOCATION, TRIP DISTRIBUTION, AND STUDY AREA

JUNIPER LOOP DEVELOPMENT
MARION COUNTY, FLORIDA

D-8

Not To Scale	Project No.: 142800027	September 2024	Page 4

VOLUME DEVELOPMENT

AM peak period (7 AM – 9 AM) and PM peak period (4 PM – 6 PM) turning movement counts were collected at the following study area intersections:

- US 441 at SE 80th Street (PM only)
- SE 79th Street at SE 41st Court
- Juniper Road at SE 79th Street
- Juniper Road at Chestnut Road
- Juniper Road at Juniper Pass (project access)
- SR 35 at Juniper Road / SE 85th Lane

The observed turning movement counts were adjusted to peak season using the 2023 peak season conversion factors (minimum 1.0) published by FDOT. The existing peak season volumes were adjusted to background traffic by applying the methodology approved background growth rate. Project traffic was then added to background traffic to generate future buildout traffic volumes.

The observed approach and departure volumes at the study area intersections (adjusted to peak season) were utilized for the roadway segment analysis. Per the approved methodology a 6.2% growth rate was utilized for SE 80th Street, and a 2% growth rate was utilized for the other segments.

An area wide 1% growth rate was utilized for the intersection analysis. The observed heavy vehicle percentages, peak hour factors, and right turn on red percentages were utilized for the intersection analysis.

Excerpts from Ocala Marion CMP and Ocala Marion Traffic Counts Report are provided in the attached methodology. The observed turning movement count, FDOT peak season factors, and intersection volume development sheets are provided in the **Appendix**.

Figure 2 illustrates the AM and PM peak hour buildout traffic volumes at the study area intersections.

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FIGURE 2 - AM & PM PEAK HOUR BUILDOUT TRAFFIC VOLUMES

JUNIPER LOOP DEVELOPMENT
MARION COUNTY, FLORIDA

Project No. 242207000
September 2024
Not to Scale D-10

PM PEAK HOUR ROADWAY SEGMENT ANALYSIS

The study area roadway segments were evaluated for level of service (LOS) and volume-to-maximum service volume (V/MSV) ratios for existing, future background (without project), and future buildout (with project) traffic conditions during the PM peak hour.

PM peak hour directional traffic volumes on the study area roadway segments were compared to the adopted LOS standards derived from the Ocala Marion CMP and roadway service volumes from the FDOT Quality/Level of Service (Q/LOS) Handbook. The Ocala Marion CMP uses the 2023 FDOT Q/LOS Tables for state roadways and 2020 FDOT Q/LOS Tables for non-state roadways.

All study area roadway segments are anticipated to operate within the adopted level of service standard for existing, background, and buildout PM peak hour traffic conditions.

Table 2 details the findings from the roadway segment analysis.

Table 2: PM Peak Hour Roadway Segment Analysis

Roadway		ROADWAY ATTRIBUTES [1]							EXISTING CONDITIONS (2024) [3]						BACKGROUND CONDITIONS (2027) [5]						PM PEAK HOUR PROJECT TRAFFIC				BUILDOUT CONDITIONS (2027)					
									Volumes		V/MSV		LOS [4]		Volumes		V/MSV		LOS [4]			Volumes			Volumes		V/MSV		LOS [4]	
From	To	TPO CMP Station	FDOT Classification [2]	Area Type	Adopted LOS	Number of Lanes	Pk. Hr. Dir. Service Volume	Methodology Approved Growth Rate	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	Project Traffic Assignment [6]	NB / EB	SB / WB	Project % Impact	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
SE 80TH STREET																														
US 441	SE 41 CT	4530	NS-SC-C2	Rural	D	2	533	6.2%	267	190	0.50	0.36	C	C	320	228	0.60	0.43	C	C	34.0%	33	19	6.2%	353	247	0.66	0.46	C	C
JUNIPER ROAD																														
SR 35	CHESTNUT ROAD	-	NS-UC-C2	Urban	E	2	576	2.0%	153	198	0.27	0.34	C	C	162	210	0.28	0.36	C	C	51.0%	29	49	8.5%	191	259	0.33	0.45	C	C
CHESTNUT ROAD	JUNIPER PASS	-	NS-UC-C2	Urban	E	2	576	2.0%	88	145	0.15	0.25	C	C	93	154	0.16	0.27	C	C	66.0%	37	63	10.9%	130	217	0.23	0.38	C	C
JUNIPER PASS	SR 35	-	NS-UC-C2	Urban	E	2	576	2.0%	116	102	0.20	0.18	C	C	123	108	0.21	0.19	C	C	34.0%	33	19	5.7%	156	127	0.27	0.22	C	C
CHESTNUT ROAD																														
JUNIPER ROAD	SR 35	8080.0	NS-SC-C2	Urban	E	2	576	2.0%	66	77	0.11	0.13	C	C	70	82	0.12	0.14	C	C	15.0%	8	14	2.4%	78	96	0.14	0.17	C	C

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Notes:

1. The roadway attributes were obtained from the 2023 Ocala Marion TPO CMP Database, 2023 Ocala Marion Traffic Counts Report, and FDOT Quality/Level of Service Handbook.
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, road flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]).
3. The existing volumes were derived from the turning movement counts (adjusted to peak season).
4. The LOS was derived using the Ocala Marion CMP and FDOT Quality/Level of Service Handbook.
5. Background volumes were derived by applying the methodology approved growth rates to the existing volumes.
6. Project traffic assignment was derived from the approved methodology.

INTERSECTION OPERATIONAL ANALYSIS

Intersection operational analyses were performed for the study area intersections. The signal timings utilized in the analysis were obtained from Marion County. The Synchro 12 software, which is based on the methodology of the HCM 7, was utilized to perform the intersection analyses. The existing geometry, signal timings and control were utilized for the intersection analyses, with the exception of SR 35 at Juniper Road. A traffic signal is planned at the intersection by FDOT (FPID 440816-4-52-03), and signalization was assumed for the background and buildout traffic scenarios. The FDOT signal plans were used for the signal timing and phasing at the intersection.

The Synchro output reports and signal timing data (provided by Marion County) are provided in the **Appendix**.

The following study area intersections were evaluated for AM and PM peak hour existing, background, and buildout traffic conditions:

- US 441 at SE 80th Street
- SE 79th Street at SE 41st Court
- Juniper Road at SE 79th Street
- Juniper Road at Chestnut Road
- Juniper Road at Juniper Pass (project driveway)
- SR 35 at Juniper Road / SE 85th Lane

All study area intersections were found to operate acceptably for all scenarios, with the exception of Juniper Road at SE 79th Street. Juniper Road at SE 79th Street operates with an eastbound approach LOS F for existing and background AM peak hour traffic conditions and volume to capacity ratio over 1.0 for background AM peak hour traffic conditions. The intersection operates with minor street stop control in existing conditions. Implementing an all-way stop-control at the intersection is shown to correct the background deficiency and provide acceptable traffic operations with buildout traffic conditions.

The addition of project traffic does not create any additional deficiencies at the study area intersections. With the background improvement at the intersection of Juniper Road at SE 79th Street, all study area intersections operate acceptably with buildout traffic conditions.

Table 3 details the findings from the intersection analysis. The operations at the intersection of Juniper Road at SE 79th Street are reported with existing traffic control (two-way stop-control) and improved traffic control (all-way stop-control) for the background and buildout traffic scenarios.

Table 3: Intersection Analysis Summary

Intersection	Stop-Controlled Approach	Existing (2024)			Future Background (2027)			Future Buildout (2027)		
		LOS	Delay (s)	Max V/C	LOS	Delay (s)	Max V/C	LOS	Delay (s)	Max V/C
AM Peak Hour										
Juniper Pass at Juniper Road (project driveway)	EB/WB	B	11.26	0.19	B	11.4	0.20	C / B	22.7 / 11.6	0.36
Juniper Road at Chestnut Road	EB/WB	C / C	16.6 / 24.2	0.55	C / D	17.1 / 26.4	0.59	C / E	18.7 / 35.1	0.68
SR 35 at Juniper Rd / SE 85 Ln	--	E / F	46.4 / 75.4	0.88	C	26.2	0.84	C	28.0	0.85
Juniper Road at SE 79th Street (TWSC)	EB/WB	F / D	91.3 / 34.4	0.995	F / E	121.2 / 37.4	1.09	F / E	217.0 / 46.6	1.33
Juniper Road at SE 79th Street (AWSC)	--	--	--	--	C	17.3	0.67	C	20.2	0.76
SE 80th Street at SE 79th Street	EB/WB	A / C	8.72 / 18.11	0.61	A / C	8.7 / 19.3	0.64	A / C	8.7 / 23.5	0.75
PM Peak Hour										
Juniper Pass at Juniper Road (project driveway)	EB/WB	A	8.8	0.02	A	8.8	0.02	B / A	11.3 / 8.8	0.09
Juniper Road at Chestnut Road	EB/WB	B / A	11.8 / 9.5	0.09	B / A	11.9 / 9.5	0.10	B / B	12.8 / 10.6	0.14
SR 35 at Juniper Rd / SE 85 Ln	--	E / F	49.5 / 66.7	0.74	C	22.0	0.82	C	23.1	0.82
Juniper Road at SE 79th Street (TWSC)	EB/WB	C / B	24.0 / 13.1	0.71	D / B	26.6 / 13.3	0.74	E / B	37.9 / 14.1	0.86
Juniper Road at SE 79th Street (AWSC)	--	--	--	--	B	12.0	0.57	B	13.9	0.65
SE 80th Street at SE 79th Street	EB/WB	A / C	8.8 / 20.9	0.54	A / C	8.8 / 22.5	0.58	A / D	8.8 / 30.8	0.73
US 441 SB at SE 80th Street	--	C	33.3	0.85	C	35.0	0.88	D	35.8	0.91
US 441 NB at SE 80th Street	--	C	27.3	0.54	C	27.8	0.68	C	28.2	0.68

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

TURN LANE ANALYSIS

The proposed project driveway was evaluated to assess the need for ingress turn lanes into the site using the procedures outlined in National Highway Cooperative Research Program (NCHRP) Report 457.

For right turn lanes, the NCHRP criteria evaluates the advancing volume, right turning volume and speed limit. For left turn lanes, the NCHRP criteria evaluates the advancing volume, opposing volumes, left turning volume, and posted speed limit. The following ingress volumes are projected for the southbound right-turn and northbound left-turn movements at the project driveway during the AM and PM peak hour:

- Southbound left-turn volume = 19 during the AM peak hour, 63 during the PM peak hour
- Northbound left-turn volume = 10 during the AM peak hour, 33 during the PM peak hour

Based on the projected future buildout traffic volumes at the driveway, exclusive ingress left and right turn lanes are not warranted.

The NCHRP Report 457 worksheets are provided in the **Appendix**.

MULTIMODAL CONNECTIVITY

A multimodal analysis was conducted to evaluate transit, pedestrian, and bicycle facilities within the study area and their connectivity to the development.

There are no SunTran bus routes within the vicinity of the project site. There are no bicycle lanes on Juniper Pass or Juniper Road adjacent to the proposed development.

There is a sidewalk on the east side of Juniper Road fronting the site. There is a crosswalk across Juniper Road at the Legacy Elementary School driveway, south of Juniper Trail Loop. The project will include sidewalk extensions from the site to the Legacy Elementary School.

CONCLUSION

Kimley-Horn and Associates, Inc. has performed a Traffic Study for the proposed development of 157 single-family residential dwelling units located on Juniper Road at the intersection with Juniper Pass in Marion County, Florida. The Traffic Study has been performed to support a preliminary plat and Master PUD Plan submittal to Marion County.

Per the approved methodology, study area roadway segments and intersections were evaluated for AM and PM peak hour existing, background, and buildout operations. The analysis found that all roadway segments are projected to operate within the adopted level of service for PM peak hour buildout traffic conditions. Additionally, all study area intersections were found to have acceptable traffic operations under existing, background, and buildout traffic conditions with the exception of Juniper Road at SE 79th Street.

Juniper Road at SE 79th Street operates with LOS F for the eastbound approach with AM peak hour existing traffic conditions, and LOS F and volume to capacity over 1.0 with AM peak hour background traffic conditions. The intersection currently operates with two-way stop-control in the eastbound and westbound direction. Converting the intersection to an all-way stop control provides for acceptable traffic operations in the background and buildout traffic scenarios.

The project driveway was evaluated to assess the need for ingress turn lanes, and it was determined that ingress turn lanes are not needed.

Traffic from the proposed development does not create additional transportation deficiencies when compared to the background traffic condition. The proposed development does not have a significant and adverse impact on the surrounding transportation network.

APPENDICES

APPENDIX A:
Approved Methodology and Correspondence

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

August 16, 2024

KIMLEY-HORN
AMBER GARTNER
1700 SE 17TH STREET
OCALA, FL 34471

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: JUNIPER LOOP DEVELOPMENT
PROJECT #2024040016 APPLICATION: #31371 PARCEL #36640-004-00

Dear Amber,

The Traffic Methodology dated August 12, 2024 for the above referenced project was approved by Marion County on August 16, 2024. Please submit the Traffic Study in accordance with this approved Methodology. The following comments are for your review. You need not reply to the comments, and if the comments have been previously completed, simply disregard.

DEPARTMENT: LUCURR - LAND USE CURRENT REVIEW
REVIEW ITEM: Additional Planning comments
STATUS OF REVIEW: INFO
REMARKS:

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 12th, 2024

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

RE: ***Juniper Loop Development (AR 31371); Response to Comments***
Kimley-Horn Project No. 142800027

Dear Development Review Team:

Kimley-Horn and Associates, Inc. received comments dated August 12th, 2024, for the above referenced project. Below are the comments and associated responses:

DEPARTMENT: ENGTRF – TRAFFIC REVIEW – Traffic Methodology

1. Response to Original Comment #5 – The revised trip distribution assumes 8% of trips to/from the north will use SE 92nd Pl Rd to enter/exit the site. The travel time for this route is longer than simply using SE 80th St. Revise the trip distribution as follows: Decrease the 8% on US 441 between SE 80th St and SE 92nd Pl Rd to 0%. Decrease the 16% on SE 92nd Pl Rd between US 441 and SR 35 to 8%. Increase the 26% on SE 80th St between US 441 and SE 79th St to 34%.

   Response: Acknowledged; the methodology has been updated to include the above-mentioned trip distribution.

We trust these responses, along with the revised methodology, will provide the additional information as requested. Please feel free to contact our office if you have any questions.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, PE

ALG/mmf

Attachments: Revised Traffic Study Methodology

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Kimley»Horn

August 12th, 2024

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

RE: ***Juniper Loop Development – Traffic Study Methodology; Marion County, Florida***
Kimley-Horn Project No. 142800027

Dear Mr. Zeigler:

Kimley-Horn and Associates, Inc. is pleased to submit this methodology for the forthcoming traffic study for the Juniper Loop Development. The project site is located on parcel number 36640-004-00, north of Legacy Elementary School and west of the intersection of Juniper Pass and Juniper Road in Marion County, Florida. The forthcoming traffic study is being performed to support a PUD request. A PUD has previously been approved (October 2018, project number 20160504z), but has since expired. The prior rezoning allowed 4 dwelling units/acre for a total of 157 dwelling units. The proposed development will consist of a maximum of 157 single-family residential dwelling units. The concept PUD plan is provided as an attachment.

The development is projected to generate more than 100 peak hour trips and therefore a "Traffic Study" is required per the Marion County Traffic Impact Analysis (TIA) Guidelines. A buildout year of 2027 will be used for the traffic study.

TRIP GENERATION

Trip generation for the proposed development was determined using the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, 11th Edition. ITE land use code (LUC) 210 (Single-Family Detached Housing) was used for the trip generation calculations. The development is anticipated to generated 1,528 daily, 112 AM peak hour (29 in/83 out), and 152 PM peak hour (96 in/56 out) net new trips.

Table 1 summarizes the trip generation potential at project buildout.

Table 1 – Buildout 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
Proposed Development								
Single-Family Detached Housing	157 DU	1,528	112	29	83	152	96	56

Note 1: Trip Generation volumes were derived from the ITE Trip Generation Manual, 11th Edition.

Single-Family Detached Housing [ITE 210]

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

PROJECT TRIP DISTRIBUTION

The project's trip distribution was determined using the Central Florida Regional Planning Model (CFRPM v7), which is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS). The project's trip distribution was manually adjusted based on local knowledge of the area and engineering judgment.

The attached **Figure 1** illustrates the proposed trip distribution. The CFRPM model output with manual adjustments is provided as an attachment.

SITE ACCESS

Primary access to the development will be provided as a new west leg of the intersection of Juniper Pass at Juniper Road. An emergency access point will be provided on the south side of the development to the Legacy Elementary school property. The access points were reviewed with Marion County Office of the County Engineer and with Marion County Public Schools on July 29th, 2024. The attached concept plan details the access connections.

STUDY AREA

The study area (illustrated in **Figure 1**) was determined based on the Marion County TIA Guidelines, which states that the roadway segments with a 3% or greater project impact to the peak hour directional service volume are considered significantly impacted. Significantly impacted roadway segments, plus one segment beyond, are included in the study area per the Marion County TIA Guidelines. Additional road segments and intersections were included based on comments provided by Marion County.

The project impact was calculated as the PM peak hour net new project traffic multiplied by the maximum trip distribution along the segment, divided by the peak hour peak direction service volume. The peak hour peak direction service volumes were obtained from the 2023 Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP). The project impact calculations are provided in the attached **Table 2.** Excerpts from the Ocala Marion TPO CMP are provided in the attachments.

The following study area roadway segments will be evaluated during the PM peak hour:

- Juniper Road from SR 35 to Chestnut Road (significant impact, > 3%)
- Juniper Road from Chestnut Road to Project Access (significant impact, > 3%)
- Juniper Road from Project Access to SR 35 (significant impact, > 3%)
- Chestnut Road from Juniper Road to SR 35 (not significant impact, adjacent segment, < 3%)
- SE 80th Street from US 441 to SE 41st Court (per Marion County request)

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

- Juniper Pass at Juniper Road (unsignalized) – site access
- Juniper Road at Chestnut Road (unsignalized)
- Juniper Road at SR 35 (currently unsignalized– signalized in future background)
- Juniper Road at SE 79th Street (unsignalized)
- SE 80th Street/ SE 41st Court at SE 79th Street (unsignalized)
- US 441 at SE 80th Street (PM analysis only, signalized)

EXISTING CONDITIONS INVENTORY

An existing conditions inventory for the adjacent roadway network is included in the attached **Table 2**. The existing conditions evaluation includes the daily service volume, existing Annual Average Daily Traffic (AADT), Volume to Maximum Service Volume (V/MSV), and Level of Service (LOS). The daily service volume and AADT were obtained from the Ocala Marion TPO CMP Database.

PLANNED IMPROVEMENTS

The Ocala Marion TPO 2045 Long Range Transportation Plan (LRTP), the Ocala Marion TPO Transportation Improvement Program (TIP), the Marion County TIP, and the FDOT Five-Year Work Program were reviewed to identify planned or programmed capacity improvements within the project study area. Per Marion County, the signalization of the Juniper Road/ SE 85th Lane at SR 35/ Baseline Road intersection (FPID 440816-4-52-03) will be included as a planned background improvement. No other planned or programmed improvements were identified in the vicinity of the project.

MULTIMODAL CONNECTIVITY

The forthcoming analysis will provide a discussion of available pedestrian and bicyclist facilities and the proposed connectivity of the proposed development to the surrounding pedestrian and bicycle network.

VOLUME DEVELOPMENT

AM peak period (7 AM – 9 AM) and PM peak period (4 PM – 6 PM) turning movement counts will be collected at the study area intersections mid-week (Tuesday-Thursday) while Marion County Schools are in session.

- Juniper Pass at Juniper Road (unsignalized)
- Juniper Road and Chestnut Road (unsignalized)
- Juniper Road at SR 35 (unsignalized)
- Juniper Road at SE 79th Street (unsignalized)
- SE 80th Street/ SE 41st Court at SE 79th Street (unsignalized)
- US 441 at SE 80th Street (PM peak period only, signalized)

The observed turning movement counts will be adjusted to peak season using the 2023 peak season conversion factors (minimum 1.0) published by FDOT.

Future background traffic volumes will be derived by applying an annual background growth rate to the existing peak season peak hour traffic volumes over the three-year buildout time frame. Committed/vested projects, if any, provided by Marion County will be added to the future (2027) background traffic volumes.

The PM peak hour peak season intersection approach and departure volumes will be utilized to estimate the PM peak hour traffic volumes for the roadway segment analysis. The observed heavy vehicle percentages, peak hour factors, and right turn on red percentages will be utilized for the intersection analysis.

HISTORICAL GROWTH RATE

Historical growth rates were calculated based on traffic data within the 2023 Ocala Marion TPO Congestion Management Process (CMP), the 2024 Ocala Marion TPO Traffic Counts Report, and information published from FDOT Florida Traffic Online for the study area roadways.

Per Marion County's request, a growth rate of 6.2% will be used for the segment of SE 80th Street from US 441 to SE 41st Court, and a 2% historical growth rate will be utilized for the remaining roadway segments. The attached **Table 3** details the growth rate calculations. Information on the historical growth patterns is also provided as attachments.

OPERATIONAL ANALYSIS

The study area intersections will be evaluated during the AM peak hour and PM peak hour for existing conditions, future background (without project) conditions, and future buildout conditions (with project). *Synchro* software, which utilizes the *Highways Capacity Manual (HCM)* methodologies, will be used for the analysis. The intersection of US 441 at SE 80th Street will only be evaluated during the PM peak hour, per Marion County's request.

The existing traffic conditions analysis and the future background (without project) traffic conditions analysis will be evaluated assuming the existing intersection geometries and traffic controls. The future buildout (with project) traffic conditions will be evaluated assuming that the improvements needed to accommodate future background (without project) traffic conditions are in place. If further mitigation is needed to accommodate project traffic, the improvements needed to accommodate project traffic will be reported.

Study area roadway segments will be evaluated for PM peak hour, peak direction traffic conditions. The existing, future background (without project), and future buildout (with project) peak hour, peak direction traffic volumes will be compared against the allowable service volume as reported in **Table 2**. The level of service and V/MSV will be reported.

The proposed access connection at the intersection of Juniper Pass and Juniper Road will be evaluated for the need for appropriate traffic control and the need for ingress turn lanes according to the National Cooperative Highway Research Project (NCHRP) Report 457, Marion County Land Development Code and the FDOT Multimodal Access Management Guidebook.

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, P.E.

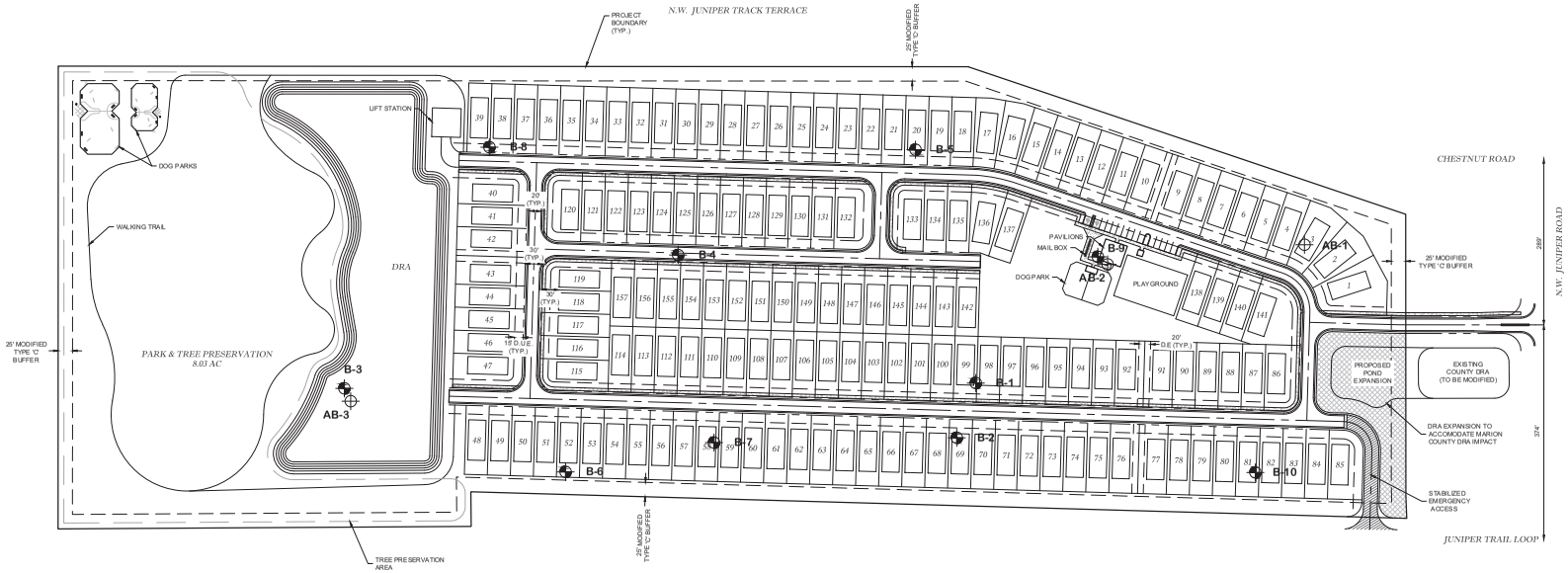
Attachments: Conceptual Plan
ITE Trip Generation Manual Excerpts
CFRPM Model Output
Figure 1 – Project Location, Trip Distribution, and Study Area
Table 2 – Study Area Determination
Table 3 – Historical Growth Rate Calculations
FDOT Traffic Online Historical AADT Data
Ocala Marion TPO CMP Database Excerpts
2024 TPO Count Report

CC: File

K:\OCA_Civil\142800027-Juniper Loop TIA\doc\methodology\Submittal 3\Lcz240812alg - Juniper Loop Development Methodology.docx

ATTACHMENTS

CONCEPTUAL PLAN



Marion County Approval Stamp

100' 50' 0 100' 200'
SCALE IN FEET
1" = 100'

SITE DATA

OWNER:

ADDRESS:84th LANE ROAD & JUNIPER TRAIL LOOP
MARION COUNTY, FLORIDA

PARCEL ID:
36640-004-00

PROJECT AREA:
TOTAL = 39.36 ±AC.

LAND USE & ZONING:
FUTURE LAND USE: MR (MEDIUM RESIDENTIAL)
ZONING: PUD (PLANNED UNIT DEVELOPMENT)

TOTAL MILES OF ROADWAY: 0.99 MILES

DRA AREA:
PROVIDED: 2.77 ± AC.

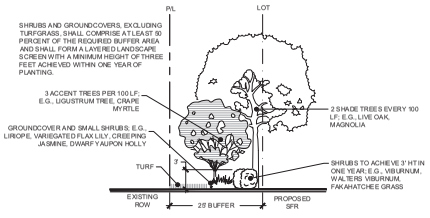
OPEN SPACE:
REQUIRED:(20% OF PHASE PROJECT AREA AS MINIMUM OPEN SPACE) 39.36 X 0.2 = 7.87 ± AC
DRA: 2.77 ± AC.
BUFFERS: 3.46 ± AC.
REMAINDER OPEN SPACE:11.10 ± AC.
TOTAL PROVIDED: 17.33 ± AC.

DENSITY:
ALLOWED: 39.36 X 4 =157 UNITS
PROVIDED: 40' X 120' LOTS = 112 UNITS
40' X 115' LOTS = 45 UNITS
TOTAL LOTS = 157 UNITS

PARKING PROVIDED:
STANDARD PARKING 10 ' x 20' SPACES = 13
HANDICAP PARKING 12 ' x 20' SPACES = 02
TOTAL PARKING SPACES =15

UTILITY COMPANIES:
WATER - MARION COUNTY
SEWER - MARION COUNTY
ELECTRIC - CITY OF OCALA

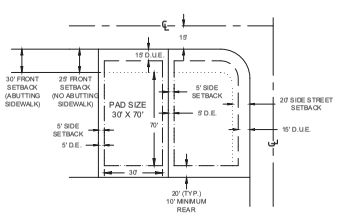
TOTAL AMENITY AREA :
PLAYGROUND: 0.19 ACRES
DOG PARK: 0.1 ACRES
SIDEWALK: 0.02 ACRES
PAVILION: 0.03 ACRES
BUILDING 1: 0.002 ACRES
TOTAL AREA: 0.34 ACRES



MODIFIED TYPE 'C' BUFFER
NOT TO SCALE

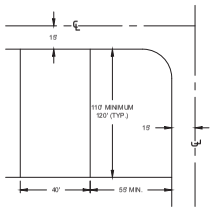
MODIFIED TYPE 'C' BUFFER:

SHALL CONSIST OF A 25-FOOT WIDE LANDSCAPE STRIP WITHOUT A BUFFER WALL. THE BUFFER SHALL CONTAIN AT LEAST TWO SHADE TREES AND THREE ACCENT/ORNAMENTAL TREES FOR EVERY 100 LINEAL FEET OR FRACTIONAL PART THEREOF. SHRUBS AND GROUNDCOVERS, EXCLUDING TURFGRASS, SHALL COMPRISE AT LEAST 50 PERCENT OF THE REQUIRED BUFFER AND FORM A LAYERED LANDSCAPE SCREEN WITH A MINIMUM HEIGHT OF THREE FEET ACHIEVED WITHIN ONE YEAR.

