■ **TRAFFIC IMPACT ANALYSIS**

CR 484 AT MARION OAKS COURSE SUNSTOP

MARION COUNTY, FLORIDA

SEPTEMBER 2024

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

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ON THE DATE ADJACENT TO THE SEAL

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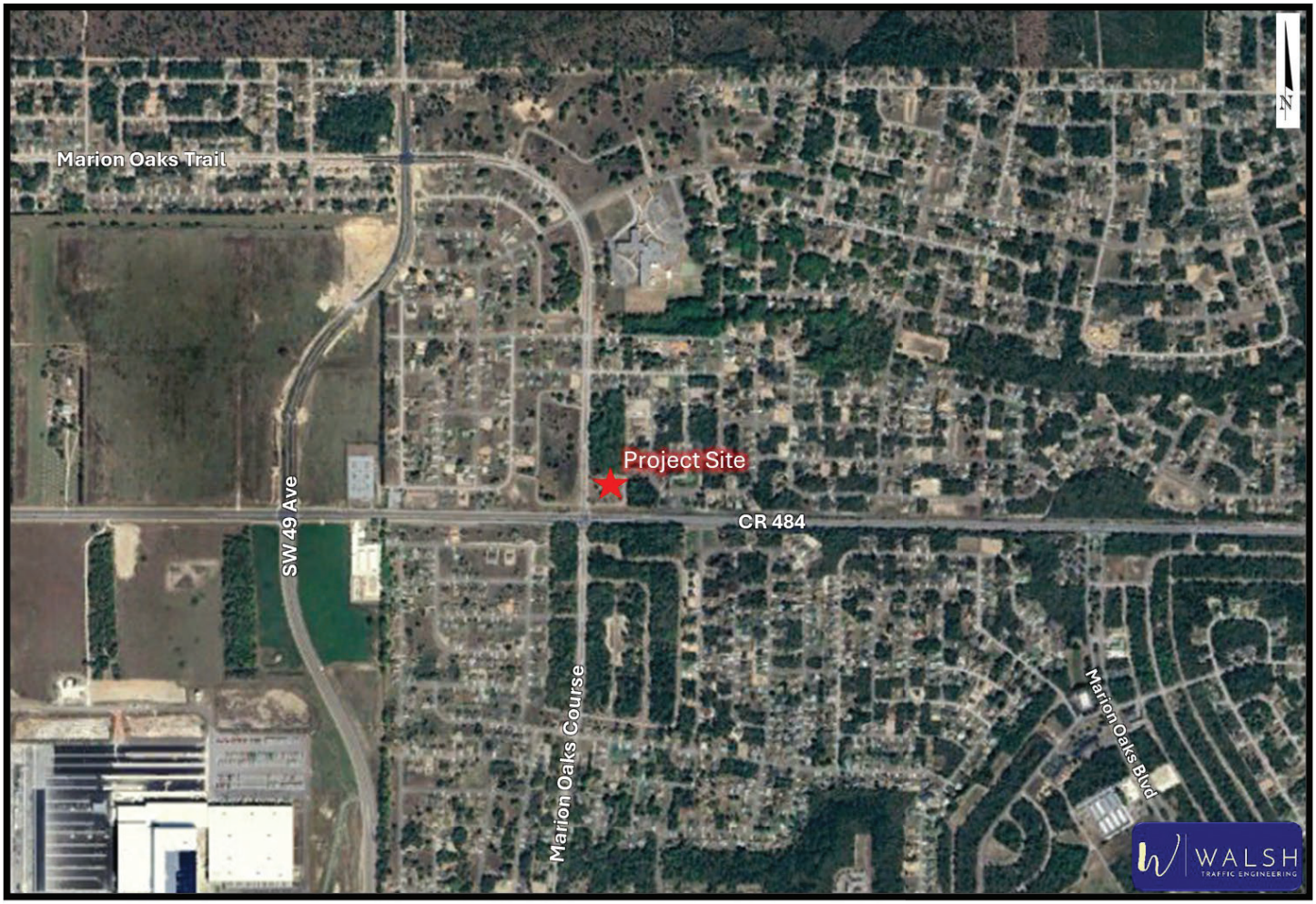
INTRODUCTION

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis for the proposed SunStop convenience store/gas station to be located in the northeast quadrant of the CR 484/Marion Oaks Course intersection in Marion County, Florida (see ***Figure 1***). The property is currently vacant. For the purposes of this analysis, the development includes a 5,400 square-foot convenience store with gas pumps, providing 20 vehicle fueling positions. The development is proposed to be built out by year 2025. A copy of the preliminary development plan is provided in ***Appendix A***.

Figure 1 - Site Location Map



Project Access

Access to the development will be provided via a right-in/right-out driveway on CR 484, approximately 350 feet east of Marion Oaks Course. Additionally, a southbound directional access (prohibiting westbound left turns out of the development) is proposed on Marion Oaks Course, approximately 350 feet north of CR 484. As a part of the development, it is proposed to close the existing median opening on Marion Oaks Course, located approximately 600 feet north of CR 484. This closure is intended to deter motorists exiting the site from going north on Marion Oaks Course and then performing a northbound-to-southbound u-turn at this location. There is another median opening on Marion Oaks Course located at SW 132nd Place, approximately ¼-mile north of CR 484. However, use of this median opening to perform a northbound-to-southbound u-turn means motorists from the development would need to travel approximately a ½-mile out of their way (travel ¼-mile north, u-turn, then travel ¼-mile south to CR 484). As a result, all motorists leaving the proposed development to travel west or east on CR 484 or travel south on Marion Oaks Course would be expected to use the CR 484 driveway and make the associated u turn, left turn, or continue westbound through at the CR 484/Marion Oaks Course intersection.

Study Area

Per the Marion County Traffic Impact Analysis Guidelines, based on a development projected to generate over 100 net new trips, the study area will include all roadways where the net new traffic from the project is at least 3% of the maximum service volume, plus one segment beyond. The study area, as included in the approved methodology (see ***Appendix B***), is summarized below:

Study Roadway Segments

- CR 484 from SW 57th Ave to Marion Oaks Course
- CR 484 from Marion Oaks Course to Marion Oaks Blvd
- Marion Oaks Course from Marion Oaks Manor to Marion Oaks Ln
- Marion Oaks Course from Marion Oaks Ln to CR 484
- Marion Oaks Course from CR 484 to SW 49th Ave Rd
- Marion Oaks Lane from Marion Oaks Course to Marion Oaks Blvd
- Marion Oaks Trail from CR 484 to SW 49th Ave Rd
- SW 49th Avenue Road from Marion Oaks Trl to SW 103rd St Rd
- SW 49th Avenue Road from SW 103rd St Rd to SW 95thth St
- SW 103rd Street Road from SR 200 to SW 49th Ave Rd

Study Intersections

- CR 484 at Marion Oaks Course
- CR 484 at Project Driveway
- Marion Oaks Course at Project Driveway
- Marion Oaks Course at SW 132nd Place
- Marion Oaks Trail at SW 49th Avenue Road

EXISTING CONDITIONS

Existing Volumes

For purposes of this study, AM and PM peak-period turning movement counts, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, were conducted at the study intersections. The seasonal factor from FDOT's Peak Season Factor Category Report for Marion County (2023) was then applied to the existing turning movement volumes. ***Figure 2*** and ***Figure 3*** summarize the existing AM and PM peak-hour turning movement volumes at the study intersections. Printouts of the traffic counts are provided in ***Appendix C***.

Existing Roadway Segment Conditions

Daily volumes for the study roadway segments were obtained from the Ocala Marion TPO *Congestion Management Process 2023 State of the System Report*, where available. For Marion Oaks Course from Marion Oaks Manor to CR 484 and Marion Oaks Trail from CR 484 to SW 49th Avenue Road, the existing daily volumes were obtained from the TPO's *2023 Traffic Counts Report*. Traffic data was not available for Marion Oaks Lane from Marion Oaks Course to Marion Oaks Boulevard. However, recognizing that Marion Oaks Lane effectively feeds into Marion Oaks Course, such that the volume on Marion Oaks Course would be expected to be higher than that on Marion Oaks Lane, the volume on Marion Oaks Course was to provides a conservatively high estimate of the volume on Marion Oaks Lane.

The existing PM peak-hour volumes on the roadway segments were obtained from the turning movement counts. The only exceptions were the study segments of SW 103rd Street Road and Marion Oaks Lane where the peak-hour directional volumes were calculated by applying a standard K-factor of 0.09 and standard D-factor of 0.55 to the daily volumes. A table summarizing the source of each traffic count is provided in ***Appendix C***.

Table 1 and ***2*** show the resulting roadway segment volumes as compared to each roadway's generalized service volume. As shown, the existing volumes for all the study roadway segments are below the generalized service volume with the exception of the two segments of SW 49th Avenue Road. The existing volumes on these two segments are more than 15% above the service volume. Therefore, SW 49th Avenue Road from Marion Oaks Trail to SW 95th Street requires four-laning to accommodate the existing traffic volumes.

Table 1 - Existing Roadway Segment Operating Conditions (Daily)

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vpd)	Existing Volume (vpd)	Existing Volume Exceeds Svc Vol?
CR 484						
SW 57th Ave to Marion Oaks Course	2030	4	E	35,820	8,000	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	35,820	33,000	no
Marion Oaks Course						
Marion Oaks Manor to Marion Oaks Ln	-	2	E	15,930	7,600	no
Marion Oaks Ln to CR 484	-	2	E	15,930	7,600	no
CR 484 to SW 49th Ave Rd	6090	2	E	15,930	12,900	no
SW 49th Ave Road						
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	12,744	15,200	yes
SW 103rd St to SW 95th St	6100	2	E	12,744	15,200	yes
SW 103rd St Road						
SR 200 to SW 49th Ave Rd	5550	2	E	15,930	11,800	no
Marion Oaks Trail						
CR 484 to SW 49th Ave Rd	8150	2	E	15,930	1,800	no
Marion Oaks Lane						
Marion Oaks Course to Marion Oaks Blvd	-	2	E	16,727	7,600	no

Table 2 - Existing Roadway Segment Operating Conditions (PM Peak Hour)

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vph)	Existing Volume (vph)		Volume Exceeds Svc Vol?	
					NB/EB	SB/WB	NB/EB	SB/WB
CR 484								
SW 57th Ave to Marion Oaks Course	2030	4	E	1,800	662	627	no	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	1,800	913	1,116	no	no
Marion Oaks Course								
Marion Oaks Manor to Marion Oaks Ln	-	2	E	792	247	437	no	no
Marion Oaks Ln to CR 484	-	2	E	792	365	647	no	no
CR 484 to SW 49th Ave Rd	6090	2	E	792	616	657	no	no
SW 49th Ave Road								
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	634	756	877	yes	yes
SW 103rd St to SW 95th St	6100	2	E	634	756	877	yes	yes
SW 103rd St Road								
SR 200 to SW 49th Ave Rd	5550	2	E	634	584	478	no	no
Marion Oaks Trail								
CR 484 to SW 49th Ave Rd	8150	2	E	792	173	229	no	no
Marion Oaks Lane								
Marion Oaks Course to Marion Oaks Blvd	-	2	E	792	376	308	no	no

Figure 2 - Existing AM Peak-Hour Intersection Traffic Volumes

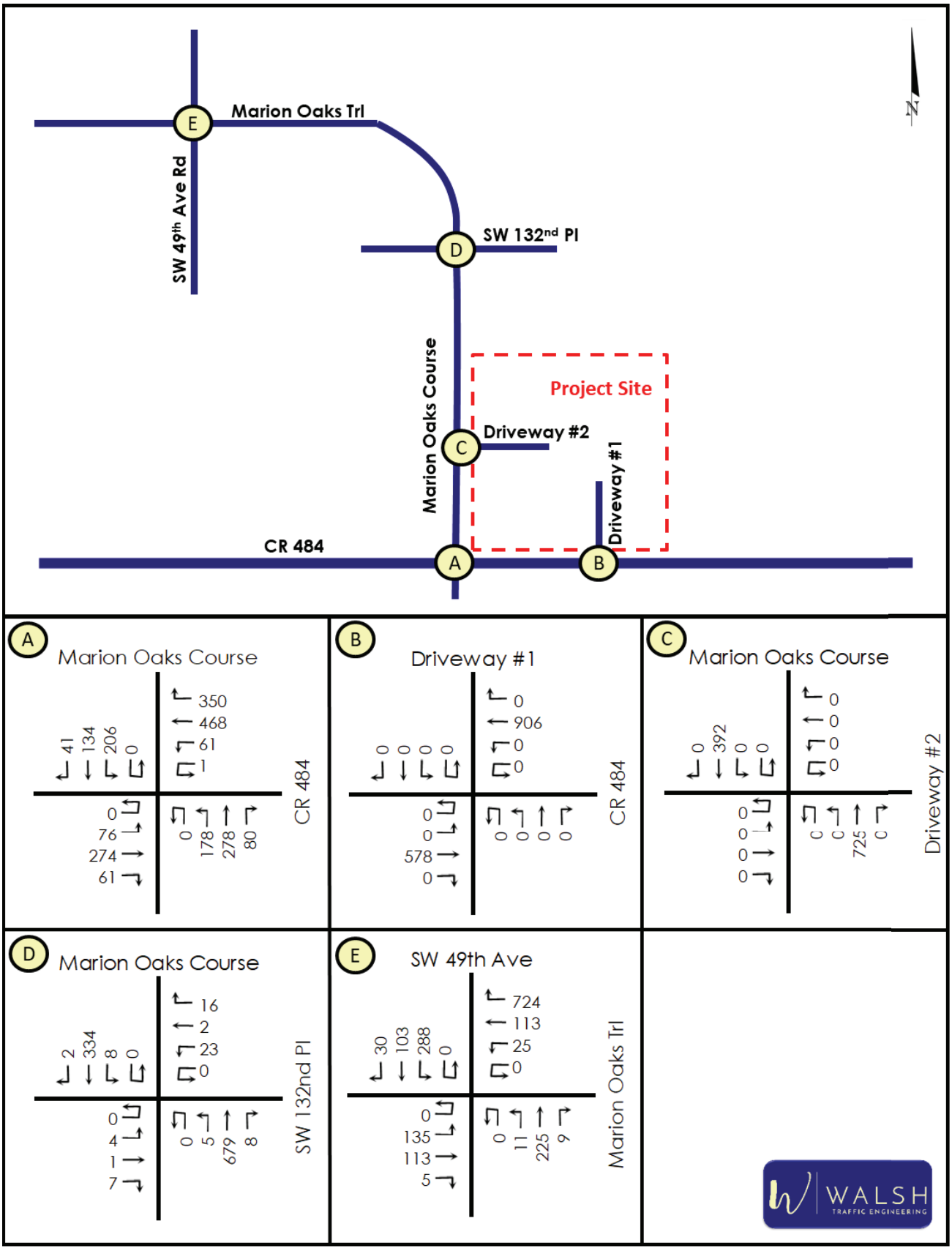
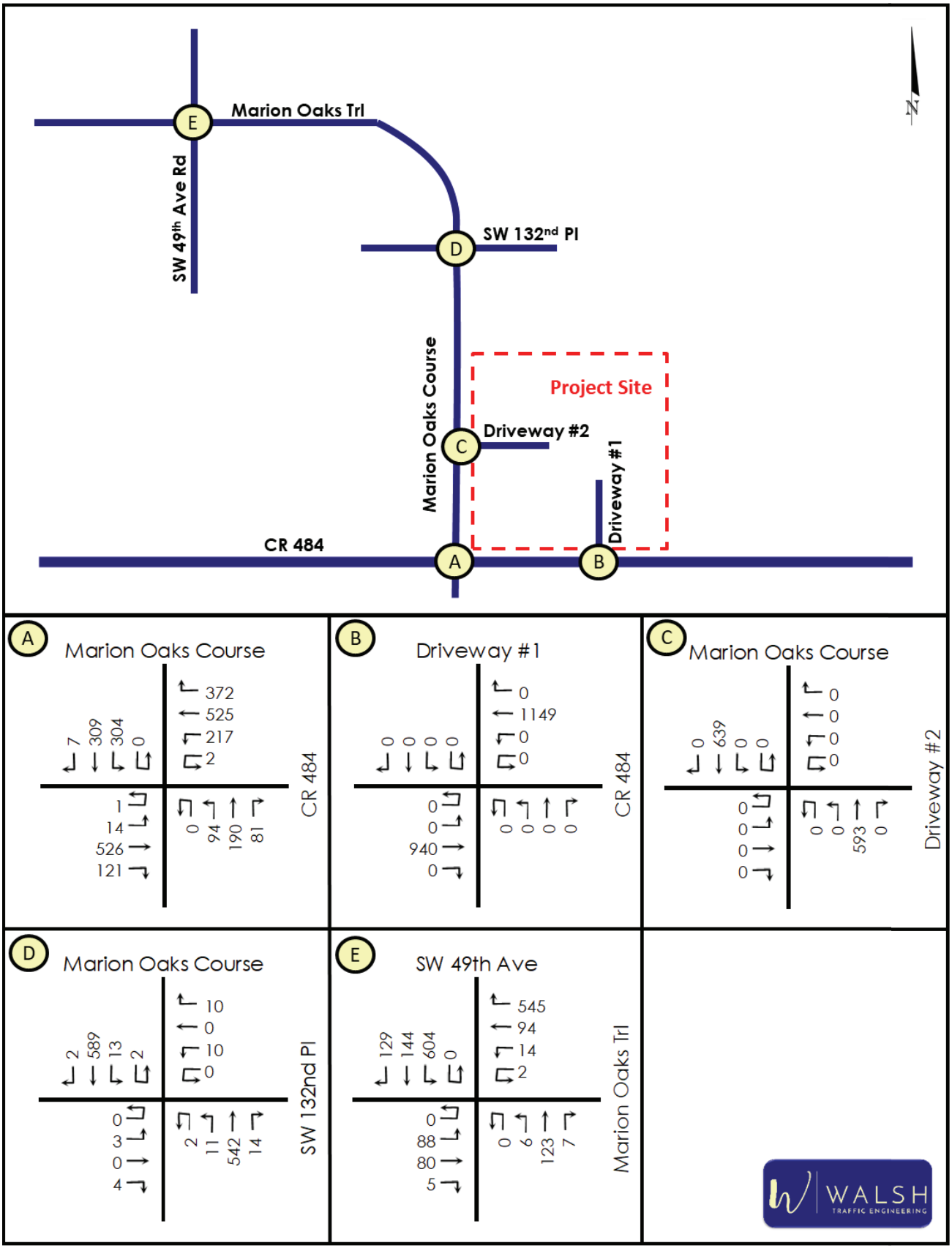


Figure 3 - Existing PM Peak-Hour *Intersection* Traffic Volumes



Existing Intersection Conditions

The AM and PM peak-hour existing operating conditions of the study intersections were evaluated using *Highway Capacity Manual (HCM)* methodologies within the Synchro 11 software. The existing AM and PM peak-hour turning movement volumes, existing roadway geometry, and existing signal timings (where applicable) were utilized in the analyses. ***Table 3*** summarizes the results of the intersection operational analyses. Based on the analyses, both the eastbound and westbound approaches at the STOP-controlled intersection of Marion Oaks Course at SW 132nd Place currently operate at level of service (LOS) C or better with the movements operating at a volume-to-capacity (v/c) ratio of 0.132 or better.

The CR 484 at Marion Oaks Course signalized intersection currently operates at LOS D with all movements having v/c ratios below 1.0. The Marion Oaks Trail at SW 49th Avenue Road intersection operates at LOS F in the AM peak hour and LOS D in the PM peak hour. This AM deficiency is driven by the heavy westbound right-turn movement which has a v/c ratio of 1.69. As shown below, the intersection would operate acceptably with dual westbound right-turn lanes. Printouts of the operational analyses are provided in *Appendix D*.

Table 3 - Existing Intersection Operating Conditions

Intersection	Control	Measure of Effectiveness	AM Peak Hour					PM Peak Hour				
			EB App	WB App	NB App	SB App	Overall Intxn	EB App	WB App	NB App	SB App	Overall Intxn
CR 484 at Marion Oaks Course		Delay (sec/veh)	28.3	40.6	58.6	42.2	43.0	38.8	35.4	64.1	52.8	43.9
		LOS	C	D	E	D	D	D	D	E	D	D
		Highest V/C	0.3	0.72	0.92	0.79	-	0.56	0.68	0.9	0.9	-
Marion Oaks Course at SW 132nd Pl		Delay (sec/veh)	13.5	17.4	-	-	-	15.3	16.0	-	-	-
		LOS	B	C	-	-	-	C	C	-	-	-
		Highest V/C	0.03	0.132	-	-	-	0.021	0.061	-	-	-
Marion Oaks Trail at SW 49th Ave Rd (Existing Geom)		Delay (sec/veh)	47.6	324.5	29.5	19.7	172.6	53.1	72.6	33.8	22.5	44.0
		LOS	D	F	C	B	F	D	E	C	C	D
		Highest V/C	0.56	1.69	0.32	0.5	-	0.39	0.95	0.18	0.76	-
Marion Oaks Trail at SW 49th Ave Rd (w/ dual WBR)		Delay (sec/veh)	47.6	72.9	29.5	19.7	50.8	53.3	43.4	33.6	22.2	33.5
		LOS	D	D	C	B	D	D	D	C	C	C
		Highest V/C	0.56	0.96	0.32	0.5	-	0.39	0.54	0.18	0.76	-

FUTURE CONDITIONS (YEAR 2025)

As previously conveyed, the proposed development will have a buildout date of 2025.

Committed Roadway Improvements

Improvements programmed for construction within the study area within the next three years within FDOT's Work Program and Marion County's Capital Improvements Programs, and the Ocala Marion TPO's Transportation Improvement Program are considered committed for this study. However, no specific improvements were identified/included within the study area.

Future Background Conditions (Year 2025)

ROADWAY SEGMENTS

Future background traffic is the non-project-related traffic projected to utilize the study roadways and intersections. For the purposes of this analysis, the future background traffic was estimated by factoring up the existing volumes by "Applied Annual Growth Rates" included in the approved methodology.

Table 4 and *Table 5* show the resulting future background Daily and PM peak-hour volumes on the study roadway segments. These tables also demonstrate that the future (year 2025) background volumes are projected to be below the generalized service volumes with the exception of the two segments of SW 49th Avenue Road. Similar to the existing conditions, these two segments of SW 49th Avenue Road from Marion Oaks Trail to SW 95th Street require four-laning to accommodate the future background traffic volumes.

Table 4 - Future (Year 2025) Background Volumes for Roadway Segments (Daily)

Roadway Segment	ID	# of Lanes	Adopted LOS	Historical Annual Growth Rate	Applied Annual Growth Rate	Existing Volume (vpd)	Existing Year	Buildout Year	Applied Volume Growth	Total Background Vol. (vpd)	Service Volume (vpd)	Volume Exceeds Svc Vol?
CR 484												
SW 57th Ave to Marion Oaks Course	2030	4	E	1.8%	2.0%	8,000	2023	2025	320	8,320	35,820	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	1.8%	2.0%	33,000	2023	2025	1,320	34,320	35,820	no
Marion Oaks Course												
Marion Oaks Manor to Marion Oaks Ln	-	2	E	3.4%	3.4%	7,600	2022	2025	775	8,375	15,930	no
Marion Oaks Ln to CR 484	-	2	E	3.4%	3.4%	7,600	2022	2025	775	8,375	15,930	no
CR 484 to SW 49th Ave Rd	6090	2	E	4.7%	4.7%	12,900	2023	2025	1,213	14,113	15,930	no
SW 49th Ave Road												
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	-	5.0%	15,200	2023	2025	1,520	16,720	12,744	yes
SW 103rd St to SW 95th St	6100	2	E	6.7%	6.7%	15,200	2023	2025	2,037	17,237	12,744	yes
SW 103rd St Road												
SR 200 to SW 49th Ave Rd	5550	2	E	-1.2%	1.0%	11,800	2023	2025	236	12,036	15,930	no
Marion Oaks Trail												
CR 484 to SW 49th Ave Rd	8150	2	E	3.0%	3.0%	1,800	2022	2025	162	1,962	15,930	no
Marion Oaks Lane												
Marion Oaks Course to Marion Oaks Blvd	-	2	E	-	1.0%	7,600	2022	2025	228	7,828	16,727	no

Table 5 - Future (Year 2025) Background Volumes for Roadway Segments (PM Peak Hour)

Roadway Segment	ID	# of Lanes	Adopted LOS	Historical Annual Growth Rate	Applied Annual Growth Rate	Existing Volume (vph)			Buildout Year	Applied Growth		Total Background Vol. (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
						NB/EB	SB/WB	Year		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
CR 484																
SW 57th Ave to Marion Oaks Course	2030	4	E	1.8%	2.0%	662	627	2024	2025	13	13	675	640	1,800	no	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	1.8%	2.0%	913	1,116	2024	2025	18	22	931	1,138	1,800	no	no
Marion Oaks Course																
Marion Oaks Manor to Marion Oaks Ln	-	2	E	3.4%	3.4%	247	437	2024	2025	8	15	255	452	792	no	no
Marion Oaks Ln to CR 484	-	2	E	3.4%	3.4%	365	647	2024	2025	12	22	377	669	792	no	no
CR 484 to SW 49th Ave Rd	6090	2	E	4.7%	4.7%	616	657	2024	2025	29	31	645	688	792	no	no
SW 49th Ave Road																
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	-	5.0%	756	877	2024	2025	38	44	794	921	634	yes	yes
SW 103rd St to SW 95th St	6100	2	E	6.7%	6.7%	756	877	2024	2025	51	59	807	936	634	yes	yes
SW 103rd St Road																
SR 200 to SW 49th Ave Rd	5550	2	E	-1.2%	1.0%	584	478	2023	2025	12	10	596	488	634	no	no
Marion Oaks Trail																
CR 484 to SW 49th Ave Rd	8150	2	E	3.0%	3.0%	173	229	2024	2025	5	7	178	236	792	no	no
Marion Oaks Lane																
Marion Oaks Course to Marion Oaks Blvd	-	2	E	-	1.0%	376	308	2022	2025	11	9	387	317	792	no	no

INTERSECTIONS

With regards to the future background turning movements, the existing turning movement volumes were factored up to year 2025 by the "Applied Annual Growth Rates" included in the approved methodology. The resulting future background AM and PM peak-hour turning movement volumes are provided in ***Figure 4*** and ***Figure 5.*** Turning movement worksheets for the study intersections are provided in ***Appendix E***.