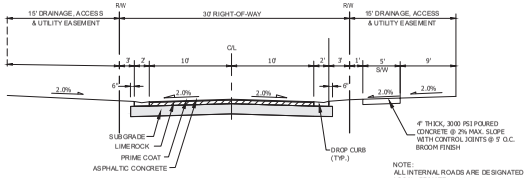


TYPICAL LOT DETAILS
N.T.S

D.U.E. = DRAINAGE, UTILITY AND ACCESS EASEMENT
D.E. = DRAINAGE EASEMENT
U.E. = UTILITY EASEMENT
CL= CENTERLINE



TYPICAL LOT DIMENSIONS
N.T.S



30' PRIVATE RIGHT-OF-WAY ROADWAY SECTION
N.T.S

NOTE:
ALL INTERNAL ROADS ARE DESIGNATED LOCAL, PRIVATE

STANDARD SFR PHASE DETAILS

Tillman & Associates ENGINEERING, LLC.
CIVIL ENGINEERING - PLANNING - LANDSCAPE ARCHITECTURE - ENVIRONMENTAL
1720 SE 16th Ave. Bldg 100, Ocala, FL 34471
Office: (352) 387-4540 Fax: (352) 387-4545
CERTIFICATE OF AUTHORIZATION # 28395

REVISIONS
DATE:

DR HORTON- JUNIPER LOOP
(FKA CHESTNUT HILLS) DUE DILIGENCE
MARION COUNTY, FLORIDA

CONCEPT PLAN E

DATE: 6/17/2024
DRAWN BY: AS
CHKD. BY: JMM
JOB NO.

SHT: 01.01

NOT VALID UNLESS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER

ITE TRIP GENERATION EXCERPTS

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)

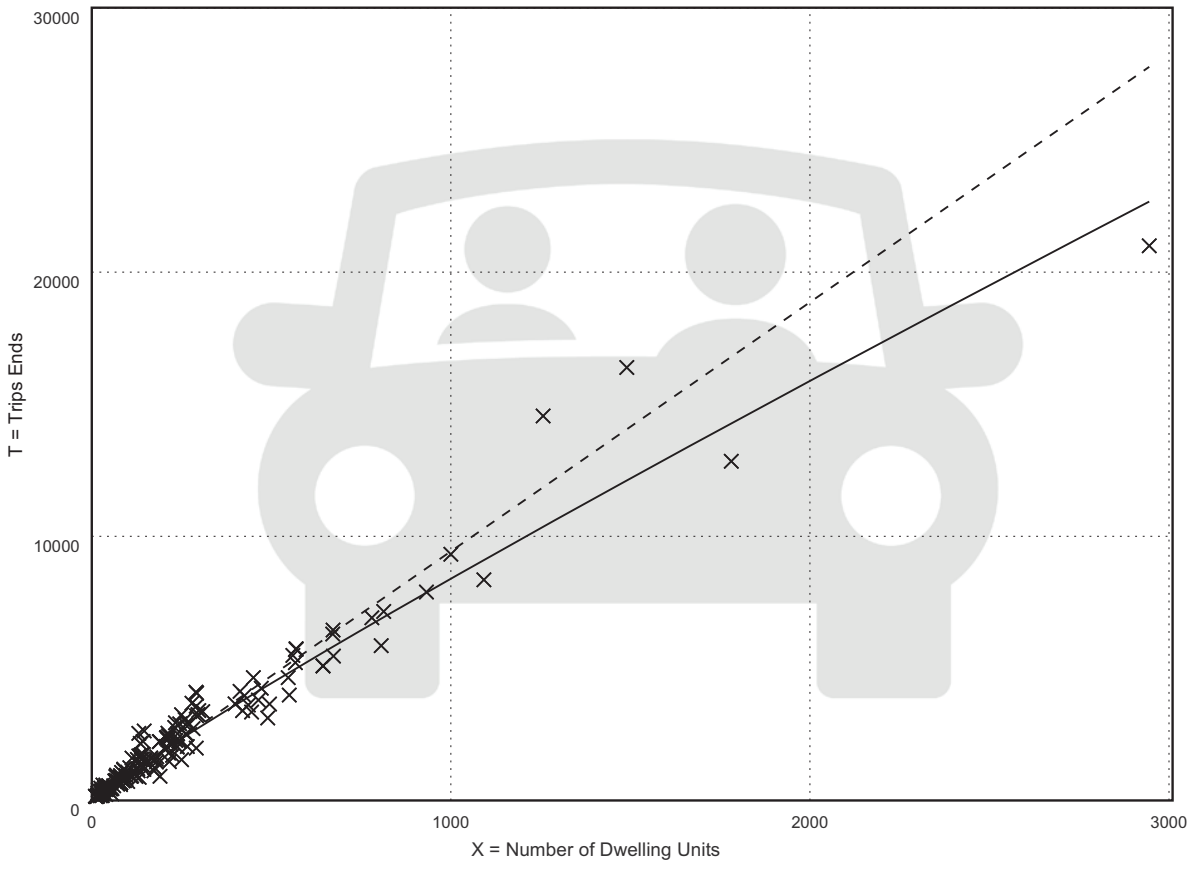
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

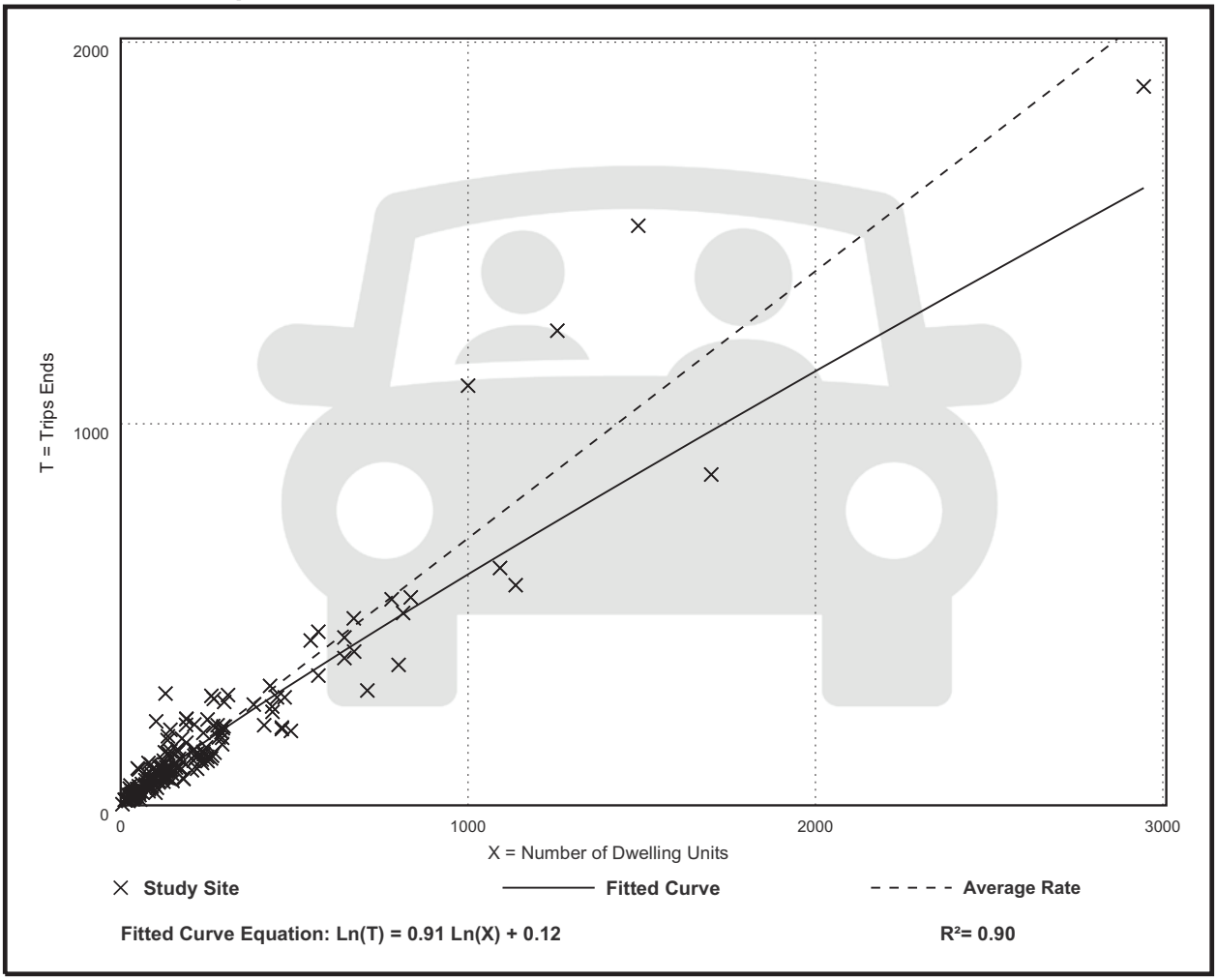
Single-Family Detached Housing
(210)

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



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

R^2= 0.90

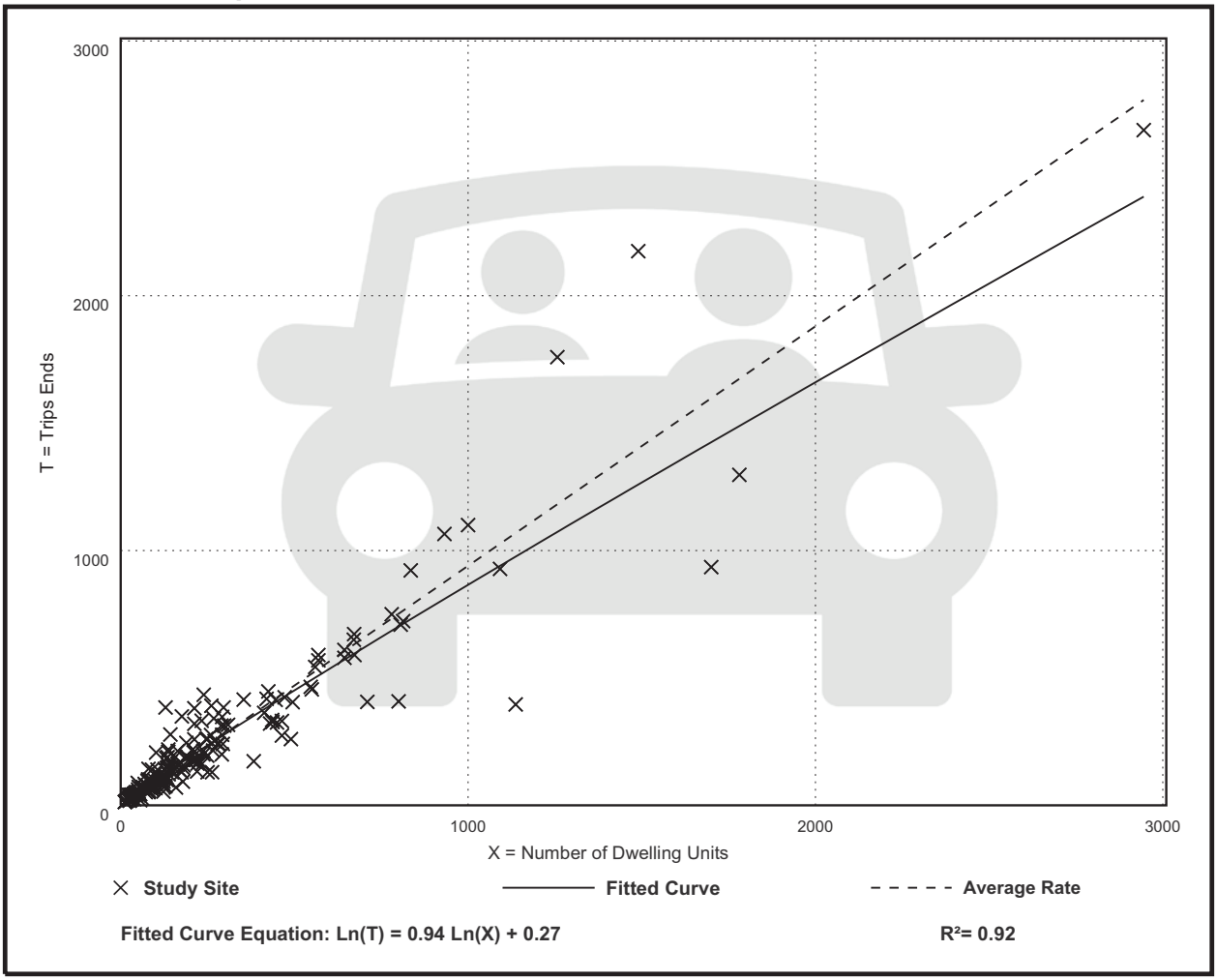
Single-Family Detached Housing
(210)

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

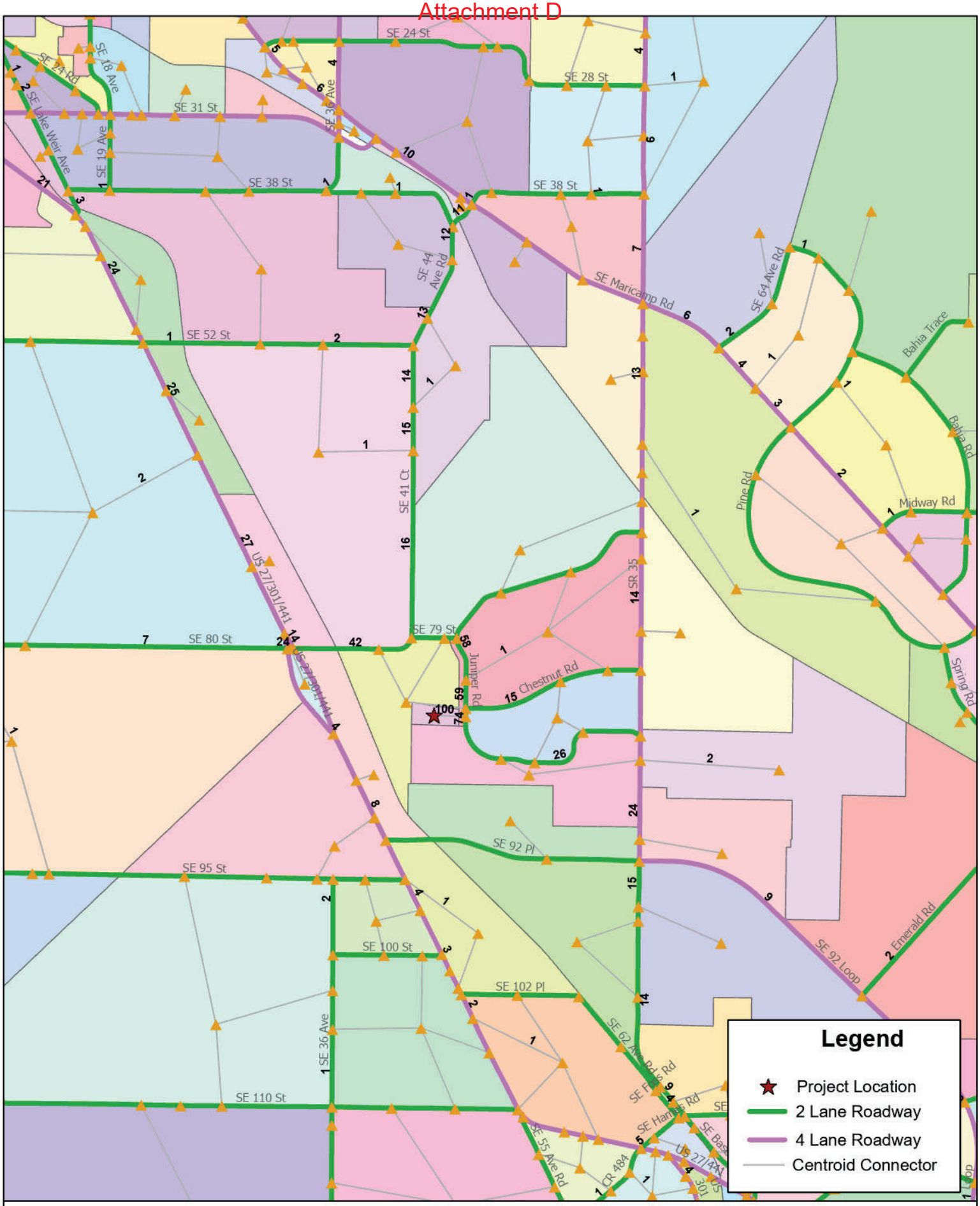
Data Plot and Equation



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

R^2= 0.92

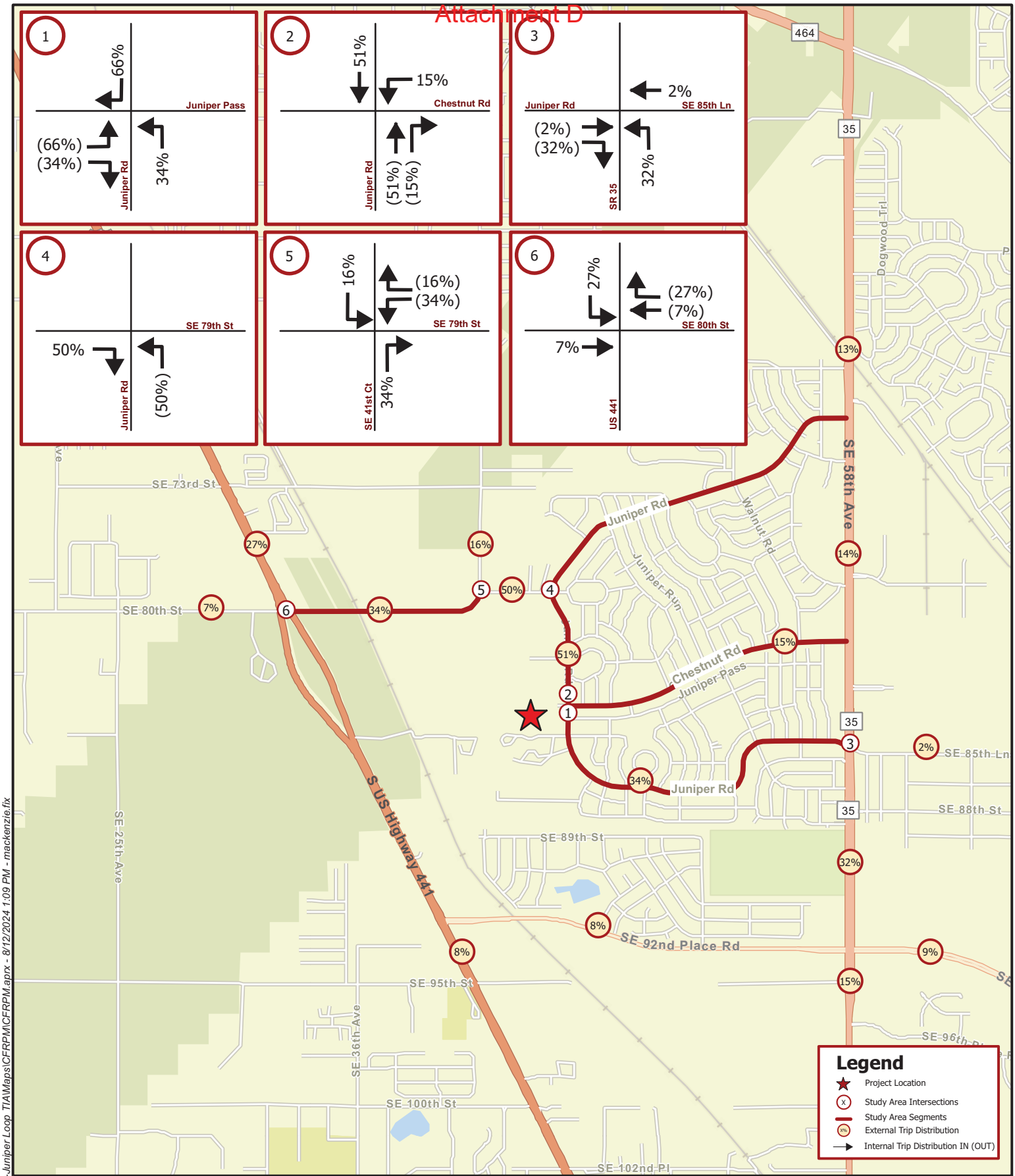
CFRPM MODEL OUTPUT



Trip Distribution - Juniper Loop Development
CFRPMv7 - 2030 - 4/15/2024

FIGURE 1 – PROJECT LOCATION, TRIP DISTRIBUTION, AND STUDY AREA

Attachment D



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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

FIGURE 1 - PROJECT LOCATION, TRIP DISTRIBUTION, AND STUDY AREA

JUNIPER LOOP DEVELOPMENT
MARION COUNTY, FLORIDA

D-37

Not To Scale	Project No.: 142800027	August 2024	Figure 1

TABLE 2 – STUDY AREA DETERMINATION TABLE

Kimley»Horn

Table 2: Study Area Determination Table

Roadway		ROADWAY ATTRIBUTES [1]									EXISTING DAILY TRAFFIC CONDITIONS (2023)			% Project Traffic Assignment [3]	PM PEAK HOUR SIGNIFICANCE CALCULATIONS				Include in Study Area? [5]
															Project Traffic				
From	To	TPO CMP Station	FDOT Classification [2]	Area Type	Adopted LOS	# of Lanes	Daily Service Volume	Pk. Hr. Dir. Service Volume	TPO CMP Growth Rate	TPO Counts Growth Rate	AADT [1]	V/MSV	LOS[1]		NB / EB	SB / WB	Project % Impact	Significant Impact? [4]	
SE 44 AV RD																			
SE 44 AV	SR 464	4425.0	NS-SC-C2	Urban	E	2	11,794	605	3.76%	3.30%	8,600	0.73	D	13.0%	7	12	1.98%	--	NO
SE 80 ST																			
SE 25 AV	US 441 (E)	4510.2	NS-SC-C2	Rural	D	2	10,224	533	5.49%	0.60%	6,800	0.67	C	7.0%	7	4	1.31%	--	NO
US 441	SE 41 CT	4530.0	NS-SC-C2	Rural	D	2	10,224	533	6.17%	10.00%	6,200	0.61	C	34.0%	33	19	6.19%	YES	YES
SE 92 PL RD																			
US 441	SR 35	4550.0	NS-SA-C1	Urban	E	2	12,744	634	5.00%	13.10%	10,900	0.86	C	8.0%	8	4	1.26%	--	NO
SR 35																			
SR 25	SE 92ND PL	5080.1	C2	Urban	D	4	32,970	1,722	1.00%	5.40%	12,700	0.39	C	15.0%	14	8	0.81%	--	NO
SE 92ND PL	LAUREL RD	5090.1	C2	Urban	D	4	58,485	3,056	4.27%	1.40%	27,600	0.47	B	32.0%	31	18	1.01%	--	NO
LAUREL RD	SR 464	5100	C2	Urban	D	4	55,700	2,910	4.27%	1.40%	27,600	0.50	B	13.0%	7	12	0.41%	--	NO
US 441																			
SE 92 PL RD	SE 73 ST	6840.0	C3C	Urban	D	4	38,430	1,901	1.13%	2.80%	27,800	0.72	C	27.0%	15	26	1.37%	--	NO
SE 110 ST	SE 92 PL RD	6790.0	C3C	Urban	D	4	38,430	1,901	1.00%	2.80%	27,800	0.72	C	8.0%	8	4	0.42%	--	NO
JUNIPER RD																			
SR 35	CHESTNUT RD	-	NS-UC-C2	Urban	E	2	11,232	576	0.75%	-	3,400	0.30	C	51.0%	29	49	8.51%	YES	YES
CHESTNUT RD	PROJECT ACCESS / JUNIPER PASS	-	NS-UC-C2	Urban	E	2	11,232	576	0.75%	-	3,400	0.30	C	66.0%	37	63	10.94%	YES	YES
PROJECT ACCESS / JUNIPER PASS	SR 35	-	NS-UC-C2	Urban	E	2	11,232	576	0.75%	-	3,400	0.30	C	34.0%	33	19	5.73%	YES	YES
CHESTNUT RD																			
JUNIPER RD	SR 35	8080.0	NS-SC-C2	Urban	E	2	11,232	576	1.00%	-	3,100	0.28	C	15.0%	8	14	2.43%	--	YES

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Notes:
1. The roadway attributes and daily volumes were obtained from the Ocala Marion TPO CMP Database, the 2020 FDOT Quality/Level of Service Tables for non-state roads and the 2023 FDOT Quality/Level of Service Tables for state roads. For roadway segments not included in the Ocala Marion TPO Database, FDOT Traffic Online, the Marion County Comprehensive Plan, 2020 Quality/Level of Service Tables, and the Marion County Functional Classification Map were used.
2. For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database the roadways were categorized into state or non state maintained (ST, NS), interrupted or uninterrupted flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]); C2 = Rural, C3C = Suburban Commerical
3. Project traffic assignment was calculated as the maximum across the segment based on the trip distribution and assignment.
4. A segment is considered significantly impacted if the project impact is 3% or greater.
5. All significantly impacted roadway segments, plus one segment beyond, are included in the study area per the Marion County TIA guidelines.

TABLE 3 – HISTORICAL GROWTH RATE CALCULATIONS

Table 3. Historical Growth Rate Calculations

Roadway	From	To	AADT	CMP Growth Rate
JUNIPER RD	SR 35	CHESTNUT RD	3,400	0.75%
	CHESTNUT RD	SR 35	3,400	0.75%
CHESTNUT RD	JUNIPER RD	SR 35	3,100	1.00%
		Weighted Average Annual Growth Rate:		0.83%

Notes:

1. The AADT and growth rates were derived from the Ocala Marion CMP. AADT and growth rateas for Juniper Road were derived from FDOT Traffic Online Historical AADT Reports.
2. The average CMP growth rates were weighted by AADT.

FDOT TRAFFIC ONLINE HISTORICAL AADT DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 8129 - JUMIPER RD, 100' S OF ASPEN RD - OFF SYSTEM

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	3400 F	E 1700	W 1700	9.00	55.10	6.90
2021	3400 C	E 1700	W 1700	9.00	53.20	8.50
2020	3300 S	E 1700	W 1600	9.00	53.40	8.50
2019	3300 F	E 1700	W 1600	9.00	53.80	8.00
2018	3300 C	E 1700	W 1600	9.00	54.30	7.90
2017	2700 T	E 1500	W 1200	9.00	55.50	7.40
2016	2600 S	E 1400	W 1200	9.00	56.10	7.60
2015	2500 F	E 1300	W 1200	9.00	56.30	7.80
2014	2500 C	E 1300	W 1200	9.00	56.80	7.10

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

OCALA MARION TPO CMP DATABASE EXCERPTS

Attachment D

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 V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	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 D

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 V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
4850	SR 200	I-75	SW 32 AV	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
4880	SR 200	SW 32 AV	SW 27 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,900	0.67	C	1.00%	39,800	0.70	C
4900	SR 200	SW 27 AV	SW 20 ST	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,900	0.67	C	1.00%	39,800	0.70	C
4910	SR 200	SW 20 ST	SR 464	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.59	C	1.00%	35,000	0.62	C
4930	SR 200	SR 464	SW MARTIN L KING AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.39	C	1.00%	23,400	0.41	C
4940	SR 200	SW MARTIN L KING AV	SW 7 RD	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,300	0.45	C	1.00%	26,500	0.47	C
4950	SR 200	SW 7 RD	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,300	0.66	C	1.00%	26,500	0.69	C
4960	SW 10 ST	US 441	SE 1 AV	4	COLLECTOR	INTERRUPTED	2	29,160	1,467	4	29,160	1,467	Urban	D	CITY OF OCALA	Other CMP Network Roadway	D	11,200	0.38	C	1.00%	11,800	0.40	C
4970	SW 10 ST	SE 1 AV	S MAGNOLIA AV	4	COLLECTOR	INTERRUPTED	2	29,160	1,467	4	29,160	1,467	Urban	D	CITY OF OCALA	Other CMP Network Roadway	D	11,200	0.38	C	1.00%	11,800	0.40	C
4980	CR 326	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,500	0.59	B	5.73%	7,300	0.79	B
4990	CR 326	US 27	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,300	0.57	B	1.00%	5,500	0.59	B
5000.1	CR 326	CR 225A	NW 49TH AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	7,500	0.39	B	1.00%	7,900	0.41	B
5000.2	CR 326	NW 49TH AVE	NW 44 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.26	B	1.00%	7,900	0.27	B
5010	CR 326	NW 44 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,500	0.21	C	1.41%	8,000	0.22	C
5020	SR 326	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	7,500	0.13	B	1.41%	8,000	0.14	B
5030	SR 326	I-75 RAMP (EAST)	CR 25A	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5040	SR 326	CR 25A	US 441	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,500	0.21	B	1.09%	12,200	0.22	B
5050	SR 326	NE 40 AV	CR 35	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,100	0.99	C	2.45%	9,100	1.11	D
5060	SR 326	CR 35	NE 64 AV	2	ARTERIAL	UNINTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	3,600	0.2	C	1.00%	3,800	0.21	C
5070	SR 326	NE 64 AV	SR 40	2	ARTERIAL	INTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	3,600	0.2	C	1.00%	3,800	0.21	C
5080.1	SR 35	SR 25	SE 92ND PL	4	ARTERIAL	INTERRUPTED		32,970	1,722	4	32,970	1,722	Urban	D	STATE	Other CMP Network Roadway	D	12,700	0.39	C	1.00%	13,400	0.41	C
5090.1	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED		58,485	3,056	4	58,485	3,056	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.47	B	4.27%	34,100	0.58	C
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.5	B	4.27%	34,100	0.61	C
5110	SR 35	SR 464	SE 28 ST	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5120	SR 35	SE 28 ST	CHERRY RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.54	C	1.00%	21,800	0.57	C
5130	SR 35	CHERRY RD	E FORT KING ST	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5140	SR 35	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5150	SR 35	CR 314	SR 40	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	16,100	0.29	B	1.73%	17,500	0.31	B
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	8,500	0.61	D	1.00%	8,900	0.64	D
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,500	1.04	D	1.00%	8,900	1.09	D
5180	SR 40	SW 140 AV	CR 328	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,500	2.13	E	1.97%	19,300	2.35	E
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED		19,600	970	4	19,600	970	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,500	0.89	C	1.97%	19,300	0.98	C
5200.1	SR 40	SW 110 AV	SW 85 AV	4	ARTERIAL	INTERRUPTED		36,015	1,785	4	36,015	1,785	Rural	D	STATE	NHS - Non-Interstate Roadway	C	19,300	0.54	C	1.00%	20,300	0.56	C
5200.2	SR 40	SW 85 AV	SW 80 AV	4	ARTERIAL	INTERRUPTED		36,015	1,785	4	36,015	1,785	Rural	D	STATE	NHS - Non-Interstate Roadway	C	19,300	0.54	C	1.00%	20,300	0.56	C
5210	SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,800	0.58	C	1.39%	24,400	0.62	C
5220	SR 40	SW 60 AV	SW 52 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,100	0.71	C	1.00%	28,400	0.74	C
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,500	0.82	C	1.70%	34,300	0.89	D
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,200	0.8	C	1.17%	34,100	0.85	D
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,200	0.84	C	1.17%	34,100	0.89	D
5260	SR 40	SW 33 AV	SW 27 AV	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
5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,200	0.61	C	1.00%	24,400	0.64	C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,900	0.55	C	2.03%	23,100	0.61	C
5300	SR 40	US 441	NW 2 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5310	SR 40	NW 2 AV	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5350	SR 40	NE WATULA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5360.1	SR 40	NE 8 AV	NE 10TH ST	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5360.2	SR 40	NE 10TH ST	NE 11 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5370	SR 40	NE 11 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,300	0.75	D	1.00%	29,700	0.78	D
5410	SR 40	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,100	0.76	C	2.25%	32,600	0.85	D
5420	SR 40	NE 36 AV	SR 492	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,300	0.58	C	1.00%	23,500	0.61	C
5430	SR 40	SR 492	NE 49 CT	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,300	0.58	C	1.00%	23,500	0.61	C
5440.2	SR 40	NE 49 CT	NE 49 TER	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,300	0.55	C	1.00%	23,500	0.58	C
5450	SR 40	NE 49 TER	SR 35	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,300	0.58	C	1.03%	23,500	0.61	C
5460.1	SR 40	SR 35	SR 326	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	13,100	0.94	D	1.00%	13,800	0.99	D
5470	SR 40	SR 326	CR 315	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,700	2.16	E	1.00%	18,600	2.27	E
5480	SR 40	CR 315	CR 314	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,700	2.16	E	1.00%	18,600	2.27	E
5490.1	SR 40	CR 314	NE 145 AV	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	13,200	1.61	D	1.61%	14,300	1.74	E
5490.2	SR 40	NE 145 AV	CR 314A	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	13,100	1.6	D	1.11%	13,900	1.70	D
5500	SR 40	CR 314A	SE 183 AV	2	ARTERIAL	INTERRUPTED		12,240	608	2	12,240	608	Rural	U	STATE	NHS - Non-Interstate Roadway	C	13,100	1.07	D	1.00%	13,800	1.13	D
5510	SR 40	SE 183 AV	SR 19	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,400	1.02	D	1.00%	8,800	1.07	D
5520	SR 40	SR 19	COUNTY LINE (E)	2	ARTERIAL	INTERRUPTED		8,610	452	2	8,610	452	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,300	0.62	C	1.00%	5,500	0.64	C
5540	SW 1 AV	SR 464	SW 10 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,700	0.42	C	1.00%	5,000	0.45	C
5550	SW 103 ST RD	SR 200	SW 49 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.45	C	1.00%	5,900	0.46	C
5560	CR 475A	CR 475B	SW 27 AV	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	7,400	0.46	B	4.49%	9,200	0.57	B
5580.1	NW 110 AV	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,700	0.61	B	6.19%	7,700	0.83	B
5600	SW 13 ST	SW 33 AV	SW 27 AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	12,200	0.4	C	1.00%	12,800	0.42	C
5610	SW 140 AV	CR 484	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,500	0.13	B	1.00%	2,700	0.14	B
5630	SW 140 AV	SR 40	CR 328	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.00%	2,300	0.12	B
5650	SW 17 ST	SW 27 AV	SR 200	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	12,200	0.34	C	1.00%	12,800	0.36	C
5660	SR 464	SR 200	SW 19 AV RD	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.59	C	1.00%	24,900	0.62	C
5670.1	SR 464	SW 19 AV RD	SW 7 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,300	0.84	D	1.00%	34,000	0.88	D
5680.1	SR 464	SW 7 AV	US 441	4	ARTERIAL	INTERRUPTED		39,800	1,973	4	39,800	1,973	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,300	0.81	D	1.00%	34,000	0.85	D
5690	SR 464	US 441	SE 3 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.8	D	1.00%	31,800	0.84	D
5710	SW 180 AV RD	CR 484	SW 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,100	0.32	B	17.72%	13,800	0.72	C
5730	SW 180 AV RD	SW 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,100	0.32	B	17.72%	13,800	0.72	C
5740	SW 19 AV	SW 80 ST	SW 66 ST	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,000	0.43	C	1.00%	4,200	0.45	C
5750.1	SW 19 AV RD	SW 27 AV	SR 464	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	15,200	0.42	C	1.86%	16,600	0.46	C
5760	SW 20 ST	SW 60 AV	SW 38 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	12,500	0.35	C	1.00%	13,200	0.37	C
5780	SW 20 ST	SW 38 AV	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	14,200	0.85	C	1.34%	15,200	0.91	C
5800	SW 20 ST	SW 27 AV	SR 200	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5810.1	CR 475A	SW 107 PL	SW 66 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	10,400	0.64	B	1.86%	11,400	0.70	C
5820.3	CR 475A	SW 66 ST	CR 475C	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	14,100	0.87	C	2.69%	16,100	0.99	C
5830	SW 27 AV	SW 42 ST	SW 19 AV RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	24,700	0.69	C	5.01%	31,500	0.88	C
5850	SW 27 AV	SW 19 AV RD	SR 200	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,000	0.5	C	1.00%	18,900	0.53	C
5860	SW 27 AV	SR 200	SR 464	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,000	0.53	C	1.00%	20,000	0.56	C
5870.2	SW 27 AV	SR 464	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,000	0.53	C	1.00%	20,000	0.56	C
5900	SW 31 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.45	C	5.92%	6,800	0.61	D
5910.1	SW 33 AV	SW 13 ST	SR 40	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	5.92%	6,800	0.23	B
5920	SW 37 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.12	B	1.00%	3,700	0.13	B
5940.1	SW 38 AV	SW 20 ST	SW 40 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	2,200	0.07	B	1.00%	2,300	0.08	B
5950	SW 38 AV	SW 40 AV	SW 20 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
5970	SW 38 ST	SW 80 AV	SW 60 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.82	C	1.40%	11,300	0.32	C
5980	SW 38 ST	SW 60 AV	SW 51 TER	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.7	C	3.62%	10,600	0.83	C
6000	SW 40 AV	SW 38 AV	SR 40	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
6010	SW 40 ST	SW 51 TER	SW 43 CT	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	8,300	0.65	C	1.00%	8,700	0.68	C
6020	SW 40 ST	SW 43 CT	SW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,300	0.74	D	1.00%	8,700	0.77	D
6030	SW 40 ST	SW 38 AV	SR 200	2	ARTERIAL	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
6040	SW 42 ST	SW 43 CT	SR 200	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
6050	SW 42 ST	SR 200	SW 27 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	20,200	0.56	C	2.04%	22,400	0.63	C
6060	SW 42 ST	SW 27 AV	SW 7 AV	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
6080.4	SW 44 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.12	B	1.00%	3,700	0.13	B
6090	MARION OAKS	CR 484	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,900	0.36	C	5.58%	16,900	0.47	C
6100	SW 49 AV	MARION OAKS	SW 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	4	35,820	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	15,200	1.19	F	12.47%	27,300	0.76	C
6110	SW 49 AV	SW 95 ST	SW 85 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	15,200	0.22	B	12.47%	27,300	0.40	B
6140.1	SW 60 AV	SW 103 ST	SW 95 ST RD	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	8,500	0.28	B	6.28%	11,500	0.37	C

Attachment D

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 V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	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

2024 TPO COUNTS REPORT

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
SE 24th Street								
SR 464 to SE 36th Avenue	OCA	3	9,600	8,200	9,600	10,100	9,400	0.2%
SE 36th Avenue to SE 44th Court	OCA	3	9,600	7,300	NC	NC	NC	N/A
SE 25th Avenue								
SE 14th Street to SR 464	OCA		NC	NC	NC	NC	18,600	N/A
SE 14th Street to Fort King	OCA	2	NC	NC	NC	NC	17,900	N/A
SE 30th Avenue								
SE Ft King Street to SE 17th Street	OCA	3	4,200	2,800	3,400	3,800	3,600	-1.4%
SR 464 to SE 17th Street	OCA	3	NC	NC	NC	NC	3,500	N/A
SE 31st Street								
CR 475 to US 441	OCA	2	NC	NC	18,400	24,100	25,400	N/A
US 441 to Lake Weir	OCA	2	18,300	19,200	23,900	17,900	18,100	1.4%
SE 36th Avenue to SR 464	OCA	2	NC	NC	7,800	7,800	5,400	N/A
SW 7th Avenue to CR 475	OCA	3	NC	NC	NC	NC	33,600	N/A
SE 22nd Avenue to SE 36th Avenue	OCA	3	NC	NC	NC	NC	7,600	N/A
SE 38st Street								
W of SE 36th Avenue	MC	3	6,000	6,400	5,400	5,400	5,200	-3.2%
SE 44th Avenue Road								
N of SE 52nd Street	MC	3	7,500	7,600	8,100	8,300	8,200	2.3%
SE 52nd Street								
E of US 441	MC	3	6,100	6,700	5,500	6,000	5,100	-3.5%
W of US 441	MC	3	3,100	3,000	3,100	3,400	3,300	1.7%
SE 62nd Street								
W of SE 30th Court (Before RxR)	MC		NC	NC	NC	NC	1,100	N/A
SE 73rd Street								
W of SE 36th Avenue (Before RxR)	MC		NC	NC	NC	NC	1,600	N/A
SE 80th Street								
W of US 441	MC	3	5,000	4,800	6,200	6,400	6,800	8.7%
E of US 441	MC	3	4,400	4,300	5,900	5,800	6,200	10.0%

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
SR 19								
SE of CR 314	FDOT	4	1,900	1,900	1,900	2,200	2,200	3.9%
N of CR 316	FDOT	4	3,500	3,800	3,800	3,800	3,800	2.1%
N of SR 40	FDOT	4	1,700	1,900	1,900	1,900	2,000	4.3%
S of CR 316	FDOT	4	4,200	4,300	4,300	4,300	4,700	2.9%
SR 35								
S of SR 464	FDOT	4	26,000	26,000	27,000	26,500	27,500	1.4%
N of SR 464	FDOT	4	21,000	20,400	20,500	20,500	21,400	0.5%
N of SR 25	FDOT	4	11,800	12,400	12,600	12,600	14,500	5.4%
S of SR 40	FDOT	4	12,200	12,000	12,200	15,800	16,400	8.3%
N of SE 92nd	FDOT	4	26,000	26,000	27,000	26,500	27,500	1.4%
SR 40								
W of CR 314A	FDOT	4	13,400	13,200	13,400	13,000	13,600	0.4%
SE 183rd to Lake County	FDOT	4	6,300	6,100	6,300	5,200	5,400	-3.4%
NE 36th Avenue to City Limits	FDOT	4	22,500	22,500	21,800	22,100	22,300	-0.2%
E of NE 24th (Telemetered)	FDOT	T	21,700	20,200	21,800	22,100	22,300	0.8%
N Magnolia to NE 8th Avenue	FDOT	4	32,000	31,000	32,000	29,000	30,000	-1.5%
ML King to SW 27th Avenue	FDOT	4	25,500	23,000	23,000	23,000	21,500	-4.1%
SW 27th to SW 33rd	FDOT	4	34,000	33,000	32,500	32,500	30,000	-3.0%
E of CR 314A	FDOT	4	8,600	8,100	8,300	8,300	8,000	-1.7%
NE 25th Avenue to NE 36th	FDOT	4	24,500	24,500	25,000	28,500	29,500	4.9%
E of CR 314	FDOT	4	13,400	13,200	13,400	13,000	13,600	0.4%
NE of US 41	FDOT	4	8,800	8,200	8,400	8,400	8,600	-0.5%
W of I-75	FDOT	4	31,000	30,000	31,000	31,000	28,500	-2.0%
W of CR 225A	FDOT	4	20,500	18,700	19,100	19,100	20,200	-0.2%
NE 11th Avenue to NE 25th	FDOT	4	30,500	27,000	28,000	28,000	27,500	-2.4%
0.9 mi E of SR 35	FDOT	4	14,600	12,800	13,000	13,000	14,600	0.4%

APPENDIX B:
Traffic Data

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 3600 MARION COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.02	1.06
2	01/08/2023 - 01/14/2023	1.01	1.05
3	01/15/2023 - 01/21/2023	1.01	1.05
4	01/22/2023 - 01/28/2023	1.00	1.04
5	01/29/2023 - 02/04/2023	0.98	1.02
* 6	02/05/2023 - 02/11/2023	0.97	1.01
* 7	02/12/2023 - 02/18/2023	0.96	1.00
* 8	02/19/2023 - 02/25/2023	0.95	0.99
* 9	02/26/2023 - 03/04/2023	0.95	0.99
*10	03/05/2023 - 03/11/2023	0.95	0.99
*11	03/12/2023 - 03/18/2023	0.95	0.99
*12	03/19/2023 - 03/25/2023	0.95	0.99
*13	03/26/2023 - 04/01/2023	0.95	0.99
*14	04/02/2023 - 04/08/2023	0.96	1.00
*15	04/09/2023 - 04/15/2023	0.96	1.00
*16	04/16/2023 - 04/22/2023	0.97	1.01
*17	04/23/2023 - 04/29/2023	0.97	1.01
*18	04/30/2023 - 05/06/2023	0.98	1.02
19	05/07/2023 - 05/13/2023	0.98	1.02
20	05/14/2023 - 05/20/2023	0.99	1.03
21	05/21/2023 - 05/27/2023	1.00	1.04
22	05/28/2023 - 06/03/2023	1.01	1.05
23	06/04/2023 - 06/10/2023	1.02	1.06
24	06/11/2023 - 06/17/2023	1.03	1.07
25	06/18/2023 - 06/24/2023	1.03	1.07
26	06/25/2023 - 07/01/2023	1.03	1.07
27	07/02/2023 - 07/08/2023	1.03	1.07
28	07/09/2023 - 07/15/2023	1.03	1.07
29	07/16/2023 - 07/22/2023	1.03	1.07
30	07/23/2023 - 07/29/2023	1.03	1.07
31	07/30/2023 - 08/05/2023	1.04	1.08
32	08/06/2023 - 08/12/2023	1.04	1.08
33	08/13/2023 - 08/19/2023	1.04	1.08
34	08/20/2023 - 08/26/2023	1.04	1.08
35	08/27/2023 - 09/02/2023	1.03	1.07
36	09/03/2023 - 09/09/2023	1.03	1.07
37	09/10/2023 - 09/16/2023	1.03	1.07
38	09/17/2023 - 09/23/2023	1.02	1.06
39	09/24/2023 - 09/30/2023	1.02	1.06
40	10/01/2023 - 10/07/2023	1.01	1.05
41	10/08/2023 - 10/14/2023	1.00	1.04
42	10/15/2023 - 10/21/2023	1.00	1.04
43	10/22/2023 - 10/28/2023	1.00	1.04
44	10/29/2023 - 11/04/2023	1.00	1.04
45	11/05/2023 - 11/11/2023	1.00	1.04
46	11/12/2023 - 11/18/2023	1.00	1.04
47	11/19/2023 - 11/25/2023	1.01	1.05
48	11/26/2023 - 12/02/2023	1.01	1.05
49	12/03/2023 - 12/09/2023	1.01	1.05
50	12/10/2023 - 12/16/2023	1.02	1.06
51	12/17/2023 - 12/23/2023	1.01	1.05
52	12/24/2023 - 12/30/2023	1.01	1.05
53	12/31/2023 - 12/31/2023	1.01	1.05

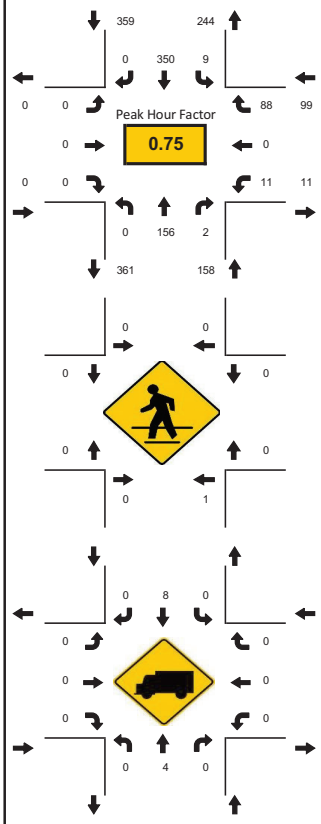
* PEAK SEASON

09-MAR-2024 18:41:41 830UPD 5_3600_PKSEASON.TXT

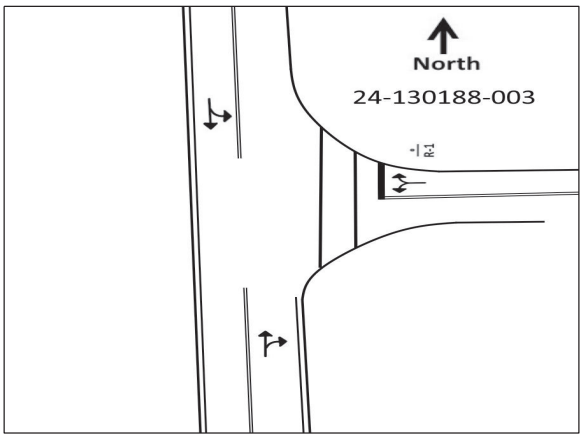
LOCATION: Juniper Rd & Juniper Pass
CITY/STATE: Ocala, FL

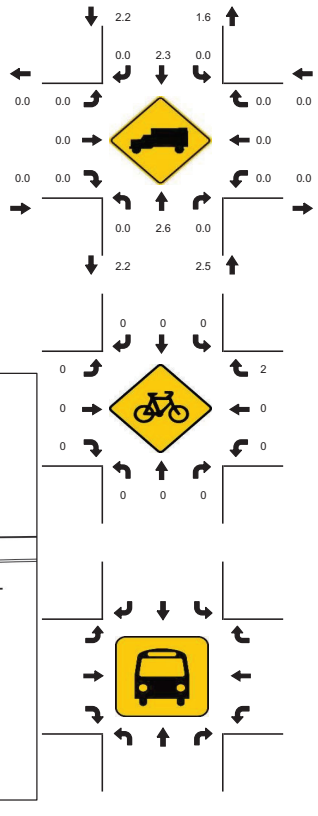
PROJECT ID: 24-130188-003
DATE: Thu, May 23, 2024

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



National Data & Surveying Services



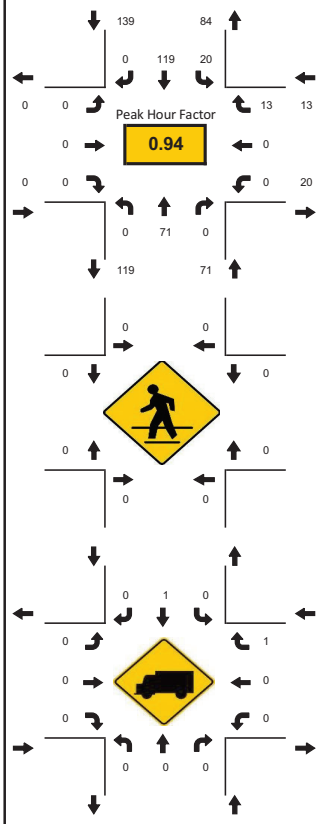


15-Min Count Period Beginning At	Juniper Rd Northbound					Juniper Rd Southbound					Juniper Pass Eastbound					Juniper Pass Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	35	1	0		2	63	0	0		0	0	0	0		2	0	12	0		115	616
7:15 AM	0	44	0	0		5	121	0	0		0	0	0	0		5	0	29	0		204	582
7:30 AM	0	41	0	0		1	96	0	0		0	0	0	0		1	0	34	0		173	428
7:45 AM	0	36	1	0		1	70	0	0		0	0	0	0		3	0	13	0		124	292
8:00 AM	0	28	1	0		2	45	0	0		0	0	0	0		2	0	3	0		81	194
8:15 AM	0	20	1	0		1	20	0	0		0	0	0	0		1	0	7	0		50	113
8:30 AM	0	20	1	0		2	12	0	0		0	0	0	0		0	0	2	0		37	63
8:45 AM	0	10	0	0		0	15	0	0		0	0	0	0		0	0	1	0		26	26
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	176	4	0		20	484	0	0		0	0	0	0		20	0	136	0		**840**	
Heavy Trucks	0	8	0	0		0	16	0	0		0	0	0	0		0	0	0	0		**24**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	4	0		**4**	
Buses																						
Stopped Buses																						

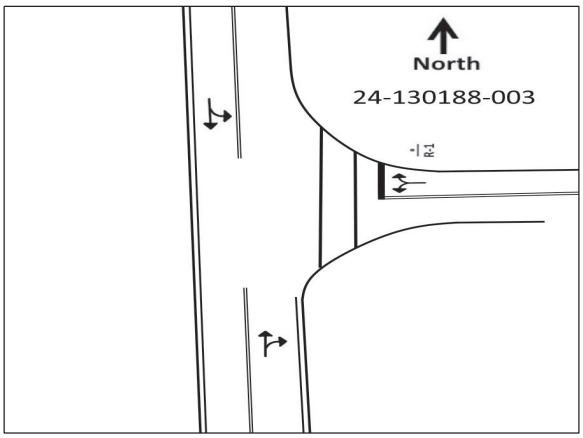
LOCATION: Juniper Rd & Juniper Pass
CITY/STATE: Ocala, FL

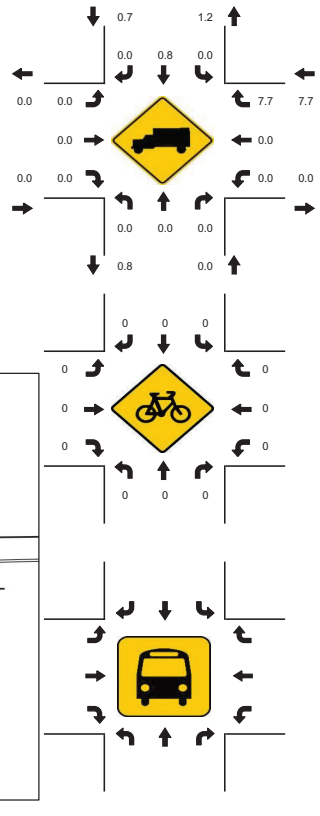
PROJECT ID: 24-130188-003
DATE: Thu, May 23, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



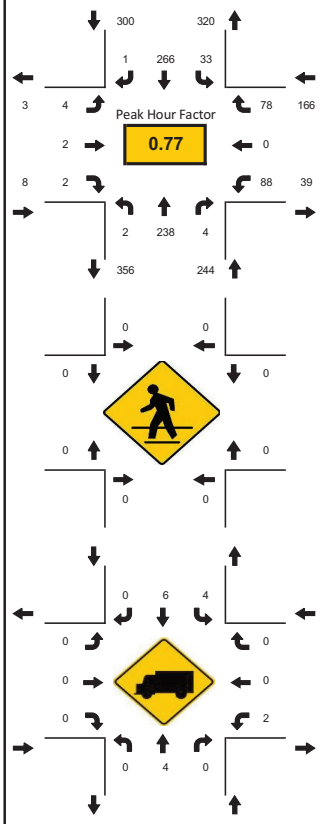


15-Min Count Period Beginning At	Juniper Rd Northbound					Juniper Rd Southbound					Juniper Pass Eastbound					Juniper Pass Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	15	0	0		6	28	0	0		0	0	0	0		0	0	1	0		50	204
4:15 PM	0	16	0	0		6	23	0	0		0	0	0	0		2	0	2	0		49	206
4:30 PM	0	17	1	0		6	23	0	1		0	0	0	0		0	0	3	0		51	216
4:45 PM	0	22	0	0		2	24	0	0		0	0	0	0		0	0	6	0		54	221
5:00 PM	0	16	0	0		5	28	0	0		0	0	0	0		0	0	3	0		52	223
5:15 PM	0	19	0	0		3	33	0	0		0	0	0	0		0	0	4	0		59	171
5:30 PM	0	20	0	0		7	27	0	0		0	0	0	0		0	0	2	0		56	112
5:45 PM	0	16	0	0		5	31	0	0		0	0	0	0		0	0	4	0		56	56
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	80	0	0		28	132	0	0		0	0	0	0		0	0	16	0		**256**	
Heavy Trucks	0	0	0	0		0	4	0	0		0	0	0	0		0	0	4	0		**8**	
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																						

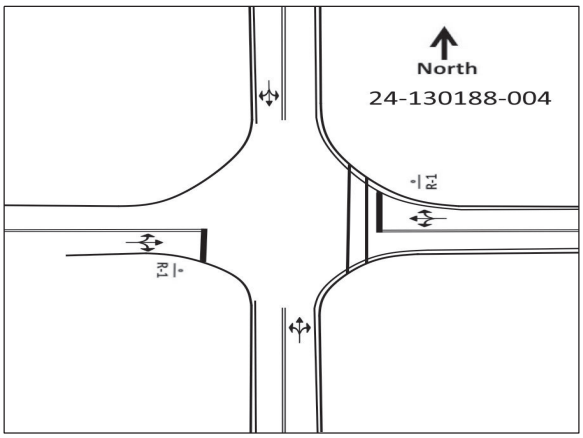
LOCATION: Juniper Rd & Chestnut Rd
CITY/STATE: Ocala, FL

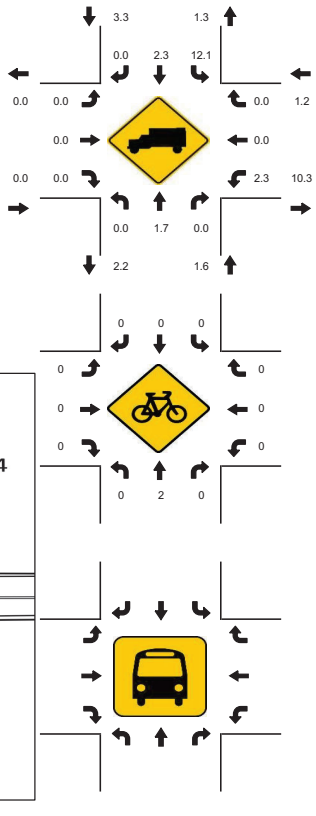
PROJECT ID: 24-130188-004
DATE: Thu, May 23, 2024