Figure 4 - Future Background AM Peak-Hour Intersection Traffic Volumes (Year 2025)

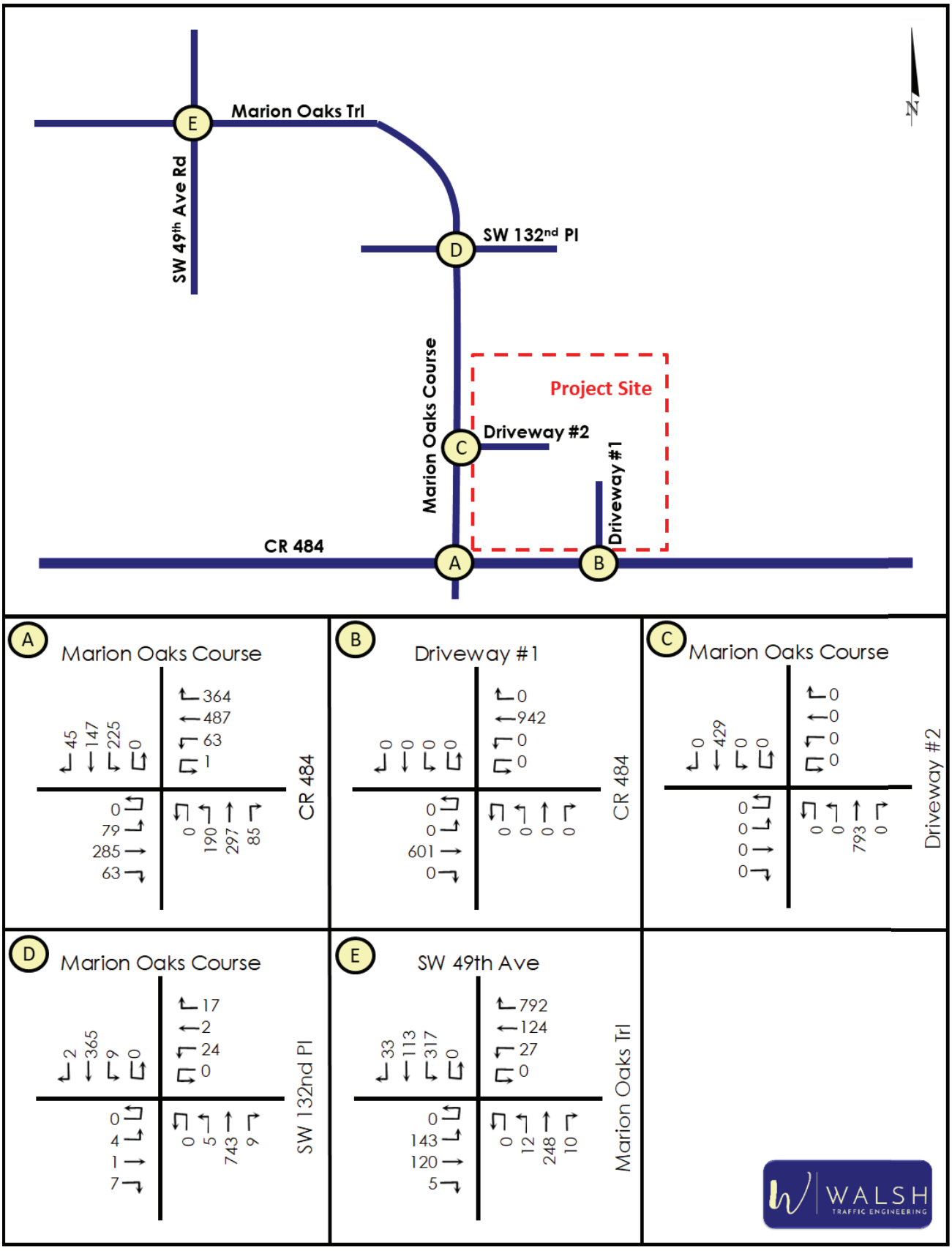
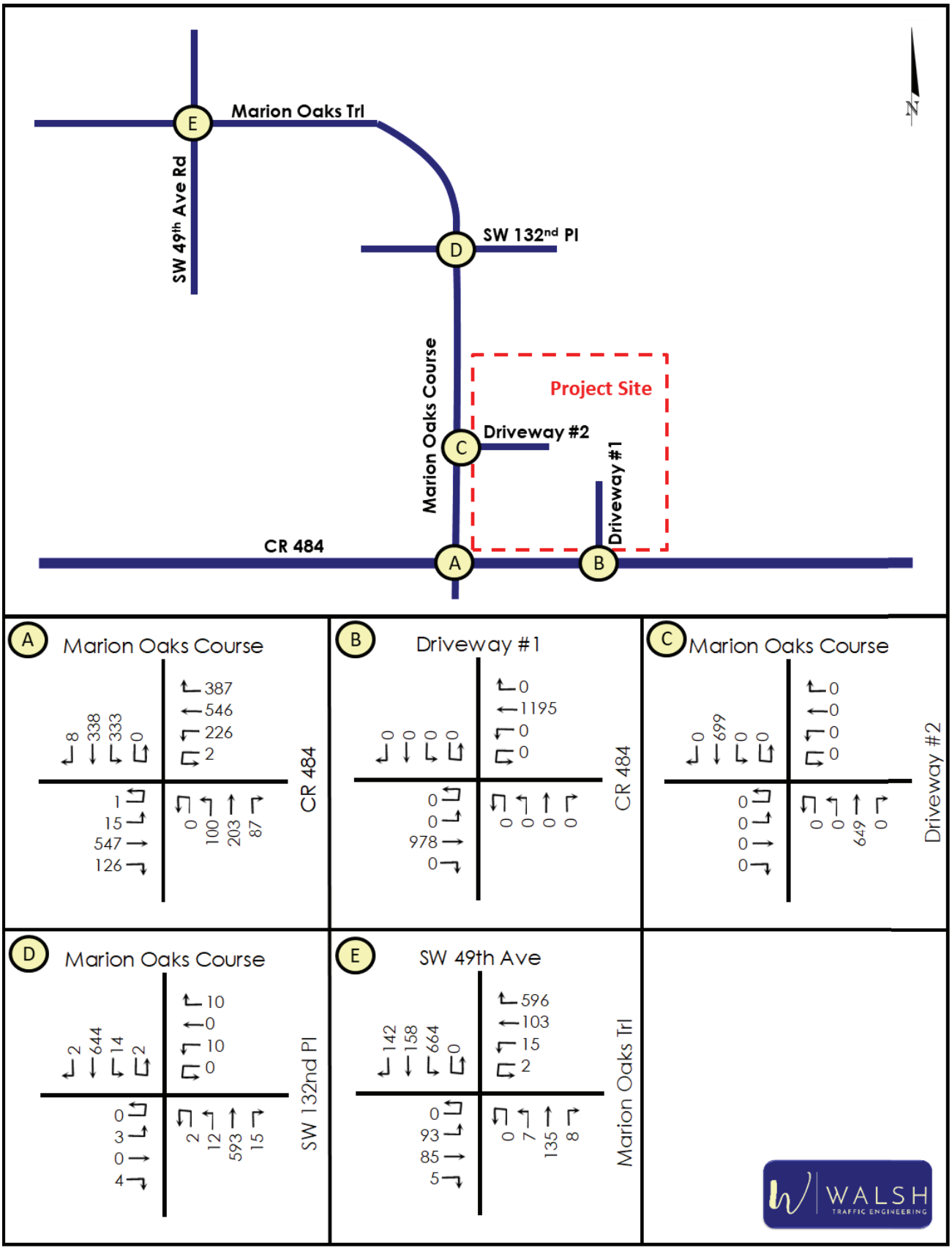


Figure 5 - Future Background PM Peak-Hour Intersection Traffic Volumes (Year 2025)



Project Trips

TRIP GENERATION

The total daily, AM peak-hour, and PM peak-hour trip generation potential for the proposed development is provided below based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition* for Land Use Code (LUC) 945 (Convenience Store/Gas Station). As summarized in ***Table 6*** and as provided in the approved methodology, the proposed development is projected to generate 6,930 total daily trips, 493 total AM peak-hour trips (247 in, 246 out), and 426 PM peak-hour trips (213 in, 213 out).

Table 6 – Total Trip Generation Projection for Proposed Development

Land Use	ITE Land Use Code	Intensity	Daily Total Trips		
			In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	3,465	3,465	6,930

Land Use	ITE Land Use Code	Intensity	AM Peak Hour Total Trips		
			In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	247	246	493

Land Use	ITE Land Use Code	Intensity	PM Peak Hour Total Trips		
			In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	213	213	426

Pass-by trips for the development were estimated based on ITE's pass-by rate of 75% for the AM peak hour and 76% for the PM peak hour. However, the resulting pass-by trips were limited to 10% of the future background traffic volumes on CR 484 and Marion Oaks Course, combined, adjacent to the development. The background volumes were obtained directly from the turning movement projections at the CR 484 at Marion Oaks Course intersection (includes the EB-L/T, WB-U/ L/T/ R, NB-T/R, SB-U, L, T, R). Based on ***Table 7***, the proposed development is projected to generate 285 new external AM peak-hour trips (143 in and 142 out) and 157 new external PM peak-hour trips (78 in and 78 out). Relative to the daily trips, ITE does not provide daily pass-by rates. Recognizing that both the AM and PM peak-hour pass-by trips were limited to 10% of the volume on the adjacent street, daily pass-by trips were calculated by applying a standard K-factor of 0.09 to the PM peak-hour adjacent street volume of 2,694 vehicles (29,933 vpd).

Table 7 – New External Trip Generation Projection for Proposed Development

Land Use	ITE Land Use Code	Intensity	Daily															
			Total Trips			Calculated Pass-by Trips				Restricted Pass-by Trips			Applied Pass-By Trips			Net New External		
			In	Out	Total	%	In	Out	Total	%	Street Vol.	Total	In	Out	Total	In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	3,465	3,465	6,930	75.0%	2,599	2,599	5,198	10.0%	29,933	2,993	1,497	1,497	2,993	1,968	1,968	3,937

Land Use	ITE Land Use Code	Intensity	AM Peak Hour															
			Total Trips			ITE Pass-by Trips				Restricted Pass-by Trips			Applied Pass-By Trips			Net New External		
			In	Out	Total	%	In	Out	Total	%	Street Vol	Total	In	Out	Total	In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	247	246	493	76.0%	188	187	375	10.0%	2,079	208	104	104	208	143	142	285

Land Use	ITE Land Use Code	Intensity	PM Peak Hour															
			Total Trips			ITE Pass-by Trips				Restricted Pass-by Trips			Applied Pass-By Trips			Net New External		
			In	Out	Total	%	In	Out	Total	%	Street Vol	Total	In	Out	Total	In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	213	213	426	75.0%	160	160	320	10.0%	2,694	269	135	135	269	78	78	157

TRIP DISTRIBUTION

The trip distribution pattern defines the primary corridors that will be traveled by the traffic generated by the project. As conveyed in the approved methodology, The new external trip distribution was determined taking into consideration the adjacent roadway network and the location/proximity of nearby trip generators as well as the proximity of competing uses. The approved new external trip distribution is shown below in ***Figure 6*** and ***Figure 7***. The new external AM and PM peak-hour project trips were then assigned to the study roadways and intersections based on the trip distribution. ***Figure 8*** and ***Figure 9*** show the AM and PM peak-hour new external trips, assigned to the study intersections.

Pass-by trips were assigned based on the proportional volume of future background traffic on the adjacent sections of CR 484 and Marion Oaks Course while taking into consideration the ease of development access to/from each direction of travel. The approved pass-by trip distribution, as provided in ***Appendix B,*** is shown in ***Figure 10*** and the resulting pass-by trips at the study intersections shown in ***Figure 11*** and ***Figure 12.***

Figure 6 – New External Trip Distribution (1 of 2)

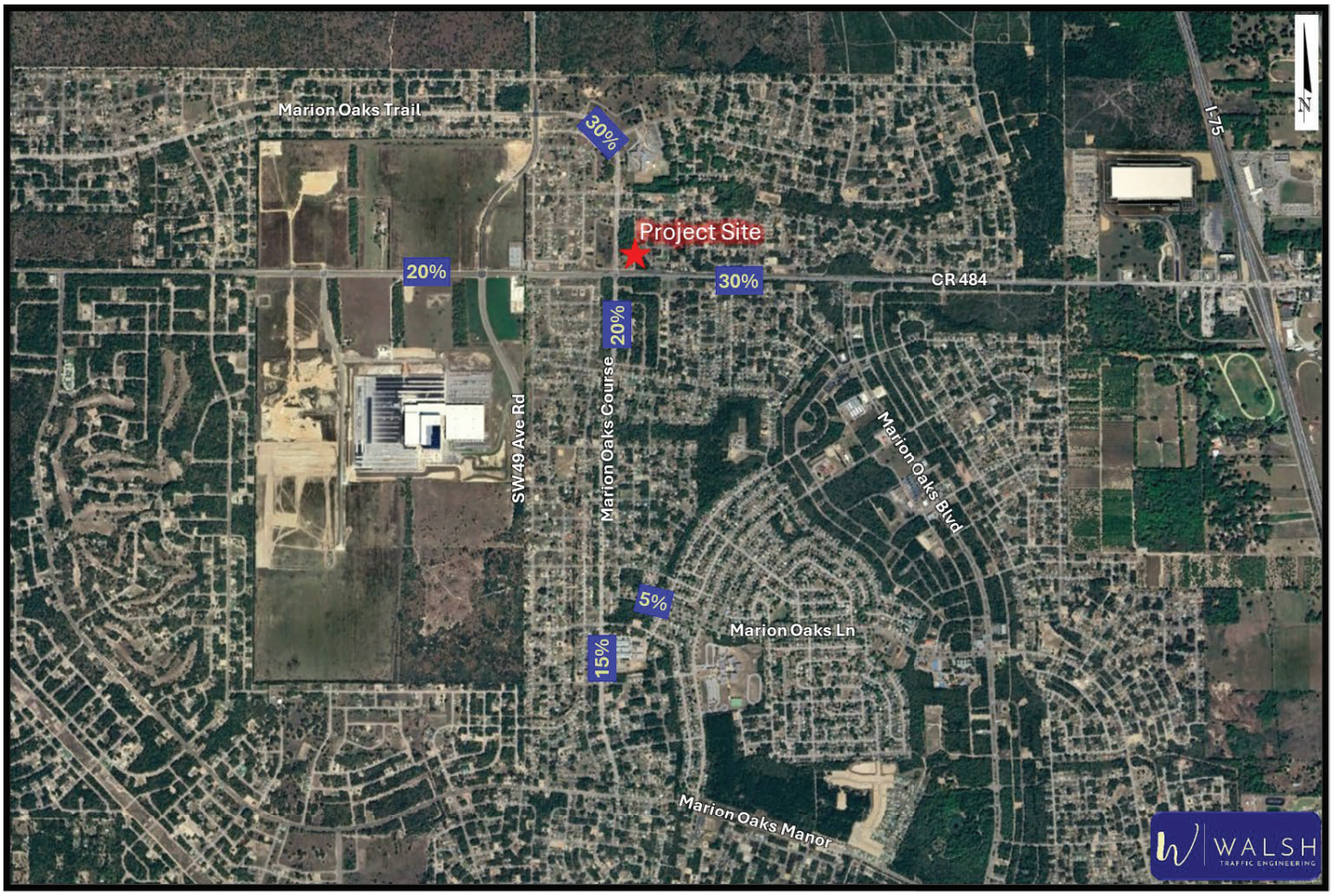


Figure 7 – New External Trip Distribution (2 of 2)