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	Juniper Rd Northbound					Juniper Rd Southbound					Chestnut Rd Eastbound					Chestnut Rd 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	47	0	0		5	48	0	0		0	1	1	0		13	0	23	0		138	718
7:15 AM	1	69	1	0		11	99	1	0		1	0	0	0		27	0	22	0		232	679
7:30 AM	1	76	0	0		4	72	0	0		2	1	0	0		27	0	18	0		201	526
7:45 AM	0	46	3	0		13	47	0	0		1	0	1	0		21	0	15	0		147	387
8:00 AM	0	26	4	0		6	39	0	0		0	0	0	0		8	1	15	0		99	281
8:15 AM	0	25	2	0		13	17	1	0		2	0	0	0		4	0	15	0		79	182
8:30 AM	0	23	0	0		4	15	0	0		1	0	0	0		1	0	18	0		62	103
8:45 AM	0	9	1	0		9	12	0	0		0	2	0	0		1	0	7	0		41	41
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	4	304	12	0		52	396	4	0		8	4	4	0		108	0	92	0		**988**	
Heavy Trucks	0	8	0	0		8	12	0	0		0	0	0	0		4	0	0	0		**32**	
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																						

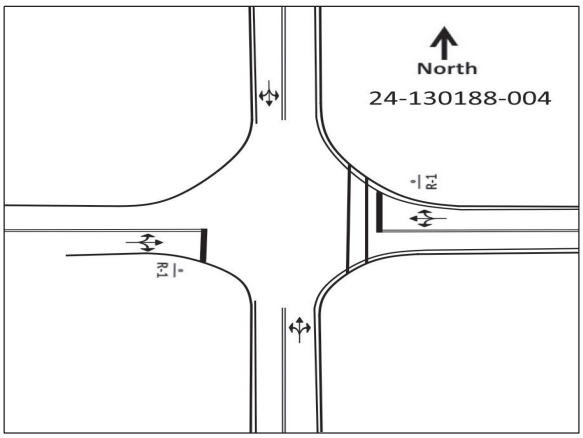
LOCATION: Juniper Rd & Chestnut Rd
CITY/STATE: Ocala, FL

PROJECT ID: 24-130188-004
DATE: Thu, May 23, 2024

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor: 0.93

National Data & Surveying Services

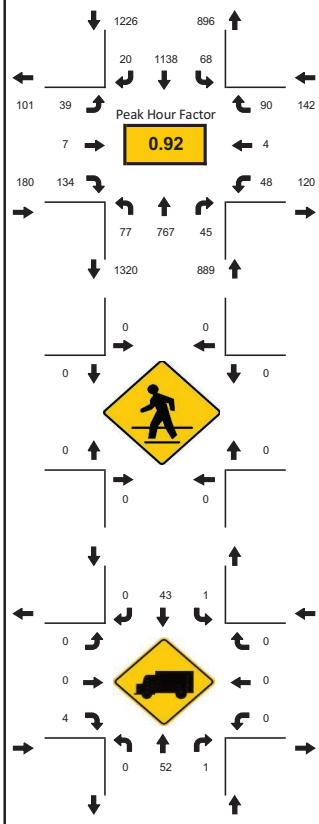


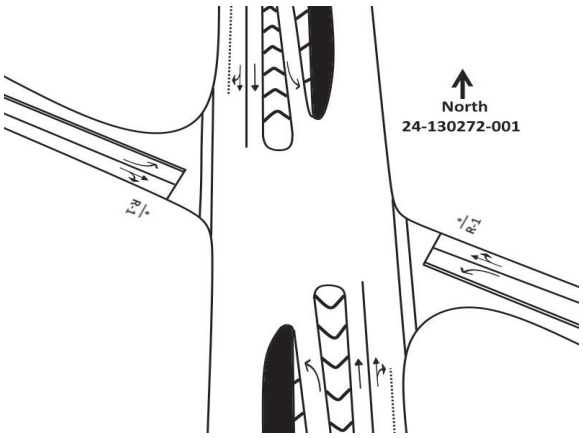
15-Min Count Period Beginning At	Juniper Rd Northbound					Juniper Rd Southbound					Chestnut Rd Eastbound					Chestnut Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	14	2	0		15	31	0	0		0	0	0	0		3	2	14	0		81	326
4:15 PM	1	17	0	0		12	30	2	0		1	2	0	0		1	1	11	0		78	319
4:30 PM	1	19	1	0		9	28	0	0		0	0	0	0		1	0	20	0		79	336
4:45 PM	0	26	1	0		18	22	0	0		1	0	0	0		3	0	17	0		88	346
5:00 PM	0	19	1	0		6	31	1	0		0	0	0	0		2	0	14	0		74	352
5:15 PM	0	22	1	0		17	34	0	0		0	1	0	0		2	0	18	0		95	278
5:30 PM	0	22	0	0		15	33	0	0		0	0	0	0		2	0	17	0		89	183
5:45 PM	0	19	1	0		21	33	0	0		0	1	0	0		2	1	16	0		94	94
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	88	4	0		84	136	4	0		0	4	0	0		8	4	72	0		**404**	
Heavy Trucks	0	4	0	0		4	4	0	0		0	0	0	0		0	0	8	0		**20**	
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																						

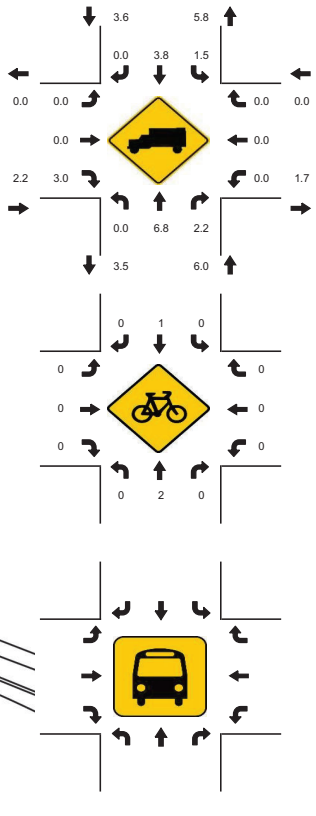
LOCATION: SR 35/Baseline Rd/SE 58th Ave & Juniper Rd/SE 85th Ln
CITY/STATE: Ocala, FL

PROJECT ID: 24-130272-001
DATE: Tue, Aug 13, 2024

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:45 AM - 08:00 AM





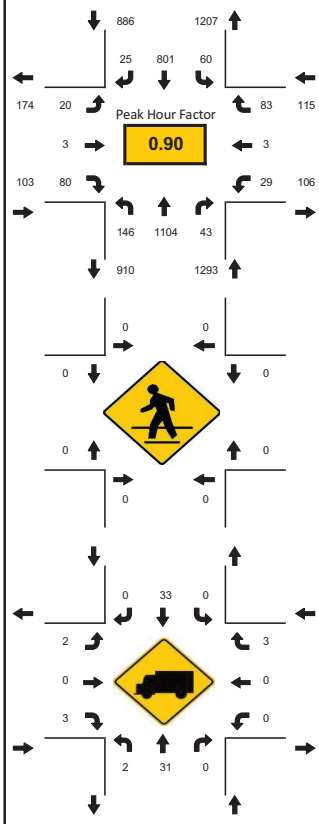


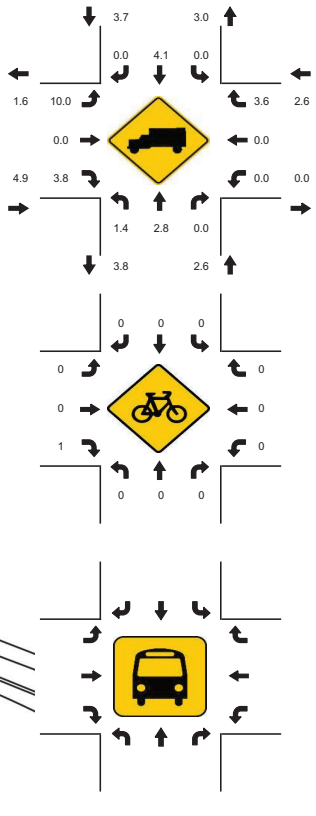
15-Min Count Period Beginning At	SR 35/Baseline Rd/SE 58th Ave Northbound					SR 35/Baseline Rd/SE 58th Ave Southbound					Juniper Rd/SE 85th Ln Eastbound					Juniper Rd/SE 85th Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	24	144	6	0		13	237	3	0		7	3	23	0		13	0	25	0		498	2370
7:15 AM	18	189	8	6		8	251	3	0		7	1	37	0		12	1	19	0		560	2437
7:30 AM	15	206	8	5		19	297	5	0		14	5	42	0		9	0	27	0		652	2401
7:45 AM	13	202	22	3		24	312	5	1		12	1	35	0		16	1	13	0		660	2192
8:00 AM	7	170	7	10		16	278	7	0		6	0	20	0		11	2	31	0		565	1925
8:15 AM	13	179	3	6		12	265	4	0		2	1	20	0		6	1	12	0		524	1360
8:30 AM	11	166	7	4		8	207	3	0		2	1	12	0		13	0	9	0		443	836
8:45 AM	16	155	1	3		6	178	1	0		4	0	11	0		9	0	9	0		393	393
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	72	824	88	40		96	1248	28	4		56	20	168	0		64	8	124	0		**2840**	
Heavy Trucks	0	56	4	0		4	64	0	0		0	0	8	0		0	0	0	0		**136**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

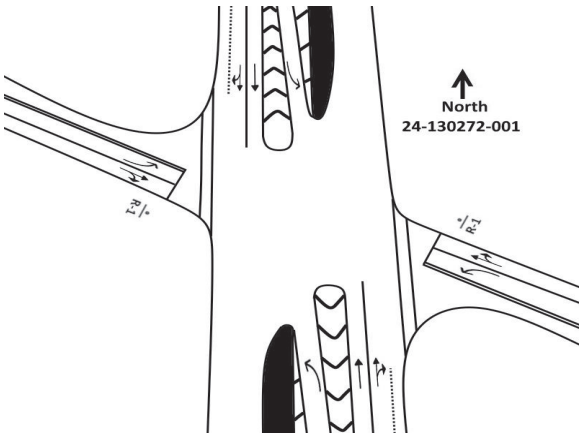
LOCATION: SR 35/Baseline Rd/SE 58th Ave & Juniper Rd/SE 85th Ln
CITY/STATE: Ocala, FL

PROJECT ID: 24-130272-001
DATE: Tue, Aug 13, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







15-Min Count Period Beginning At	SR 35/Baseline Rd/SE 58th Ave Northbound					SR 35/Baseline Rd/SE 58th Ave Southbound					Juniper Rd/SE 85th Ln Eastbound					Juniper Rd/SE 85th Ln Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
3:00 PM	15	177	4	3		12	187	4	1		1	0	21	0		8	0	7	0		440	1942
3:15 PM	22	219	10	4		12	193	3	0		4	0	16	0		7	1	9	0		500	2019
3:30 PM	31	213	8	1		14	206	8	0		4	1	19	0		2	0	14	0		521	2030
3:45 PM	15	216	3	4		9	195	9	0		5	0	15	0		2	1	7	0		481	2082
4:00 PM	19	232	10	1		17	192	4	0		3	1	13	0		10	0	15	0		517	2160
4:15 PM	22	232	14	4		19	171	5	1		2	0	20	0		5	1	15	0		511	2311
4:30 PM	29	258	12	9		17	188	6	2		2	2	22	0		4	1	21	0		573	2397
4:45 PM	18	236	18	15		19	191	3	1		8	0	14	0		13	1	22	0		559	2373
5:00 PM	27	326	9	14		10	209	8	1		2	0	26	0		7	0	29	0		668	2298
5:15 PM	22	284	4	12		10	213	8	0		8	1	18	0		5	1	11	0		597	1630
5:30 PM	22	266	6	4		9	200	4	2		3	0	16	0		7	0	10	0		549	1033
5:45 PM	31	210	2	5		5	197	9	0		2	0	17	0		3	0	3	0		484	484
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	116	1304	72	60		76	852	32	8		32	8	104	0		52	4	116	0		**2836**	
Heavy Trucks	4	56	0	0		0	52	0	0		4	0	4	0		0	0	8	0		**128**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	4	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

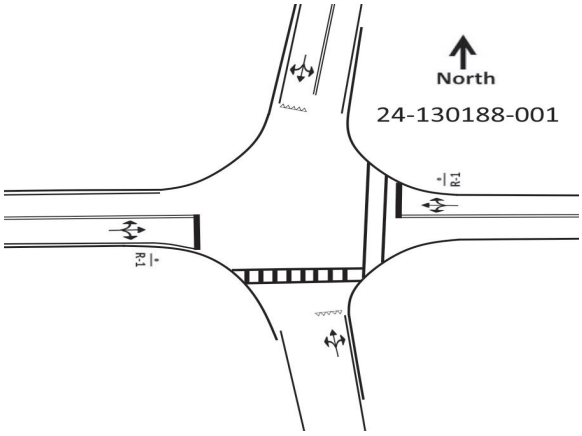
LOCATION: Juniper Rd & SE 79th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130188-001
DATE: Thu, May 23, 2024

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

Peak Hour Factor: 0.89

National Data & Surveying Services



15-Min Count Period Beginning At	Juniper Rd Northbound					Juniper Rd Southbound					SE 79th St Eastbound					SE 79th 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	75	6	0	0		0	26	48	0		16	2	37	0		1	6	0	0		217	972
7:15 AM	66	31	0	0		0	47	63	0		12	0	51	0		0	3	0	0		273	908
7:30 AM	74	22	0	0		0	36	64	0		29	1	40	0		0	5	2	0		273	778
7:45 AM	58	17	0	0		0	30	42	0		19	5	33	0		0	4	1	0		209	619
8:00 AM	42	4	0	0		1	19	46	0		14	3	20	0		0	3	1	0		153	517
8:15 AM	38	6	0	0		1	2	40	0		22	3	28	0		0	3	0	0		143	364
8:30 AM	40	5	0	0		0	4	38	0		11	2	11	0		0	3	0	0		114	221
8:45 AM	22	4	0	0		0	5	30	0		21	4	18	0		0	3	0	0		107	107
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	300	124	0	0		0	188	256	0		116	20	204	0		4	24	8	0		**1244**	
Heavy Trucks	8	8	0	0		0	4	12	0		12	0	12	0		0	8	0	0		**64**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

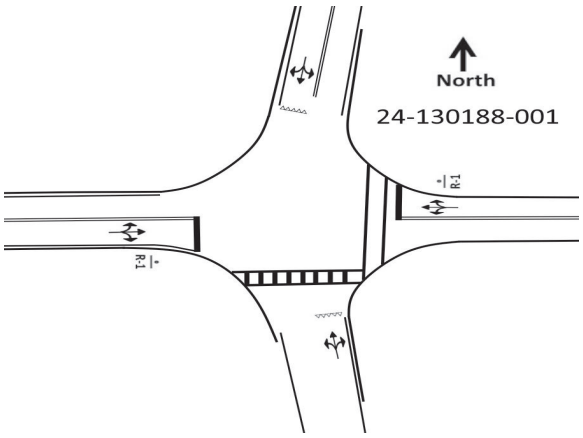
LOCATION: Juniper Rd & SE 79th St
CITY/STATE: Ocala, FL

PROJECT ID: 24-130188-001
DATE: Thu, May 23, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor: 0.97

National Data & Surveying Services

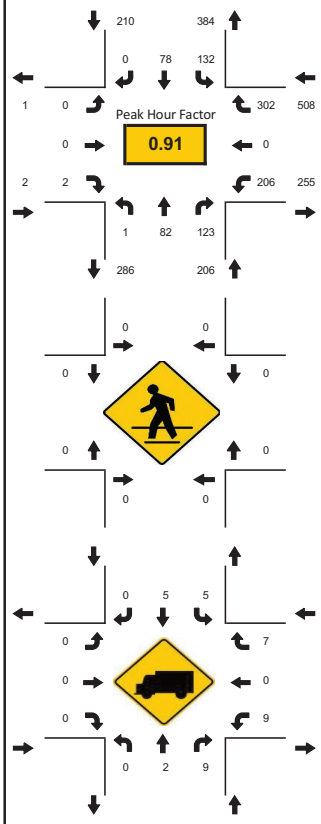


15-Min Count Period Beginning At	Juniper Rd Northbound					Juniper Rd Southbound					SE 79th St Eastbound					SE 79th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	18	6	0	0		0	11	32	0		51	5	43	0		0	3	1	0		170	686
4:15 PM	24	7	1	0		0	5	25	0		51	3	43	0		0	1	1	0		161	697
4:30 PM	32	6	0	0		0	5	39	0		46	5	37	0		0	1	0	0		171	725
4:45 PM	43	5	0	0		0	9	35	0		48	4	40	0		0	0	0	0		184	735
5:00 PM	35	4	1	0		1	7	45	0		43	5	39	0		0	1	0	0		181	715
5:15 PM	36	6	0	0		2	3	23	0		46	11	58	0		0	3	1	0		189	534
5:30 PM	38	5	0	0		0	2	30	0		44	7	54	0		0	1	0	0		181	345
5:45 PM	32	6	0	0		1	2	19	0		37	7	55	0		0	3	2	0		164	164
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	172	24	4	0		8	36	180	0		192	44	232	0		0	12	4	0		**908**	
Heavy Trucks	4	4	0	0		0	0	8	0		8	4	8	0		0	0	0	0		**36**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	4	0		4	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

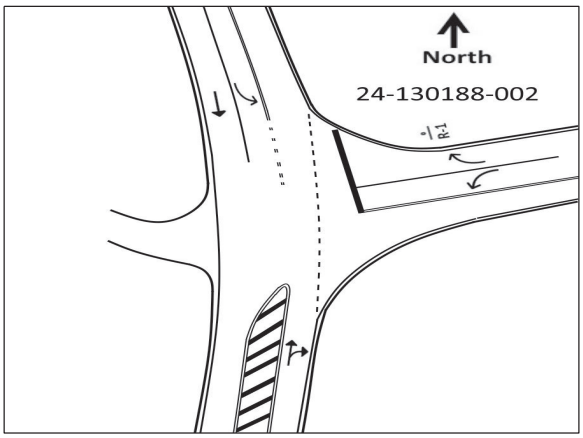
LOCATION: SE 80th St/SE 41st Ct/Florida Nat'l Scenic Trl & SE 79th St
CITY/STATE: Ocala, FL

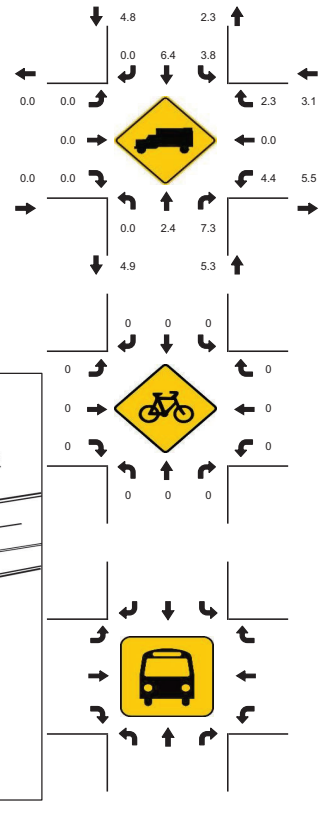
PROJECT ID: 24-130188-002
DATE: Thu, May 23, 2024

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services



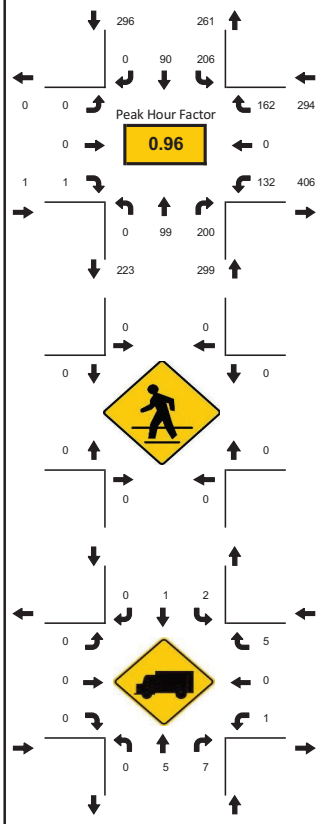


15-Min Count Period Beginning At	h St/SE 41st Ct/Florida Nat'l Sce Northbound					h St/SE 41st Ct/Florida Nat'l Sce Southbound					SE 79th St Eastbound					SE 79th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	12	26	0		29	19	0	0		0	0	1	0		60	0	67	0		214	926
7:15 AM	0	24	41	0		33	19	0	0		0	0	0	0		53	0	75	0		245	882
7:30 AM	1	24	32	0		39	20	0	0		0	0	0	0		50	0	88	0		254	832
7:45 AM	0	22	24	0		31	20	0	0		0	0	1	0		43	0	72	0		213	738
8:00 AM	0	31	22	0		19	18	0	0		0	0	0	0		36	0	44	0		170	656
8:15 AM	0	21	24	0		31	25	0	0		0	0	0	0		47	0	47	0		195	486
8:30 AM	0	23	18	0		14	22	0	0		0	0	0	0		36	0	47	0		160	291
8:45 AM	0	23	12	0		23	21	0	0		0	0	0	0		26	0	26	0		131	131
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	4	96	164	0		156	80	0	0		0	0	4	0		240	0	352	0		**1096**	
Heavy Trucks	0	8	12	0		8	12	0	0		0	0	0	0		12	0	12	0		**64**	
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																						

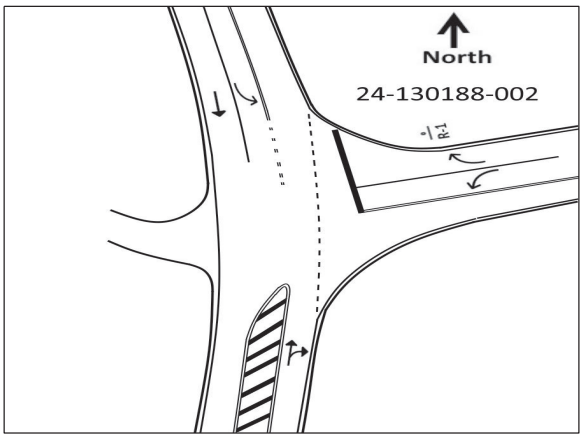
LOCATION: SE 80th St/SE 41st Ct/Florida Nat'l Scenic Trl & SE 79th St
CITY/STATE: Ocala, FL

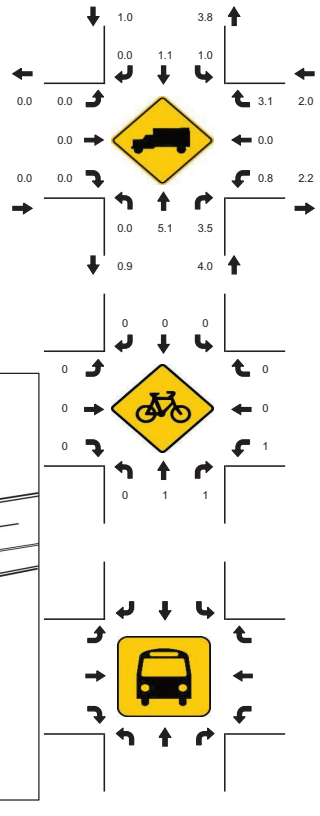
PROJECT ID: 24-130188-002
DATE: Thu, May 23, 2024

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



National Data & Surveying Services



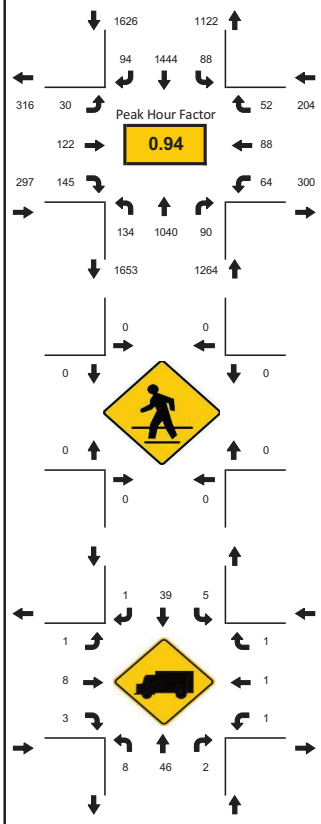


15-Min Count Period Beginning At	h St/SE 41st Ct/Florida Nat'l Sce Northbound					h St/SE 41st Ct/Florida Nat'l Sce Southbound					SE 79th St Eastbound					SE 79th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	31	65	0		42	17	0	0		0	0	0	0		22	0	32	0		209	835
4:15 PM	0	33	57	0		38	23	0	0		0	0	0	0		22	1	23	0		197	857
4:30 PM	0	16	47	0		49	19	0	0		0	0	0	0		39	0	37	0		207	881
4:45 PM	0	31	39	0		50	24	0	0		0	0	0	0		37	0	41	0		222	890
5:00 PM	0	27	47	0		49	25	0	0		0	0	0	0		32	0	51	0		231	866
5:15 PM	0	18	58	0		64	18	0	0		0	0	0	0		29	0	34	0		221	635
5:30 PM	0	23	56	0		43	23	0	0		0	0	1	0		34	0	36	0		216	414
5:45 PM	0	30	41	0		57	16	0	0		0	0	0	0		20	0	34	0		198	198
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	124	232	0		256	100	0	0		0	0	4	0		148	0	204	0		**1068**	
Heavy Trucks	0	12	12	0		4	4	0	0		0	0	0	0		4	0	8	0		**44**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	4	0		0	0	0	0		0	0	0	0		4	0	0	0		**12**	
Buses																						
Stopped Buses																						

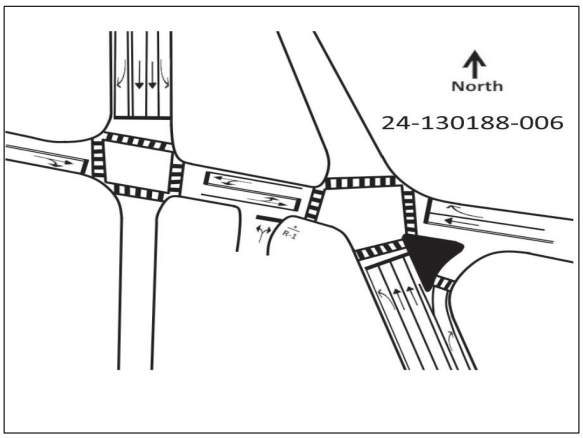
LOCATION: US 441/US 301/US 27/SR 500/S Pine Ave & CR 328/SE 80th St
CITY/STATE: Ocala, FL

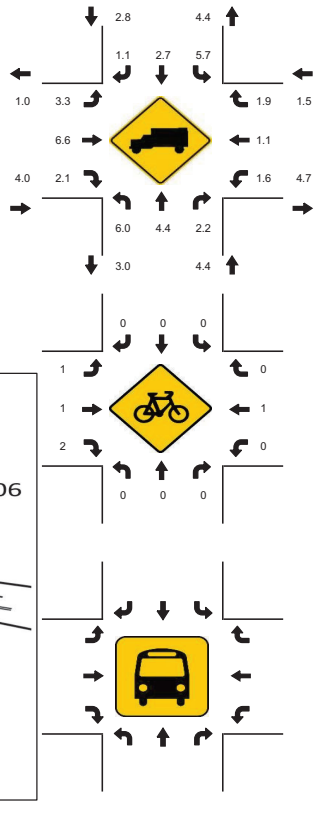
PROJECT ID: 24-130188-006
DATE: Thu, May 23, 2024

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



National Data & Surveying Services





15-Min Count Period Beginning At	441/US 301/US 27/SR 500/S Pine Northbound					441/US 301/US 27/SR 500/S Pine Southbound					CR 328/SE 80th St Eastbound					CR 328/SE 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	20	264	34	2		19	285	14	0		10	41	24	1		14	17	9	0		754	3168
4:15 PM	38	256	27	2		27	299	20	0		9	32	26	0		13	26	10	0		785	3210
4:30 PM	23	203	13	1		13	331	13	1		4	36	28	0		13	33	15	0		727	3270
4:45 PM	38	322	26	0		18	356	18	0		7	28	34	0		13	22	20	0		902	3391
5:00 PM	32	229	25	2		16	329	30	0		9	33	35	0		11	34	11	0		796	3217
5:15 PM	29	225	20	0		31	392	26	1		9	20	38	0		25	19	10	0		845	2421
5:30 PM	25	264	19	8		22	367	20	0		5	41	38	0		15	13	11	0		848	1576
5:45 PM	31	204	26	8		14	304	24	0		10	28	28	0		17	23	11	0		728	728
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	152	1288	104	32		124	1568	120	4		36	164	152	0		100	136	80	0		**4060**	
Heavy Trucks	4	76	4	#		8	48	4	4		4	12	8	0		4	4	4	0		**180**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		4	4	4	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

APPENDIX C:
Intersection Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Juniper Road at Juniper Pass / Project Driveway
COUNT DATE: May 23, 2024
AM PEAK HOUR FACTOR: 0.75
PM PEAK HOUR FACTOR: 0.94