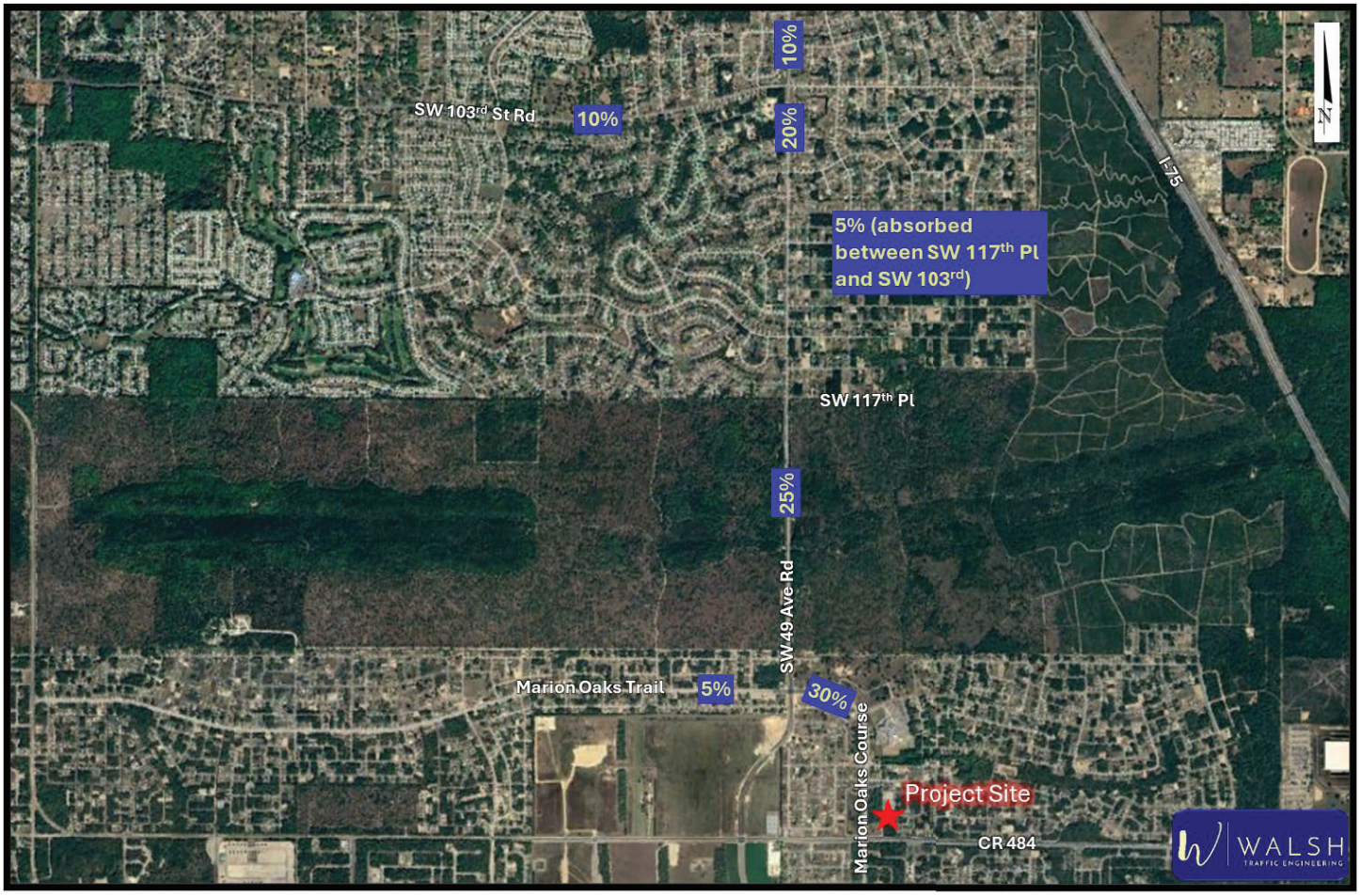


Figure 8 – New External AM Peak-Hour Project Trips

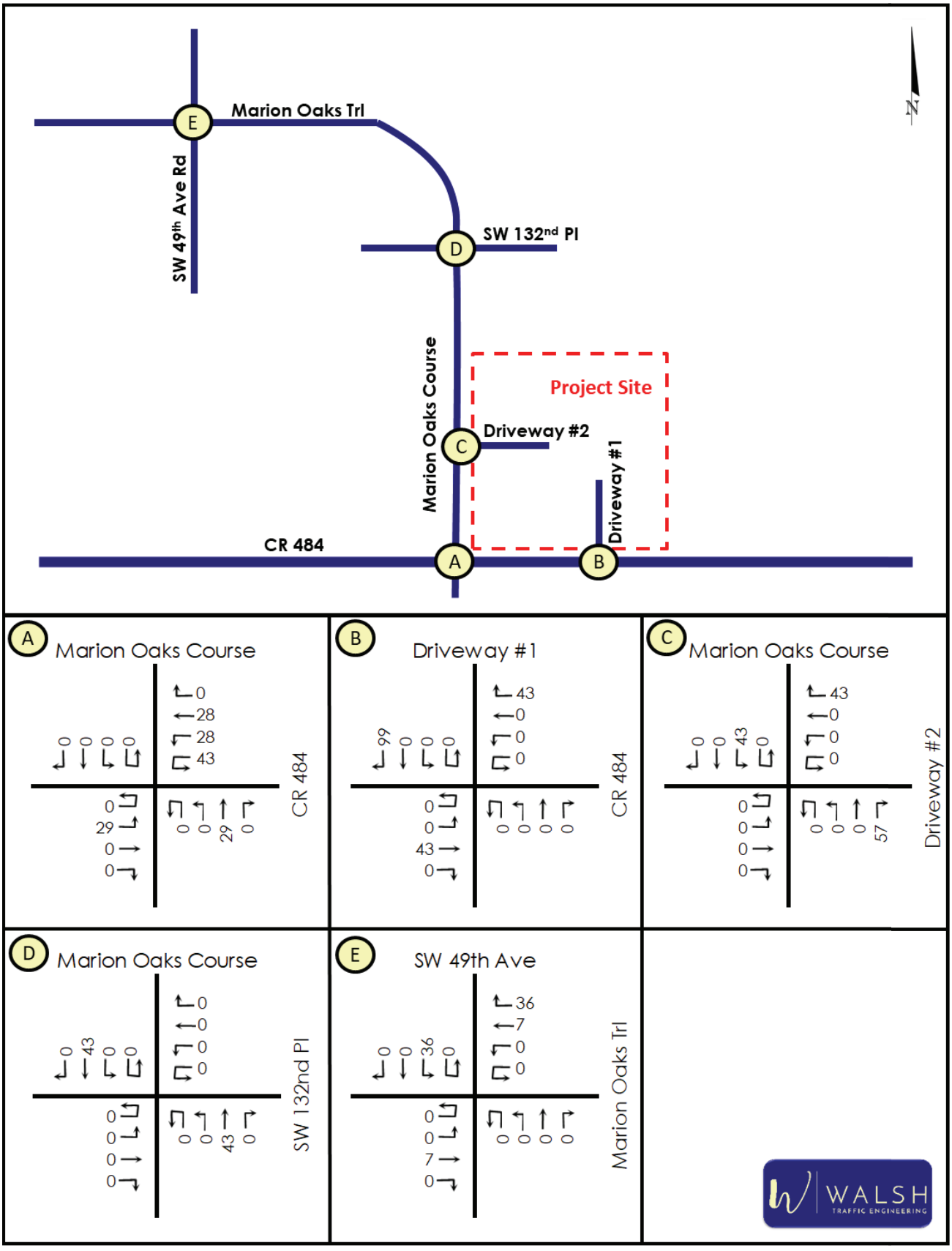


Figure 9 – New External PM Peak-Hour Project Trips

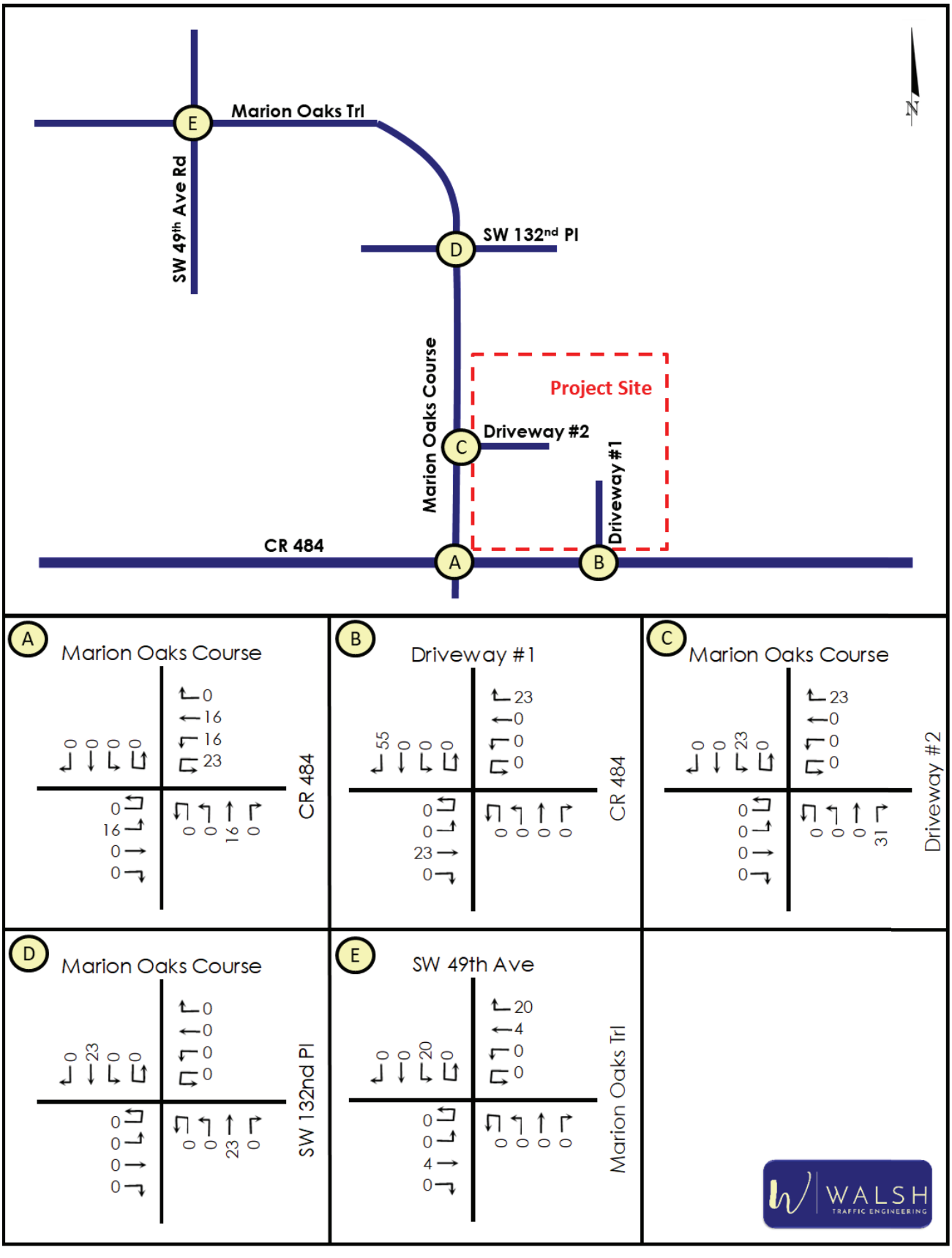


Figure 10 – Pass-By Trip Distribution

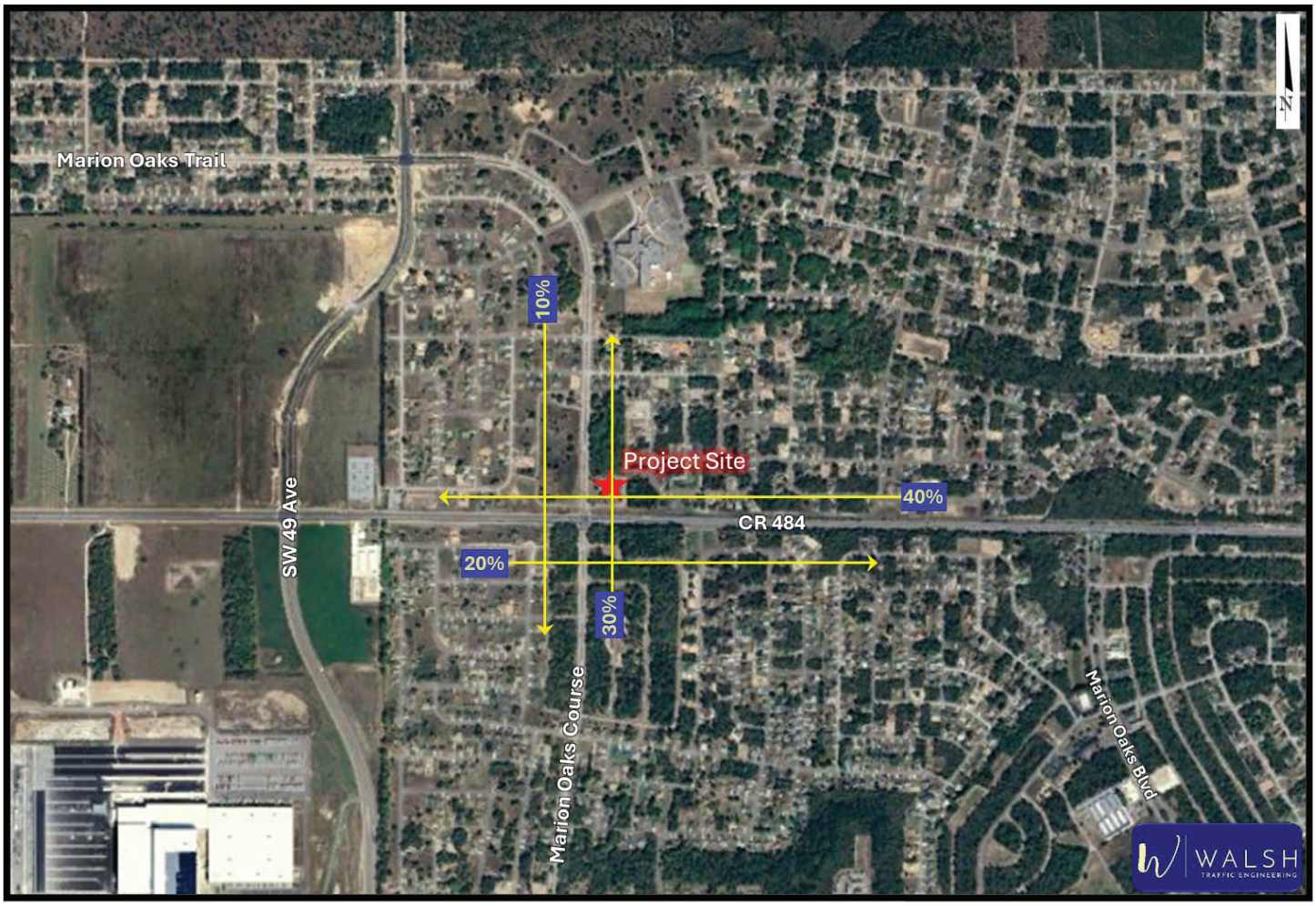


Figure 11 – Pass-By AM Peak-Hour Project Trips

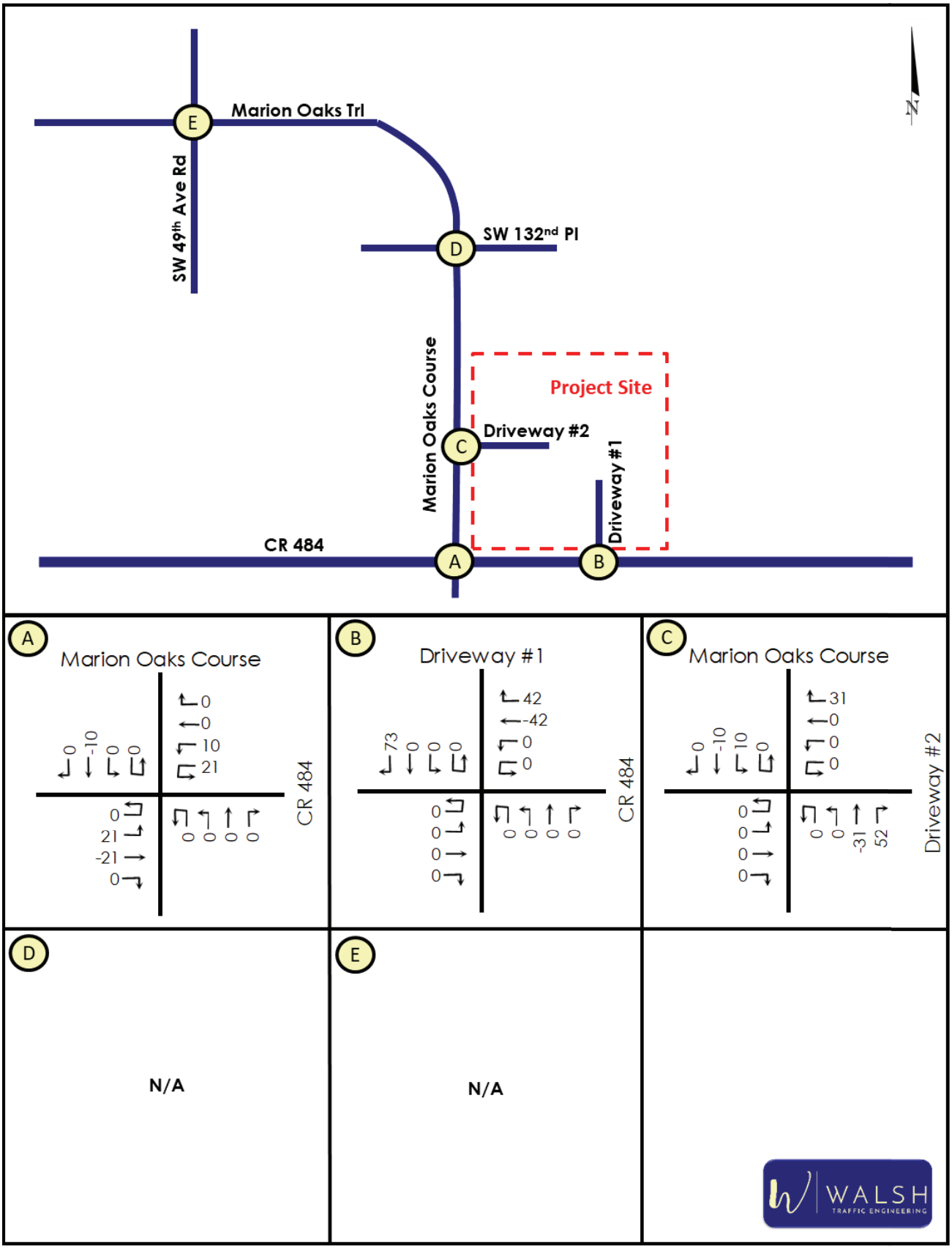
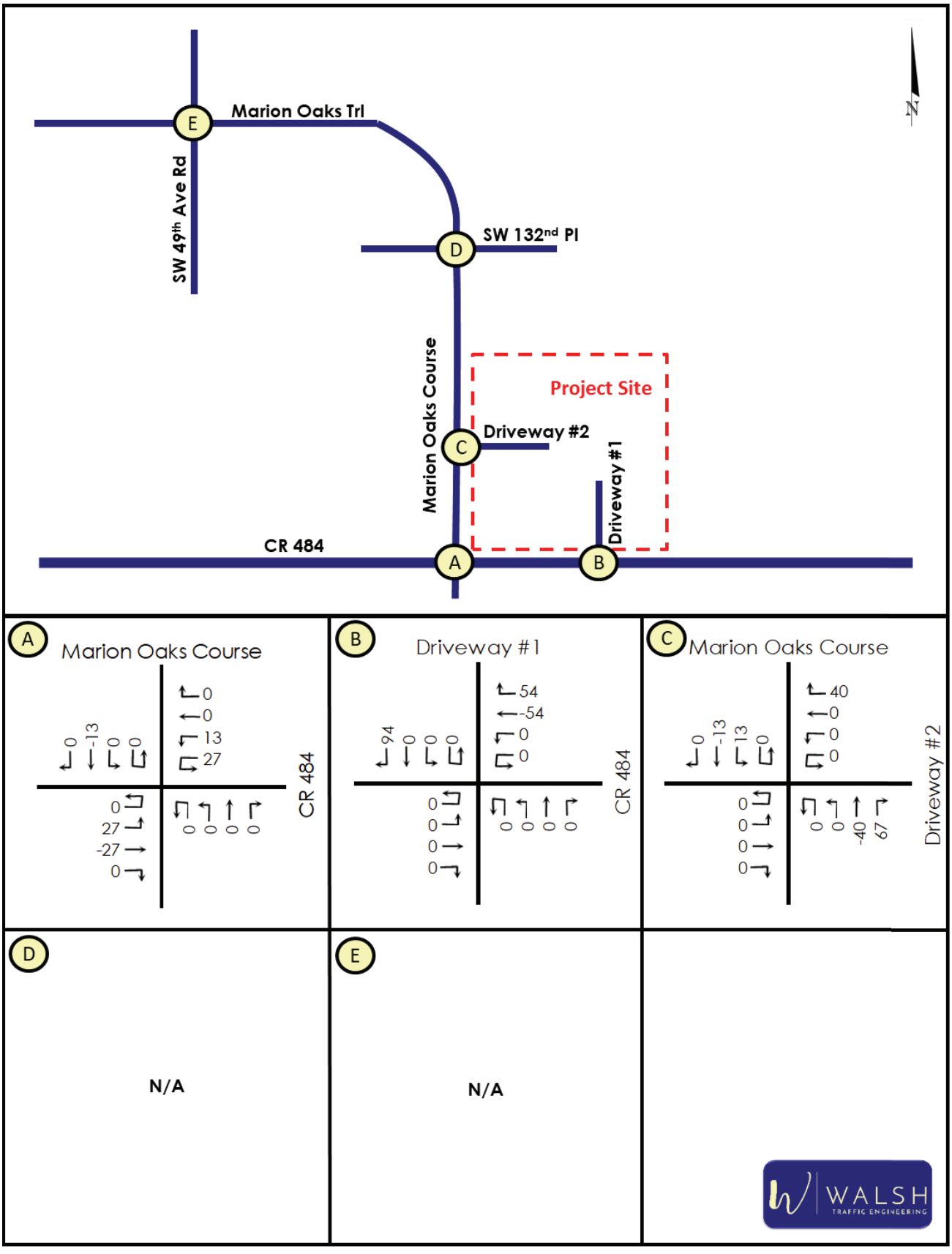


Figure 12 – Pass-By PM Peak-Hour Project Trips



Future Buildout Conditions (Year 2025)

ROADWAY SEGMENTS

The total projected Daily and PM peak-hour two-way volumes for the study roadway segments were calculated by adding the project trips to the future background volume projections. The Daily and PM peak-hour operating conditions of the study roadway segments were then analyzed by comparing total projected Daily and PM peak-hour two-way segment volumes to each roadway segment's generalized service volume.

Table 8 and *Table 9* summarize the total Daily and PM peak-hour volumes on the roadway segments in year 2025 at build out of the development. As shown, future buildout volumes in year 2025 are projected to be below the generalized service volumes with the exception of the two segments of SW 49th Avenue Road. Similar to the existing and future background conditions, these two segments of SW 49th Avenue Road from Marion Oaks Trail to SW 95th Street require four-laning to accommodate the future buildout traffic volumes.

Table 8 – Future (Year 2025) Buildout Roadway Segment Operating Conditions (Daily)

Roadway Segment	ID	# of Lanes	Adopted LOS	Total Background Volume (vpd)	Project Trips		Total Buildout Volume (vpd)	Service Volume (vpd)	Volume Exceeds Svc Vol?
					% Assign	Volume (vph)			
CR 484									
SW 57th Ave to Marion Oaks Course	2030	4	E	8,320	20.0%	787	8,320	35,820	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	34,320	30.0%	1,181	34,320	35,820	no
Marion Oaks Course									
Marion Oaks Manor to Marion Oaks Ln	-	2	E	8,375	15.0%	591	8,375	15,930	no
Marion Oaks Ln to CR 484	-	2	E	8,375	20.0%	787	8,375	15,930	no
CR 484 to SW 49th Ave Rd	6090	2	E	14,113	30.0%	1,181	14,113	15,930	no
SW 49th Ave Road									
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	16,720	25.0%	984	16,720	12,744	yes
SW 103rd St to SW 95th St	6100	2	E	17,237	10.0%	394	17,237	12,744	yes
SW 103rd St Road									
SR 200 to SW 49th Ave Rd	5550	2	E	12,036	10.0%	394	12,036	15,930	no
Marion Oaks Trail									
CR 484 to SW 49th Ave Rd	8150	2	E	1,962	5.0%	197	1,962	15,930	no
Marion Oaks Lane									
Marion Oaks Course to Marion Oaks Blvd	-	2	E	7,828	5.0%	197	7,828	16,727	no

Table 9 – Future (Year 2025) Buildout Roadway Segment Operating Conditions (PM Peak)

Roadway Segment	ID	# of Lanes	Adopted LOS	Total Background Volume (vph)		Project Trips			Total Buildout Volume (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
				NB/EB	SB/WB	% Assign	Volume (vph)		NB/EB	SB/WB		NB/EB	SB/WB
							NB/EB	SB/WB					
CR 484													
SW 57th Ave to Marion Oaks Course	2030	4	E	675	640	20.0%	29	28	704	668	1,800	no	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	931	1,138	30.0%	43	43	974	1,181	1,800	no	no
Marion Oaks Course													
Marion Oaks Manor to Marion Oaks Ln	-	2	E	255	452	15.0%	21	22	276	474	792	no	no
Marion Oaks Ln to CR 484	-	2	E	377	669	20.0%	29	28	406	697	792	no	no
CR 484 to SW 49th Ave Rd	6090	2	E	645	688	30.0%	43	43	688	731	792	no	no
SW 49th Ave Road													
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	794	921	25.0%	36	35	830	956	634	yes	yes
SW 103rd St to SW 95th St	6100	2	E	807	936	10.0%	14	15	821	951	634	yes	yes
SW 103rd St Road													
SR 200 to SW 49th Ave Rd	5550	2	E	596	488	10.0%	14	15	610	503	634	no	no
Marion Oaks Trail													
CR 484 to SW 49th Ave Rd	8150	2	E	178	236	5.0%	7	7	185	243	792	no	no
Marion Oaks Lane													
Marion Oaks Course to Marion Oaks Blvd	-	2	E	387	317	5.0%	7	7	394	324	792	no	no

It is important to note that the improvement (widening to four lanes) identified for the deficient segments of SW 49th Avenue Road is the same improvement as that needed to address the existing and future background deficiency. Per Florida Statutes 163.3180(5)(h)4:

> *A "transportation deficiency" means a facility or facilities on which the adopted level of service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review…*

Further, it is conveyed under F.S. 163.3180(5)(h)2b:

> *If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.*

Therefore, because the needed improvements for buildout are the same as those needed to mitigate deficiencies that are projected without the project, the development is not responsible to mitigate impacts to this roadway segment.

INTERSECTIONS

For purposes of analyzing the study intersections at buildout of the development in year 2025, AM and PM peak-hour turning movement projections were calculated by adding the project trips to the future background volume projections. The resulting total AM and PM peak-hour turning movement projections at buildout of the development are summarized in ***Figures 13*** and ***14*** on the following pages.

The AM and PM peak-hour operating conditions for the study intersections were analyzed at build out of the proposed development in year 2025 using the projected turning movements, committed roadway geometry, and existing signal timings (where applicable). As summarized in ***Table 10***, both the eastbound and westbound approaches at the STOP-controlled intersection of Marion Oaks Course at SW 132nd Place are projected to operate at level of service (LOS) C with all movements operating at a v/c ratio of 0.163 or better.

The CR 484 at Marion Oaks Course signalized intersection is projected to operate LOS D and E in the AM and PM peak hours, respectively. Additionally, all movements are projected to have v/c ratios below 1.0.

The Marion Oaks Trail at SW 49th Avenue Road intersection is projected to operate LOS F in the AM peak hour and LOS E in the PM peak hour. Just like existing conditions, this AM deficiency is driven by the heavy westbound right-turn movement which has a v/c ratio of 1.78. As shown below, the intersection will operate acceptably with dual westbound right-turn lanes, the same improvements needed to address the existing conditions deficiency. Therefore, because the needed improvements for buildout are the same as those needed to mitigate deficiencies that are projected without the project, the development is not responsible to mitigate impacts to this intersection per Florida Statutes 163.3180.

Printouts of the operational analyses are provided in ***Appendix F***.

Figure 13 – Future Buildout AM Peak-Hour Intersection Traffic Volumes (Year 2025)

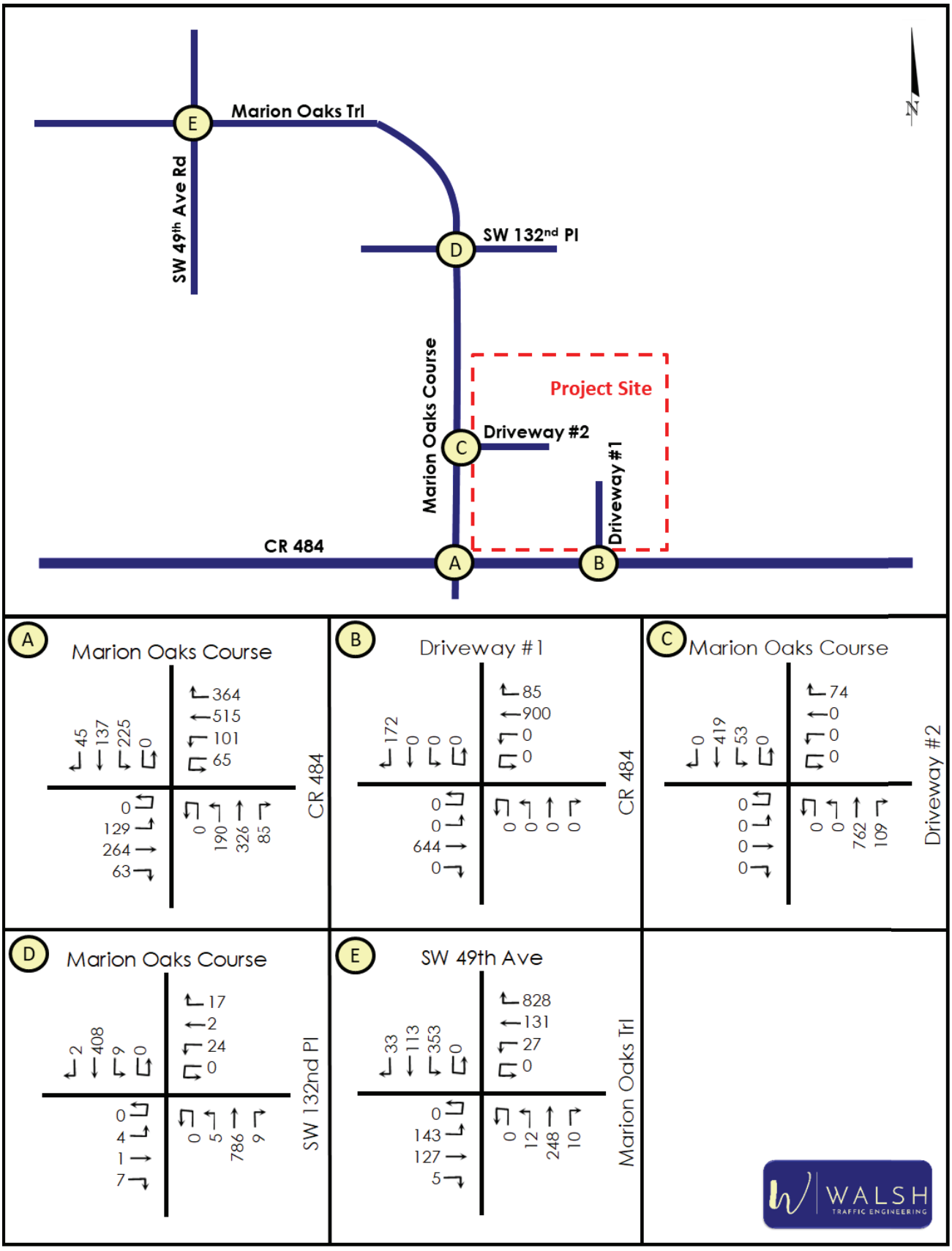


Figure 144 – Future Buildout PM Peak-Hour Intersection Traffic Volumes (Year 2025)

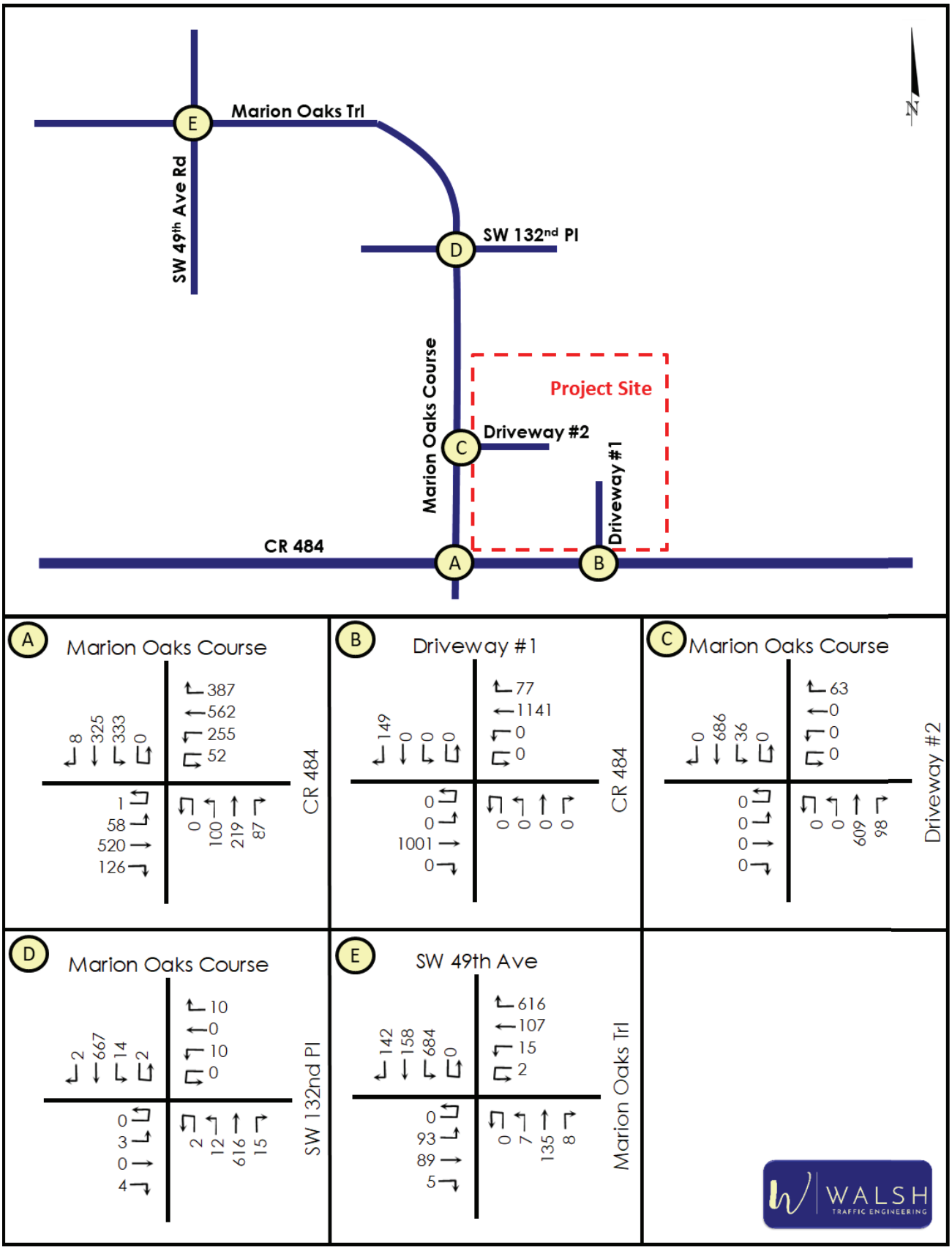


Table 10 - Future Buildout Intersection Operating Conditions (Year 2025)

Intersection	Control	Measure of Effectiveness	AM Peak Hour					PM Peak Hour				
			EB App	WB App	NB App	SB App	Overall Intxn	EB App	WB App	NB App	SB App	Overall Intxn
CR 484 at Marion Oaks Course		Delay (sec/veh)	32.9	46.7	68.2	48.0	49.6	48.4	47.1	77.6	69.2	56.3
		LOS	C	D	E	D	D	D	D	E	E	E
		Highest V/C	0.59	0.8	0.96	0.88	-	0.62	0.81	0.93	0.99	-
Marion Oaks Course at SW 132nd Pl		Delay (sec/veh)	15.0	20.2	-	-	-	16.8	17.6	-	-	-
		LOS	C	C	-	-	-	C	C	-	-	-
		Highest V/C	0.035	0.163	-	-	-	0.024	0.07	-	-	-
Marion Oaks Trail at SW 49th Ave Rd (Existing Geom)		Delay (sec/veh)	49.2	353.2	33.8	21.5	188.1	53.3	102.7	34.3	30.1	58.6
		LOS	D	F	C	C	F	D	F	C	C	E
		Highest V/C	0.62	1.78	0.38	0.63	-	0.42	1.08	0.2	0.87	-
Marion Oaks Trail at SW 49th Ave Rd (w/ dual WBR)		Delay (sec/veh)	49.2	77.3	34.4	21.9	54.2	53.3	45.2	34.3	30.1	37.9
		LOS	D	D	C	C	D	D	D	C	C	D
		Highest V/C	0.61	0.99	0.38	0.63	-	0.42	0.61	0.2	0.87	-
CR 484 at Driveway #1		Delay (sec/veh)	-	-	-	15.1	-	-	-	-	17.5	-
		LOS	-	-	-	C	-	-	-	-	C	-
		Highest V/C	-	-	-	0.337	-	-	-	-	0.354	-
Marion Oaks Course at Driveway #2		Delay (sec/veh)	-	17.2	-	-	-	-	13.9	-	-	-
		LOS	-	C	-	-	-	-	B	-	-	-
		Highest V/C	-	0.212	-	-	-	-	0.143	-	-	-

ALTERNATIVE ACCESS ANALYSIS CONSIDERATION

As previously conveyed and analyzed, it is proposed to provide a southbound left-turn movement on Marion Oaks Course at Driveway #2. A southbound left-turn lane is proposed at this location. Without this southbound left-turn access, motorists visiting the site that are coming from the north via Marion Oaks Course would instead need to perform a southbound-to-northbound u-turn at the CR 484/Marion Oaks Course intersection and then perform a northbound right turn into Driveway #2. This would equate to 53 additional u-turns in the AM peak hour, increasing the average delay for southbound left-turn motorists from 52.4 seconds per vehicle (without these u-turns) to 73.1 seconds per vehicle. The v/c for this movement also increases from 0.88 to 0.93 and the 95th percentile queue increases from 12 vehicles to 19 vehicles. Further, with 364 westbound right turns, these additional u-turns create additional conflict adversely impacting the westbound approach.

A similar impact is also expected in the PM peak hour as the u-turns cause the average delay for southbound left-turn movement to increase from 90.1 seconds per vehicle (without these u-turns) to 125.2 seconds per vehicle. The v/c for this movement also increases from 0.99 to 1.11 and the 95th percentile queue increases from 22 vehicles to 27 vehicles. Further, with 387 westbound right turns, these additional u-turns create additional conflict adversely impacting the westbound approach.

It is important to note that the southbound left turns into the development require shorter gaps in opposing traffic to perform the turn when compared against the gap required for southbound-to-northbound u-turns. Also, the capacity analyses for the driveway on Marion Oaks Course show that the average delay for the southbound left-turn movement is ~10 seconds per vehicle in the AM and PM peak hours and the 95th percentile queues will be less than one vehicle, thereby indicating that this southbound left-turn movement will operate well. Based on these considerations and the implications the addition of u-turns will have at the CR 484/Marion Oaks Course intersection, it is recommended to provide a southbound left-turn movement into the development.

Project Driveway Turn-Lane Analysis

CR 484 AT DRIVEWAY #1

An evaluation was conducted based on procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements* to determine if a westbound right-turn lane is warranted on CR 484 at Driveway #1. Based on the results of the analysis, a westbound right-turn lane is warranted on CR 484 at Project Driveway #1.

MARION OAKS COURSE AT DRIVEWAY #2

An evaluation was conducted based on procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements* to determine if a northbound right-turn lane is warranted on Marion Oaks Course at Driveway #2. Based on the results of the analysis, a northbound right-turn lane is warranted on Marion Oaks Course at Driveway #2.

An additional evaluation was conducted based on procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements* to determine if a southbound left-turn lane is warranted on Marion Oaks Course at Driveway #2. Based on the results of the analysis, a southbound left-turn lane is warranted on Marion Oaks Course at Project Driveway #2.

See ***Appendix G*** for the turn-lane analysis worksheets.

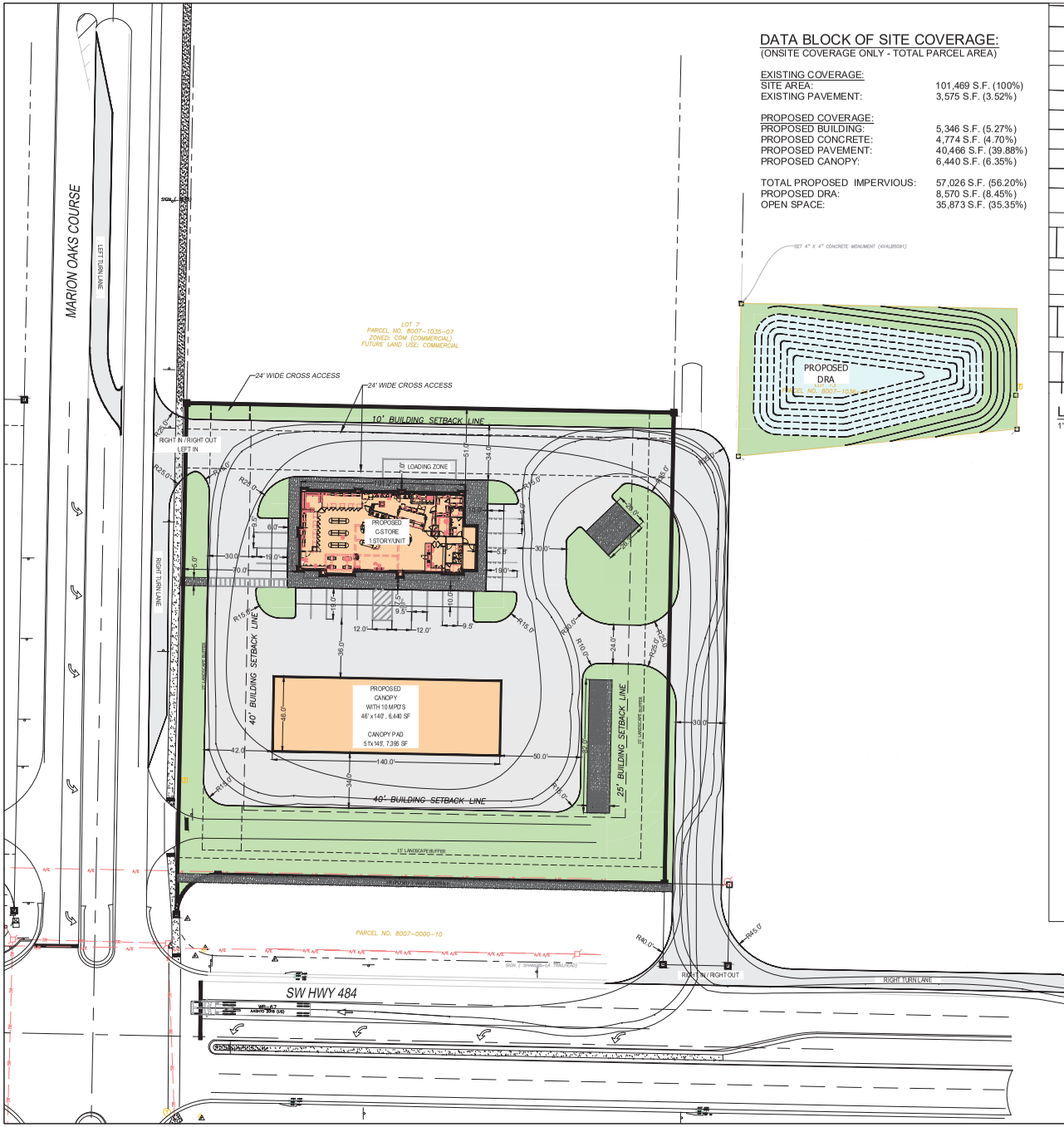
CONCLUSIONS

A traffic impact analysis was conducted for the proposed SunStop convenience store/gas station to be located in the northeast quadrant of the CR 484/Marion Oaks Course intersection in Marion County, Florida. Below is a summary of the findings of the study:

- Roadway Segments:
  - Under existing, future background, and future buildout conditions, all study roadway segments currently operate acceptably with the exception of the two segments of SW 49th Avenue Road.
  - SW 49th Avenue Road from Marion Oaks Trail to SW 95th Street requires four-laning under existing, future background, and future buildout conditions.
  - Because the needed improvements for buildout are the same as those needed to mitigate deficiencies that are projected without the project, the development is not responsible to mitigate impacts to this roadway segment per Florida Statutes 163.3180.
- Study Intersections:
  - The eastbound and westbound approaches at the STOP-controlled intersection of Marion Oaks Course at SW 132nd Place currently operate acceptably and will continue to operate acceptably under buildout conditions in year 2025.
  - The CR 484 at Marion Oaks Course signalized intersection currently operates acceptably and will continue to operate acceptably through buildout of the development in year 2025.
  - The Marion Oaks Trail at SW 49th Avenue Road intersection is currently operating unacceptably and will continue to operate unacceptably in year 2025 under future buildout conditions.
    - The intersection will operate acceptably in existing and future buildout conditions with dual westbound right-turn lanes.
    - Because the needed improvements for buildout are the same as those needed to mitigate deficiencies that are projected without the project, the development is not responsible to mitigate impacts to this roadway segment per Florida Statutes 163.3180.
- Project Driveways:
  - Both project driveway intersections are projected to operate acceptably at buildout of the development.
  - A westbound right-turn lane is warranted on CR 484 at Driveway #1.
  - A northbound right-turn lane and southbound left-turn lane are warranted on Marion Oaks Course at Driveway #2.

Appendix A

Preliminary Site Plan



DATA BLOCK OF SITE COVERAGE:

(ONSITE COVERAGE ONLY - TOTAL PARCEL AREA)

EXISTING COVERAGE:	
SITE AREA:	101,469 S.F. (100%)
EXISTING PAVEMENT:	3,575 S.F. (3.52%)
PROPOSED COVERAGE:	
PROPOSED BUILDING:	5,346 S.F. (5.27%)
PROPOSED CONCRETE:	4,774 S.F. (4.70%)
PROPOSED PAVEMENT:	40,466 S.F. (39.88%)
PROPOSED CANOPY:	6,440 S.F. (6.35%)
TOTAL PROPOSED IMPERVIOUS:	57,026 S.F. (56.20%)
PROPOSED DRA:	8,570 S.F. (8.45%)
OPEN SPACE:	35,873 S.F. (35.35%)

LOCATION MAP

1" = 200'

SITE DATA:

PROJECT NAME:	SUNSTOP MARION OAKS SITE PLAN
PROJECT LOCATION:	MARION OAKS CRSE. OCALA, FL. SEC 10, TWP. 17, RGE. 21
P.I.D.:	8007-1035-08 8007-1036-13
OWNER:	SOUTHWEST GEORGIA OIL COMPANY, INC.
ADDRESS:	1711 SHOTWELL ST. BAINBRIDGE, GA 39819
TOTAL SITE AREA:	101,469 S.F. = 2.33 ACRES +/-
CURRENT ZONING:	R-1/B-2
CURRENT LAND USE:	MR/COM
BUILDING SETBACKS:	40' FRONT, 10' SIDE, 25' REAR
BUILDING USE:	GAS STATION
BUILDING F.A.R.:	0.0527 (5,346 SF)

DRAINAGE NOTE:

STORMWATER FROM THIS SITE WILL BE ROUTED TO THE PROPOSED DRAINAGE RETENTION AREAS ON SITE.

PROPOSED DEVELOPMENT:

THE EXISTING PARCELS ARE LOCATED IN MARION COUNTY, FL. THERE IS CURRENTLY AN EXISTING ROAD THAT GOES THROUGH THE PARCEL THAT WILL BE DEMOLISHED. THE INTENT IS TO CONSTRUCT A GAS STATION, ASSOCIATED PAVEMENT, PARKING, UTILITIES, DRAINAGE, LANDSCAPING AND OTHER INFRASTRUCTURE REQUIRED TO SERVE THE DEVELOPMENT.

THIS DEVELOPMENT WILL ADHERE TO THE MARION COUNTY LAND DEVELOPMENT CODE REGULATIONS.

PARKING CALCULATIONS:

PROPOSED RETAIL STORE:
REQUIRED: 1 SPACES PER 300 S.F.
5,346 S.F. / 300 = 17.8 = 18 SPACES

TOTAL REQUIRED = 18 SPACES
TOTAL PROVIDED = 20 SPACES (19 REGULAR, 1 HANDICAP)

30 15 0 30 60
GRAPHIC SCALE IN FEET

CONCEPTUAL PLAN
1" = 30'

INDEX OF SHEETS

811 Know what's below. Call before you dig.

REVISION DESCRIPTION:
DATE:
DESIGNED BY: PM
DRAWN BY: PM
CHECKED BY: PM
DATE: 03-19-2024

ENGINEER'S CERTIFICATION:

DATE:
PAOLO MASTROSERIO, P.E. 89691
MASTROSERIO ENGINEERING, INC. C.A.#28159
1705 SE 3RD AVENUE
OCALA, FL 34471

MASTROSERIO ENGINEERING, INC.
CIVIL / STRUCTURAL / SITE DESIGN
170 SE 32ND PLACE
OCALA, FL 34471
PH: (352)433-2185
PAOLO@MASTROSERIOENG.COM

PROJECT: SUNSTOP MARION OAKS - CONCEPT PLAN
MARION COUNTY, FL. SEC. 10, TWP. 17, RGE. 21

TITLE: CONCEPTUAL PLAN

SCALE: 1" = 30'

JOB#: 24-14

SHEET C1 OF 1

ATTACHMENT G - 260507ZC - TIA Study (SunStop Convenience Store) G-38

Appendix B

Approved Methodology

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

August 23, 2024

WALSH TRAFFIC ENGINEERING, INC.
CHRIS WALSH
285 PALMETTO SPRINGS ST
DEBARY, FL 32713

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: MARION OAKS COURSE SUNSTOP GAS STATION
PROJECT #2024040018 APPLICATION: #31742 PARCEL #8007-1035-08

Dear Chris,

The Traffic Methodology dated July 24, 2024 for the above referenced project was approved by Marion County on August 23, 2024. Please submit the Traffic Study in accordance with this approved Methodology.

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

Sincerely,

Your Development Review Team
Office of the County Engineer

MEMORANDUM

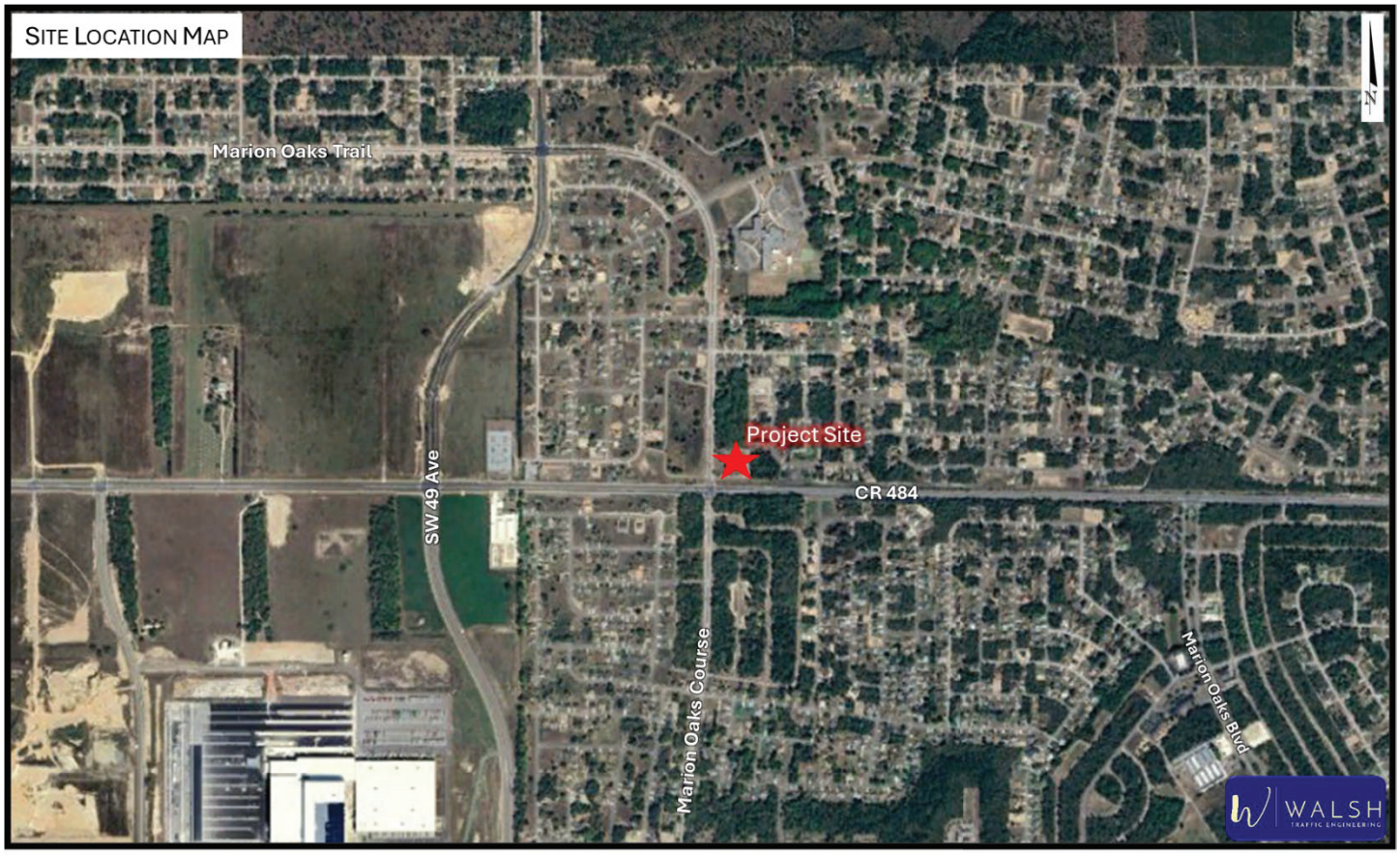
To: Mr. Donald Watson, PhD, P.E. – Senior Engineer, Marion County

From: Mr. Chris J. Walsh, P.E.

Date: July 24, 2024

Subject: Traffic Impact Analysis Methodology for Marion Oaks Course SunStop (Revised)
Marion County, Florida

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis for the proposed SunStop convenience store/gas station located in the Northeast quadrant of the CR 484/Marion Oaks Course intersection in Ocala, Florida (see **Site Location Map** below). The property is currently vacant. For the purposes of this analysis, the development includes a 5,400 square-foot convenience store with 20 vehicle fueling positions. Right-in/right-out access is proposed on CR 484, approximately 350 feet east of Marion Oaks Course. A southbound directional access (prohibiting westbound left turns) is proposed on Marion Oaks Course, approximately 350 feet north of CR 484. The development is proposed to be built out by year 2025. Given that the development is projected to generate more than 100 peak-hour trips, as demonstrated later within this memorandum, this memorandum is intended to serve as a methodology for the Traffic Impact Analysis in accordance with the County of Marion Traffic Impact Analysis Guidelines (effective June 19, 2008).



Walsh Traffic Engineering
285 Palmetto Springs Street, DeBary, Florida 32713
www.walshtraffic.com
Phone: 386.668.0062

Trip Generation

The total daily, AM peak-hour, and PM peak-hour trip generation potential for the proposed development was determined based on trip generation equations/rates for Land Use Code 945 (Convenience Store/Gas Station) as provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. As summarized in ***Table 1***, the proposed development is projected to generate 6,930 total daily trips, 493 total AM peak-hour trips (247 in, 246 out), and 426 PM peak-hour trips (213 in, 213 out).

Table 1 – Trip Generation Summary (Proposed Development)

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	3,465	3,465	6,930

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	247	246	493

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	213	213	426

Based on ITE, 76% of the AM peak-hour trips (188 in and 187 out) and 75% of the PM peak-hour trips (160 in and 160 out) will be pass-by (see ***Table 2*** on the following page). It should be noted that the pass-by trips will be limited to 10% of the future background volume on CR 484 and Marion Oaks Course, combined. Based on a preliminary assessment of the existing volumes on these adjacent roadways provided by the County, the volume of traffic at the adjacent intersection was 2,407 vehicles per hour (vph) in the AM and 2,303 vph in the PM. Thus, pass-by trips were limited to 240 trips in the AM and 230 trips in the PM. The 10% limitation will be revisited/refined within the TIA based on the actual future background volume projections on these two roadways. For purposes of this methodology, the new external trips are estimated at 252 vehicles (127 in, 125 out) in the AM peak hour and 196 vehicles (98 in, 98 out) in the PM peak hour.

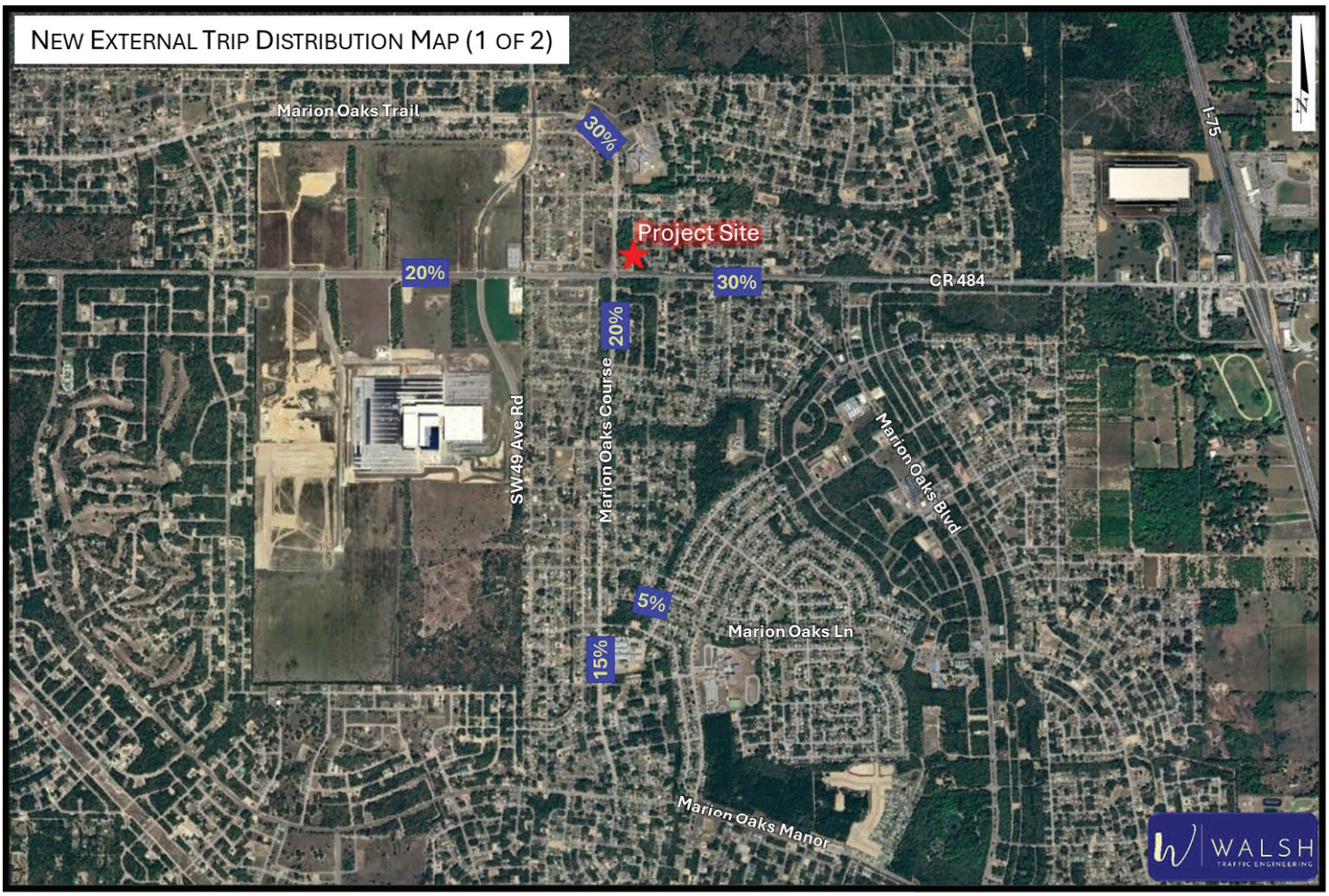
Table 2 – New External Trip Generation Summary (Proposed Development)