"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		11	0	88		0	156	2		9	350	0
Peak Season Conversion 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**		**11**	**0**	**92**		**0**	**162**	**2**		**9**	**364**	**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	13		0	71	0		20	119	0
Peak Season Conversion 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
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**14**		**0**	**74**	**0**		**21**	**124**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		0	0	3		0	5	0		0	11	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**11**	**0**	**95**		**0**	**167**	**2**		**9**	**375**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		0	0	0		0	2	0		1	4	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**14**		**0**	**76**	**0**		**22**	**128**	**0**

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										34.0%						66.0%
Distribution	Exiting		66.0%		34.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project	Net New		55		28						10						19
AM TOTAL PROJECT TRAFFIC			**55**	**0**	**28**		**0**	**0**	**0**		**10**	**0**	**0**		**0**	**0**	**19**
AM TOTAL TRAFFIC			**55**	**0**	**28**		**11**	**0**	**95**		**10**	**167**	**2**		**9**	**375**	**19**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New		37		19						33						63
PM TOTAL PROJECT TRAFFIC			**37**	**0**	**19**		**0**	**0**	**0**		**33**	**0**	**0**		**0**	**0**	**63**
PM TOTAL TRAFFIC			**37**	**0**	**19**		**0**	**0**	**14**		**33**	**76**	**0**		**22**	**128**	**63**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Juniper Road at Chestnut Road
COUNT DATE: May 23, 2024
AM PEAK HOUR FACTOR: 0.77
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		4	2	2		88	0	78		2	238	4		33	266	1
Peak Season Conversion 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		**4**	**2**	**2**		**92**	**0**	**81**		**2**	**248**	**4**		**34**	**277**	**1**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	2	0		8	1	65		0	82	3		59	131	1
Peak Season Conversion 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
PM EXISTING CONDITIONS		**0**	**2**	**0**		**8**	**1**	**68**		**0**	**85**	**3**		**61**	**136**	**1**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		3	0	2		0	8	0		1	8	0
AM NON-PROJECT TRAFFIC		**4**	**2**	**2**		**95**	**0**	**83**		**2**	**256**	**4**		**35**	**285**	**1**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		0	0	2		0	3	0		2	4	0
PM NON-PROJECT TRAFFIC		**0**	**2**	**0**		**8**	**1**	**70**		**0**	**88**	**3**		**63**	**140**	**1**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering						15.0%									51.0%	
Distribution	Exiting											51.0%	15.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project	Net New						4					42	12			15	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**4**	**0**	**0**		**0**	**42**	**12**		**0**	**15**	**0**
AM TOTAL TRAFFIC			**4**	**2**	**2**		**99**	**0**	**83**		**2**	**298**	**16**		**35**	**300**	**1**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New						14					29	8			49	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**14**	**0**	**0**		**0**	**29**	**8**		**0**	**49**	**0**
PM TOTAL TRAFFIC			**0**	**2**	**0**		**22**	**1**	**70**		**0**	**117**	**11**		**63**	**189**	**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Juniper Road at SR 35
COUNT DATE: May 23, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.9

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		39	7	134		48	4	90	24	53	767	45	1	67	1,138	20
Peak Season Conversion 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		**41**	**7**	**139**		**50**	**4**	**94**	**25**	**55**	**798**	**47**	**1**	**70**	**1,184**	**21**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		20	3	80		29	3	83	50	96	1,104	43	4	56	801	25
Peak Season Conversion 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
PM EXISTING CONDITIONS		**21**	**3**	**83**		**30**	**3**	**86**	**52**	**100**	**1,148**	**45**	**4**	**58**	**833**	**26**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		1	0	4		2	0	3	1	2	24	1	0	2	36	1
AM NON-PROJECT TRAFFIC		**42**	**7**	**143**		**52**	**4**	**97**	**26**	**57**	**822**	**48**	**1**	**72**	**1,220**	**22**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		1	0	3		1	0	3	2	3	35	1	0	2	25	1
PM NON-PROJECT TRAFFIC		**22**	**3**	**86**		**31**	**3**	**89**	**54**	**103**	**1,183**	**46**	**4**	**60**	**858**	**27**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering							2.0%			32.0%						
Distribution	Exiting			2.0%	32.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project	Net New			2	27			1			9						
AM TOTAL PROJECT TRAFFIC			**0**	**2**	**27**		**0**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**
AM TOTAL TRAFFIC			**42**	**9**	**170**		**52**	**5**	**97**	**26**	**66**	**822**	**48**	**1**	**72**	**1,220**	**22**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New			1	18			2			31						
PM TOTAL PROJECT TRAFFIC			**0**	**1**	**18**		**0**	**2**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**
PM TOTAL TRAFFIC			**22**	**4**	**104**		**31**	**5**	**89**	**54**	**134**	**1,183**	**46**	**4**	**60**	**858**	**27**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Juniper Road at SE 79th Street
COUNT DATE: May 23, 2024
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		76	8	161		1	18	3		273	76	0		0	139	217
Peak Season Conversion 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		**79**	**8**	**167**		**1**	**19**	**3**		**284**	**79**	**0**		**0**	**145**	**226**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		181	27	191		0	5	1		152	20	1		3	21	133
Peak Season Conversion 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
PM EXISTING CONDITIONS		**188**	**28**	**199**		**0**	**5**	**1**		**158**	**21**	**1**		**3**	**22**	**138**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		2	0	5		0	1	0		9	2	0		0	4	7
AM NON-PROJECT TRAFFIC		**81**	**8**	**172**		**1**	**20**	**3**		**293**	**81**	**0**		**0**	**149**	**233**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		6	1	6		0	0	0		5	1	0		0	1	4
PM NON-PROJECT TRAFFIC		**194**	**29**	**205**		**0**	**5**	**1**		**163**	**22**	**1**		**3**	**23**	**142**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering				50.0%												
Distribution	Exiting										50.0%						

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project	Net New				15						42						
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**15**		**0**	**0**	**0**		**42**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**81**	**8**	**187**		**1**	**20**	**3**		**335**	**81**	**0**		**0**	**149**	**233**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New				48						28						
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**48**		**0**	**0**	**0**		**28**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**194**	**29**	**253**		**0**	**5**	**1**		**191**	**22**	**1**		**3**	**23**	**142**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 80th Street/SE 41st Court at SE 79th Street
COUNT DATE: May 23, 2024
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.96

"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	2		206	0	302		1	82	123		132	78	0
Peak Season Conversion 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**	**2**		**214**	**0**	**314**		**1**	**85**	**128**		**137**	**81**	**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	1		132	0	162		0	99	200		206	90	0
Peak Season Conversion 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
PM EXISTING CONDITIONS		**0**	**0**	**1**		**137**	**0**	**168**		**0**	**103**	**208**		**214**	**94**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		6	0	10		0	3	4		4	2	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**2**		**220**	**0**	**324**		**1**	**88**	**132**		**141**	**83**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		4	0	5		0	3	6		6	3	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**1**		**141**	**0**	**173**		**0**	**106**	**214**		**220**	**97**	**0**

"PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												34.0%		16.0%		
Distribution	Exiting						34.0%		16.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project	Net New						28		13				10		5		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**28**	**0**	**13**		**0**	**0**	**10**		**5**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**2**		**248**	**0**	**337**		**1**	**88**	**142**		**146**	**83**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New						19		9				33		15		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**19**	**0**	**9**		**0**	**0**	**33**		**15**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**1**		**160**	**0**	**182**		**0**	**106**	**247**		**235**	**97**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 441 at SE 80th Street (W)
COUNT DATE: May 24, 2024
PM PEAK HOUR FACTOR: 0.94

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	124	145		75	90	0		0	0	0		89	1,444	94
Peak Season Conversion 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
PM EXISTING CONDITIONS		**0**	**129**	**151**		**78**	**94**	**0**		**0**	**0**	**0**		**93**	**1,502**	**98**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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	4	5		2	3	0		0	0	0		3	46	3
PM NON-PROJECT TRAFFIC		**0**	**133**	**156**		**80**	**97**	**0**		**0**	**0**	**0**		**96**	**1,548**	**101**

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering			7.0%											27.0%		
	Exiting							7.0%									

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New			7				4							26		
PM TOTAL PROJECT TRAFFIC			**0**	**7**	**0**		**0**	**4**	**0**		**0**	**0**	**0**		**26**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**140**	**156**		**80**	**101**	**0**		**0**	**0**	**0**		**122**	**1,548**	**101**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: US 441 at SE 80th Street (E)
COUNT DATE: May 24, 2024
PM PEAK HOUR FACTOR: 0.94

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		34	123	0		0	89	52		135	1,040	90		0	0	0
Peak Season Conversion 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
PM EXISTING CONDITIONS		**35**	**128**	**0**		**0**	**93**	**54**		**140**	**1,082**	**94**		**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	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
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		1	4	0		0	3	2		4	33	3		0	0	0
PM NON-PROJECT TRAFFIC		**36**	**132**	**0**		**0**	**96**	**56**		**144**	**1,115**	**97**		**0**	**0**	**0**

"PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering			34.0%													
	Exiting							7.0%	27.0%								

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project	Net New			33				4	15								
PM TOTAL PROJECT TRAFFIC			**0**	**33**	**0**		**0**	**4**	**15**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**36**	**165**	**0**		**0**	**100**	**71**		**144**	**1,115**	**97**		**0**	**0**	**0**

APPENDIX D:
Signal Timings & Committed Improvements

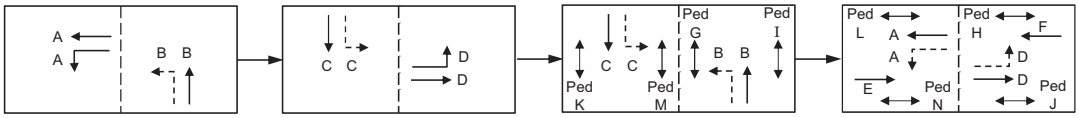
Marion County
Office of the County Engineer

Signal ID	Major Street	Minor Street	Date	Technician
93	US 441	SE 80th St	6/15/2023	United Signs & Signals (FDOT Contractor)

Basic Timing

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
DIRECTION	WBLT/NBLT	EBLT/SBLT	NB/SB	EB/WB				
MIN GRN	8	8	22	10				
GAP EXT	6.0	6.0	3.0	4.0				
MAX 1	15	15	55	25				
MAX 2								
YEL CLR	5.5	5.5	5.5	4.8				
RED CLR	2.0	2.0	2.0	2.0				
WALK			7	7				
PED CLR			25	18				
MIN RECALL			X					
MAX RECALL								
PED RECALL								
NON-LOCK CALL	X	X						
DUAL ENTRY								
REST IN WALK								

Signal Operating Plan



Phase 1 Phase 2 Phase 3 Phase 4

Additional Notes (Turning Retrictions?, Overlaps?, Etc.)

1) 5-second delay on loop for WB right turn only lane (Detector #10).
2) Veh Overlap A = Phases 1 & 4
   Veh Overlap B = Phases 1 & 3
   Veh Overlap C = Phases 2 & 3
   Veh Overlap D = Phases 2 & 4
   Veh Overlap E = Phase 4
   Veh Overlap F = Phase 4
   Ped Overlap G = Phase 3
   Ped Overlap H = Phase 4
   Ped Overlap I = Phase 3
   Ped Overlap J = Phase 4
   Ped Overlap K = Phase 3
   Ped Overlap L = Phase 4
   Ped Overlap M = Phase 3
   Ped Overlap N = Phase 4

Coordination? Yes (No)

Splits for Coordination

Plan	Phase Number								Cycle Length	Offset
	1	2	3	4	5	6	7	8		

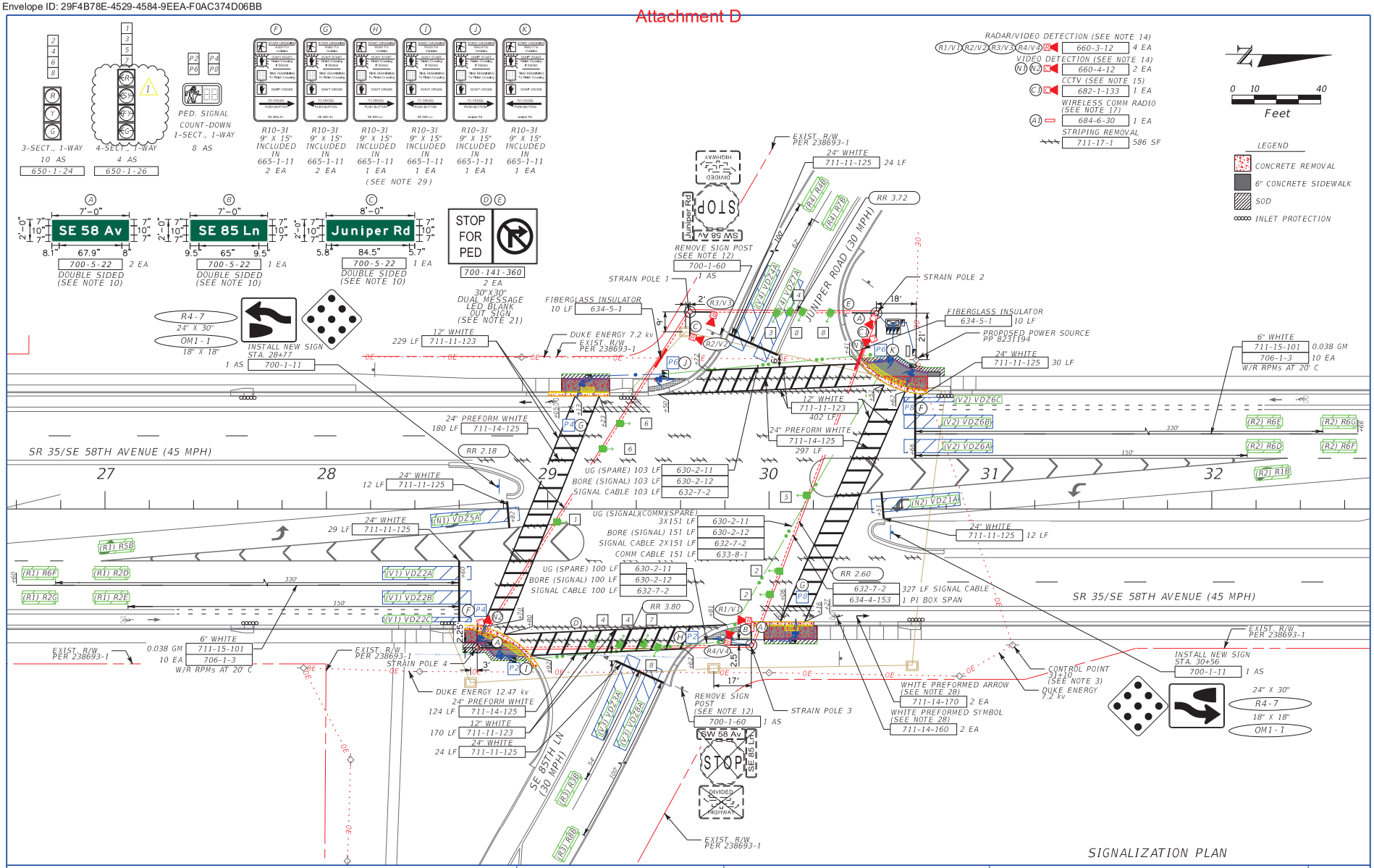
Time Patterns for Coordination

Plan	Start Time	End Time	Days of Week

General Coordination Data

Coord Mode	Max Mode	Correction Mode	Offset Mode	Force Mode

Attachment D



SIGNALIZATION PLAN

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
4/19/24	1 4 SECTION SIGNAL HEAD UPDATED		

DEBORAH GRAEBER, P.E.
P.E. LICENSE NUMBER 58624
ASPIREON CONSULTING GROUP, INC.
821 PALMETTO TERRACE
OVIEDO, FL 32765

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
35	MARION	440816-4-52-03

SR 35 AT SE 85TH LN/JUNIPER RD
SECTION 36009-000 M.P. 2.606
MARION COUNTY

SHEET NO. D-74

Attachment D

DETECTOR ASSIGNMENTS

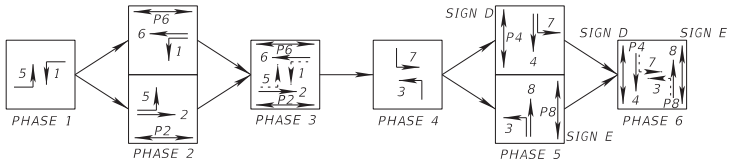
DETECTOR UNIT #	ASSIGNED TO MOVEMENT	ZONE	ZONE SIZE	DET BIU #	CHANNEL	DETECTOR TYPE	DELAY (SEC)
R1/V1	2	R2D	6'X15'	1	6	AD	
	2	R2E	6'X15'	1	7	AD	
	2	R2F	6'X15'	1	8	AD	
	2	R2G	6'X15'	1	9	AD	
	2	VDZ2A	6'X40'	1	2	PD	
	2	VDZ2B	6'X40'	1	3	PD	
	2	VDZ2C	2'X40'	1	4	PD/B	
	5	R5B	6'X15'	1	5	QD	
N1	5	VDZ5A	6'X40'	1	1	PD	
R2/V2	6	R6D	6'X15'	2	22	AD	
	6	R6E	6'X15'	2	23	AD	
	6	R6F	6'X15'	2	24	AD	
	6	R6G	6'X15'	2	25	AD	
	6	VDZ6A	6'X40'	2	18	PD	
	6	VDZ6B	6'X40'	2	19	PD	
	6	VDZ6C	2'X40'	2	20	PD/B	
	1	R1B	6'X15'	2	21	QD	
N2	1	VDZ1A	6'X40'	2	17	PD	
R3/V3	8	VDZ8A	6'X40'	1	11	PD	5
	3	VDZ3A	6'X40'	1	10	PD	
	8	R8B	6'X15'	1	13	AD	
	3	R3B	6'X15'	1	12	QD	
R4/V4	4	VDZ4A	6'X40'	2	27	PD	5
	7	VDZ7A	6'X40'	2	26	PD	
	4	R4B	6'X15'	2	29	AD	
	7	R7B	6'X15'	2	28	QD	

NOTE: ALL CHANNELS NOT SHOWN WILL BE SPARES.
LEGEND:
V-VIDEO
PD-PRESENCE DETECTION
R-RADAR
QD-QUEUE DETECTION
B-BIKE DETECTION
AD-ADVANCE DETECTION

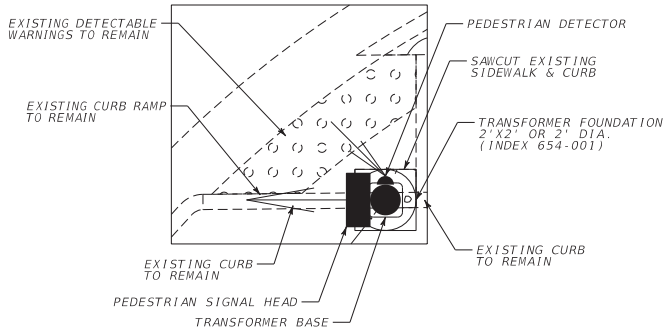
CONTROLLER TIMINGS

TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	7	20	7	7	7	20	7	7
	EXTENSION	3	3	3	3	3	3	3	3
	MAXIMUM GREEN 1	20	60	20	30	20	60	20	30
	MAXIMUM GREEN 2								
	YELLOW CLEARANCE	4.8	4.8	3.7	3.8	4.8	4.8	3.8	3.8
	ALL RED	3.5	2.0	2.5	2.7	3.3	2.0	2.5	2.7
	PEDESTRIAN WALK		7		7		7		7
	PED. CLEARANCE		25		33		26		34
	LPI				7				7
	RECALL		MIN				MIN		
	DET. FUNCTION	NL	L	NL	NL	NL	L	NL	NL

S.O.P. 10



TRANSFORMER BASE DETAIL
(NTS)



UTILITY CONTACTS:

CITY OF BELLEVIEW	BOB TITERINGTON	352-233-2110
CITY OF OCALA TELECOMMUNICATION	JASON COHEN	352-401-3999
COX CABLE MARION	MATTHEW BERRY	602-859-8672
COMCAST	SCOTT OSEBOLD	352-267-7620
DUKE ENERGY DISTRIBUTION	YANI MIKEDIS	352-694-8811
LUMEN	PAUL BUTLER	352-844-3151
TECO PEOPLES GAS OCALA	LANDON MEAHL	904-443-7308

SIGNALIZATION PLAN

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

DEBORAH GRAEBER, P.E.
P.E. LICENSE NUMBER 58624
ASPIREON CONSULTING GROUP, INC.
821 PALMETTO TERRACE
OVIEDO, FL 32765

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
35	MARION	440816-4-52-03

SR 35 AT SE 85TH LN/JUNIPER RD
SECTION 36009-000 M.P. 2.606
MARION COUNTY

SHEET NO. D-75 4

dgrae 1/30/2024 9:49:25 PM C:\Users\dgrae\OneDrive - Aspireon Inc\Aspireon\Projects\Parsons\PAR-001\PAR-001-03

APPENDIX E:
NCHRP 457 Output

NCHRP 457
Project Driveway on Juniper Road (NBL)
AM Peak Hour

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

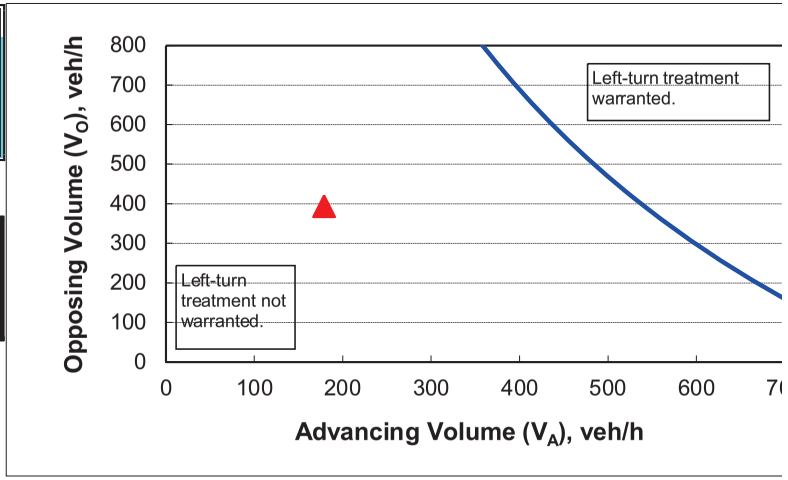
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	179
Opposing volume (V_O), veh/h:	394

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	541
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
Project Driveway on Juniper Road (NBL)
PM Peak Hour

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

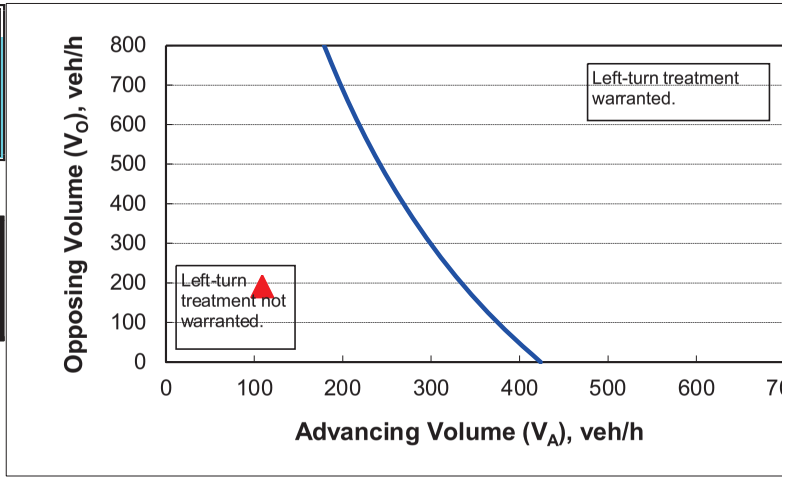
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	30%
Advancing volume (V_A), veh/h:	109
Opposing volume (V_O), veh/h:	191

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	338
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
Project Driveway on Juniper Road (SBR)
AM Peak Hour

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

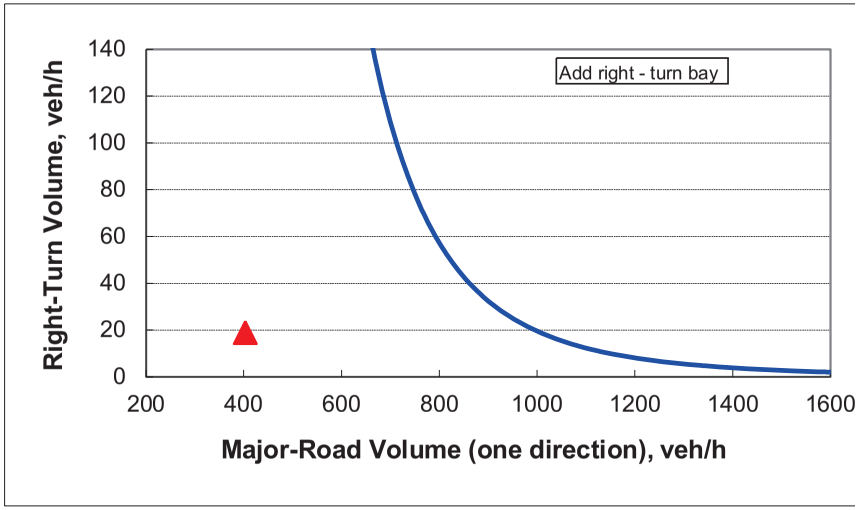
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	403
Right-turn volume, veh/h:	19

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	1559
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
Project Driveway on Juniper Road (SBR)
PM Peak Hour

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

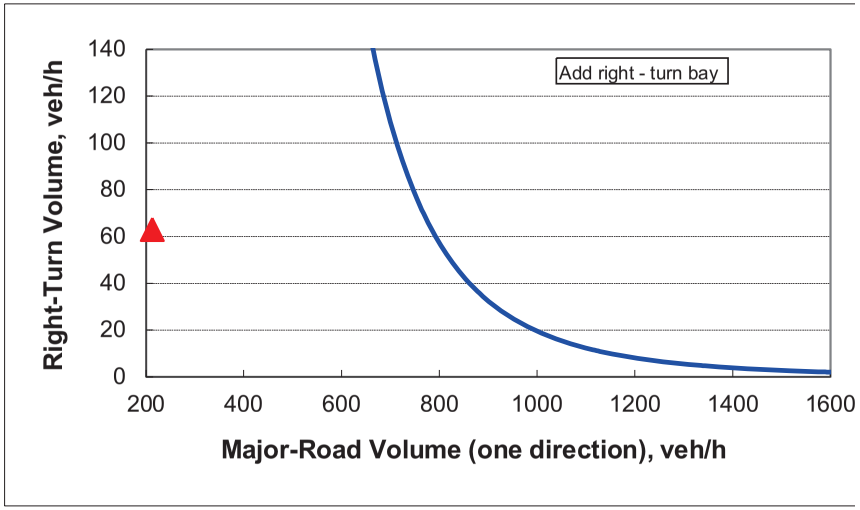
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	213
Right-turn volume, veh/h:	63

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	33686
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



APPENDIX F:
Synchro Output

F1: Existing AM Peak Hour Traffic (2024)

Lanes, Volumes, Timings
1: Juniper Rd & Project Dvwy/Juniper Pass

Existing Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	11	0	92	0	162	2	9	364	0
Future Volume (vph)	0	0	0	11	0	92	0	162	2	9	364	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	15	0	123	0	216	3	12	485	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	138	0	0	219	0	0	497	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	0	0	0	11	0	92	0	162	2	9	364	0
Future Vol, veh/h	0	0	0	11	0	92	0	162	2	9	364	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	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	0	0	15	0	123	0	216	3	12	485	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	725	728	485	727	727	217	485	0	0	219	0	0
Stage 1	509	509	-	217	217	-	-	-	-	-	-	-
Stage 2	216	219	-	509	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	340	350	582	340	351	822	1072	-	-	1351	-	-
Stage 1	546	538	-	785	723	-	-	-	-	-	-	-
Stage 2	786	722	-	546	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	286	346	582	335	346	822	1072	-	-	1351	-	-
Mov Cap-2 Maneuver	286	346	-	335	346	-	-	-	-	-	-	-
Stage 1	540	531	-	785	723	-	-	-	-	-	-	-
Stage 2	669	722	-	540	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.26	0	0.19
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	-	712	43	-	-
HCM Lane V/C Ratio	-	-	-	-	0.193	0.009	-	-
HCM Control Delay (s/veh)	0	-	-	0	11.3	7.7	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	2	2	92	0	81	2	248	4	34	277	1
Future Volume (vph)	4	2	2	92	0	81	2	248	4	34	277	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	3	3	119	0	105	3	322	5	44	360	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	224	0	0	330	0	0	405	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	2	2	92	0	81	2	248	4	34	277	1
Future Vol, veh/h	4	2	2	92	0	81	2	248	4	34	277	1
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	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	5	3	3	119	0	105	3	322	5	44	360	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	776	781	360	779	779	325	361	0	0	327	0	0
Stage 1	449	449	-	330	330	-	-	-	-	-	-	-
Stage 2	327	332	-	449	449	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
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	-	-	2.227	-	-
Pot Cap-1 Maneuver	315	326	684	313	327	716	1198	-	-	1227	-	-
Stage 1	589	572	-	683	646	-	-	-	-	-	-	-
Stage 2	685	644	-	589	572	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	256	311	684	295	312	716	1198	-	-	1227	-	-
Mov Cap-2 Maneuver	256	311	-	295	312	-	-	-	-	-	-	-
Stage 1	563	547	-	681	644	-	-	-	-	-	-	-
Stage 2	583	642	-	558	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.63	24.23	0.06	0.88
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	320	407	196	-	-
HCM Lane V/C Ratio	0.002	-	-	0.032	0.552	0.036	-	-
HCM Control Delay (s/veh)	8	0	-	16.6	24.2	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	41	7	139	50	4	94	25	55	798	47	1	70	1184	21
Future Volume (vph)	41	7	139	50	4	94	25	55	798	47	1	70	1184	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	6%	4%	4%	4%	4%
Adj. Flow (vph)	45	8	151	54	4	102	27	60	867	51	1	76	1287	23
Shared Lane Traffic (%)														
Lane Group Flow (vph)	45	159	0	54	106	0	0	87	918	0	0	77	1310	0
Sign Control		Stop			Stop				Free				Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	41	7	139	50	4	94	25	55	798	47	1	70	1184	21
Future Vol, veh/h	41	7	139	50	4	94	25	55	798	47	1	70	1184	21
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	214	-	-	214	-	-	-	214	-	-	-	214	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	4	4	4	4
Mvmt Flow	45	8	151	54	4	102	27	60	867	51	1	76	1287	23

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2062	2545	655	1868	2531	459	1310	1310	0	0	918	918	0	0
Stage 1	1453	1453	-	1067	1067	-	-	-	-	-	-	-	-	-
Stage 2	610	1092	-	802	1464	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.52	4.22	-	-	6.48	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.56	2.26	-	-	2.54	2.24	-	-
Pot Cap-1 Maneuver	~ 32	27	409	~ 44	27	549	202	503	-	-	369	726	-	-
Stage 1	137	194	-	237	297	-	-	-	-	-	-	-	-	-
Stage 2	448	289	-	344	191	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 15	16	409	~ 16	16	549	261	261	-	-	712	712	-	-
Mov Cap-2 Maneuver	70	70	-	62	60	-	-	-	-	-	-	-	-	-
Stage 1	122	173	-	158	198	-	-	-	-	-	-	-	-	-
Stage 2	238	193	-	185	170	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	46.44	75.37	2.2	0.59
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	261	-	-	70	332	62	411	712	-	-
HCM Lane V/C Ratio	0.333	-	-	0.638	0.478	0.879	0.259	0.108	-	-
HCM Control Delay (s/veh)	25.5	-	-	121.3	25.4	190.2	16.8	10.7	-	-
HCM Lane LOS	D	-	-	F	D	F	C	B	-	-
HCM 95th %tile Q(veh)	1.4	-	-	2.8	2.5	4.1	1	0.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	8	167	1	19	3	284	79	0	0	145	226
Future Volume (vph)	79	8	167	1	19	3	284	79	0	0	145	226
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	6%	6%	18%	18%	18%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	89	9	188	1	21	3	319	89	0	0	163	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	286	0	0	25	0	0	408	0	0	417	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	26.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	79	8	167	1	19	3	284	79	0	0	145	226
Future Vol, veh/h	79	8	167	1	19	3	284	79	0	0	145	226
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	18	18	18	2	2	2	4	4	4
Mvmt Flow	89	9	188	1	21	3	319	89	0	0	163	254

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1028	1017	290	894	1144	89	417	0	0	89	0	0
Stage 1	290	290	-	727	727	-	-	-	-	-	-	-
Stage 2	738	727	-	167	417	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.28	6.68	6.38	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.662	4.162	3.462	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	209	234	740	245	187	927	1142	-	-	1494	-	-
Stage 1	709	665	-	391	406	-	-	-	-	-	-	-
Stage 2	404	423	-	798	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	165	740	124	132	927	1142	-	-	1494	-	-
Mov Cap-2 Maneuver	129	165	-	124	132	-	-	-	-	-	-	-
Stage 1	709	665	-	276	287	-	-	-	-	-	-	-
Stage 2	263	299	-	588	565	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	91.25	34.4	7.33	0
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1086	-	-	287	148	1494	-	-
HCM Lane V/C Ratio	0.279	-	-	0.995	0.175	-	-	-
HCM Control Delay (s/veh)	9.4	0	-	91.3	34.4	0	-	-
HCM Lane LOS	A	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	1.2	-	-	10.2	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	214	0	314	1	85	128	137	81	0
Future Volume (vph)	0	0	2	214	0	314	1	85	128	137	81	0
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 (%)	2%	2%	2%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	2	235	0	345	1	93	141	151	89	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	235	345	0	235	0	151	89	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	214	0	314	1	85	128	137	81	0
Future Vol, veh/h	0	0	2	214	0	314	1	85	128	137	81	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	-	-	-	-	-	150	-	-	-	214	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	3	3	3	5	5	5	5	5	5
Mvmt Flow	0	0	2	235	0	345	1	93	141	151	89	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	486	626	89	556	556	164	89	0	0	234	0	0
Stage 1	390	390	-	166	166	-	-	-	-	-	-	-
Stage 2	96	236	-	390	390	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	492	401	969	440	438	878	1488	-	-	1316	-	-
Stage 1	634	608	-	834	759	-	-	-	-	-	-	-
Stage 2	911	710	-	632	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	264	354	969	389	387	878	1488	-	-	1316	-	-
Mov Cap-2 Maneuver	264	354	-	389	387	-	-	-	-	-	-	-
Stage 1	562	538	-	833	758	-	-	-	-	-	-	-
Stage 2	553	709	-	558	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.72	18.11	0.03	5.08
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	969	389	878	1316	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.605	0.393	0.114	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	27.5	11.7	8.1	-	-
HCM Lane LOS	A	A	-	A	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	3.8	1.9	0.4	-	-

F2: Existing PM Peak Hour Traffic (2024)

Lanes, Volumes, Timings
1: Juniper Rd & Project Dvwy/Juniper Pass

Existing Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	14	0	74	0	21	124	0
Future Volume (vph)	0	0	0	0	0	14	0	74	0	21	124	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	0	15	0	79	0	22	132	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	0	79	0	0	154	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	14	0	74	0	21	124	0
Future Vol, veh/h	0	0	0	0	0	14	0	74	0	21	124	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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	8	8	8	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	15	0	79	0	22	132	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	255	255	132	255	255	79	132	0	0	79	0	0
Stage 1	177	177	-	79	79	-	-	-	-	-	-	-
Stage 2	79	79	-	177	177	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	698	648	917	686	638	965	1453	-	-	1520	-	-
Stage 1	825	753	-	915	818	-	-	-	-	-	-	-
Stage 2	930	829	-	811	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	676	638	917	675	628	965	1453	-	-	1520	-	-
Mov Cap-2 Maneuver	676	638	-	675	628	-	-	-	-	-	-	-
Stage 1	812	741	-	915	818	-	-	-	-	-	-	-
Stage 2	916	829	-	799	730	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.79	0	1.07
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1453	-	-	-	965	261	-	-
HCM Lane V/C Ratio	-	-	-	-	0.015	0.015	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.8	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	0	8	1	68	0	85	3	61	136	1
Future Volume (vph)	0	2	0	8	1	68	0	85	3	61	136	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	2	0	9	1	73	0	91	3	66	146	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	83	0	0	94	0	0	213	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	0	8	1	68	0	85	3	61	136	1
Future Vol, veh/h	0	2	0	8	1	68	0	85	3	61	136	1
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	2	0	9	1	73	0	91	3	66	146	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	370	373	147	372	372	93	147	0	0	95	0	0
Stage 1	278	278	-	93	93	-	-	-	-	-	-	-
Stage 2	92	95	-	278	278	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	587	558	900	582	555	959	1434	-	-	1499	-	-
Stage 1	729	680	-	909	814	-	-	-	-	-	-	-
Stage 2	915	817	-	724	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	515	531	900	552	529	959	1434	-	-	1499	-	-
Mov Cap-2 Maneuver	515	531	-	552	529	-	-	-	-	-	-	-
Stage 1	694	648	-	909	814	-	-	-	-	-	-	-
Stage 2	844	817	-	687	644	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.81	9.51	0	2.31
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	531	882	554	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.094	0.044	-	-
HCM Control Delay (s/veh)	0	-	-	11.8	9.5	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	21	3	83	30	3	86	52	100	1148	45	4	58	833	26
Future Volume (vph)	21	3	83	30	3	86	52	100	1148	45	4	58	833	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	3%	4%	4%	4%	4%
Adj. Flow (vph)	23	3	92	33	3	96	58	111	1276	50	4	64	926	29
Shared Lane Traffic (%)														
Lane Group Flow (vph)	23	95	0	33	99	0	0	169	1326	0	0	68	955	0
Sign Control		Stop			Stop				Free				Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	21	3	83	30	3	86	52	100	1148	45	4	58	833	26
Future Vol, veh/h	21	3	83	30	3	86	52	100	1148	45	4	58	833	26
Conflicting Peds, #/hr	0	0	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	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	214	-	-	214	-	-	-	214	-	-	-	214	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	3	4	4	4	4
Mvmt Flow	23	3	92	33	3	96	58	111	1276	50	4	64	926	29

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	2055	2741	477	2241	2731	663	954	954	0	0	1326	1326	0	0
Stage 1	1078	1078	-	1638	1638	-	-	-	-	-	-	-	-	-
Stage 2	977	1663	-	602	1092	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.6	7	7.56	6.56	6.96	6.46	4.16	-	-	6.48	4.18	-	-
Critical Hdwy Stg 1	6.6	5.6	-	6.56	5.56	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.6	-	6.56	5.56	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.05	3.35	3.53	4.03	3.33	2.53	2.23	-	-	2.54	2.24	-	-
Pot Cap-1 Maneuver	31	19	526	~ 23	20	402	352	710	-	-	201	506	-	-
Stage 1	228	287	-	104	155	-	-	-	-	-	-	-	-	-
Stage 2	263	148	-	451	287	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 12	10	526	~ 9	11	402	475	475	-	-	441	441	-	-
Mov Cap-2 Maneuver	43	23	-	45	43	-	-	-	-	-	-	-	-	-
Stage 1	193	242	-	67	100	-	-	-	-	-	-	-	-	-
Stage 2	125	95	-	309	242	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	49.45	66.69	1.89	0.99
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	475	-	-	43	299	45	314	441	-	-
HCM Lane V/C Ratio	0.355	-	-	0.537	0.319	0.741	0.315	0.156	-	-
HCM Control Delay (s/veh)	16.7	-	-	159.6	22.6	200.3	21.7	14.7	-	-
HCM Lane LOS	C	-	-	F	C	F	C	B	-	-
HCM 95th %tile Q(veh)	1.6	-	-	2	1.3	2.9	1.3	0.5	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	28	199	0	5	1	158	21	1	3	22	138
Future Volume (vph)	188	28	199	0	5	1	158	21	1	3	22	138
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	194	29	205	0	5	1	163	22	1	3	23	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	428	0	0	6	0	0	186	0	0	168	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

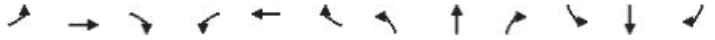
Intersection	
Int Delay, s/veh	14.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	188	28	199	0	5	1	158	21	1	3	22	138
Future Vol, veh/h	188	28	199	0	5	1	158	21	1	3	22	138
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	194	29	205	0	5	1	163	22	1	3	23	142

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	450	448	94	391	519	22	165	0	0	23	0	0
Stage 1	100	100	-	348	348	-	-	-	-	-	-	-
Stage 2	350	348	-	43	171	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
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	-	-	2.227	-	-
Pot Cap-1 Maneuver	519	506	963	568	461	1055	1413	-	-	1586	-	-
Stage 1	906	812	-	668	634	-	-	-	-	-	-	-
Stage 2	666	634	-	971	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	452	446	963	371	406	1055	1413	-	-	1586	-	-
Mov Cap-2 Maneuver	452	446	-	371	406	-	-	-	-	-	-	-
Stage 1	904	811	-	590	560	-	-	-	-	-	-	-
Stage 2	583	560	-	735	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	23.97	13.06	6.92	0.13
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	606	453	28	-	-
HCM Lane V/C Ratio	0.115	-	-	0.706	0.014	0.002	-	-
HCM Control Delay (s/veh)	7.9	0	-	24	13.1	7.3	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	5.7	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	137	0	168	0	103	208	214	94	0
Future Volume (vph)	0	0	1	137	0	168	0	103	208	214	94	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	1	143	0	175	0	107	217	223	98	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	143	175	0	324	0	223	98	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	137	0	168	0	103	208	214	94	0
Future Vol, veh/h	0	0	1	137	0	168	0	103	208	214	94	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	-	-	-	-	-	150	-	-	-	214	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	0	0	1	143	0	175	0	107	217	223	98	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	651	868	98	759	759	216	98	0	0	324	0	0
Stage 1	544	544	-	216	216	-	-	-	-	-	-	-
Stage 2	107	324	-	544	544	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	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	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	291	958	323	336	824	1483	-	-	1236	-	-
Stage 1	523	519	-	787	724	-	-	-	-	-	-	-
Stage 2	898	650	-	523	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	246	238	958	264	275	824	1483	-	-	1236	-	-
Mov Cap-2 Maneuver	246	238	-	264	275	-	-	-	-	-	-	-
Stage 1	429	426	-	787	724	-	-	-	-	-	-	-
Stage 2	707	650	-	429	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.76	20.87	0	5.94
HCM LOS	A	C		

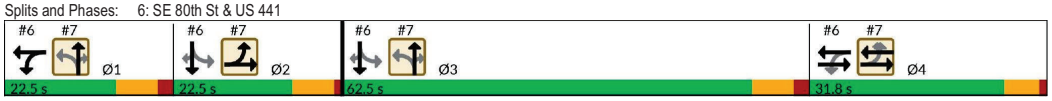
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1483	-	-	958	264	824	1236	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.54	0.212	0.18	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	33.5	10.5	8.6	-	-
HCM Lane LOS	A	-	-	A	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.9	0.8	0.7	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	129	151	78	94	0	0	0	0	93	1502	98		
Future Volume (vph)	0	129	151	78	94	0	0	0	0	93	1502	98		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%		
Adj. Flow (vph)	0	137	161	83	100	0	0	0	0	99	1598	104		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	298	0	0	183	0	0	0	0	99	1598	104		
Turn Type		NA		pm+pt	NA					Perm	NA	Perm		
Protected Phases		4		1	4 1						2 3		2	3
Permitted Phases				4 1						2 3		2 3		
Detector Phase		4		1	4 1					2 3	2 3	2 3		
Switch Phase														
Minimum Initial (s)		10.0		8.0									8.0	22.0
Minimum Split (s)		15.8		15.5									14.5	29.5
Total Split (s)		31.8		22.5									22.5	62.5
Total Split (%)		22.8%		16.2%									16%	45%
Yellow Time (s)		4.8		5.5									5.5	5.5
All-Red Time (s)		1.0		2.0									1.0	2.0
Lost Time Adjust (s)		0.0												
Total Lost Time (s)		5.8												
Lead/Lag		Lag		Lead									Lag	Lead
Lead-Lag Optimize?		Yes		Yes									Yes	Yes
Recall Mode		None		None									None	Min
v/c Ratio		0.86			0.57					0.10	0.81	0.11		
Control Delay (s/veh)		72.2			33.0					14.4	28.5	4.6		
Queue Delay		0.0			0.0					0.0	0.0	0.0		
Total Delay (s/veh)		72.2			33.0					14.4	28.5	4.6		
Queue Length 50th (ft)		234			70					40	588	9		
Queue Length 95th (ft)		#395			120					69	691	36		
Internal Link Dist (ft)		156			413			497			510			
Turn Bay Length (ft)										214		214		
Base Capacity (vph)		346			320					988	1977	919		
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		0.86			0.57					0.10	0.81	0.11		

Intersection Summary

Cycle Length: 139.3
Actuated Cycle Length: 139.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SE 80th St & US 441



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	129	151	78	94	0	0	0	0	93	1502	98
Future Volume (vph)	0	129	151	78	94	0	0	0	0	93	1502	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8			5.8					6.5	6.5	6.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1694			1821					1752	3505	1568
Flt Permitted		1.00			0.29					0.95	1.00	1.00
Satd. Flow (perm)		1694			548					1752	3505	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	137	161	83	100	0	0	0	0	99	1598	104
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	268	0	0	183	0	0	0	0	99	1598	68
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		1	4 1						2 3	
Permitted Phases				4 1						2 3		2 3
Actuated Green, G (s)		25.9			40.9					77.5	77.5	77.5
Effective Green, g (s)		25.9			40.9					77.5	77.5	77.5
Actuated g/C Ratio		0.19			0.29					0.56	0.56	0.56
Clearance Time (s)		5.8										
Vehicle Extension (s)		4.0										
Lane Grp Cap (vph)		315			298					975	1951	872
v/s Ratio Prot		c0.16			c0.07						c0.46	
v/s Ratio Perm					0.11					0.06		0.04
v/c Ratio		0.85			0.61					0.10	0.82	0.08
Uniform Delay, d1		54.8			42.4					14.5	25.1	14.3
Progression Factor		1.00			0.57					1.00	1.00	1.00
Incremental Delay, d2		19.8			4.2					0.1	3.3	0.1
Delay (s)		74.6			28.4					14.6	28.5	14.4
Level of Service		E			C					B	C	B
Approach Delay (s/veh)		74.6			28.4			0.0			26.9	
Approach LOS		E			C			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	139.2	Sum of lost time (s)	27.3
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

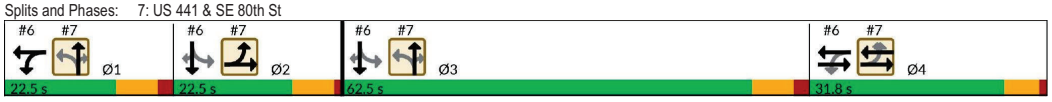
HCM 7th Edition methodology does not support clustered intersections.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø3
Lane Configurations														
Traffic Volume (vph)	35	128	0	0	93	54	140	1082	94	0	0	0		
Future Volume (vph)	35	128	0	0	93	54	140	1082	94	0	0	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%		
Adj. Flow (vph)	37	136	0	0	99	57	149	1151	100	0	0	0		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	173	0	0	99	57	149	1151	100	0	0	0		
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm					
Protected Phases	2	4 2			4			1 3					1	3
Permitted Phases	4 2					4	1 3		1 3					
Detector Phase	2	4 2			4	4	1 3	1 3	1 3					
Switch Phase														
Minimum Initial (s)	8.0				10.0	10.0							8.0	22.0
Minimum Split (s)	14.5				15.8	15.8							15.5	29.5
Total Split (s)	22.5				31.8	31.8							22.5	62.5
Total Split (%)	16.2%				22.8%	22.8%							16%	45%
Yellow Time (s)	5.5				4.8	4.8							5.5	5.5
All-Red Time (s)	1.0				1.0	1.0							2.0	2.0
Lost Time Adjust (s)					0.0	0.0								
Total Lost Time (s)					5.8	5.8								
Lead/Lag	Lag				Lag	Lag							Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes							Yes	Yes
Recall Mode	None				None	None							None	Min
v/c Ratio		0.32			0.29	0.14	0.17	0.66	0.12					
Control Delay (s/veh)		14.0			51.3	0.7	10.1	18.4	2.4					
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0					
Total Delay (s/veh)		14.0			51.3	0.7	10.1	18.4	2.4					
Queue Length 50th (ft)		39			78	0	38	209	2					
Queue Length 95th (ft)		m50			134	0	60	264	18					
Internal Link Dist (ft)		413			4337			355			286			
Turn Bay Length (ft)						214	194		244					
Base Capacity (vph)		534			347	413	873	1745	827					
Starvation Cap Reductn		0			0	0	0	0	0					
Spillback Cap Reductn		0			0	0	0	0	0					
Storage Cap Reductn		0			0	0	0	0	0					
Reduced v/c Ratio		0.32			0.29	0.14	0.17	0.66	0.12					

Intersection Summary
Cycle Length: 139.3
Actuated Cycle Length: 139.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: US 441 & SE 80th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	128	0	0	93	54	140	1082	94	0	0	0
Future Volume (vph)	35	128	0	0	93	54	140	1082	94	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8			5.8	5.8	7.5	7.5	7.5			
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00			
Frt		1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected		0.99			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)		1808			1863	1583	1736	3471	1553			
Flt Permitted		0.93			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)		1702			1863	1583	1736	3471	1553			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	136	0	0	99	57	149	1151	100	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	46	0	0	46	0	0	0
Lane Group Flow (vph)	0	173	0	0	99	11	149	1151	54	0	0	0
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	2	4 2			4			1 3				
Permitted Phases	4 2					4	1 3		1 3			
Actuated Green, G (s)		41.9			25.9	25.9	70.0	70.0	70.0			
Effective Green, g (s)		41.9			25.9	25.9	70.0	70.0	70.0			
Actuated g/C Ratio		0.30			0.19	0.19	0.50	0.50	0.50			
Clearance Time (s)					5.8	5.8						
Vehicle Extension (s)					4.0	4.0						
Lane Grp Cap (vph)		524			346	294	872	1745	780			
v/s Ratio Prot		c0.04			0.05			c0.33				
v/s Ratio Perm		c0.06				0.01	0.09		0.03			
v/c Ratio		0.33			0.29	0.04	0.17	0.66	0.07			
Uniform Delay, d1		37.8			48.7	46.4	18.8	25.7	17.8			
Progression Factor		0.57			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2		0.4			0.6	0.1	0.3	1.5	0.1			
Delay (s)		21.9			49.3	46.5	19.1	27.2	17.9			
Level of Service		C			D	D	B	C	B			
Approach Delay (s/veh)		21.9			48.3			25.7			0.0	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	139.2	Sum of lost time (s)	27.3
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 7th Edition methodology does not support clustered intersections.

F3: Background AM Peak Hour Traffic (2027)

Lanes, Volumes, Timings
1: Juniper Rd & Project Dvwy/Juniper Pass

Background Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	11	0	95	0	167	2	9	375	0
Future Volume (vph)	0	0	0	11	0	95	0	167	2	9	375	0
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	15	0	127	0	223	3	12	500	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	142	0	0	226	0	0	512	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	0	95	0	167	2	9	375	0
Future Vol, veh/h	0	0	0	11	0	95	0	167	2	9	375	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	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	0	0	15	0	127	0	223	3	12	500	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	747	749	500	748	748	224	500	0	0	225	0	0
Stage 1	524	524	-	224	224	-	-	-	-	-	-	-
Stage 2	223	225	-	524	524	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	329	340	571	329	341	815	1059	-	-	1343	-	-
Stage 1	537	530	-	779	718	-	-	-	-	-	-	-
Stage 2	780	717	-	537	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	275	336	571	325	337	815	1059	-	-	1343	-	-
Mov Cap-2 Maneuver	275	336	-	325	337	-	-	-	-	-	-	-
Stage 1	530	523	-	779	718	-	-	-	-	-	-	-
Stage 2	659	717	-	530	523	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.38	0	0.18
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1059	-	-	-	705	42	-	-
HCM Lane V/C Ratio	-	-	-	-	0.201	0.009	-	-
HCM Control Delay (s/veh)	0	-	-	0	11.4	7.7	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.7	0	-	-

Lanes, Volumes, Timings
2: Juniper Rd & Chestnut Road

Background Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	2	2	95	0	83	2	256	4	35	285	1
Future Volume (vph)	4	2	2	95	0	83	2	256	4	35	285	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	3	3	123	0	108	3	332	5	45	370	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	231	0	0	340	0	0	416	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	4	2	2	95	0	83	2	256	4	35	285	1
Future Vol, veh/h	4	2	2	95	0	83	2	256	4	35	285	1
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	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	5	3	3	123	0	108	3	332	5	45	370	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	799	805	371	803	803	335	371	0	0	338	0	0
Stage 1	462	462	-	340	340	-	-	-	-	-	-	-
Stage 2	338	343	-	462	462	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
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	-	-	2.227	-	-
Pot Cap-1 Maneuver	303	316	675	302	317	707	1187	-	-	1216	-	-
Stage 1	580	565	-	675	639	-	-	-	-	-	-	-
Stage 2	677	637	-	580	564	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	244	300	675	283	301	707	1187	-	-	1216	-	-
Mov Cap-2 Maneuver	244	300	-	283	301	-	-	-	-	-	-	-
Stage 1	553	538	-	673	637	-	-	-	-	-	-	-
Stage 2	572	636	-	547	538	-	-	-	-	-	-	-

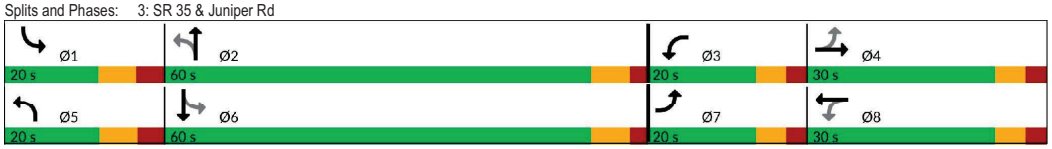
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.1	26.4	0.06	0.88
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	14	-	-	308	393	196	-	-
HCM Lane V/C Ratio	0.002	-	-	0.034	0.588	0.037	-	-
HCM Control Delay (s/veh)	8	0	-	17.1	26.4	8.1	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.6	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	7	143	52	4	97	83	822	48	73	1220	22
Future Volume (vph)	42	7	143	52	4	97	83	822	48	73	1220	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	4%	4%	4%
Adj. Flow (vph)	46	8	155	57	4	105	90	893	52	79	1326	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	163	0	57	109	0	90	945	0	79	1350	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	15.1	26.8		15.3	26.8		15.1	27.5		15.3	27.5	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	60.0		20.0	60.0	
Total Split (%)	15.4%	23.1%		15.4%	23.1%		15.4%	46.2%		15.4%	46.2%	
Yellow Time (s)	3.8	3.8		3.7	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.7		2.5	2.7		3.3	2.0		3.5	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)	6.3	6.5		6.2	6.5		8.1	6.8		8.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.19	0.56		0.25	0.44		0.36	0.54		0.23	0.77	
Control Delay (s/veh)	35.0	17.5		35.9	16.6		13.9	18.8		10.1	25.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.0	17.5		35.9	16.6		13.9	18.8		10.1	25.7	
Queue Length 50th (ft)	24	5		30	2		20	210		17	368	
Queue Length 95th (ft)	57	71		67	56		52	328		43	566	
Internal Link Dist (ft)		6595			362			331			317	
Turn Bay Length (ft)	214			214			214			214		
Base Capacity (vph)	365	545		344	508		307	2077		423	2101	
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	0.13	0.30		0.17	0.21		0.29	0.45		0.19	0.64	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 94.5
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR 35 & Juniper Rd