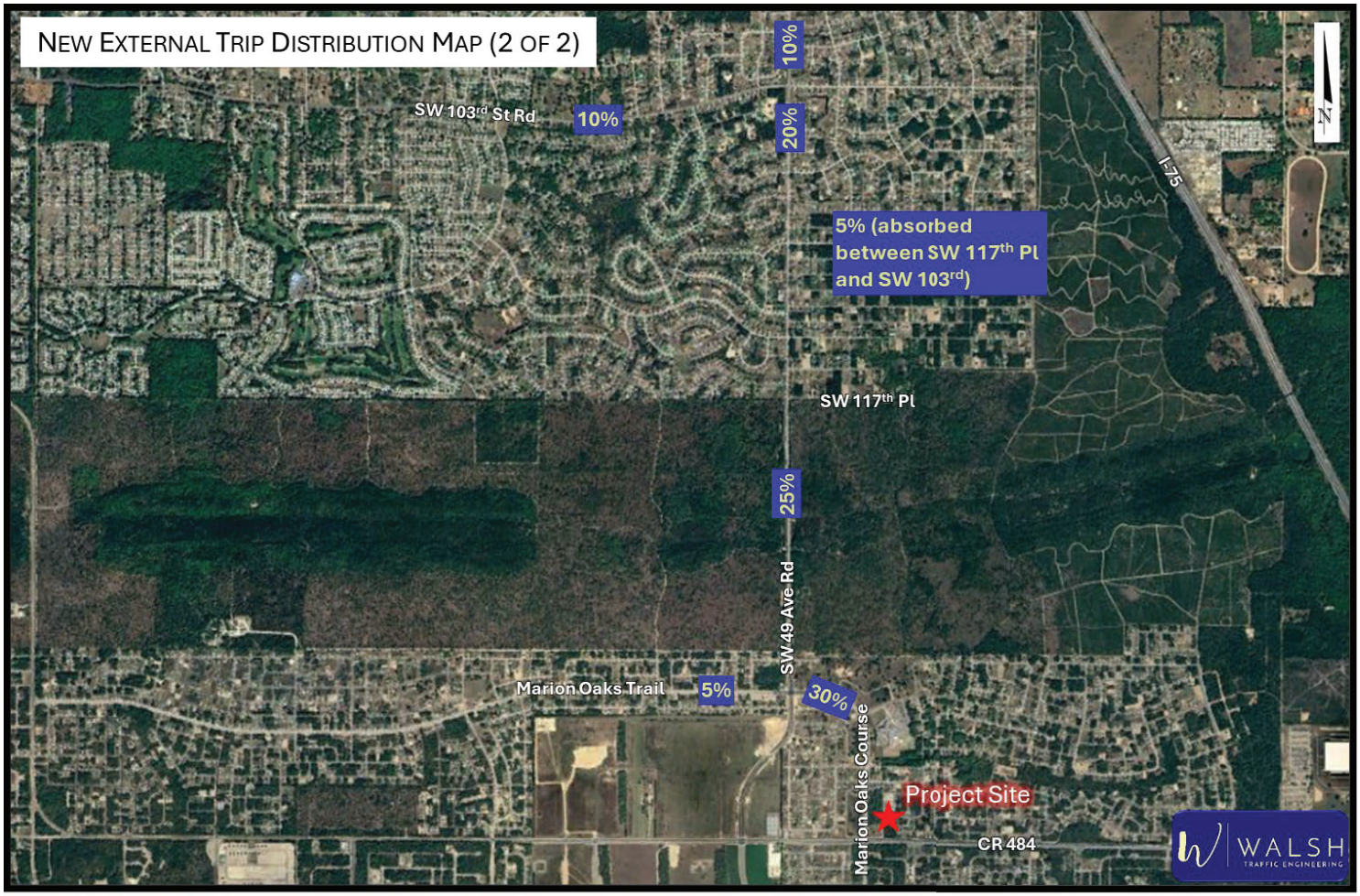
Land Use	ITE Land Use Code	Intensity	AM Peak Hour															
			Total Trips			ITE Pass-by Trips				Restricted Pass-by Trips			Applied Pass-By Trips			Net New External		
			In	Out	Total	%	In	Out	Total	%	Street Vol	Total	In	Out	Total	In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	247	246	493	76.0%	188	187	375	10.0%	2,407	241	120	121	241	127	125	252

Land Use	ITE Land Use Code	Intensity	PM Peak Hour															
			Total Trips			ITE Pass-by Trips				Restricted Pass-by Trips			Applied Pass-By Trips			Net New External		
			In	Out	Total	%	In	Out	Total	%	Street Vol	Total	In	Out	Total	In	Out	Total
Convenience Store Gas Station (16-24 VFP)	945	5.4 KSF	213	213	426	75.0%	160	160	320	10.0%	2,303	230	115	115	230	98	98	196

Trip Distribution

The trip distribution for the new external trips was estimated based on engineering judgement, taking into consideration the proximity and density of trip generators (predominantly homes), the adjacent roadway network, while also considering the typically short trip-length for this type of use and the proximity of other gas station. The distribution was also adjusted based on coordination with County staff. The proposed new external trip distribution is shown in the two figures below and on the following page:




NEW EXTERNAL TRIP DISTRIBUTION MAP (2 OF 2)
SW 103rd St Rd
10%
10%
20%
5% (absorbed between SW 117th Pl and SW 103rd)
I-75
N
SW 117th Pl
25%
SW 49 Ave Rd
Marion Oaks Trail
5%
30%
Marion Oaks Course
Project Site
CR 484
WALSH
TRAFFIC ENGINEERING

Study Area

Per the County of Marion Traffic Impact Analysis Guidelines, based on a development projected to generate over 100 net new trips, the study area will include all roadways where the net new traffic from the project is at least 3% of the maximum service volume, plus one segment beyond. ***Table 3*** below summarizes the significance assessment based on the AM peak hour given that the projected new external impact in ***Table 2*** is shown to be higher in the AM peak versus the PM peak.

Table 3 – Project Significance Summary

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vph)	Source	% Assign	Project Trips (vph)		% Significant		Significant?	
							NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 484												
SW 57th Ave to Marion Oaks Course	2030	4	E	1,800	TPO	20.0%	25	25	1.39%	1.39%	no	no
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	1,800	TPO	30.0%	38	38	2.11%	2.11%	no	no
Marion Oaks Course												
Marion Oaks Manor to Marion Oaks Ln		2	E	792	TPO	15.0%	19	19	2.40%	2.40%	no	no
Marion Oaks Ln to CR 484		2	E	792	TPO	20.0%	25	25	3.16%	3.16%	YES	YES
CR 484 to SW 49th Ave Rd		2	E	792	TPO	30.0%	38	38	4.80%	4.80%	YES	YES
SW 49th Ave Road												
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	634	TPO	25.0%	31	32	4.89%	5.05%	YES	YES
SW 103rd St to SW 95th St	6100	2	E	634	TPO	10.0%	13	12	2.05%	1.89%	no	no
SW 103rd St Road												
SR 200 to SW 49th Ave Rd	5550	2	E	634	TPO	10.0%	13	12	2.05%	1.89%	no	no
Marion Oaks Trail												
CR 484 to SW 49th Ave Rd	8150	2	E	792	TPO	5.0%	6	7	0.76%	0.88%	no	no
Marion Oaks Lane												
Marion Oaks Course to Marion Oaks Blvd		2	E	792	TPO	5.0%	6	7	0.76%	0.88%	no	no

Based on the significance table above, the study roadways will include the following:

- CR 484 from SW 57th Ave to Marion Oaks Course (1 link beyond significance)
- CR 484 from Marion Oaks Course to Marion Oaks Blvd (adjacent to site)
- Marion Oaks Course from Marion Oaks Manor to Marion Oaks Ln (1 link beyond significance)
- Marion Oaks Course from Marion Oaks Ln to CR 484 (significant)
- Marion Oaks Course from CR 484 to SW 49th Ave Rd (significant)
- Marion Oaks Lane from Marion Oaks Course to Marion Oaks Blvd (1 link beyond significance)
- Marion Oaks Trail from CR 484 to SW 49th Ave Rd (1 link beyond significance)
- SW 49th Avenue Road from Marion Oaks Trl to SW 103rd St Rd (significant)
- SW 49th Avenue Road from SW 103rd St Rd to SW 95thth St (1 link beyond significance)
- SW 103rd Street Road from SR 200 to SW 49th Ave Rd (1 link beyond significance)

The study intersections will include those where the number of new site-generated peak-hour trips passing through the intersection is greater than 100 trips. Thus, the study intersections will include the following:

- CR 484 at Marion Oaks Course
- CR 484 at Project Driveway
- Marion Oaks Course at Project Driveway
- Marion Oaks Course at SW 132nd Place
- Marion Oaks Trail at SW 49th Avenue Road

Future Volume Traffic Projections

Future background traffic volumes wll be estimated by applying historical annual growth rate trends to existing volumes. Vested trips are not available for the study roadways. The table below summarizes the proposed growth rates and the growth trend spreadsheets are attached. Project trips will then be added to the future background peak-hour volumes to develop the future total volume projections.

Table 4 – Proposed Growth Rates

Roadway Segment	ID	# of Lanes	Adopted LOS	Applicable Annual Growth Rate	Applied Annual Growth Rate
CR 484					
SW 57th Ave to Marion Oaks Course	2030	4	E	1.8%	2.0%
Marion Oaks Course to Marion Oaks Blvd	2030	4	E	1.8%	2.0%
Marion Oaks Course					
Marion Oaks Manor to Marion Oaks Ln		2	E	3.4%	3.4%
Marion Oaks Ln to CR 484		2	E	3.4%	3.4%
CR 484 to SW 49th Ave Rd		2	E	4.7%	4.7%
SW 49th Ave Road					
Marion Oaks Trl to SW 103rd St Rd	6100	2	E	-	5.0%
SW 103rd St to SW 95th St	6100	2	E	6.7%	6.7%
SW 103rd St Road					
SR 200 to SW 49th Ave Rd	5550	2	E	-1.2%	1.0%
Marion Oaks Trail					
CR 484 to SW 49th Ave Rd	8150	2	E	3.0%	3.0%
Marion Oaks Lane					
Marion Oaks Course to Marion Oaks Blvd		2	E	-	1.0%

Analysis Periods

The study roadway segments and intersections will be analyzed under existing conditions and future build-out conditions (future background plus project trips). Roadway segments will be analyzed by comparing the daily and PM peak-hour directional volumes against each roadway's generalized service volume. In the event that the volumes exceed the generalized service volume, then a more detailed arterial/highway analysis may be conducted using HCM methodologies in accordance with the *FDOT Quality/Level of Service Handbook*. The operating conditions of the study intersections will be analyzed for AM and PM peak-hour conditons using *Synchro 11*, employing HCM methodologies.

Planned Roadway Improvements

The Ocala Marion TPO Transportation Improvement Program (TIP) was reviewed for improvements within the study area. However, no capacity-related improvements are programmed for construction within the study area.

Project Driveway Evaluation

The project driveway intersections on CR 484 and Marion Oaks Course will be evaluated with regards to the need for right-turn and/or left-turn lanes. Where turn lanes are warranted, the study will identify the required turn-lane lengths based on queueing estimates (95th percentile queues) and deceleration distance considerations in accordance with County standards.

The driveway connection on Marion Oaks Course will be evaluated with and without a southbound left-turn movement. Further, the analysis will evaluate the operations of the median opening on Marion Oaks Course to the north of the proposed driveway for purposes of assessing the northbound-to-southbound u-turn implications. A similar analysis will also be provided for the Marion Oaks Course/SW 132 Place intersection.

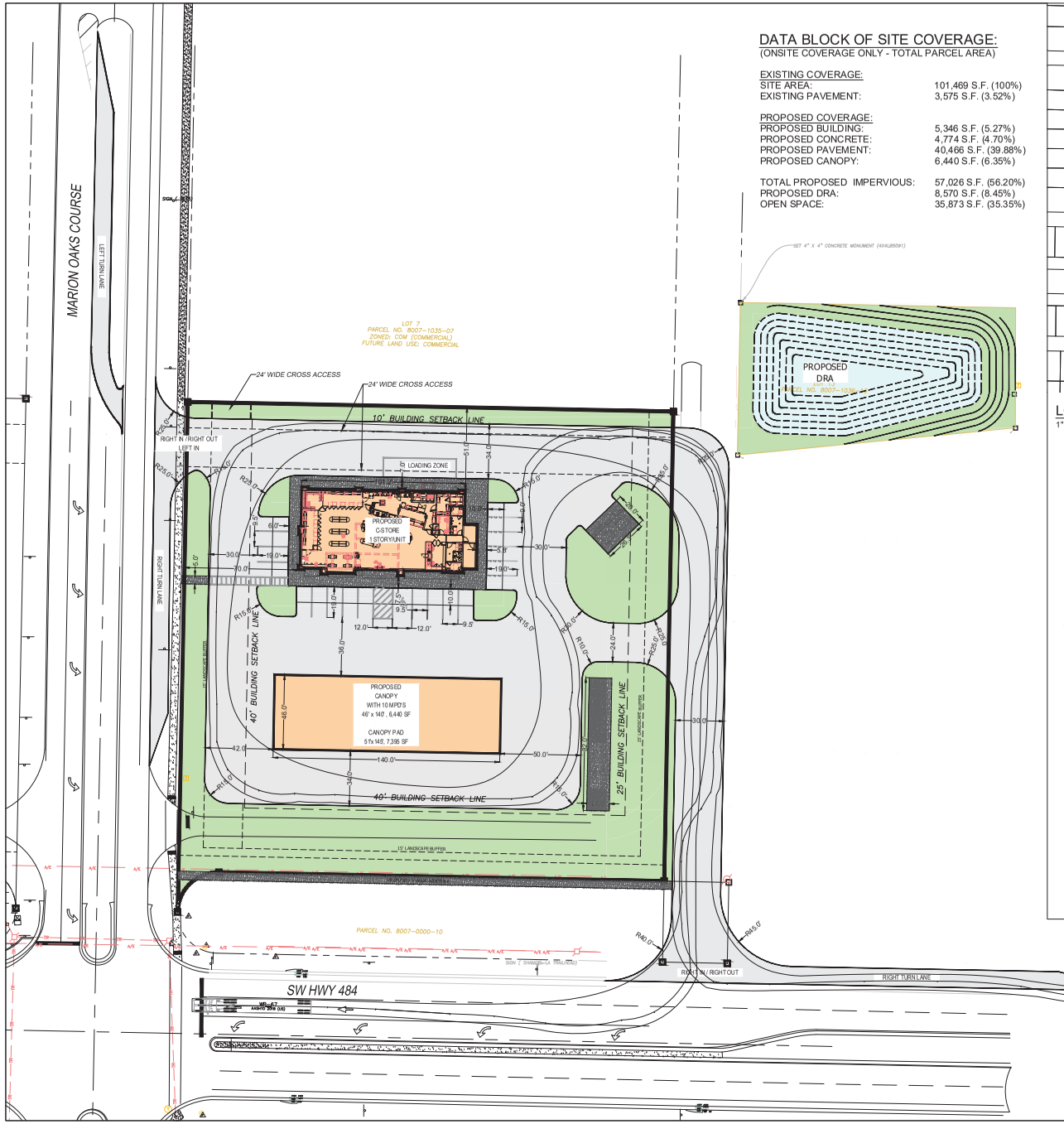
Mitigation

Where roadway segment or intersection deficiencies are identified, appropriate improvements will be identified for existing, future background, and future total build-out conditions. Following, the applicant and the development team will coordinate with the County, and other agencies where applicable, to determine the development's mitigation responsibility. It should be noted that mitigation and associated credits towards impact fees will be addressed in accordance with Florida Statutes 163.3180.

You may contact us at (386) 801-5682 should you have any questions.

Attachments

ATTACHMENT G - 260507ZC - TIA Study (SunStop Convenience Store) G-49



DATA BLOCK OF SITE COVERAGE:

(ONSITE COVERAGE ONLY - TOTAL PARCEL AREA)

EXISTING COVERAGE:	
SITE AREA:	101,469 S.F. (100%)
EXISTING PAVEMENT:	3,575 S.F. (3.52%)
PROPOSED COVERAGE:	
PROPOSED BUILDING:	5,346 S.F. (5.27%)
PROPOSED CONCRETE:	4,774 S.F. (4.70%)
PROPOSED PAVEMENT:	40,466 S.F. (39.88%)
PROPOSED CANOPY:	6,440 S.F. (6.35%)
TOTAL PROPOSED IMPERVIOUS:	57,026 S.F. (56.20%)
PROPOSED DRA:	8,570 S.F. (8.45%)
OPEN SPACE:	35,873 S.F. (35.35%)

LOCATION MAP

1" = 200'

SITE DATA:

PROJECT NAME:	SUNSTOP MARION OAKS SITE PLAN
PROJECT LOCATION:	MARION OAKS CRSE. OCALA, FL. SEC 10, TWP. 17, RGE. 21
P.I.D.:	8007-1035-08 8007-1036-13
OWNER:	SOUTHWEST GEORGIA OIL COMPANY, INC.
ADDRESS:	1711 SHOTWELL ST. BAINBRIDGE, GA 39819
TOTAL SITE AREA:	101,469 S.F. = 2.33 ACRES +/-
CURRENT ZONING:	R-1/B-2
CURRENT LAND USE:	MR/COM
BUILDING SETBACKS:	40' FRONT, 10' SIDE, 25' REAR
BUILDING USE:	GAS STATION
BUILDING F.A.R.:	0.0527 (5,346 SF)

DRAINAGE NOTE:

STORMWATER FROM THIS SITE WILL BE ROUTED TO THE PROPOSED DRAINAGE RETENTION AREAS ON SITE.

PROPOSED DEVELOPMENT:

THE EXISTING PARCELS ARE LOCATED IN MARION COUNTY, FL. THERE IS CURRENTLY AN EXISTING ROAD THAT GOES THROUGH THE PARCEL THAT WILL BE DEMOLISHED. THE INTENT IS TO CONSTRUCT A GAS STATION, ASSOCIATED PAVEMENT, PARKING, UTILITIES, DRAINAGE, LANDSCAPING AND OTHER INFRASTRUCTURE REQUIRED TO SERVE THE DEVELOPMENT.

THIS DEVELOPMENT WILL ADHERE TO THE MARION COUNTY LAND DEVELOPMENT CODE REGULATIONS.

PARKING CALCULATIONS:

PROPOSED RETAIL STORE:
REQUIRED: 1 SPACES PER 300 S.F.
5,346 S.F. / 300 = 17.8 = 18 SPACES

TOTAL REQUIRED = 18 SPACES
TOTAL PROVIDED = 20 SPACES (19 REGULAR, 1 HANDICAP)

30 15 0 30 60
GRAPHIC SCALE IN FEET

CONCEPTUAL PLAN

1" = 30'

INDEX OF SHEETS

811 Know what's below. Call before you dig.

REVISION DESCRIPTION:
DATE:
DESIGNED BY: PM
DRAWN BY: PM
CHECKED BY: PM
DATE: 03-19-2024

ENGINEER'S CERTIFICATION:

PAOLO MASTROSERIO, P.E. 89691
MASTROSERIO ENGINEERING, INC. C.A.#28159
170 SE 32ND PLACE
OCALA, FL 34471

MASTROSERIO ENGINEERING, INC.
CIVIL / STRUCTURAL / SITE DESIGN
170 SE 32ND PLACE
OCALA, FL 34471
PH: (352)433-2185
PAOLO@MASTROSERIOENG.COM

PROJECT: SUNSTOP MARION OAKS - CONCEPT PLAN
MARION COUNTY, FL. SEC. 10, TWP. 17, RGE. 21

TITLE: CONCEPTUAL PLAN

SCALE: 1" = 30'