HCM 7th Signalized Intersection Summary
3: SR 35 & Juniper Rd

Background Conditions
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	7	143	52	4	97	83	822	48	73	1220	22
Future Volume (veh/h)	42	7	143	52	4	97	83	822	48	73	1220	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1811	1811	1811	1841	1841	1841
Adj Flow Rate, veh/h	46	8	155	57	4	105	90	893	52	79	1326	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	6	6	6	4	4	4
Cap, veh/h	259	10	194	216	8	204	240	1485	86	336	1578	29
Arrive On Green	0.05	0.13	0.13	0.06	0.13	0.13	0.07	0.45	0.45	0.07	0.45	0.45
Sat Flow, veh/h	1781	78	1519	1781	58	1535	1725	3305	192	1753	3514	64
Grp Volume(v), veh/h	46	0	163	57	0	109	90	465	480	79	659	691
Grp Sat Flow(s),veh/h/ln	1781	0	1597	1781	0	1594	1725	1721	1776	1753	1749	1829
Q Serve(g_s), s	2.0	0.0	9.2	2.5	0.0	5.9	2.5	19.0	19.0	2.1	31.0	31.0
Cycle Q Clear(g_c), s	2.0	0.0	9.2	2.5	0.0	5.9	2.5	19.0	19.0	2.1	31.0	31.0
Prop In Lane	1.00		0.95	1.00		0.96	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	259	0	204	216	0	211	240	773	798	336	785	821
V/C Ratio(X)	0.18	0.00	0.80	0.26	0.00	0.52	0.38	0.60	0.60	0.24	0.84	0.84
Avail Cap(c_a), veh/h	429	0	404	377	0	403	343	985	1017	441	1001	1047
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	39.4	32.3	0.0	37.5	18.2	19.3	19.3	13.7	22.6	22.7
Incr Delay (d2), s/veh	0.3	0.0	7.0	0.6	0.0	1.9	1.0	0.8	0.7	0.4	5.2	5.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.0	1.1	0.0	2.4	0.9	6.9	7.2	0.8	12.4	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	46.3	32.9	0.0	39.5	19.1	20.1	20.0	14.1	27.9	27.7
LnGrp LOS	C		D	C		D	B	C	C	B	C	C
Approach Vol, veh/h		209			166			1035			1429	
Approach Delay, s/veh		43.3			37.2			20.0			27.0	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	48.6	11.6	18.4	14.4	48.5	11.2	18.8
Change Period (Y+Rc), s	8.3	6.8	6.2	6.5	8.1	6.8	6.3	6.5
Max Green Setting (Gmax), s	11.7	53.2	13.8	23.5	11.9	53.2	13.7	23.5
Max Q Clear Time (g_c+I1), s	4.1	21.0	4.5	11.2	4.5	33.0	4.0	7.9
Green Ext Time (p_c), s	0.1	6.2	0.1	0.7	0.1	8.7	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	26.2
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	8	172	1	20	3	293	81	0	0	149	233
Future Volume (vph)	81	8	172	1	20	3	293	81	0	0	149	233
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	6%	6%	18%	18%	18%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	91	9	193	1	22	3	329	91	0	0	167	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	0	0	26	0	0	420	0	0	429	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	33.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	8	172	1	20	3	293	81	0	0	149	233
Future Vol, veh/h	81	8	172	1	20	3	293	81	0	0	149	233
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	18	18	18	2	2	2	4	4	4
Mvmt Flow	91	9	193	1	22	3	329	91	0	0	167	262

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1059	1048	298	921	1179	91	429	0	0	91	0	0
Stage 1	298	298	-	749	749	-	-	-	-	-	-	-
Stage 2	761	749	-	172	429	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.28	6.68	6.38	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.662	4.162	3.462	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	199	224	732	235	178	924	1130	-	-	1491	-	-
Stage 1	702	660	-	380	396	-	-	-	-	-	-	-
Stage 2	392	413	-	794	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	119	155	732	115	123	924	1130	-	-	1491	-	-
Mov Cap-2 Maneuver	119	155	-	115	123	-	-	-	-	-	-	-
Stage 1	702	660	-	263	275	-	-	-	-	-	-	-
Stage 2	249	286	-	576	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	121.2	37.38	7.43	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1073	-	-	270	138	1491	-	-
HCM Lane V/C Ratio	0.291	-	-	1.087	0.196	-	-	-
HCM Control Delay (s/veh)	9.5	0	-	121.2	37.4	0	-	-
HCM Lane LOS	A	A	-	F	E	A	-	-
HCM 95th %tile Q(veh)	1.2	-	-	12.1	0.7	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	220	0	324	1	88	132	141	83	0
Future Volume (vph)	0	0	2	220	0	324	1	88	132	141	83	0
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 (%)	2%	2%	2%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	2	242	0	356	1	97	145	155	91	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	242	356	0	243	0	155	91	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	220	0	324	1	88	132	141	83	0
Future Vol, veh/h	0	0	2	220	0	324	1	88	132	141	83	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	-	-	-	-	-	150	-	-	-	214	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	3	3	3	5	5	5	5	5	5
Mvmt Flow	0	0	2	242	0	356	1	97	145	155	91	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	500	645	91	573	573	169	91	0	0	242	0	0
Stage 1	401	401	-	171	171	-	-	-	-	-	-	-
Stage 2	99	244	-	401	401	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	481	391	966	429	429	872	1485	-	-	1307	-	-
Stage 1	625	601	-	828	755	-	-	-	-	-	-	-
Stage 2	907	704	-	623	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	344	966	377	377	872	1485	-	-	1307	-	-
Mov Cap-2 Maneuver	251	344	-	377	377	-	-	-	-	-	-	-
Stage 1	551	530	-	827	754	-	-	-	-	-	-	-
Stage 2	536	703	-	548	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.73	19.29	0.03	5.11
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	966	377	872	1307	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.641	0.408	0.119	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	30.1	11.9	8.1	-	-
HCM Lane LOS	A	A	-	A	D	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	4.3	2	0.4	-	-

F4: Background PM Peak Hour Traffic (2027)

Lanes, Volumes, Timings
1: Juniper Rd & Project Dvwy/Juniper Pass

Background Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	14	0	76	0	22	128	0
Future Volume (vph)	0	0	0	0	0	14	0	76	0	22	128	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	0	15	0	81	0	23	136	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	15	0	0	81	0	0	159	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	0	0	0	0	0	14	0	76	0	22	128	0
Future Vol, veh/h	0	0	0	0	0	14	0	76	0	22	128	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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	8	8	8	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	15	0	81	0	23	136	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	264	136	264	264	81	136	0	0	81	0	0
Stage 1	183	183	-	81	81	-	-	-	-	-	-	-
Stage 2	81	81	-	183	183	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	689	641	912	677	631	963	1448	-	-	1517	-	-
Stage 1	819	748	-	913	816	-	-	-	-	-	-	-
Stage 2	928	828	-	805	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	631	912	666	621	963	1448	-	-	1517	-	-
Mov Cap-2 Maneuver	667	631	-	666	621	-	-	-	-	-	-	-
Stage 1	805	736	-	913	816	-	-	-	-	-	-	-
Stage 2	913	828	-	792	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	8.8	0	1.09
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1448	-	-	-	963	264	-	-
HCM Lane V/C Ratio	-	-	-	-	0.015	0.015	-	-
HCM Control Delay (s/veh)	0	-	-	0	8.8	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Lanes, Volumes, Timings
2: Juniper Rd & Chestnut Road

Background Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	0	8	1	70	0	88	3	63	140	1
Future Volume (vph)	0	2	0	8	1	70	0	88	3	63	140	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	2	0	9	1	75	0	95	3	68	151	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	85	0	0	98	0	0	220	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⊹			⊹			⊹			⊹	
Traffic Vol, veh/h	0	2	0	8	1	70	0	88	3	63	140	1
Future Vol, veh/h	0	2	0	8	1	70	0	88	3	63	140	1
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	2	0	9	1	75	0	95	3	68	151	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	382	384	151	383	383	96	152	0	0	98	0	0
Stage 1	287	287	-	96	96	-	-	-	-	-	-	-
Stage 2	95	98	-	287	287	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	576	549	895	571	547	955	1429	-	-	1495	-	-
Stage 1	721	675	-	905	811	-	-	-	-	-	-	-
Stage 2	912	814	-	716	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	504	522	895	541	520	955	1429	-	-	1495	-	-
Mov Cap-2 Maneuver	504	522	-	541	520	-	-	-	-	-	-	-
Stage 1	685	641	-	905	811	-	-	-	-	-	-	-
Stage 2	839	814	-	678	637	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.92	9.54	0	2.32
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1429	-	-	522	877	555	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.097	0.045	-	-
HCM Control Delay (s/veh)	0	-	-	11.9	9.5	7.5	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	3	86	31	3	89	157	1183	46	64	858	27
Future Volume (vph)	22	3	86	31	3	89	157	1183	46	64	858	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	24	3	96	34	3	99	174	1314	51	71	953	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	99	0	34	102	0	174	1365	0	71	983	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	15.1	26.8		15.3	26.8		15.1	27.5		15.3	27.5	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	60.0		20.0	60.0	
Total Split (%)	15.4%	23.1%		15.4%	23.1%		15.4%	46.2%		15.4%	46.2%	
Yellow Time (s)	3.8	3.8		3.7	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.7		2.5	2.7		3.3	2.0		3.5	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)	6.3	6.5		6.2	6.5		8.1	6.8		8.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.11	0.41		0.14	0.35		0.45	0.65		0.26	0.60	
Control Delay (s/veh)	33.8	16.5		34.1	14.4		11.1	19.8		10.4	19.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.8	16.5		34.1	14.4		11.1	19.8		10.4	19.5	
Queue Length 50th (ft)	12	2		17	2		39	350		15	226	
Queue Length 95th (ft)	35	53		45	53		76	513		35	334	
Internal Link Dist (ft)		6595			362			331			317	
Turn Bay Length (ft)	214			214			214			214		
Base Capacity (vph)	371	546		373	557		445	2279		366	2259	
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	0.06	0.18		0.09	0.18		0.39	0.60		0.19	0.44	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 85.6
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR 35 & Juniper Rd

HCM 7th Signalized Intersection Summary
3: SR 35 & Juniper Rd

Background Conditions
Timing Plan: PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	3	86	31	3	89	157	1183	46	64	858	27
Future Volume (veh/h)	22	3	86	31	3	89	157	1183	46	64	858	27
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	1826	1826	1826	1856	1856	1856	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	24	3	96	34	3	99	174	1314	51	71	953	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	3	3	3	3	3	3	4	4	4
Cap, veh/h	194	4	136	203	5	152	370	1610	62	258	1568	49
Arrive On Green	0.04	0.09	0.09	0.05	0.10	0.10	0.08	0.47	0.47	0.07	0.45	0.45
Sat Flow, veh/h	1739	47	1507	1767	46	1533	1767	3460	134	1753	3461	109
Grp Volume(v), veh/h	24	0	99	34	0	102	174	669	696	71	482	501
Grp Sat Flow(s),veh/h/ln	1739	0	1555	1767	0	1580	1767	1763	1831	1753	1749	1821
Q Serve(g_s), s	1.0	0.0	5.2	1.4	0.0	5.2	4.3	27.4	27.5	1.7	17.4	17.4
Cycle Q Clear(g_c), s	1.0	0.0	5.2	1.4	0.0	5.2	4.3	27.4	27.5	1.7	17.4	17.4
Prop In Lane	1.00		0.97	1.00		0.97	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	194	0	140	203	0	156	370	820	852	258	792	825
V/C Ratio(X)	0.12	0.00	0.71	0.17	0.00	0.65	0.47	0.82	0.82	0.28	0.61	0.61
Avail Cap(c_a), veh/h	416	0	435	413	0	442	476	1118	1161	384	1109	1155
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	37.1	32.1	0.0	36.4	12.7	19.3	19.4	15.2	17.3	17.3
Incr Delay (d2), s/veh	0.3	0.0	6.3	0.4	0.0	4.5	0.9	3.4	3.4	0.6	0.8	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.2	0.6	0.0	2.2	1.5	10.4	10.8	0.6	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	0.0	43.4	32.5	0.0	40.9	13.6	22.8	22.7	15.7	18.1	18.0
LnGrp LOS	C		D	C		D	B	C	C	B	B	B
Approach Vol, veh/h		123			136			1539			1054	
Approach Delay, s/veh		41.4			38.8			21.7			17.9	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	45.8	10.0	14.1	15.0	44.8	9.3	14.8
Change Period (Y+Rc), s	8.3	6.8	6.2	6.5	8.1	6.8	6.3	6.5
Max Green Setting (Gmax), s	11.7	53.2	13.8	23.5	11.9	53.2	13.7	23.5
Max Q Clear Time (g_c+I1), s	3.7	29.5	3.4	7.2	6.3	19.4	3.0	7.2
Green Ext Time (p_c), s	0.1	9.5	0.0	0.4	0.2	6.6	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	29	205	0	5	1	163	22	1	3	23	142
Future Volume (vph)	194	29	205	0	5	1	163	22	1	3	23	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	200	30	211	0	5	1	168	23	1	3	24	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	441	0	0	6	0	0	192	0	0	173	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	194	29	205	0	5	1	163	22	1	3	23	142
Future Vol, veh/h	194	29	205	0	5	1	163	22	1	3	23	142
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	200	30	211	0	5	1	168	23	1	3	24	146

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	464	463	97	404	536	23	170	0	0	24	0	0
Stage 1	103	103	-	359	359	-	-	-	-	-	-	-
Stage 2	361	360	-	45	176	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
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	-	-	2.227	-	-
Pot Cap-1 Maneuver	508	496	959	557	451	1054	1407	-	-	1585	-	-
Stage 1	903	810	-	659	627	-	-	-	-	-	-	-
Stage 2	657	627	-	969	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	440	435	959	358	396	1054	1407	-	-	1585	-	-
Mov Cap-2 Maneuver	440	435	-	358	396	-	-	-	-	-	-	-
Stage 1	901	808	-	579	551	-	-	-	-	-	-	-
Stage 2	572	551	-	726	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	26.57	13.27	6.93	0.13
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	593	442	27	-	-
HCM Lane V/C Ratio	0.119	-	-	0.743	0.014	0.002	-	-
HCM Control Delay (s/veh)	7.9	0	-	26.6	13.3	7.3	0	-
HCM Lane LOS	A	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	6.5	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	141	0	173	0	106	214	220	97	0
Future Volume (vph)	0	0	1	141	0	173	0	106	214	220	97	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	1	147	0	180	0	110	223	229	101	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	147	180	0	333	0	229	101	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	141	0	173	0	106	214	220	97	0
Future Vol, veh/h	0	0	1	141	0	173	0	106	214	220	97	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	-	-	-	-	-	150	-	-	-	214	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	0	0	1	147	0	180	0	110	223	229	101	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	670	893	101	781	781	222	101	0	0	333	0	0
Stage 1	559	559	-	222	222	-	-	-	-	-	-	-
Stage 2	110	333	-	559	559	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	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	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	371	281	954	312	326	818	1479	-	-	1226	-	-
Stage 1	513	511	-	781	720	-	-	-	-	-	-	-
Stage 2	895	644	-	513	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	235	228	954	253	265	818	1479	-	-	1226	-	-
Mov Cap-2 Maneuver	235	228	-	253	265	-	-	-	-	-	-	-
Stage 1	417	415	-	781	720	-	-	-	-	-	-	-
Stage 2	698	644	-	417	415	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.78	22.52	0	5.98
HCM LOS	A	C		

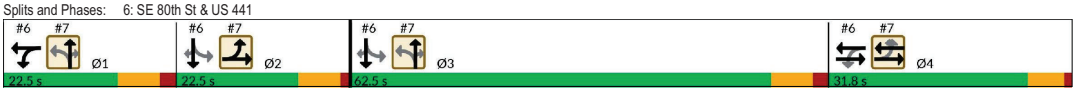
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	954	253	818	1226	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.579	0.22	0.187	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	37.1	10.6	8.6	-	-
HCM Lane LOS	A	-	-	A	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	3.3	0.8	0.7	-	-

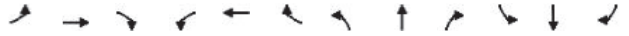
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	133	156	80	97	0	0	0	0	96	1548	101		
Future Volume (vph)	0	133	156	80	97	0	0	0	0	96	1548	101		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%		
Adj. Flow (vph)	0	141	166	85	103	0	0	0	0	102	1647	107		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	307	0	0	188	0	0	0	0	102	1647	107		
Turn Type		NA		pm+pt	NA					Perm	NA	Perm		
Protected Phases		4		1	4 1						2 3		2	3
Permitted Phases				4 1						2 3		2 3		
Detector Phase		4		1	4 1					2 3	2 3	2 3		
Switch Phase														
Minimum Initial (s)		10.0		8.0									8.0	22.0
Minimum Split (s)		15.8		15.5									14.5	29.5
Total Split (s)		31.8		22.5									22.5	62.5
Total Split (%)		22.8%		16.2%									16%	45%
Yellow Time (s)		4.8		5.5									5.5	5.5
All-Red Time (s)		1.0		2.0									1.0	2.0
Lost Time Adjust (s)		0.0												
Total Lost Time (s)		5.8												
Lead/Lag		Lag		Lead									Lag	Lead
Lead-Lag Optimize?		Yes		Yes									Yes	Yes
Recall Mode		None		None									None	Min
v/c Ratio		0.89			0.61					0.10	0.83	0.12		
Control Delay (s/veh)		75.4			35.6					14.5	29.9	4.8		
Queue Delay		0.0			0.0					0.0	0.0	0.0		
Total Delay (s/veh)		75.4			35.6					14.5	29.9	4.8		
Queue Length 50th (ft)		244			81					41	622	10		
Queue Length 95th (ft)		#416			133					70	730	38		
Internal Link Dist (ft)		156			413			497			510			
Turn Bay Length (ft)										214		214		
Base Capacity (vph)		346			310					987	1975	918		
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		0.89			0.61					0.10	0.83	0.12		

Intersection Summary

Cycle Length: 139.3
Actuated Cycle Length: 139.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SE 80th St & US 441





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	133	156	80	97	0	0	0	0	96	1548	101
Future Volume (vph)	0	133	156	80	97	0	0	0	0	96	1548	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8			5.8					6.5	6.5	6.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1694			1822					1752	3505	1568
Flt Permitted		1.00			0.27					0.95	1.00	1.00
Satd. Flow (perm)		1694			495					1752	3505	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	141	166	85	103	0	0	0	0	102	1647	107
RTOR Reduction (vph)	0	30	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	277	0	0	188	0	0	0	0	102	1647	71
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		1	4 1						2 3	
Permitted Phases				4 1						2 3		2 3
Actuated Green, G (s)		26.0			41.0					77.5	77.5	77.5
Effective Green, g (s)		26.0			41.0					77.5	77.5	77.5
Actuated g/C Ratio		0.19			0.29					0.56	0.56	0.56
Clearance Time (s)		5.8										
Vehicle Extension (s)		4.0										
Lane Grp Cap (vph)		316			288					974	1950	872
v/s Ratio Prot		c0.16			c0.07						c0.47	
v/s Ratio Perm					0.12					0.06		0.05
v/c Ratio		0.88			0.65					0.10	0.84	0.08
Uniform Delay, d1		55.1			42.9					14.6	25.9	14.4
Progression Factor		1.00			0.58					1.00	1.00	1.00
Incremental Delay, d2		23.3			5.7					0.1	4.1	0.1
Delay (s)		78.4			30.6					14.7	30.0	14.5
Level of Service		E			C					B	C	B
Approach Delay (s/veh)		78.4			30.6			0.0			28.2	
Approach LOS		E			C			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	139.3	Sum of lost time (s)	27.3
Intersection Capacity Utilization	84.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø3
Lane Configurations														
Traffic Volume (vph)	36	132	0	0	96	56	144	1115	97	0	0	0		
Future Volume (vph)	36	132	0	0	96	56	144	1115	97	0	0	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%		
Adj. Flow (vph)	38	140	0	0	102	60	153	1186	103	0	0	0		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	178	0	0	102	60	153	1186	103	0	0	0		
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm					
Protected Phases	2	4 2			4			1 3					1	3
Permitted Phases	4 2					4	1 3		1 3					
Detector Phase	2	4 2			4	4	1 3	1 3	1 3					
Switch Phase														
Minimum Initial (s)	8.0				10.0	10.0							8.0	22.0
Minimum Split (s)	14.5				15.8	15.8							15.5	29.5
Total Split (s)	22.5				31.8	31.8							22.5	62.5
Total Split (%)	16.2%				22.8%	22.8%							16%	45%
Yellow Time (s)	5.5				4.8	4.8							5.5	5.5
All-Red Time (s)	1.0				1.0	1.0							2.0	2.0
Lost Time Adjust (s)					0.0	0.0								
Total Lost Time (s)					5.8	5.8								
Lead/Lag	Lag				Lag	Lag							Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes							Yes	Yes
Recall Mode	None				None	None							None	Min
v/c Ratio		0.33			0.29	0.15	0.18	0.68	0.12					
Control Delay (s/veh)		14.1			51.5	0.7	10.2	19.2	2.5					
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0					
Total Delay (s/veh)		14.1			51.5	0.7	10.2	19.2	2.5					
Queue Length 50th (ft)		40			80	0	39	219	3					
Queue Length 95th (ft)		m50			137	0	61	283	19					
Internal Link Dist (ft)		413			4337			355			286			
Turn Bay Length (ft)						214	194		244					
Base Capacity (vph)		533			347	413	872	1744	826					
Starvation Cap Reductn		0			0	0	0	0	0					
Spillback Cap Reductn		0			0	0	0	0	0					
Storage Cap Reductn		0			0	0	0	0	0					
Reduced v/c Ratio		0.33			0.29	0.15	0.18	0.68	0.12					

Intersection Summary
Cycle Length: 139.3
Actuated Cycle Length: 139.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: US 441 & SE 80th St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	132	0	0	96	56	144	1115	97	0	0	0
Future Volume (vph)	36	132	0	0	96	56	144	1115	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8			5.8	5.8	7.5	7.5	7.5			
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00			
Frt		1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected		0.99			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)		1808			1863	1583	1736	3471	1553			
Flt Permitted		0.93			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)		1699			1863	1583	1736	3471	1553			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	38	140	0	0	102	60	153	1186	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	46	0	0	0
Lane Group Flow (vph)	0	178	0	0	102	11	153	1186	57	0	0	0
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	2	4 2			4			1 3				
Permitted Phases	4 2					4	1 3		1 3			
Actuated Green, G (s)		42.0			26.0	26.0	70.0	70.0	70.0			
Effective Green, g (s)		42.0			26.0	26.0	70.0	70.0	70.0			
Actuated g/C Ratio		0.30			0.19	0.19	0.50	0.50	0.50			
Clearance Time (s)					5.8	5.8						
Vehicle Extension (s)					4.0	4.0						
Lane Grp Cap (vph)		524			347	295	872	1744	780			
v/s Ratio Prot		c0.04			0.05			c0.34				
v/s Ratio Perm		c0.06				0.01	0.09		0.04			
v/c Ratio		0.34			0.29	0.04	0.18	0.68	0.07			
Uniform Delay, d1		37.9			48.8	46.4	18.9	26.2	17.9			
Progression Factor		0.57			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2		0.4			0.6	0.1	0.3	1.7	0.1			
Delay (s)		22.1			49.4	46.5	19.2	27.9	18.0			
Level of Service		C			D	D	B	C	B			
Approach Delay (s/veh)		22.1			48.3			26.2			0.0	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	139.3	Sum of lost time (s)	27.3
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

F5: Background AM Peak Hour Traffic w/ Improvements (2027)

Lanes, Volumes, Timings
4: Juniper Rd & SE 79th St

Background Conditions w/ Imps
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	8	172	1	20	3	293	81	0	0	149	233
Future Volume (vph)	81	8	172	1	20	3	293	81	0	0	149	233
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	6%	6%	18%	18%	18%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	91	9	193	1	22	3	329	91	0	0	167	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	293	0	0	26	0	0	420	0	0	429	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	17.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	8	172	1	20	3	293	81	0	0	149	233
Future Vol, veh/h	81	8	172	1	20	3	293	81	0	0	149	233
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	6	6	18	18	18	2	2	2	4	4	4
Mvmt Flow	91	9	193	1	22	3	329	91	0	0	167	262
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.5	10.7	19.9	17.1
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	78%	31%	4%	0%
Vol Thru, %	22%	3%	83%	39%
Vol Right, %	0%	66%	13%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	261	24	382
LT Vol	293	81	1	0
Through Vol	81	8	20	149
RT Vol	0	172	3	233
Lane Flow Rate	420	293	27	429
Geometry Grp	1	1	1	1
Degree of Util (X)	0.671	0.484	0.055	0.631
Departure Headway (Hd)	5.748	5.942	7.28	5.294
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	601	495	678
Service Time	3.822	4.023	5.28	3.369
HCM Lane V/C Ratio	0.671	0.488	0.055	0.633
HCM Control Delay, s/veh	19.9	14.5	10.7	17.1
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	5.1	2.6	0.2	4.5

F6: Background PM Peak Hour Traffic w/ Improvements (2027)

Lanes, Volumes, Timings
4: Juniper Rd & SE 79th St

Background Conditions w/ Imps
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	29	205	0	5	1	163	22	1	3	23	142
Future Volume (vph)	194	29	205	0	5	1	163	22	1	3	23	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	200	30	211	0	5	1	168	23	1	3	24	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	441	0	0	6	0	0	192	0	0	173	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	29	205	0	5	1	163	22	1	3	23	142
Future Vol, veh/h	194	29	205	0	5	1	163	22	1	3	23	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	200	30	211	0	5	1	168	23	1	3	24	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.7	8.5	10.7	9.3
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	88%	45%	0%	2%
Vol Thru, %	12%	7%	83%	14%
Vol Right, %	1%	48%	17%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	428	6	168
LT Vol	163	194	0	3
Through Vol	22	29	5	23
RT Vol	1	205	1	142
Lane Flow Rate	192	441	6	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.287	0.569	0.009	0.23
Departure Headway (Hd)	5.394	4.644	5.439	4.789
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	660	772	662	740
Service Time	3.489	2.714	3.439	2.883
HCM Lane V/C Ratio	0.291	0.571	0.009	0.234
HCM Control Delay, s/veh	10.7	13.7	8.5	9.3
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.2	3.6	0	0.9

F7: Buildout AM Peak Hour Traffic (2027)

Lanes, Volumes, Timings
1: Juniper Rd & Project Dvwy/Juniper Pass

Buildout Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	28	11	0	95	10	167	2	9	375	19
Future Volume (vph)	55	0	28	11	0	95	10	167	2	9	375	19
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	73	0	37	15	0	127	13	223	3	12	500	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	142	0	0	239	0	0	537	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	0	28	11	0	95	10	167	2	9	375	19
Future Vol, veh/h	55	0	28	11	0	95	10	167	2	9	375	19
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	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	73	0	37	15	0	127	13	223	3	12	500	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	786	789	513	775	800	224	525	0	0	225	0	0
Stage 1	537	537	-	251	251	-	-	-	-	-	-	-
Stage 2	249	252	-	524	549	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.13	-	-	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	2.227	-	-	2.218	-	-
Pot Cap-1 Maneuver	310	323	561	315	318	815	1036	-	-	1343	-	-
Stage 1	528	523	-	753	699	-	-	-	-	-	-	-
Stage 2	755	698	-	537	516	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	255	314	561	286	309	815	1036	-	-	1343	-	-
Mov Cap-2 Maneuver	255	314	-	286	309	-	-	-	-	-	-	-
Stage 1	521	516	-	742	689	-	-	-	-	-	-	-
Stage 2	628	688	-	495	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	22.74	11.63	0.48	0.17
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	100	-	-	312	684	40	-	-
HCM Lane V/C Ratio	0.013	-	-	0.355	0.207	0.009	-	-
HCM Control Delay (s/veh)	8.5	0	-	22.7	11.6	7.7	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.8	0	-	-

Lanes, Volumes, Timings
2: Juniper Rd & Chestnut Road

Buildout Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	2	2	99	0	83	2	298	16	35	300	1
Future Volume (vph)	4	2	2	99	0	83	2	298	16	35	300	1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	3	3	129	0	108	3	387	21	45	390	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	237	0	0	411	0	0	436	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⊹			⊹			⊹			⊹	
Traffic Vol, veh/h	4	2	2	99	0	83	2	298	16	35	300	1
Future Vol, veh/h	4	2	2	99	0	83	2	298	16	35	300	1
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	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	5	3	3	129	0	108	3	387	21	45	390	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	873	894	390	884	884	397	391	0	0	408	0	0
Stage 1	481	481	-	403	403	-	-	-	-	-	-	-
Stage 2	392	413	-	482	482	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
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	-	-	2.227	-	-
Pot Cap-1 Maneuver	270	280	658	266	284	652	1168	-	-	1146	-	-
Stage 1	566	554	-	624	600	-	-	-	-	-	-	-
Stage 2	632	594	-	566	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	265	658	248	269	652	1168	-	-	1146	-	-
Mov Cap-2 Maneuver	214	265	-	248	269	-	-	-	-	-	-	-
Stage 1	537	526	-	623	598	-	-	-	-	-	-	-
Stage 2	526	592	-	532	525	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	18.7	35.11	0.05	0.86
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	11	-	-	273	346	187	-	-
HCM Lane V/C Ratio	0.002	-	-	0.038	0.683	0.04	-	-
HCM Control Delay (s/veh)	8.1	0	-	18.7	35.1	8.3	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	4.8	0.1	-	-

Lanes, Volumes, Timings
3: SR 35 & Juniper Rd

Buildout Conditions
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	9	170	52	5	97	92	822	48	73	1220	22
Future Volume (vph)	42	9	170	52	5	97	92	822	48	73	1220	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	6%	6%	6%	4%	4%	4%
Adj. Flow (vph)	46	10	185	57	5	105	100	893	52	79	1326	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	195	0	57	110	0	100	945	0	79	1350	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	15.1	26.8		15.3	26.8		15.1	27.5		15.3	27.5	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	60.0		20.0	60.0	
Total Split (%)	15.4%	23.1%		15.4%	23.1%		15.4%	46.2%		15.4%	46.2%	
Yellow Time (s)	3.8	3.8		3.7	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.7		2.5	2.7		3.3	2.0		3.5	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)	6.3	6.5		6.2	6.5		8.1	6.8		8.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.19	0.63		0.26	0.45		0.42	0.52		0.23	0.82	
Control Delay (s/veh)	35.1	18.1		36.4	16.8		17.5	18.7		10.3	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.1	18.1		36.4	16.8		17.5	18.7		10.3	28.6	
Queue Length 50th (ft)	25	6		31	3		22	210		17	372	
Queue Length 95th (ft)	57	78		67	57		70	335		44	576	
Internal Link Dist (ft)		6595			362			331			317	
Turn Bay Length (ft)	214			214			214			214		
Base Capacity (vph)	345	536		318	475		286	1933		423	1949	
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	0.13	0.36		0.18	0.23		0.35	0.49		0.19	0.69	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 98.3
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR 35 & Juniper Rd