JOB#: 24-14

SHEET C1 OF 1

OCALA MARION TPO

Congestion Management Process

2023 STATE OF THE SYSTEM REPORT

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

August 2023

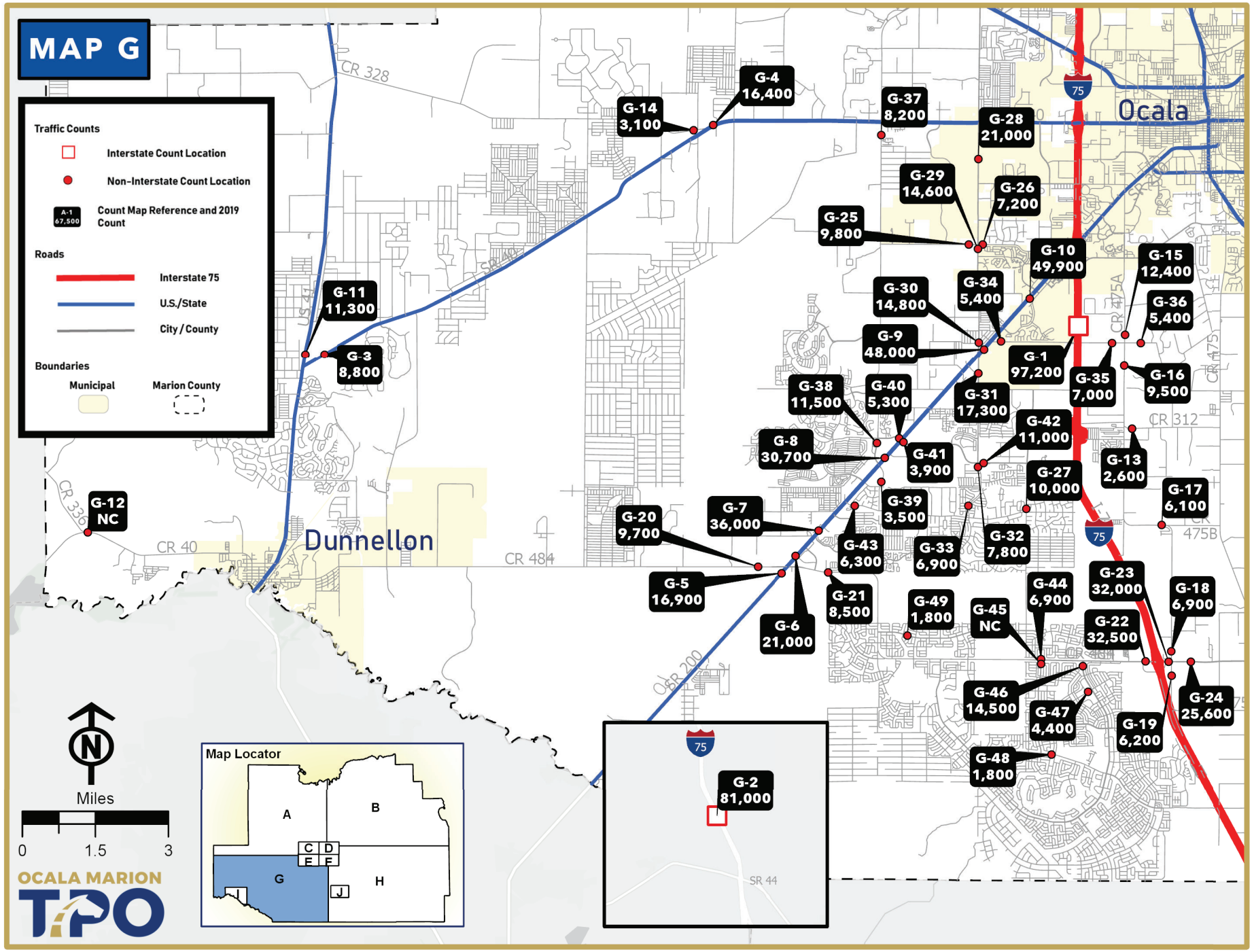
SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	5,800	0.2	B	1.00%	6,100	0.21	B
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	COLLECTOR	UNINTERRUPTED		14,110	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	5,900	0.41	B	1.00%	6,100	0.43	B
1950	CR 475A	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other OMP Network Roadway	C	2,000	0.22	C	1.00%	2,100	0.23	C
1960	CR 475A	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	2,000	0.16	C	1.00%	2,100	0.16	C
1970	CR 475A	SE 36 AV	US 301	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	2,100	0.16	C	1.00%	2,200	0.17	C
1980	CR 475A	CR 475	CR 475	2	COLLECTOR	UNINTERRUPTED		14,110	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	5,300	0.38	B	7.58%	7,600	0.54	B
1993.3	CR 484	LAKESHORE DR	E OF HENDRIX DR	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	9,500	0.32	B	1.10%	10,000	0.34	B
1993.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	ART ERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	9,500	0.5	C	1.10%	10,000	0.52	C
1993.6	CR 484	SW 140 AVE	SW 135 AV	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	12,000	0.41	C	5.08%	15,300	0.52	C
2010	CR 484	SW 135 AV	SR 200	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	12,000	0.41	C	5.08%	15,300	0.52	C
2020.1	CR 484	SR 200	SW 45 AV	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66	C
2030	CR 484	SW 45 AV	I-75 RAMP (W)	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	33,000	0.92	C	1.00%	34,700	0.97	D
2060	CR 484	I-75 RAMP (W)	I-75 RAMP (E)	6	ART ERIAL	INTERRUPTED	1	53,910	2,718	6	53,910	2,718	Urban	D	COUNTY	Other OMP Network Roadway	D	33,500	0.62	C	1.00%	35,200	0.65	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	33,500	0.94	C	1.00%	35,200	0.98	D
2080	CR 484	CR 475A	CR 475	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	19,900	0.56	C	1.00%	20,900	0.58	C
2090	CR 484	CR 475	CR 467	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	19,000	0.53	C	1.00%	20,000	0.56	C
2110	CR 484	CR 467	SE 132 ST RD	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	17,900	0.5	C	1.00%	18,800	0.52	C
2120.2	CR 484	SE 132 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.30	B
2150	E FORT KING ST	NE 1 AV	SE WAYULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2160	E FORT KING ST	SE WAYULA AVE	SE 11 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	6,000	0.53	D	1.41%	6,400	0.57	D
2170	E FORT KING ST	SE 11 AV	SE 16 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	5,800	0.52	D	1.00%	6,100	0.54	D
2180	E FORT KING ST	SE 16 AV	SE 22 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	7,700	0.52	D	1.00%	8,100	0.55	D
2190	E FORT KING ST	SE 22 AV	SW 23 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	6,800	0.46	C	1.00%	7,100	0.48	D
2200	E FORT KING ST	SW 23 AV	SE 30TH AVE	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	7,800	0.53	D	1.00%	8,200	0.56	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other OMP Network Roadway	E	8,000	0.48	C	3.77%	9,600	0.57	C
2220	E FORT KING ST	SE 36 AV	SR 35	2	COLLECTOR	UNINTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	7,800	0.61	C	1.00%	8,200	0.64	C
2230	CR 484	LAKESHORE DR	US 41	2	ART ERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	11,400	1.01	F	1.00%	12,000	1.07	F
2240	SR 25	US 441	BASELINE RD	2	ART ERIAL	INTERRUPTED		22,785	1,124	2	22,785	1,124	Urban	D	STATE	Other OMP Network Roadway	D	10,500	0.46	C	1.00%	11,000	0.48	C
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	110,800	1.61	F	6.02%	148,400	2.15	F
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	110,800	0.9	D	6.02%	148,400	1.21	F
2280	I-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	84,000	0.68	C	1.00%	89,300	0.72	C
2290	I-75	SR 200	SR 40	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,900	0.74	C	1.00%	96,500	0.78	C
2300	I-75	SR 40	US 27	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,200	0.73	C	3.13%	105,100	0.86	D
2310	I-75	US 27	SR 326	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	81,400	0.66	C	1.16%	86,300	0.70	C
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	69,400	0.57	B	1.25%	73,800	0.60	C
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	69,400	1.01	D	1.25%	73,800	1.07	D
2330	I-75	COUNTY LINE (N)	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	74,200	1.08	D	2.41%	83,600	1.21	E
2340.1	CR 200A	NE 20 ST	NE 8 AV	4	ART ERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other OMP Network Roadway	E	9,100	0.3	C	1.00%	9,600	0.32	C
2350	CR 200A / JACKSONVILLE RD	NE 8 AV	NE 28 ST	4	ART ERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other OMP Network Roadway	E	11,200	0.3	C	5.61%	14,700	0.39	C
2360	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	10,700	0.3	C	1.00%	11,300	0.32	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	9,500	0.75	C	1.56%	10,300	0.81	C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	7,900	0.62	C	1.00%	8,300	0.65	C
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	10,100	0.34	B	1.00%	10,600	0.36	C
2400.3	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 110 ST	2	ART ERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	6,900	0.36	B	4.10%	8,400	0.44	B
2410	CR 200A / JACKSONVILLE RD	NE 110 ST	US 301	2	ART ERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	5,700	0.3	B	1.00%	5,900	0.31	B
2420	MAGNOLIA AV N	NE 1 AV	SR 492	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	3,600	0.24	C	1.00%	3,800	0.26	C
2430	MAGNOLIA AV N	SR 492	NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	15,479	794	2	15,479	794	Urban	D	COUNTY	Other OMP Network Roadway	E	4,000	0.26	C	3.67%	4,800	0.31	C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10	C
2460	MAGNOLIA AV N	CR 200A	US 441	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10	C
2470	MAGNOLIA AV N	NE 1 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2510	NE 1 AV	SR 40	N MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2545	SR 492	US 441	N MAGNOLIA AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53	C
2550	SR 492	N MAGNOLIA AV	NE 8 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53	C
2570	NE 127 ST RD	CR 314	NE 20 3 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2590	SR 492	NE 8 AV	NE 19 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53	C
2610	SR 492	NE 19 AV	NE 25 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,600	0.51	C	1.00%	20,600	0.54	C
2620	SR 492	NE 25 AV	NE 36 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,100	0.5	C	1.92%	21,000	0.55	C
2630	SR 492	NE 36 AV	SR 40	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	9,800	0.26	C	2.22%	11,000	0.29	C
2650.1	NE 160 AV RD	CR 314	NE 145 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2670	NE 175 ST	CR 200A	NE 70 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,600	0.14	B	3.55%	3,100	0.16	B
2700	NE 203 AV	NE 127 ST	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2720	NE 24 ST	CR 200A	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
2730	NE 24 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	2,300	0.18	C	1.00%	2,400	0.19	C
2740	NE 25 AV	SR 40	SR 492	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	6,900	0.19	C	1.00%	7,200	0.20	C
2760	NE 25 AV	SR 492	NE 24 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	10,700	0.95	E	1.00%	11,300	1.01	F
2770	NE 25 AV	NE 24 ST	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	8,000	0.71	D	1.00%	8,400	0.75	D
2780	NE 25 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	5,100	0.45	C	1.00%	5,300	0.47	D
2790	NE 25 AV	NE 49 ST	SR 326	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	3,500	0.31	C	1.00%	3,700	0.33	C
2800	NE 28 ST	US 441	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	2,300	0.2	C	1.00%	2,400	0.21	C
2830	NE 3 ST	N MAGNOLIA AV	NE 1 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2840	NE 1 ST	NE 1 AV	NE 8 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2850	NE 3 ST	NE 8 AV	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	4,000	0.36	C	4.16%	4,900	0.44	C
2860	NE 3 ST	NE 25 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	1,800	0.16	C	1.00%	1,900	0.17	C
2870	NE 35 ST	NE 25 AV	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	10,100	0.9	D	3.38%	12,000	1.07	F
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	8,000	0.71	D	1.00%	8,400	0.75	D
2890	NE 35 ST	NE 36 AV	CR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	7,200	0.64	D	2.10%	8,000	0.71	D
2900	NE 36 AV	NE 97 ST	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	1,900	0.1	B	1.09%	2,000	0.10	B
2920	NE 36 AV	NE 14 ST	NE 21 ST	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	12,200	0.96	D	1.00%	12,800	1.00	F
2930	NE 36 AV	NE 21 ST	NE 35 ST	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	12,700	1	D	3.85%	14,000	1.10	F
2940	NE 36 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	9,200	0.72	C	1.00%	9,700	0.76	C
2950	NE 36 AV	NE 49 ST	SR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
2990	NE 47 AV	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3040	CR 314	SR 40 (W)	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3050.1	CR 314	NE 36 AV	SR 35	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	5,800	0.46	C	1.00%	6,100	0.48	C
3060	CR 314	SR 35	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	7,600	0.26	B	3.66%	9,100	0.31	B
3070.2	CR 314	URBAN AREA BOUNDARY	NE 7 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	7,600	0.4	B	3.66%	9,100	0.47	B
3080	NE 70 AV	NE 175 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,500	0.13	B	1.00%	2,700	0.14	B
3090.1	SR 326	US 441	W ANTHONY RD	2	ART ERIAL	UNINTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	C	11,500	0.64	C	1.00%	12,100	0.68	C
3100	SR 326	W ANTHONY RD	CR 200A	2	ART ERIAL	INTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,500	0.64	C	1.00%	12,100	0.68	C
3110	SR 326	CR 200A	NE 36 AV	2	ART ERIAL	UNINTERRUPTED		19,600	970	2	19,600	970	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,200	0.62	C	1.00%	12,800	0.65	C
3130	SR 326	NE 36 AV	NE 40 AV	2	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,100	0.99	C	2.45%	9,100	1.11	D
3140	NE 8 AV	NE 3 ST	NE 3 ST	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3160	NE 8 AV	NE 3 ST	SR 492	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other OMP Network Roadway	E	7,200	0.25	C	1.00%	7,500	0.26	C
3170	NE 8 AV	SR 492	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	7,700	0.69	D	3.22%	9,100	0.81	D
3180.1	NE 90 ST	CR 35	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	900	0.05	B	1.00%	900	0.05	B
3190	NE 95 ST	W ANTHONY RD	CR 200A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,600	0.17	B	1.00%	1,600	0.17	B
3200.1	NE 97 ST	CR 200A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	2,900	0.1	B	1.00%	3,100	0.11	B
3200.3	NE 97 ST	URBAN AREA BOUNDARY	CR 35	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	900	0.05	B	1.00%	900	0.05	B
3210	NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	9,700	0.33	B	1.77%	10,600	0.36	C
3230	NE WAYULA AVE	SR 40	NE 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	900	0.08	C	25.99%	2,800	0.25	C
3240.1	NW 1 00 ST	HWY 225 A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3240.2	NW 1 00 ST	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3280	NW 1 20 ST	NW 5 5 CT	CR 25 A	2	LOCAL	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3290	NW 1 35 ST	CR 225	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3320	NW 1 65 ST	US 441	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3330	NW 1 93 ST	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,400	0.54	C	2.25%	21,700	0.61	C
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6210.1	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 314	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	4	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 LKING 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 LKING 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	ART ERIAL	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	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	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
6510.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	U	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	SE 147 ST	SE 147 ST	2	ARTERIAL	UNINTERRUPTED		14,000	710	2	14,000	710	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	ART ERIAL	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	884	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	884	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	710	2	14,000	710	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	410	2	8,200	410	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	410	2	8,200	410	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	C	38,400	0.91	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%	19,300	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	ART ERIAL	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
6910.1	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	8,100	0.19	B	1.00%	8,800	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 E 8	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,000	0.34	C	1.00%	5,200	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	1,100	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	BELLEVIEW BYPASS	EMERALD RD	EMERALD RD	0				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 161 AV RD	NE 245 ST RD	SR 40	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 42 ST	SW 40 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

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
8120	OAK RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	COLLECTOR	INTERRUPTED	1	15,930	812	2	15,930	812	Urban	U	COUNTY	Other OMP Network Roadway	E	1,2,400	0.74	C	1.00%	1,3,100	0.78	C
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	1,2,400	0.35	C	1.00%	1,3,100	0.37	C
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	ARTERIAL	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8160	N BAHIA RD	N PINE RD	SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8170	SPRING RD	PINE RD	EMERALD RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	JUNIPER RD	SR 35	CHESNUT RD	2				11,232		2	11,232		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2				11,232		2	11,232		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	PINE RD	SE 64 AV RD	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	BAHIA RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	CR 464	SILVER RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				16,727		2	16,727		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	EMERALD RD		SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 49 TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS CRSE	CR 484	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other OMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
8200	BUENA VISTA BLVD	SUMTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	36,420	79.2	4	36,420	79.2	Urban	D	COUNTY	Other OMP Network Roadway	E	1,2,300	0.77	C	1.00%	1,3,000	0.82	C
9999	SE 92 LOOP	CR 25	SE 110 ST RD	4	COLLECTOR	INTERRUPTED	1	35,820	79.2	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

2020 Traffic Counts Manual

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION



City of Ocala continues on p.25 (Map F)

Marion County continues on p.33 (Map H)

G

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
I-75									
G-01	.35 miles N of Williams Road	FDOT	3	87,000	90,500	94,500	93,700	97,200	2.9
G-02	From SR 44 to CR 484	FDOT	3	75,500	72,500	78,000	80,000	81,000	1.8
SR 40									
G-03	.422 mi NE of US 41	FDOT	3	7,900	8,200	8,400	8,600	8,800	2.8
G-04	.371 mi E of CR 328	FDOT	3	14,200	15,000	15,600	15,500	16,400	3.9
SR 200									
G-05	.2 mi SW of CR 484	MC	3	14,200	15,100	15,700	16,400	16,900	4.8
G-06	.12 mi NE of CR 484	FDOT	3	19,500	19,900	21,500	22,000	21,000	1.9
G-07	.985 mi NE of CR 484	FDOT	3	33,000	34,100	38,000	35,000	36,000	2.3
G-08	S of SW 80th St	MC	3	23,500	29,200	30,400	31,800	30,700	7.7
G-09	2.932 mi SW of I-75	FDOT	3	41,500	NC	NC	47,000	48,000	3.9
G-10	I-75 to SW 66th St	OCA	1	38,500	NC	34,000	36,700	49,900	7.4
US 41									
G-11	.663 mi N of SR 40	FDOT	3	10,300	11,000	11,000	10,900	11,300	2.4
CR 40									
G-12	E of CR 336	MC	2	2,500	9,100	8,500	9,200	NC	89.3
CR 312									
G-13	E of CR 475A	MC	2	2,500	2,400	2,600	2,600	2,600	1.0
CR 328									
G-14	N of SR 40	MC	2	5,300	NC	3,100	3,100	3,100	-10.4
CR 475A									
G-15	N of SW 66th St	MC	2	12,500	12,300	12,000	12,500	12,400	-0.2
G-16	S of SW 66th St	MC	2	9,400	9,700	9,300	9,800	9,500	0.3
G-17	W of CR 475B	MC	2	5,500	5,700	5,700	5,700	6,100	2.7
G-18	N of CR 484	MC	2	5,700	6,000	6,200	6,800	6,900	5.3
G-19	S of CR 484	MC	2	5,700	5,600	5,700	6,200	6,200	2.2
CR 484									
G-20	W of SR 200	MC	2	8,500	9,500	8,900	9,400	9,700	3.5
G-21	E of SR 200	MC	2	7,500	8,100	7,700	8,400	8,500	3.3
G-22	W of I-75	MC	2	29,600	28,100	29,200	30,100	32,500	2.4
G-23	E of I-75	MC	2	25,000	26,100	27,500	30,000	32,000	7.0
G-24	E of CR 475A	MC	2	21,600	20,600	21,500	24,100	25,600	4.6

G

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
SW 38th St									
G-25	W of SW 60th Ave	MC	2	8,300	8,000	9,700	9,800	9,800	4.5
G-26	E of SW 60th Ave	MC	2	5,800	5,900	7,200	7,400	7,200	6.0
SW 49th Ave									
G-27	N of SW 103rd St Rd	MC	2	8,100	8,100	7,500	7,800	10,000	5.9
SW 60th Ave									
G-28	SR 40 to SW 20th St	OCA	2	NC	NC	16,100	20,600	21,000	15.2
G-29	S of SW 38th St	MC	2	NC	15,100	14,500	14,600	14,600	-1.1
G-30	N of SR 200	MC	3	14,400	14,800	14,400	14,800	14,800	0.7
G-31	S of SR 200	MC	2	17,400	17,200	17,000	17,000	17,300	-0.1
SW 62nd Ave Rd									
G-32	S of SW 95th St	MC	2	6,600	7,100	6,800	7,400	7,800	4.5
G-33	N of SW 103rd St Rd	MC	2	6,200	6,100	5,900	6,400	6,900	2.8
SW 66th St									
G-34	E of SR 200	MC	2	5,000	4,900	5,200	5,300	5,400	2.0
G-35	W of CR 475A	MC	2	7,300	7,300	7,100	7,200	7,000	-1.0
G-36	E of CR 475A	MC	2	4,000	4,100	5,200	5,300	5,400	8.8
SW 80th Ave									
G-37	S of SR 40	MC	2	6,300	6,700	8,100	8,400	8,200	7.5
G-38	N of SR 200	MC	2	8,800	8,300	11,300	11,700	11,500	7.7
G-39	S of SR 200	MC	3	2,700	2,800	3,300	3,500	3,500	7.4
SW 90th St									
G-40	W of SR 200	MC	2	4,100	4,600	4,500	5,100	5,300	7.3
SW 95th St Rd/SW 95th St									
G-41	E of SR 200	MC	2	2,400	2,800	3,200	3,500	3,900	15.6
G-42	E of SW 62nd Ave Rd	MC	2	9,200	9,000	9,600	10,700	11,000	4.9
SW 103rd St Rd									
G-43	E of SR 200	MC	2	5,600	5,600	5,700	6,100	6,300	3.1
Marion Oaks Course									
G-44	N of CR 484	MC	3	8,700	9,100	9,300	9,900	6,900	-5.2
G-45	S of CR 484	FDOT	3	NC	NC	NC	6,900	NC	N/A
Marion Oaks Boulevard									
G-46	S of CR 484	FDOT	3	12,500	12,900	13,300	14,300	14,500	4.0

G

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
Marion Oaks Drive									
G-47	W of Marion Oaks Blvd	FDOT	3	4,300	4,500	4,700	4,400	4,400	0.6
Marion Oaks Manor									
G-48	W of Marion Oaks Dr	FDOT	3	1,600	1,700	1,800	1,800	1,800	3.1
Marion Oaks Trail									
G-49	E of SW 73rd Ave Rd	FDOT	3	1,550	1,650	1,750	1,800	1,800	4.0

2023 Traffic Counts Report

www.ocalamariontpo.org

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

May 26, 2023

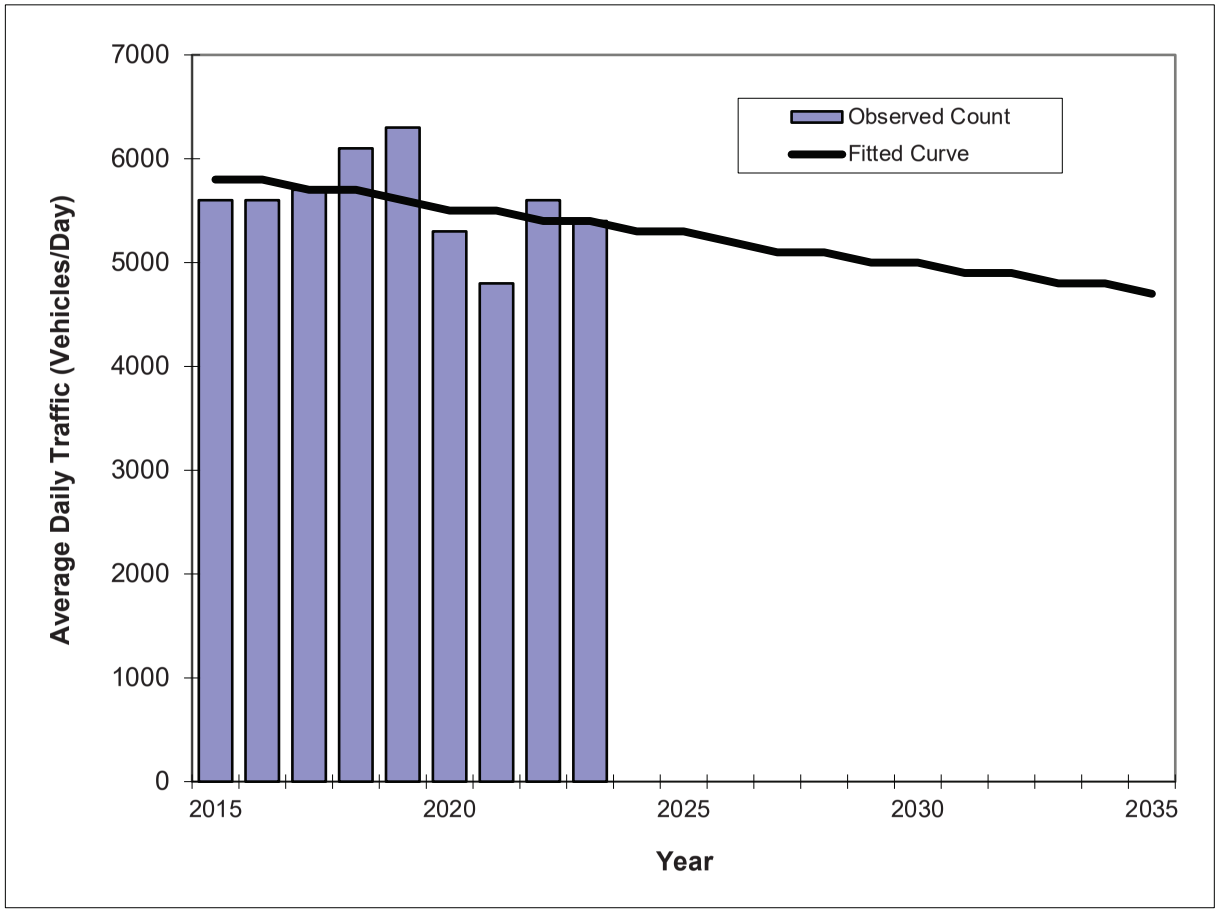
Location	Source	Count Type	2018	2019	2020	2021	2022	Ave Annual Growth Rate (%)
Magnolia Avenue								
NW 14th St to Jacksonville Road	OCA	2	NC	NC	NC	3,200	3,200	N/A
SR 492 to NW 14th Street	OCA	2	NC	NC	NC	3,900	3,900	N/A
NE 1st Avenue to SR 492	OCA	2	NC	NC	NC	4,000	3,700	N/A
Marion Oaks Boulevard								
South of CR 484	FDOT	4	14,300	14,500	14,300	15,100	15,100	1.4%
Marion Oaks Course								
North of CR 484	MC	3	9,900	6,900	7,500	13,300	12,200	11.9%
South of CR 484	FDOT	4	6,900	NC	6,500	7,600	7,600	1.8%
Marion Oaks Drive								
W of Marion Oaks Blvd	FDOT	4	4,400	4,400	4,400	4,800	4,800	2.3%
Marion Oaks Manor								
W of Marion Oaks Drive	FDOT	4	1,800	1,800	1,800	2,200	2,200	5.6%
Marion Oaks Trail								
E of SW 73rd Ave Road	FDOT	4	1,800	1,800	1,800	2,100	2,100	4.2%
MLK Jr. Avenue								
NW 22nd St to NW 31st St	OCA	3	NC	3,300	7,200	6,600	7,600	41.7%
SR 200 to SR 464	OCA	3	6,200	7,300	6,800	6,600	7,400	5.0%
NW 4th St to US 27	OCA	2	12,800	22,700	19,400	7,800	13,500	19.0%
US 27 to NW 22nd St	OCA	2	7,200	8,300	8,600	7,700	8,100	3.4%
SR 40 to SR 200	OCA	2	NC	21,400	19,900	13,600	16,300	-6.3%
NE 8th Avenue								
NE 14th Street to SR 40	OCA	3	6,800	11,300	9,100	6,900	7,100	6.4%
NE 17th Avenue								
SR 492 to NE 3rd Street	OCA	2	1,900	2,200	2,100	2,200	2,100	2.9%
NE 19th Avenue								
NE 24th Street to NE 14th	OCA	3	NC	2,800	3,000	2,900	2,800	0.1%
NE 25th Avenue								
NE 24th St to NE 28th St	OCA	3	5,000	9,200	8,800	8,000	7,900	17.3%
SR 40 to NE 3rd St	OCA	3	NC	NC	NC	6,700	6,900	N/A
SR 40 to Fort King	OCA	2	24,100	14,500	9,800	14,300	13,400	-10.9%
NE 24th St to NE 35th St	OCA	2	NC	NC	NC	6,900	7,600	N/A
NE 14th St to NE 24th St	OCA	2	11,200	8,300	11,400	9,900	10,600	1.3%
NE 2nd Street								
NE 8th Ave to NE 25th Ave	OCA	3	NC	1,400	2,400	2,400	2,600	26.6%
NE 3rd Street								
NE 8th Ave to NE 25th Ave	OCA	2	3,500	3,500	3,100	3,200	3,800	2.6%
SR 40 to NE 25th Ave	OCA	3	NC	2,100	1,700	2,000	1,800	-3.8%

Traffic Trends - V03.a

SW 103rd St Rd - E of SR 200 --

FIN#	
Location	

County:	Marion
Station #:	
Highway:	SW 103rd St Rd - E of SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2015	5600	5800
2016	5600	5800
2017	5700	5700
2018	6100	5700
2019	6300	5600
2020	5300	5500
2021	4800	5500
2022	5600	5400
2023	5400	5400
2024 Opening Year Trend		
2024	N/A	5300
2025 Mid-Year Trend		
2025	N/A	5300
2026 Design Year Trend		
2026	N/A	5200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-57
Trend R-squared:	12.68%
Trend Annual Historic Growth Rate:	-0.86%
Trend Growth Rate (2023 to Design Year):	-1.23%
Printed:	24-Jul-24

Straight Line Growth Option

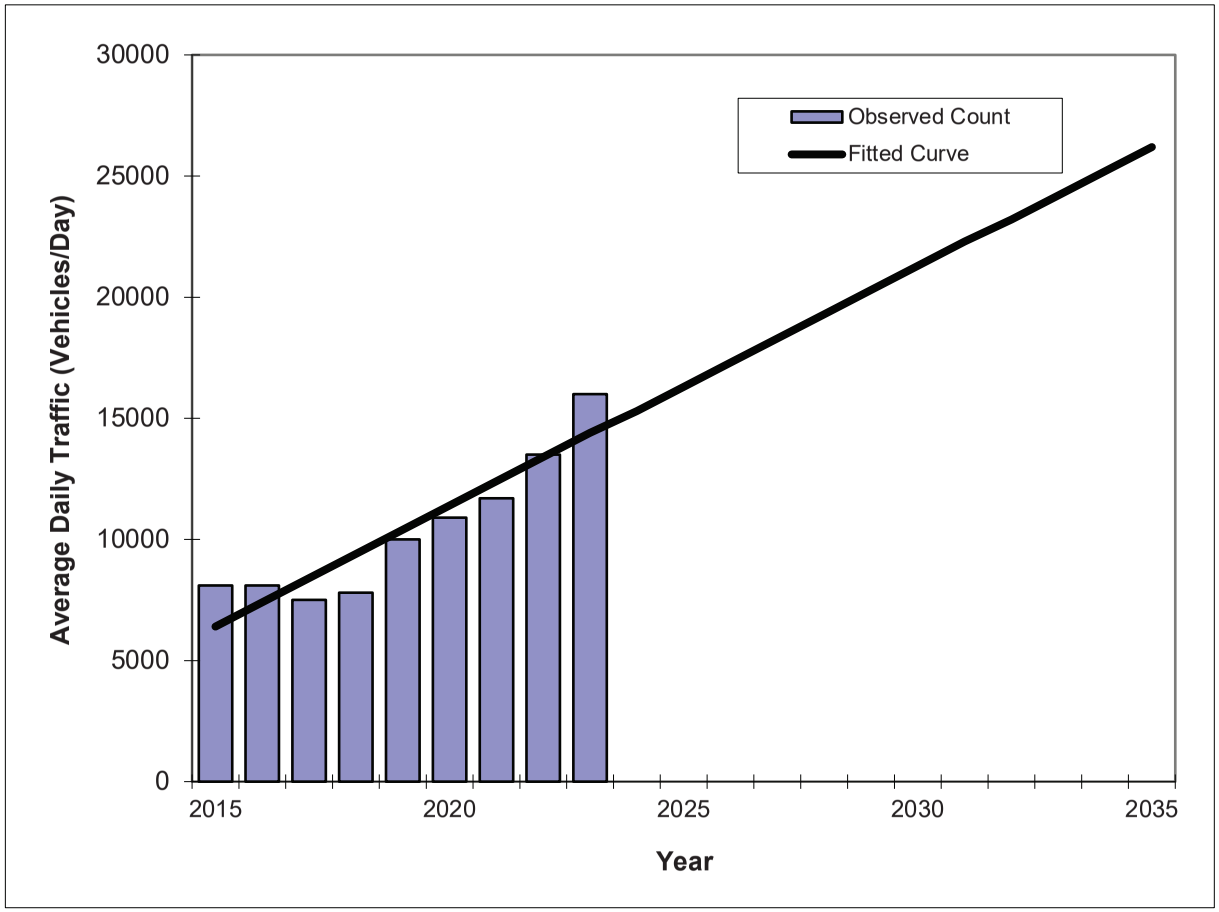
*Axle-Adjusted

Traffic Trends - V03.a

SW 49th Ave - N of SW 103rd --

FIN#	
Location	

County:	Marion
Station #:	
Highway:	SW 49th Ave - N of SW 103rd



Year	Traffic (ADT/AADT) Count*	Trend**
2015	8100	6400
2016	8100	7400
2017	7500	8400
2018	7800	9400
2019	10000	10400
2020	10900	11400
2021	11700	12400
2022	13500	13400
2023	16000	14400
2024 Opening Year Trend		
2024	N/A	15300
2025 Mid-Year Trend		
2025	N/A	16300
2026 Design Year Trend		
2026	N/A	17300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

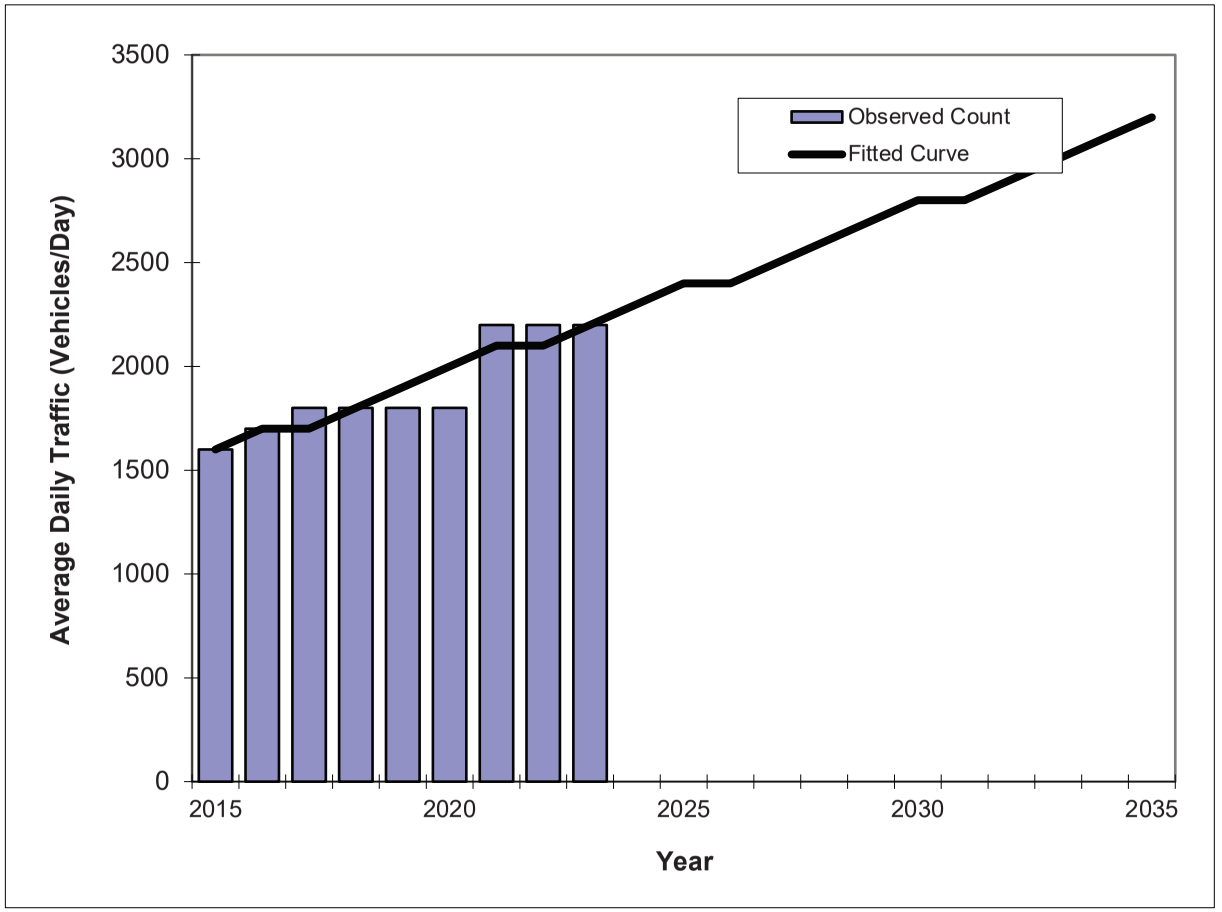
** Annual Trend Increase:	988
Trend R-squared:	85.16%
Trend Annual Historic Growth Rate:	15.63%
Trend Growth Rate (2023 to Design Year):	6.71%
Printed:	24-Jul-24
Straight Line Growth Option	

Traffic Trends - V03.a

Marion Oaks Course Trail - East of SW 73rd Ave --

FIN#	
Location	

County:	Marion
Station #:	
Highway:	arion Oaks Course Trail - East of SW 73rd A



Year	Traffic (ADT/AADT) Count*	Trend**
2015	1600	1600
2016	1700	1700
2017	1800	1700
2018	1800	1800
2019	1800	1900
2020	1800	2000
2021	2200	2100
2022	2200	2100
2023	2200	2200
2024 Opening Year Trend		
2024	N/A	2300
2025 Mid-Year Trend		
2025	N/A	2400
2026 Design Year Trend		
2026	N/A	2400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	78
Trend R-squared:	83.67%
Trend Annual Historic Growth Rate:	4.69%
Trend Growth Rate (2023 to Design Year):	3.03%
Printed:	24-Jul-24

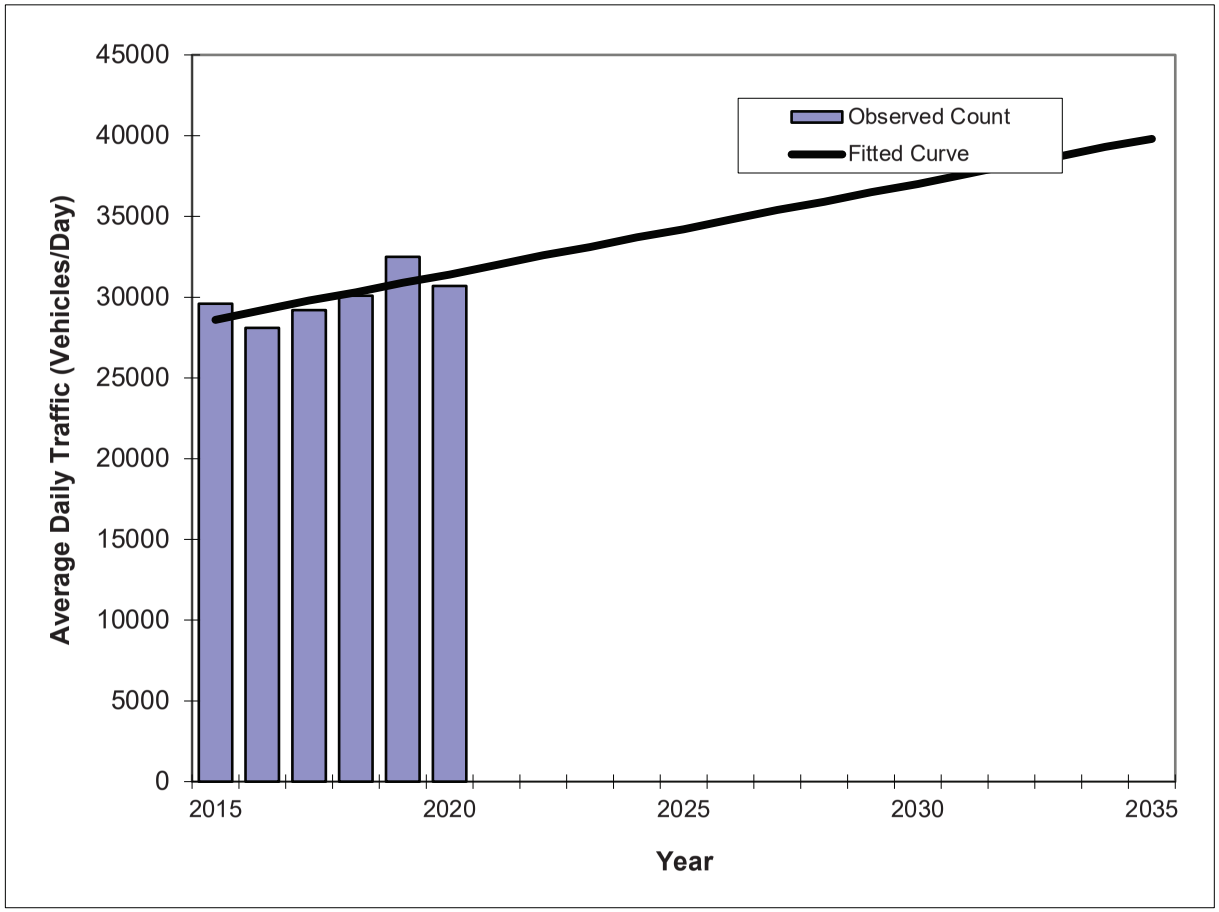
Straight Line Growth Option

Traffic Trends - V03.a

CR 484, W of I-75 --

FIN#	
Location	

County:	Marion
Station #:	
Highway:	CR 484, W of I-75



Year	Traffic (ADT/AADT) Count*	Trend**
2015	29600	28600
2016	28100	29200
2017	29200	29800
2018	30100	30300
2019	32500	30900
2020	30700	31400
2024 Opening Year Trend		
2024	N/A	33700
2025 Mid-Year Trend		
2025	N/A	34200
2026 Design Year Trend		
2026	N/A	34800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	560
Trend R-squared:	49.21%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2020 to Design Year):	1.80%
Printed:	24-Jul-24

Straight Line Growth Option

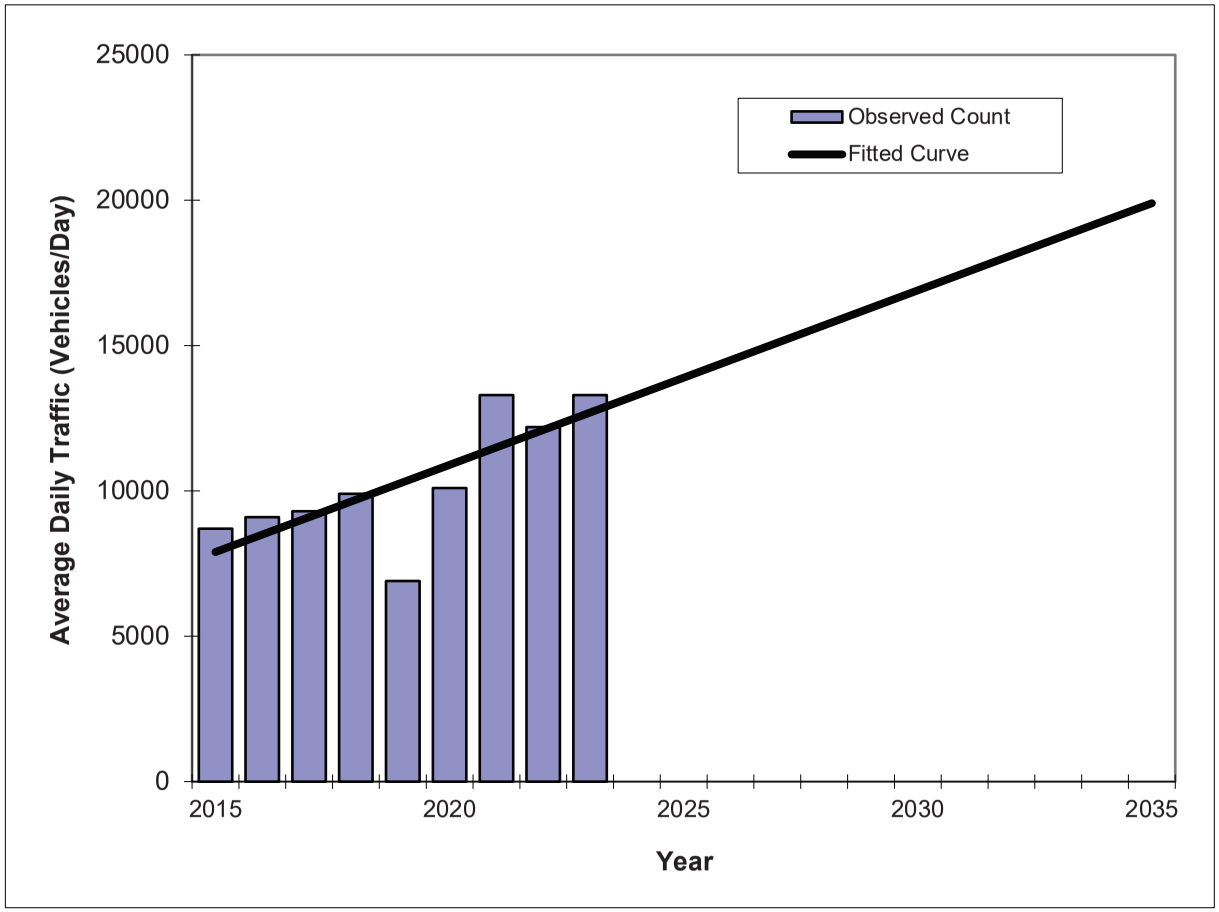
*Axle-Adjusted

Traffic Trends - V03.a

Marion Oaks Course, N of CR 484 --

FIN#	
Location	

County:	Marion
Station #:	
Highway:	Marion Oaks Course, N of CR 484



Year	Traffic (ADT/AADT) Count*	Trend**
2015	8700	7900
2016	9100	8500
2017	9300	9100
2018	9900	9700
2019	6900	10300
2020	10100	10900
2021	13300	11500
2022	12200	12100
2023	13300	12700
2024 Opening Year Trend		
2024	N/A	13300
2025 Mid-Year Trend		
2025	N/A	13900
2026 Design Year Trend		
2026	N/A	14500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	598
Trend R-squared:	55.98%
Trend Annual Historic Growth Rate:	7.59%
Trend Growth Rate (2023 to Design Year):	4.72%
Printed:	24-Jul-24

Straight Line Growth Option

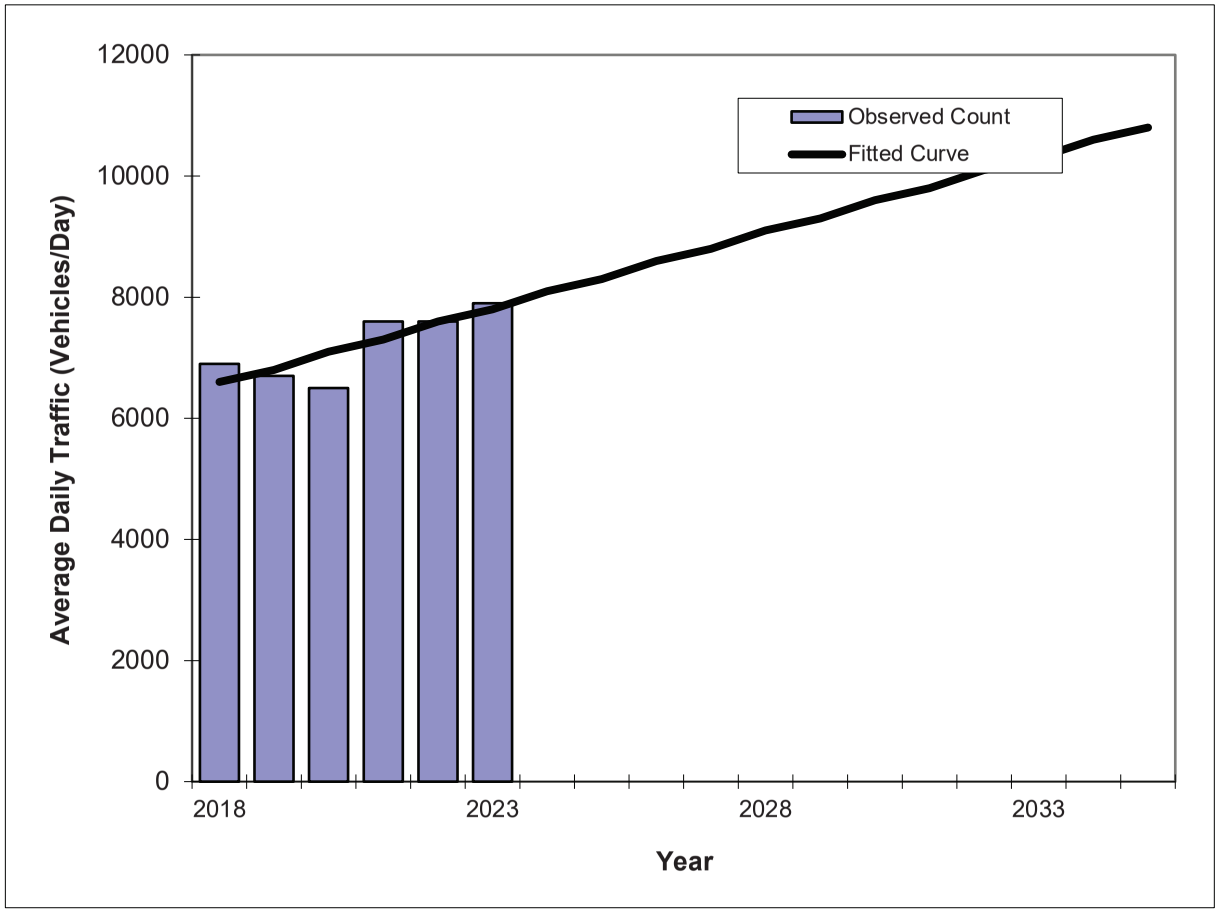
*Axle-Adjusted

Traffic Trends - V03.a

Marion Oaks Course, S of CR 484 --

FIN#	
Location	

County:	Marion
Station #:	
Highway:	Marion Oaks Course, S of CR 484



Year	Traffic (ADT/AADT) Count*	Trend**
2018	6900	6600
2019	6700	6800
2020	6500	7100
2021	7600	7300
2022	7600	7600
2023	7900	7800
2024 Opening Year Trend		
2024	N/A	8100
2025 Mid-Year Trend		
2025	N/A	8300
2026 Design Year Trend		
2026	N/A	8600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	251
Trend R-squared:	67.46%
Trend Annual Historic Growth Rate:	3.64%
Trend Growth Rate (2023 to Design Year):	3.42%
Printed:	24-Jul-24

Straight Line Growth Option

From: Watson, Donald
To: CHRIS WALSH
Cc: Zeigler, Christopher
Subject: RE: Marion Oaks SunStop - Application #31742 - Pass-By Trip Distribution
Date: Wednesday, September 18, 2024 1:47:49 PM
Attachments: image002.png
_MC-seal-4C-Rev-19_cba48ea3-e87b-450b-b0b9-d5aeaa4a09a8.png

Hi Chris,

The 40% from Marion Oaks (30% NB & 10% SB) looks good. For the 60% from CR 484, can you change it to 40% WB and 20% EB? The revised values are highlighted below.

- **60% of the pass-by trips will be from CR 484**
  - **20% from EB direction (and continue EB when leaving)**
  - **40% from WB direction (and continue WB when leaving)**
- **40% from Marion Oaks**
  - **30% from NB direction (and continue NB when leaving)**
  - **10% from SB direction (and continue SB when leaving)**

Thanks,
Don

Donald Watson, PhD, P.E.
Senior Engineer
Office of the County Engineer

Marion County Board of County Commissioners
412 SE 25th Ave.
Ocala, FL 34471
Main: 352-671-8686 | Direct: 352-671-8381

Empowering Marion for Success!

From: CHRIS WALSH <chris.walsh@walshtraffic.com>
Sent: Tuesday, September 17, 2024 8:28 PM
To: Watson, Donald <Donald.Watson@marionfl.org>; Zeigler, Christopher <Christopher.Zeigler@marionfl.org>
Subject: Marion Oaks SunStop - Application #31742 - Pass-By Trip Distribution

button in Outlook or contact the Helpdesk.

Good afternoon all,

Although our TIA methodology was approved, per comment #5 (see attached) we were to provide you with the proposed pass-by distribution after receipt of traffic counts. We obtained the attached counts at CR 484/Marion Oaks. Based on these counts, the following observations were noted:

AM Peak Hour
CR 484 (east of Marion Oaks Course)
EB-544 (39%)
WB-855 (61%)
Total-1400
Marion Oaks (north of CR 484)
NB-684 (65%)
SB-370 (35%)
Total-1054

CR 484 traffic is ~57% (1400), Marion Oaks ~43% (1054)

PM Peak Hour
CR 484 (east of Marion Oaks Course)
EB-885 (45%)
WB-1082 (55%)
Total-1967
Marion Oaks (north of CR 484)
NB-559 (48%)
SB-602 (52%)
Total-1161

CR 484 traffic is ~63% (1967), Marion Oaks ~37% (1161)

Based on the above volumes and the fact that pass-by motorists are more likely to come from right-in/right-out movements versus left-in/left-out movements, for the study we are assuming the following pass-by distribution:

- **60% of the pass-by trips will be from CR 484**
  - **15% from EB direction (and continue EB when leaving)**
  - **45% from WB direction (and continue WB when leaving)**
- **40% from Marion Oaks**
  - **30% from NB direction (and continue NB when leaving)**
  - **10% from SB direction (and continue SB when leaving)**

Please let us know if this pass-by distribution looks acceptable.

Thank you

Chris

WALSH TRAFFIC ENGINEERING
Walsh Traffic Engineering

Appendix C

Traffic Counts

Existing Roadway Segment Volumes

Roadway Segment	ID	Daily					PM Peak Hour										
		Service Volume (vpd)	Source	Existing Volume (vpd)	Source	Year	Existing Volume #1 (vph)		Source	Year	Existing Volume #2 (vph)		Source	Year	Applied Existing Volume (vph)		Year
							NB/EB	SB/WB			NB/EB	SB/WB			NB/EB	SB/WB	
CR 484																	
SW 57th Ave to Marion Oaks Course	2030	35,820	CMP	8,000	TPO-CMP	2023	662	627	TMC	2024	-	-	-	-	662	627	2024
Marion Oaks Course to Marion Oaks Blvd	2030	35,820	CMP	33,000	TPO-CMP	2023	913	1,116	TMC	2024	-	-	-	-	913	1,116	2024
Marion Oaks Course																	
Marion Oaks Manor to Marion Oaks Ln		15,930	CMP	7,600	TPO-TCR	2022	247	437	TMC	2024	-	-	-	-	247	437	2024
Marion Oaks Ln to CR 484		15,930	CMP	7,600	TPO-TCR	2022	365	647	TMC	2024	-	-	-	-	365	647	2024
CR 484 to SW 49th Ave Rd	6090	15,930	CMP	12,900	TPO-CMP	2023	576	620	TMC	2024	655	693	TMC	2024	616	657	2024
SW 49th Ave Road																	
Marion Oaks Trl to SW 103rd St Rd	6100	12,744	CMP	15,200	TPO-CMP	2023	756	877	TMC	2024	-	-	-	-	756	877	2024
SW 103rd St to SW 95th St	6100	12,744	CMP	15,200	TPO-CMP	2023	756	877	TMC	2024	-	-	-	-	756	877	2024
SW 103rd St Road																	
SR 200 to SW 49th Ave Rd	5550	15,930	CMP	11,800	TPO-CMP	2023	584	478	K/D	2023	-	-	-	-	584	478	2023
Marion Oaks Trail																	
CR 484 to SW 49th Ave Rd	8150	15,930	CMP	1,800	TPO-TCR	2022	173	229	TMC	2024	-	-	-	-	173	229	2024
Marion Oaks Lane																	
Marion Oaks Course to Marion Oaks Blvd		16,727	CMP	7,600	ADJ	2022	376	308	K/D	2022	-	-	-	-	376	308	2022

Notes:

TPO-CMP = Ocala Marion TPO's 2023 Congestion Management Process State of the System

TPO-TCR = Ocala Marion TPO's 2023 Traffic Counts Report

ADJ = Volume based on the volume from an adjacent section

TMC = Volume based on approach and departure volumes from the turning movement counts. For roadway segments with multiple intersection counts, then the average of the 2 volumes was used.