HCM 7th Signalized Intersection Summary
3: SR 35 & Juniper Rd

Buildout Conditions
Timing Plan: AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	9	170	52	5	97	92	822	48	73	1220	22
Future Volume (veh/h)	42	9	170	52	5	97	92	822	48	73	1220	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1811	1811	1811	1841	1841	1841
Adj Flow Rate, veh/h	46	10	185	57	5	105	100	893	52	79	1326	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	6	6	6	4	4	4
Cap, veh/h	279	12	223	209	11	231	232	1472	86	326	1560	28
Arrive On Green	0.05	0.15	0.15	0.06	0.15	0.15	0.07	0.45	0.45	0.06	0.44	0.44
Sat Flow, veh/h	1781	82	1516	1781	73	1524	1725	3305	192	1753	3514	64
Grp Volume(v), veh/h	46	0	195	57	0	110	100	465	480	79	659	691
Grp Sat Flow(s),veh/h/ln	1781	0	1598	1781	0	1596	1725	1721	1776	1753	1749	1829
Q Serve(g_s), s	2.1	0.0	11.5	2.5	0.0	6.1	2.9	19.9	19.9	2.3	32.6	32.7
Cycle Q Clear(g_c), s	2.1	0.0	11.5	2.5	0.0	6.1	2.9	19.9	19.9	2.3	32.6	32.7
Prop In Lane	1.00		0.95	1.00		0.95	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	279	0	235	209	0	242	232	767	791	326	776	812
V/C Ratio(X)	0.16	0.00	0.83	0.27	0.00	0.46	0.43	0.61	0.61	0.24	0.85	0.85
Avail Cap(c_a), veh/h	440	0	388	362	0	387	328	945	976	426	961	1005
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	40.1	32.4	0.0	37.5	19.7	20.4	20.4	14.6	24.0	24.1
Incr Delay (d2), s/veh	0.3	0.0	7.5	0.7	0.0	1.3	1.3	0.8	0.8	0.4	6.1	5.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.9	1.1	0.0	2.4	1.1	7.4	7.6	0.8	13.4	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	0.0	47.6	33.1	0.0	38.8	20.9	21.2	21.2	15.0	30.2	30.0
LnGrp LOS	C		D	C		D	C	C	C	B	C	C
Approach Vol, veh/h		241			167			1045			1429	
Approach Delay, s/veh		44.7			36.9			21.1			29.2	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	50.0	11.7	20.7	14.6	49.8	11.3	21.2				
Change Period (Y+Rc), s	8.3	6.8	6.2	6.5	8.1	6.8	6.3	6.5				
Max Green Setting (Gmax), s	11.7	53.2	13.8	23.5	11.9	53.2	13.7	23.5				
Max Q Clear Time (g_c+I1), s	4.3	21.9	4.5	13.5	4.9	34.7	4.1	8.1				
Green Ext Time (p_c), s	0.1	6.2	0.1	0.8	0.1	8.3	0.0	0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			28.0									
HCM 7th LOS			C									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	8	187	1	20	3	335	81	0	0	149	233
Future Volume (vph)	81	8	187	1	20	3	335	81	0	0	149	233
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	6%	6%	18%	18%	18%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	91	9	210	1	22	3	376	91	0	0	167	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	0	0	26	0	0	467	0	0	429	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	58.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	81	8	187	1	20	3	335	81	0	0	149	233
Future Vol, veh/h	81	8	187	1	20	3	335	81	0	0	149	233
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	18	18	18	2	2	2	4	4	4
Mvmt Flow	91	9	210	1	22	3	376	91	0	0	167	262

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1153	1142	298	1016	1273	91	429	0	0	91	0	0
Stage 1	298	298	-	844	844	-	-	-	-	-	-	-
Stage 2	855	844	-	172	429	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.28	6.68	6.38	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.28	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.28	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.662	4.162	3.462	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	171	197	732	202	156	924	1130	-	-	1491	-	-
Stage 1	702	660	-	336	358	-	-	-	-	-	-	-
Stage 2	347	374	-	794	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	93	128	732	89	101	924	1130	-	-	1491	-	-
Mov Cap-2 Maneuver	93	128	-	89	101	-	-	-	-	-	-	-
Stage 1	702	660	-	218	232	-	-	-	-	-	-	-
Stage 2	203	243	-	558	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	217.04	46.56	7.87	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1073	-	-	233	113	1491	-	-
HCM Lane V/C Ratio	0.333	-	-	1.332	0.239	-	-	-
HCM Control Delay (s/veh)	9.8	0	-	217	46.6	0	-	-
HCM Lane LOS	A	A	-	F	E	A	-	-
HCM 95th %tile Q(veh)	1.5	-	-	16.6	0.9	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	248	0	337	1	88	142	146	83	0
Future Volume (vph)	0	0	2	248	0	337	1	88	142	146	83	0
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 (%)	2%	2%	2%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	2	273	0	370	1	97	156	160	91	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	273	370	0	254	0	160	91	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	248	0	337	1	88	142	146	83	0
Future Vol, veh/h	0	0	2	248	0	337	1	88	142	146	83	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	-	-	-	-	-	150	-	-	-	214	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	3	3	3	5	5	5	5	5	5
Mvmt Flow	0	0	2	273	0	370	1	97	156	160	91	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	511	667	91	589	589	175	91	0	0	253	0	0
Stage 1	412	412	-	177	177	-	-	-	-	-	-	-
Stage 2	99	255	-	412	412	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.53	6.23	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.027	3.327	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	473	380	966	418	419	866	1485	-	-	1295	-	-
Stage 1	617	594	-	823	751	-	-	-	-	-	-	-
Stage 2	907	696	-	615	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	237	332	966	365	367	866	1485	-	-	1295	-	-
Mov Cap-2 Maneuver	237	332	-	365	367	-	-	-	-	-	-	-
Stage 1	541	521	-	822	750	-	-	-	-	-	-	-
Stage 2	519	696	-	538	519	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.73	23.48	0.03	5.21
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	966	365	866	1295	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.746	0.428	0.124	-	-
HCM Control Delay (s/veh)	7.4	0	-	8.7	38.8	12.2	8.2	-	-
HCM Lane LOS	A	A	-	A	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	5.9	2.2	0.4	-	-

F8: Buildout PM Peak Hour Traffic (2027)

Lanes, Volumes, Timings
1: Juniper Rd & Project Dvwy/Juniper Pass

Buildout Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	0	19	0	0	14	33	76	0	22	128	63
Future Volume (vph)	37	0	19	0	0	14	33	76	0	22	128	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	39	0	20	0	0	15	35	81	0	23	136	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	15	0	0	116	0	0	226	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	37	0	19	0	0	14	33	76	0	22	128	63
Future Vol, veh/h	37	0	19	0	0	14	33	76	0	22	128	63
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	8	8	8	2	2	2	2	2	2
Mvmt Flow	39	0	20	0	0	15	35	81	0	23	136	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	368	368	170	334	401	81	203	0	0	81	0	0
Stage 1	216	216	-	151	151	-	-	-	-	-	-	-
Stage 2	151	151	-	183	250	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.18	6.58	6.28	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.572	4.072	3.372	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	589	561	874	608	528	963	1369	-	-	1517	-	-
Stage 1	786	724	-	837	761	-	-	-	-	-	-	-
Stage 2	851	772	-	805	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	554	537	874	568	505	963	1369	-	-	1517	-	-
Mov Cap-2 Maneuver	554	537	-	568	505	-	-	-	-	-	-	-
Stage 1	772	711	-	815	741	-	-	-	-	-	-	-
Stage 2	816	752	-	773	677	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.28	8.8	2.33	0.77
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	633	963	174	-	-
HCM Lane V/C Ratio	0.026	-	-	0.094	0.015	0.015	-	-
HCM Control Delay (s/veh)	7.7	0	-	11.3	8.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0	0	-	-

Lanes, Volumes, Timings
2: Juniper Rd & Chestnut Road

Buildout Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	0	22	1	70	0	117	11	63	189	1
Future Volume (vph)	0	2	0	22	1	70	0	117	11	63	189	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	2	0	24	1	75	0	126	12	68	203	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	0	0	100	0	0	138	0	0	272	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⊹			⊹			⊹			⊹	
Traffic Vol, veh/h	0	2	0	22	1	70	0	117	11	63	189	1
Future Vol, veh/h	0	2	0	22	1	70	0	117	11	63	189	1
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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	2	0	24	1	75	0	126	12	68	203	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	477	204	472	472	132	204	0	0	138	0	0
Stage 1	339	339	-	132	132	-	-	-	-	-	-	-
Stage 2	126	138	-	340	340	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	507	487	837	499	488	912	1367	-	-	1446	-	-
Stage 1	675	640	-	867	783	-	-	-	-	-	-	-
Stage 2	878	783	-	671	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	440	461	837	471	462	912	1367	-	-	1446	-	-
Mov Cap-2 Maneuver	440	461	-	471	462	-	-	-	-	-	-	-
Stage 1	640	606	-	867	783	-	-	-	-	-	-	-
Stage 2	804	783	-	633	602	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.84	10.62	0	1.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1367	-	-	461	740	448	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.135	0.047	-	-
HCM Control Delay (s/veh)	0	-	-	12.8	10.6	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	104	31	5	89	188	1183	46	64	858	27
Future Volume (vph)	22	4	104	31	5	89	188	1183	46	64	858	27
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	24	4	116	34	6	99	209	1314	51	71	953	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	120	0	34	105	0	209	1365	0	71	983	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	15.1	26.8		15.3	26.8		15.1	27.5		15.3	27.5	
Total Split (s)	20.0	30.0		20.0	30.0		20.0	60.0		20.0	60.0	
Total Split (%)	15.4%	23.1%		15.4%	23.1%		15.4%	46.2%		15.4%	46.2%	
Yellow Time (s)	3.8	3.8		3.7	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.5	2.7		2.5	2.7		3.3	2.0		3.5	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)	6.3	6.5		6.2	6.5		8.1	6.8		8.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.11	0.48		0.15	0.38		0.56	0.74		0.30	0.64	
Control Delay (s/veh)	33.8	17.0		34.1	15.4		15.2	21.6		11.6	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	33.8	17.0		34.1	15.4		15.2	21.6		11.6	21.8	
Queue Length 50th (ft)	12	2		17	3		48	350		15	235	
Queue Length 95th (ft)	35	58		45	56		105	520		36	338	
Internal Link Dist (ft)		6595			362			331			317	
Turn Bay Length (ft)	214			214			214			214		
Base Capacity (vph)	344	518		346	517		397	2222		325	2202	
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	0.07	0.23		0.10	0.20		0.53	0.61		0.22	0.45	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 88.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: SR 35 & Juniper Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	4	104	31	5	89	188	1183	46	64	858	27
Future Volume (veh/h)	22	4	104	31	5	89	188	1183	46	64	858	27
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	1826	1826	1826	1856	1856	1856	1856	1856	1856	1841	1841	1841
Adj Flow Rate, veh/h	24	4	116	34	6	99	209	1314	51	71	953	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	5	5	3	3	3	3	3	3	4	4	4
Cap, veh/h	208	5	156	200	10	168	370	1598	62	252	1531	48
Arrive On Green	0.04	0.10	0.10	0.05	0.11	0.11	0.09	0.46	0.46	0.07	0.44	0.44
Sat Flow, veh/h	1739	52	1503	1767	91	1496	1767	3460	134	1753	3461	109
Grp Volume(v), veh/h	24	0	120	34	0	105	209	669	696	71	482	501
Grp Sat Flow(s),veh/h/ln	1739	0	1555	1767	0	1586	1767	1763	1831	1753	1749	1821
Q Serve(g_s), s	1.0	0.0	6.5	1.4	0.0	5.4	5.4	28.3	28.4	1.8	18.3	18.3
Cycle Q Clear(g_c), s	1.0	0.0	6.5	1.4	0.0	5.4	5.4	28.3	28.4	1.8	18.3	18.3
Prop In Lane	1.00		0.97	1.00		0.94	1.00		0.07	1.00		0.06
Lane Grp Cap(c), veh/h	208	0	162	200	0	178	370	814	846	252	774	806
V/C Ratio(X)	0.12	0.00	0.74	0.17	0.00	0.59	0.56	0.82	0.82	0.28	0.62	0.62
Avail Cap(c_a), veh/h	422	0	424	403	0	433	459	1088	1131	373	1080	1125
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	37.5	32.0	0.0	36.3	13.8	20.1	20.1	15.9	18.5	18.5
Incr Delay (d2), s/veh	0.2	0.0	6.6	0.4	0.0	3.1	1.4	3.8	3.8	0.6	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.7	0.6	0.0	2.2	1.9	10.9	11.3	0.6	6.7	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.7	0.0	44.0	32.4	0.0	39.4	15.2	23.9	23.9	16.5	19.3	19.3
LnGrp LOS	C		D	C		D	B	C	C	B	B	B
Approach Vol, veh/h		144			139			1574			1054	
Approach Delay, s/veh		42.2			37.7			22.8			19.1	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	46.6	10.1	15.5	15.7	44.9	9.4	16.2
Change Period (Y+Rc), s	8.3	6.8	6.2	6.5	8.1	6.8	6.3	6.5
Max Green Setting (Gmax), s	11.7	53.2	13.8	23.5	11.9	53.2	13.7	23.5
Max Q Clear Time (g_c+I1), s	3.8	30.4	3.4	8.5	7.4	20.3	3.0	7.4
Green Ext Time (p_c), s	0.1	9.3	0.0	0.5	0.2	6.5	0.0	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	23.1
HCM 7th LOS	C

Lanes, Volumes, Timings
4: Juniper Rd & SE 79th St

Buildout Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	29	253	0	5	1	191	22	1	3	23	142
Future Volume (vph)	194	29	253	0	5	1	191	22	1	3	23	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	200	30	261	0	5	1	197	23	1	3	24	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	491	0	0	6	0	0	221	0	0	173	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	22.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	194	29	253	0	5	1	191	22	1	3	23	142
Future Vol, veh/h	194	29	253	0	5	1	191	22	1	3	23	142
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	200	30	261	0	5	1	197	23	1	3	24	146

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	522	521	97	462	593	23	170	0	0	24	0	0
Stage 1	103	103	-	417	417	-	-	-	-	-	-	-
Stage 2	419	418	-	45	176	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
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	-	-	2.227	-	-
Pot Cap-1 Maneuver	465	460	959	510	418	1054	1407	-	-	1585	-	-
Stage 1	903	810	-	613	591	-	-	-	-	-	-	-
Stage 2	612	591	-	969	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	393	394	959	297	358	1054	1407	-	-	1585	-	-
Mov Cap-2 Maneuver	393	394	-	297	358	-	-	-	-	-	-	-
Stage 1	901	808	-	526	507	-	-	-	-	-	-	-
Stage 2	519	507	-	678	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	37.88	14.08	7.12	0.13
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	573	402	27	-	-
HCM Lane V/C Ratio	0.14	-	-	0.857	0.015	0.002	-	-
HCM Control Delay (s/veh)	8	0	-	37.9	14.1	7.3	0	-
HCM Lane LOS	A	A	-	E	B	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	9.4	0	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	160	0	182	0	106	247	235	97	0
Future Volume (vph)	0	0	1	160	0	182	0	106	247	235	97	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	0	0	1	167	0	190	0	110	257	245	101	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	0	167	190	0	367	0	245	101	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	160	0	182	0	106	247	235	97	0
Future Vol, veh/h	0	0	1	160	0	182	0	106	247	235	97	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	-	-	-	-	-	150	-	-	-	214	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	0	0	1	167	0	190	0	110	257	245	101	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	701	958	101	830	830	239	101	0	0	368	0	0
Stage 1	591	591	-	239	239	-	-	-	-	-	-	-
Stage 2	110	368	-	591	591	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	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	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	257	954	289	306	800	1479	-	-	1191	-	-
Stage 1	493	495	-	764	708	-	-	-	-	-	-	-
Stage 2	895	622	-	493	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	214	204	954	230	243	800	1479	-	-	1191	-	-
Mov Cap-2 Maneuver	214	204	-	230	243	-	-	-	-	-	-	-
Stage 1	392	393	-	764	708	-	-	-	-	-	-	-
Stage 2	683	622	-	392	393	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.78	30.79	0	6.23
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1479	-	-	954	230	800	1191	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.726	0.237	0.206	-	-
HCM Control Delay (s/veh)	0	-	-	8.8	53.4	10.9	8.8	-	-
HCM Lane LOS	A	-	-	A	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	4.9	0.9	0.8	-	-

Lanes, Volumes, Timings
6: SE 80th St & US 441

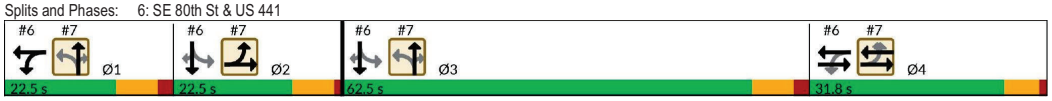
Buildout Conditions
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø2	Ø3
Lane Configurations														
Traffic Volume (vph)	0	140	156	80	101	0	0	0	0	122	1548	101		
Future Volume (vph)	0	140	156	80	101	0	0	0	0	122	1548	101		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%		
Adj. Flow (vph)	0	149	166	85	107	0	0	0	0	130	1647	107		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	315	0	0	192	0	0	0	0	130	1647	107		
Turn Type		NA		pm+pt	NA					Perm	NA	Perm		
Protected Phases		4		1	4 1						2 3		2	3
Permitted Phases				4 1						2 3		2 3		
Detector Phase		4		1	4 1					2 3	2 3	2 3		
Switch Phase														
Minimum Initial (s)		10.0		8.0									8.0	22.0
Minimum Split (s)		15.8		15.5									14.5	29.5
Total Split (s)		31.8		22.5									22.5	62.5
Total Split (%)		22.8%		16.2%									16%	45%
Yellow Time (s)		4.8		5.5									5.5	5.5
All-Red Time (s)		1.0		2.0									1.0	2.0
Lost Time Adjust (s)		0.0												
Total Lost Time (s)		5.8												
Lead/Lag		Lag		Lead									Lag	Lead
Lead-Lag Optimize?		Yes		Yes									Yes	Yes
Recall Mode		None		None									None	Min
v/c Ratio		0.91			0.63					0.13	0.83	0.12		
Control Delay (s/veh)		80.0			37.4					14.8	29.9	4.8		
Queue Delay		0.0			0.0					0.0	0.0	0.0		
Total Delay (s/veh)		80.0			37.4					14.8	29.9	4.8		
Queue Length 50th (ft)		254			88					53	622	10		
Queue Length 95th (ft)		#434			142					87	730	38		
Internal Link Dist (ft)		627			413			497			510			
Turn Bay Length (ft)										214		214		
Base Capacity (vph)		345			303					987	1975	918		
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		0.91			0.63					0.13	0.83	0.12		

Intersection Summary

Cycle Length: 139.3
Actuated Cycle Length: 139.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SE 80th St & US 441



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	140	156	80	101	0	0	0	0	122	1548	101
Future Volume (vph)	0	140	156	80	101	0	0	0	0	122	1548	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8			5.8					6.5	6.5	6.5
Lane Util. Factor		1.00			1.00					1.00	0.95	1.00
Frt		0.93			1.00					1.00	1.00	0.85
Flt Protected		1.00			0.98					0.95	1.00	1.00
Satd. Flow (prot)		1697			1822					1752	3505	1568
Flt Permitted		1.00			0.25					0.95	1.00	1.00
Satd. Flow (perm)		1697			458					1752	3505	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	149	166	85	107	0	0	0	0	130	1647	107
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	287	0	0	192	0	0	0	0	130	1647	71
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		1	4 1						2 3	
Permitted Phases				4 1						2 3		2 3
Actuated Green, G (s)		26.0			41.0					77.5	77.5	77.5
Effective Green, g (s)		26.0			41.0					77.5	77.5	77.5
Actuated g/C Ratio		0.19			0.29					0.56	0.56	0.56
Clearance Time (s)		5.8										
Vehicle Extension (s)		4.0										
Lane Grp Cap (vph)		316			281					974	1950	872
v/s Ratio Prot		c0.17			c0.07						c0.47	
v/s Ratio Perm					0.13					0.07		0.05
v/c Ratio		0.91			0.68					0.13	0.84	0.08
Uniform Delay, d1		55.5			43.4					14.8	25.9	14.4
Progression Factor		1.00			0.58					1.00	1.00	1.00
Incremental Delay, d2		28.4			7.2					0.2	4.1	0.1
Delay (s)		83.9			32.4					15.0	30.0	14.5
Level of Service		F			C					B	C	B
Approach Delay (s/veh)		83.9			32.4			0.0			28.1	
Approach LOS		F			C			A			C	

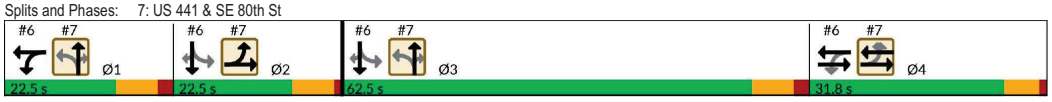
Intersection Summary				
HCM 2000 Control Delay (s/veh)	35.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	139.3	Sum of lost time (s)	27.3	
Intersection Capacity Utilization	84.5%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Ø1	Ø3
Lane Configurations														
Traffic Volume (vph)	36	165	0	0	100	71	144	1115	97	0	0	0		
Future Volume (vph)	36	165	0	0	100	71	144	1115	97	0	0	0		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%		
Adj. Flow (vph)	38	176	0	0	106	76	153	1186	103	0	0	0		
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	214	0	0	106	76	153	1186	103	0	0	0		
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm					
Protected Phases	2	4 2			4			1 3					1	3
Permitted Phases	4 2					4	1 3		1 3					
Detector Phase	2	4 2			4	4	1 3	1 3	1 3					
Switch Phase														
Minimum Initial (s)	8.0				10.0	10.0							8.0	22.0
Minimum Split (s)	14.5				15.8	15.8							15.5	29.5
Total Split (s)	22.5				31.8	31.8							22.5	62.5
Total Split (%)	16.2%				22.8%	22.8%							16%	45%
Yellow Time (s)	5.5				4.8	4.8							5.5	5.5
All-Red Time (s)	1.0				1.0	1.0							2.0	2.0
Lost Time Adjust (s)					0.0	0.0								
Total Lost Time (s)					5.8	5.8								
Lead/Lag	Lag				Lag	Lag							Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes							Yes	Yes
Recall Mode	None				None	None							None	Min
v/c Ratio		0.40			0.31	0.18	0.18	0.68	0.12					
Control Delay (s/veh)		15.6			51.7	1.0	10.2	19.2	2.5					
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0					
Total Delay (s/veh)		15.6			51.7	1.0	10.2	19.2	2.5					
Queue Length 50th (ft)		52			84	0	39	219	3					
Queue Length 95th (ft)		m72			142	0	61	283	19					
Internal Link Dist (ft)		413			4337			355			286			
Turn Bay Length (ft)						214	194		244					
Base Capacity (vph)		537			347	413	872	1744	826					
Starvation Cap Reductn		0			0	0	0	0	0					
Spillback Cap Reductn		0			0	0	0	0	0					
Storage Cap Reductn		0			0	0	0	0	0					
Reduced v/c Ratio		0.40			0.31	0.18	0.18	0.68	0.12					

Intersection Summary
Cycle Length: 139.3
Actuated Cycle Length: 139.3
Natural Cycle: 80
Control Type: Actuated-Uncoordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: US 441 & SE 80th St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	165	0	0	100	71	144	1115	97	0	0	0
Future Volume (vph)	36	165	0	0	100	71	144	1115	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8			5.8	5.8	7.5	7.5	7.5			
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00			
Frt		1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected		0.99			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)		1811			1863	1583	1736	3471	1553			
Flt Permitted		0.94			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)		1718			1863	1583	1736	3471	1553			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	38	176	0	0	106	76	153	1186	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	62	0	0	46	0	0	0
Lane Group Flow (vph)	0	214	0	0	106	14	153	1186	57	0	0	0
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	2	4 2			4			1 3				
Permitted Phases	4 2					4	1 3		1 3			
Actuated Green, G (s)		42.0			26.0	26.0	70.0	70.0	70.0			
Effective Green, g (s)		42.0			26.0	26.0	70.0	70.0	70.0			
Actuated g/C Ratio		0.30			0.19	0.19	0.50	0.50	0.50			
Clearance Time (s)					5.8	5.8						
Vehicle Extension (s)					4.0	4.0						
Lane Grp Cap (vph)		528			347	295	872	1744	780			
v/s Ratio Prot		c0.05			0.06			c0.34				
v/s Ratio Perm		c0.08				0.01	0.09		0.04			
v/c Ratio		0.41			0.31	0.05	0.18	0.68	0.07			
Uniform Delay, d1		38.7			48.9	46.5	18.9	26.2	17.9			
Progression Factor		0.61			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2		0.6			0.7	0.1	0.3	1.7	0.1			
Delay (s)		24.1			49.5	46.6	19.2	27.9	18.0			
Level of Service		C			D	D	B	C	B			
Approach Delay (s/veh)		24.1			48.3			26.2			0.0	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	139.3	Sum of lost time (s)	27.3
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

F9: Buildout AM Peak Hour Traffic w/ Improvements (2027)

Lanes, Volumes, Timings
4: Juniper Rd & SE 79th St

Buildout Conditions w/ Imps
Timing Plan: AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	8	187	1	20	3	335	81	0	0	149	233
Future Volume (vph)	81	8	187	1	20	3	335	81	0	0	149	233
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	6%	6%	18%	18%	18%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	91	9	210	1	22	3	376	91	0	0	167	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	0	0	26	0	0	467	0	0	429	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	8	187	1	20	3	335	81	0	0	149	233
Future Vol, veh/h	81	8	187	1	20	3	335	81	0	0	149	233
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	6	6	6	18	18	18	2	2	2	4	4	4
Mvmt Flow	91	9	210	1	22	3	376	91	0	0	167	262
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.8	11	25.3	18.4
HCM LOS	C	B	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	29%	4%	0%
Vol Thru, %	19%	3%	83%	39%
Vol Right, %	0%	68%	13%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	416	276	24	382
LT Vol	335	81	1	0
Through Vol	81	8	20	149
RT Vol	0	187	3	233
Lane Flow Rate	467	310	27	429
Geometry Grp	1	1	1	1
Degree of Util (X)	0.76	0.524	0.057	0.652
Departure Headway (Hd)	5.855	6.085	7.58	5.469
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	612	586	475	652
Service Time	3.944	4.183	5.58	3.562
HCM Lane V/C Ratio	0.763	0.529	0.057	0.658
HCM Control Delay, s/veh	25.3	15.8	11	18.4
HCM Lane LOS	D	C	B	C
HCM 95th-tile Q	6.9	3	0.2	4.8

F10: Buildout PM Peak Hour Traffic w/ Improvements (2027)

Lanes, Volumes, Timings
4: Juniper Rd & SE 79th St

Buildout Conditions w/ Imps
Timing Plan: PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	194	29	253	0	5	1	191	22	1	3	23	142
Future Volume (vph)	194	29	253	0	5	1	191	22	1	3	23	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	200	30	261	0	5	1	197	23	1	3	24	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	491	0	0	6	0	0	221	0	0	173	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	194	29	253	0	5	1	191	22	1	3	23	142
Future Vol, veh/h	194	29	253	0	5	1	191	22	1	3	23	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	200	30	261	0	5	1	197	23	1	3	24	146
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	16.4	8.8	11.7	9.8
HCM LOS	C	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	89%	41%	0%	2%
Vol Thru, %	10%	6%	83%	14%
Vol Right, %	0%	53%	17%	85%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	476	6	168
LT Vol	191	194	0	3
Through Vol	22	29	5	23
RT Vol	1	253	1	142
Lane Flow Rate	221	491	6	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.346	0.655	0.01	0.245
Departure Headway (Hd)	5.651	4.806	5.655	5.091
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	635	756	632	705
Service Time	3.688	2.806	3.7	3.13
HCM Lane V/C Ratio	0.348	0.649	0.009	0.245
HCM Control Delay, s/veh	11.7	16.4	8.8	9.8
HCM Lane LOS	B	C	A	A
HCM 95th-tile Q	1.5	4.9	0	1