K/D = Applied a standard K factor of 0.09 and standard D factor 0.55 to the existing daily volumes

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & CR 484
City: Ocala
Control: Signalized

Project ID: 24-130295-001
Date: 8/29/2024

Data - Total

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				CR 484				CR 484				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	50	71	26	0	44	26	1	0	26	84	19	0	13	87	85	1	533
7:15 AM	43	77	14	0	40	26	13	0	29	55	16	0	23	112	80	0	528
7:30 AM	41	59	18	0	54	43	22	0	15	71	13	0	10	126	91	0	563
7:45 AM	39	63	20	0	62	35	4	0	4	56	11	0	13	129	84	0	520
8:00 AM	22	43	23	0	47	19	1	0	2	63	9	0	16	121	75	0	441
8:15 AM	16	51	14	0	60	32	1	0	5	95	10	1	11	98	66	0	460
8:30 AM	21	41	22	2	60	27	3	0	3	88	15	0	11	87	72	0	452
8:45 AM	12	43	20	0	82	53	0	0	2	99	16	0	14	84	53	1	479
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	244	448	157	2	449	261	45	0	86	611	109	1	111	844	606	2	3976
APPROACH %'s :	28.67%	52.64%	18.45%	0.24%	59.47%	34.57%	5.96%	0.00%	10.66%	75.71%	13.51%	0.12%	7.10%	54.00%	38.77%	0.13%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	173	270	78	0	200	130	40	0	74	266	59	0	59	454	340	1	2144
PEAK HR FACTOR :	0.865	0.877	0.750	0.000	0.806	0.756	0.455	0.000	0.638	0.792	0.776	0.000	0.641	0.880	0.934	0.250	0.952
	0.886				0.777				0.773				0.941				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	23	26	0	60	65	0	0	5	121	41	0	40	113	89	0	592
4:15 PM	31	66	16	0	78	81	0	0	2	100	30	0	43	94	52	0	593
4:30 PM	38	45	19	0	82	53	1	0	3	134	35	0	42	128	96	1	677
4:45 PM	18	48	19	0	59	77	1	0	3	122	14	0	57	139	83	1	641
5:00 PM	23	43	21	0	76	79	3	0	6	123	29	0	47	128	86	1	665
5:15 PM	23	47	14	0	77	72	1	0	3	144	36	1	52	111	105	0	686
5:30 PM	27	46	25	0	83	72	2	0	2	122	38	0	55	132	87	0	691
5:45 PM	22	37	25	0	69	70	1	0	0	94	21	0	54	101	89	0	583
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	191	355	165	0	584	569	9	0	24	960	244	1	390	946	687	3	5128
APPROACH %'s :	26.86%	49.93%	23.21%	0.00%	50.26%	48.97%	0.77%	0.00%	1.95%	78.11%	19.85%	0.08%	19.25%	46.69%	33.91%	0.15%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	91	184	79	0	295	300	7	0	14	511	117	1	211	510	361	2	2683
PEAK HR FACTOR :	0.843	0.958	0.790	0.000	0.889	0.949	0.583	0.000	0.583	0.887	0.770	0.250	0.925	0.917	0.860	0.500	0.971
	0.903				0.953				0.874				0.968				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & CR 484
City: Ocala
Control: Signalized

Project ID: 24-130295-001
Date: 8/29/2024

Data - Cars

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				CR 484				CR 484				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	50	70	26	0	43	25	1	0	23	80	18	0	13	73	77	1	500
7:15 AM	43	72	14	0	40	25	11	0	26	55	15	0	22	97	77	0	497
7:30 AM	39	58	18	0	51	39	21	0	15	62	12	0	9	114	87	0	525
7:45 AM	36	62	20	0	61	35	4	0	4	53	10	0	13	120	73	0	491
8:00 AM	17	41	23	0	44	19	0	0	2	60	8	0	13	105	71	0	403
8:15 AM	15	50	14	0	56	32	1	0	3	89	10	1	11	85	63	0	430
8:30 AM	21	41	21	2	53	27	2	0	3	79	14	0	10	76	63	0	412
8:45 AM	12	43	18	0	71	50	0	0	1	90	16	0	13	69	47	1	431
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	233	437	154	2	419	252	40	0	77	568	103	1	104	739	558	2	3689
APPROACH %'s :	28.21%	52.91%	18.64%	0.24%	58.93%	35.44%	5.63%	0.00%	10.28%	75.83%	13.75%	0.13%	7.41%	52.67%	39.77%	0.14%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	168	262	78	0	195	124	37	0	68	250	55	0	57	404	314	1	2013
PEAK HR FACTOR :	0.840	0.910	0.750	0.000	0.799	0.795	0.440	0.000	0.654	0.781	0.764	0.000	0.648	0.842	0.902	0.250	0.959
	0.870				0.802				0.771				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	21	24	0	55	64	0	0	5	112	37	0	38	109	87	0	561
4:15 PM	30	63	16	0	73	76	0	0	0	95	30	0	43	83	48	0	557
4:30 PM	34	41	17	0	75	51	1	0	3	118	35	0	42	122	91	1	631
4:45 PM	18	42	19	0	54	76	1	0	3	117	14	0	56	130	80	1	611
5:00 PM	23	39	20	0	73	77	3	0	6	110	27	0	46	124	83	1	632
5:15 PM	22	46	14	0	74	69	1	0	3	136	36	1	50	104	102	0	658
5:30 PM	27	44	25	0	81	71	1	0	2	115	37	0	54	124	84	0	665
5:45 PM	22	33	24	0	67	70	1	0	0	89	21	0	53	93	86	0	559
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	185	329	159	0	552	554	8	0	22	892	237	1	382	889	661	3	4874
APPROACH %'s :	27.49%	48.89%	23.63%	0.00%	49.55%	49.73%	0.72%	0.00%	1.91%	77.43%	20.57%	0.09%	19.74%	45.94%	34.16%	0.16%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	90	171	78	0	282	293	6	0	14	478	114	1	206	482	349	2	2566
PEAK HR FACTOR :	0.833	0.929	0.780	0.000	0.870	0.951	0.500	0.000	0.583	0.879	0.770	0.250	0.920	0.927	0.855	0.500	0.965
	0.883				0.949				0.862				0.973				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & CR 484
City: Ocala
Control: Signalized

Project ID: 24-130295-001
Date: 8/29/2024

Data - HT

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				CR 484				CR 484				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	1	1	0	0	3	4	1	0	0	14	8	0	33
7:15 AM	0	5	0	0	0	1	2	0	3	0	1	0	1	15	3	0	31
7:30 AM	2	1	0	0	3	4	1	0	0	9	1	0	1	12	4	0	38
7:45 AM	3	1	0	0	1	0	0	0	0	3	1	0	0	9	11	0	29
8:00 AM	5	2	0	0	3	0	1	0	0	3	1	0	3	16	4	0	38
8:15 AM	1	1	0	0	4	0	0	0	2	6	0	0	0	13	3	0	30
8:30 AM	0	0	1	0	7	0	1	0	0	9	1	0	1	11	9	0	40
8:45 AM	0	0	2	0	11	3	0	0	1	9	0	0	1	15	6	0	48
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	11	3	0	30	9	5	0	9	43	6	0	7	105	48	0	287
APPROACH %'s :	44.00%	44.00%	12.00%	0.00%	68.18%	20.45%	11.36%	0.00%	15.52%	74.14%	10.34%	0.00%	4.38%	65.63%	30.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	5	8	0	0	5	6	3	0	6	16	4	0	2	50	26	0	131
PEAK HR FACTOR :	0.417	0.400	0.000	0.000	0.417	0.375	0.375	0.000	0.500	0.444	1.000	0.000	0.500	0.833	0.591	0.000	0.862
	0.650				0.438				0.650				0.886				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	2	0	5	1	0	0	0	9	4	0	2	4	2	0	31
4:15 PM	1	3	0	0	5	5	0	0	2	5	0	0	0	11	4	0	36
4:30 PM	4	4	2	0	7	2	0	0	0	16	0	0	0	6	5	0	46
4:45 PM	0	6	0	0	5	1	0	0	0	5	0	0	1	9	3	0	30
5:00 PM	0	4	1	0	3	2	0	0	0	13	2	0	1	4	3	0	33
5:15 PM	1	1	0	0	3	3	0	0	0	8	0	0	2	7	3	0	28
5:30 PM	0	2	0	0	2	1	1	0	0	7	1	0	1	8	3	0	26
5:45 PM	0	4	1	0	2	0	0	0	0	5	0	0	1	8	3	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	26	6	0	32	15	1	0	2	68	7	0	8	57	26	0	254
APPROACH %'s :	15.79%	68.42%	15.79%	0.00%	66.67%	31.25%	2.08%	0.00%	2.60%	88.31%	9.09%	0.00%	8.79%	62.64%	28.57%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	13	1	0	13	7	1	0	0	33	3	0	5	28	12	0	117
PEAK HR FACTOR :	0.250	0.542	0.250	0.000	0.650	0.583	0.250	0.000	0.000	0.635	0.375	0.000	0.625	0.778	1.000	0.000	0.886
	0.625				0.875				0.600				0.865				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & CR 484
City: Ocala
Control: Signalized

Project ID: 24-130295-001
Date: 8/29/2024

Data - Bikes

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				CR 484				CR 484				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & CR 484
City: Ocala

Project ID: 24-130295-001
Date: 8/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marion Oaks Course		Marion Oaks Course		CR 484		CR 484		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	2
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Marion Oaks Course & CR 484

Peak Hour Turning Movement Count

ID: 24-130295-001
City: Ocala

Day: Thursday
Date: 8/29/2024

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2144	0	2683
PHF	0.95		0.97

SOUTHBOUND (Marion Oaks Course)

	L	T	R	U	Total	
AM	40	130	200	0	684	AM
NOON	0	0	0	0	0	NOON
PM	7	300	295	0	559	PM

EASTBOUND (CR 484)

AM	NOON	PM		
667	0	609		
0	0	1	↶	0
74	0	14	↱	0
266	0	511	→	0
59	0	117	↳	0

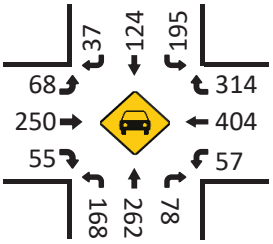
WESTBOUND (CR 484)

PM	NOON	AM		
361	0	340	↰	0
510	0	454	←	0
211	0	59	↰	0
2	0	1	↶	0
887	0	545		

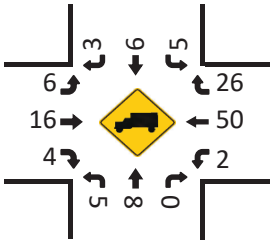
NORTHBOUND (Marion Oaks Course)

	L	T	R	U	Total	
PM	628	0	91	184	79	PM
NOON	0	0	0	0	0	NOON
AM	248	0	173	270	78	AM

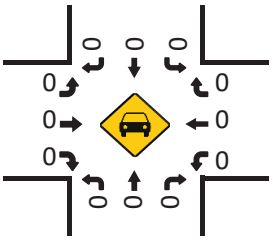
Cars (AM)



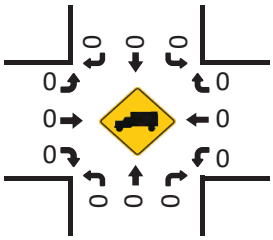
HT (AM)



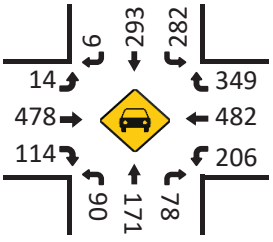
Cars (NOON)



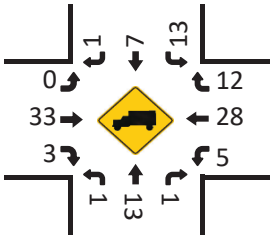
HT (NOON)



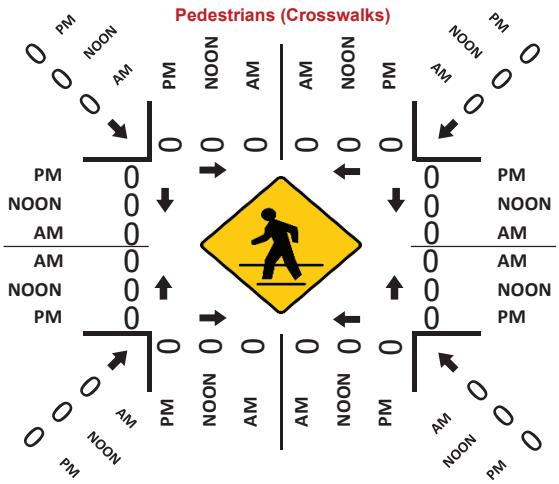
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



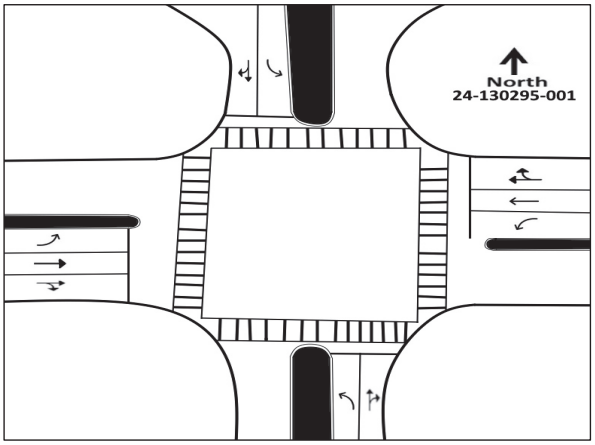
LOCATION: Marion Oaks Course & CR 484
CITY/STATE: Ocala, FL

PROJECT ID: 24-130295-001
DATE: Thu, Aug 29, 2024

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

Peak Hour Factor: **0.95**

National Data & Surveying Services



15-Min Count Period Beginning At	Marion Oaks Course Northbound					Marion Oaks Course Southbound					CR 484 Eastbound					CR 484 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	50	71	26	0		44	26	1	0		26	84	19	0		13	87	85	1		533	2144
7:15 AM	43	77	14	0		40	26	13	0		29	55	16	0		23	112	80	0		528	2052
7:30 AM	41	59	18	0		54	43	22	0		15	71	13	0		10	126	91	0		563	1984
7:45 AM	39	63	20	0		62	35	4	0		4	56	11	0		13	129	84	0		520	1873
8:00 AM	22	43	23	0		47	19	1	0		2	63	9	0		16	121	75	0		441	1832
8:15 AM	16	51	14	0		60	32	1	0		5	95	10	1		11	98	66	0		460	1391
8:30 AM	21	41	22	2		60	27	3	0		3	88	15	0		11	87	72	0		452	931
8:45 AM	12	43	20	0		82	53	0	0		2	99	16	0		14	84	53	1		479	479
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	200	308	104	0		248	172	88	0		116	336	76	0		92	516	364	4		**2624**	
Heavy Trucks	12	20	0	0		12	16	8	0		12	36	4	0		4	60	44	0		**228**	
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																						

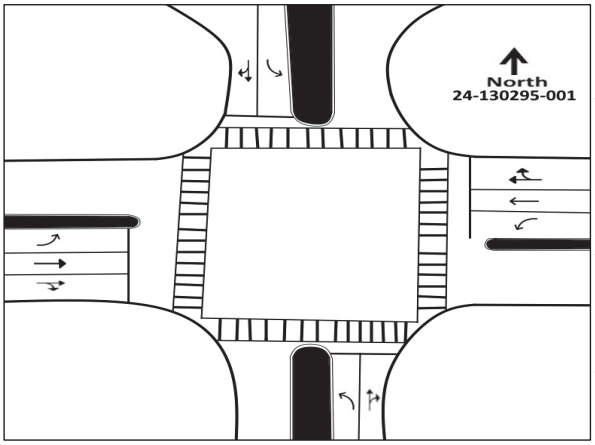
LOCATION: Marion Oaks Course & CR 484
CITY/STATE: Ocala, FL

PROJECT ID: 24-130295-001
DATE: Thu, Aug 29, 2024

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

Peak Hour Factor
0.97

National Data & Surveying Services



15-Min Count Period Beginning At	Marion Oaks Course Northbound					Marion Oaks Course Southbound					CR 484 Eastbound					CR 484 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	9	23	26	0		60	65	0	0		5	121	41	0		40	113	89	0		592	2503
4:15 PM	31	66	16	0		78	81	0	0		2	100	30	0		43	94	52	0		593	2576
4:30 PM	38	45	19	0		82	53	1	0		3	134	35	0		42	128	96	1		677	2669
4:45 PM	18	48	19	0		59	77	1	0		3	122	14	0		57	139	83	1		641	2683
5:00 PM	23	43	21	0		76	79	3	0		6	123	29	0		47	128	86	1		665	2625
5:15 PM	23	47	14	0		77	72	1	0		3	144	36	1		52	111	105	0		686	1960
5:30 PM	27	46	25	0		83	72	2	0		2	122	38	0		55	132	87	0		691	1274
5:45 PM	22	37	25	0		69	70	1	0		0	94	21	0		54	101	89	0		583	583
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	108	192	100	0		332	316	12	0		24	576	152	4		228	556	420	4		**3024**	
Heavy Trucks	4	24	4	0		20	12	4	0		0	52	8	0		8	36	12	0		**184**	
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																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & SW 132nd Pl
City: Ocala
Control: 2-Way Stop(EB/WB)

Project ID: 24-130295-002
Date: 8/29/2024

Data - Total

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				SW 132nd Pl				SW 132nd Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	177	2	0	0	62	0	0	1	1	2	0	3	0	5	0	254
7:15 AM	1	183	4	0	4	69	0	0	1	0	2	0	8	1	3	0	276
7:30 AM	2	153	2	0	2	107	2	0	2	0	0	0	9	1	6	0	286
7:45 AM	1	146	0	0	2	86	0	0	0	0	3	0	2	0	2	0	242
8:00 AM	4	116	2	0	1	82	0	0	0	0	0	0	3	0	2	0	210
8:15 AM	0	120	2	0	2	84	0	0	0	1	3	0	7	0	3	0	222
8:30 AM	0	115	0	0	0	96	0	0	1	1	3	0	2	0	2	0	220
8:45 AM	3	98	0	1	3	110	0	0	0	0	4	0	1	0	0	0	220
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	1108	12	1	14	696	2	0	5	3	17	0	35	2	23	0	1930
APPROACH %'s :	1.06%	97.79%	1.06%	0.09%	1.97%	97.75%	0.28%	0.00%	20.00%	12.00%	68.00%	0.00%	58.33%	3.33%	38.33%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	5	659	8	0	8	324	2	0	4	1	7	0	22	2	16	0	1058
PEAK HR FACTOR :	0.625	0.900	0.500	0.000	0.500	0.757	0.250	0.000	0.500	0.250	0.583	0.000	0.611	0.500	0.667	0.000	0.925
		0.894				0.752				0.750				0.625			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	115	3	0	3	142	0	0	1	0	1	0	2	0	2	0	275
4:15 PM	2	119	5	0	4	145	1	0	0	0	4	0	1	0	2	0	283
4:30 PM	1	140	4	0	3	144	0	0	0	0	1	0	5	0	4	0	302
4:45 PM	4	123	5	0	1	136	0	0	2	0	1	0	1	0	1	0	274
5:00 PM	2	122	3	0	2	142	2	1	1	0	1	0	2	0	4	0	282
5:15 PM	3	144	4	2	7	141	0	0	0	0	2	0	5	0	2	0	310
5:30 PM	2	137	2	0	3	153	0	1	0	0	0	0	2	0	3	0	303
5:45 PM	3	116	2	0	1	134	0	0	0	1	0	0	1	0	0	0	258
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	1016	28	2	24	1137	3	2	4	1	10	0	19	0	18	0	2287
APPROACH %'s :	2.15%	95.04%	2.62%	0.19%	2.06%	97.51%	0.26%	0.17%	26.67%	6.67%	66.67%	0.00%	51.35%	0.00%	48.65%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	11	526	14	2	13	572	2	2	3	0	4	0	10	0	10	0	1169
PEAK HR FACTOR :	0.688	0.913	0.700	0.250	0.464	0.935	0.250	0.500	0.375	0.000	0.500	0.000	0.500	0.000	0.625	0.000	0.943
		0.904				0.938				0.583				0.714			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & SW 132nd Pl
City: Ocala
Control: 2-Way Stop(EB/WB)

Project ID: 24-130295-002
Date: 8/29/2024

Data - Cars

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				SW 132nd Pl				SW 132nd Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	165	2	0	0	60	0	0	1	1	2	0	3	0	5	0	240
7:15 AM	1	173	4	0	4	66	0	0	1	0	2	0	8	1	2	0	262
7:30 AM	2	147	2	0	2	99	2	0	2	0	0	0	9	1	6	0	272
7:45 AM	1	134	0	0	1	85	0	0	0	0	3	0	2	0	2	0	228
8:00 AM	4	110	2	0	1	78	0	0	0	0	0	0	3	0	2	0	200
8:15 AM	0	114	2	0	2	81	0	0	0	1	3	0	6	0	3	0	212
8:30 AM	0	106	0	0	0	84	0	0	0	1	3	0	2	0	2	0	198
8:45 AM	2	93	0	1	3	100	0	0	0	0	4	0	1	0	0	0	204
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	1042	12	1	13	653	2	0	4	3	17	0	34	2	22	0	1816
APPROACH %'s :	1.03%	97.75%	1.13%	0.09%	1.95%	97.75%	0.30%	0.00%	16.67%	12.50%	70.83%	0.00%	58.62%	3.45%	37.93%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	5	619	8	0	7	310	2	0	4	1	7	0	22	2	15	0	1002
PEAK HR FACTOR :	0.625	0.895	0.500	0.000	0.438	0.783	0.250	0.000	0.500	0.250	0.583	0.000	0.611	0.500	0.625	0.000	0.921
	0.888				0.774				0.750				0.609				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	110	3	0	3	136	0	0	1	0	1	0	2	0	2	0	264
4:15 PM	2	110	5	0	4	134	1	0	0	0	4	0	1	0	2	0	263
4:30 PM	1	131	4	0	3	136	0	0	0	0	1	0	5	0	4	0	285
4:45 PM	4	114	5	0	1	130	0	0	2	0	1	0	1	0	1	0	259
5:00 PM	2	115	3	0	2	137	2	0	1	0	1	0	2	0	4	0	269
5:15 PM	3	140	4	2	7	135	0	0	0	0	2	0	5	0	2	0	300
5:30 PM	2	132	2	0	3	149	0	1	0	0	0	0	2	0	3	0	294
5:45 PM	3	110	2	0	1	132	0	0	0	1	0	0	1	0	0	0	250
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	962	28	2	24	1089	3	1	4	1	10	0	19	0	18	0	2184
APPROACH %'s :	2.27%	94.78%	2.76%	0.20%	2.15%	97.49%	0.27%	0.09%	26.67%	6.67%	66.67%	0.00%	51.35%	0.00%	48.65%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	11	501	14	2	13	551	2	1	3	0	4	0	10	0	10	0	1122
PEAK HR FACTOR :	0.688	0.895	0.700	0.250	0.464	0.924	0.250	0.250	0.375	0.000	0.500	0.000	0.500	0.000	0.625	0.000	0.935
	0.886				0.926				0.583				0.714				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & SW 132nd Pl
City: Ocala
Control: 2-Way Stop(EB/WB)

Project ID: 24-130295-002
Date: 8/29/2024

Data - HT

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				SW 132nd Pl				SW 132nd Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	12	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	10	0	0	0	3	0	0	0	0	0	0	0	0	1	0	14
7:30 AM	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0	0	14
7:45 AM	0	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	6	0	0	0	3	0	0	0	0	0	0	1	0	0	0	10
8:30 AM	0	9	0	0	0	12	0	0	1	0	0	0	0	0	0	0	22
8:45 AM	1	5	0	0	0	10	0	0	0	0	0	0	0	0	0	0	16
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	66	0	0	1	43	0	0	1	0	0	0	1	0	1	0	114
APPROACH %'s :	1.49%	98.51%	0.00%	0.00%	2.27%	97.73%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	**07:00 AM - 08:00 AM**																TOTAL
PEAK HR VOL :	0	40	0	0	1	14	0	0	0	0	0	0	0	0	1	0	56
PEAK HR FACTOR :	0.000	0.833	0.000	0.000	0.250	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	1.000
		0.833				0.469								0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
4:15 PM	0	9	0	0	0	11	0	0	0	0	0	0	0	0	0	0	20
4:30 PM	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	0	17
4:45 PM	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15
5:00 PM	0	7	0	0	0	5	0	1	0	0	0	0	0	0	0	0	13
5:15 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	54	0	0	0	48	0	1	0	0	0	0	0	0	0	0	103
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	97.96%	0.00%	2.04%									
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	25	0	0	0	21	0	1	0	0	0	0	0	0	0	0	47
PEAK HR FACTOR :	0.000	0.694	0.000	0.000	0.000	0.875	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.783
		0.694				0.917											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & SW 132nd Pl
City: Ocala
Control: 2-Way Stop(EB/WB)

Project ID: 24-130295-002
Date: 8/29/2024

Data - Bikes

NS/EW Streets:	Marion Oaks Course				Marion Oaks Course				SW 132nd Pl				SW 132nd Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Marion Oaks Course & SW 132nd Pl
City: Ocala

Project ID: 24-130295-002
Date: 8/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Marion Oaks Course		Marion Oaks Course		SW 132nd Pl		SW 132nd Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	2
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Marion Oaks Course & SW 132nd Pl

Peak Hour Turning Movement Count

ID: 24-130295-002
City: Ocala

Day: Thursday
Date: 8/29/2024

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Marion Oaks Course)

AM	2	324	8	0	679	AM
NOON	0	0	0	0	0	NOON
PM	2	572	13	2	541	PM

EASTBOUND (SW 132nd Pl)

AM	NOON	PM	
9	0	13	
0	0	0	0
4	0	3	0
1	0	0	0
7	0	4	0
AM	NOON	PM	

WESTBOUND (SW 132nd Pl)

PM	NOON	AM	
10	0	16	0
0	0	2	0
10	0	22	0
0	0	0	0
27	0	17	
PM	NOON	AM	

NORTHBOUND (Marion Oaks Course)

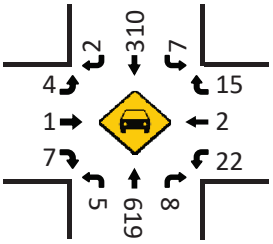
PM	588	2	11	526	14	PM
NOON	0	0	0	0	0	NOON
AM	353	0	5	659	8	AM

CONTROL

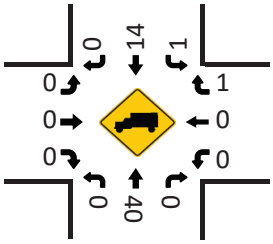
2-Way Stop(EB/WB)

TEV	1058 AM	0 NOON	1169 PM
PHF	0.92		0.94

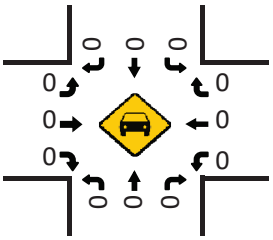
Cars (AM)



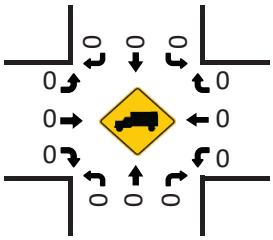
HT (AM)



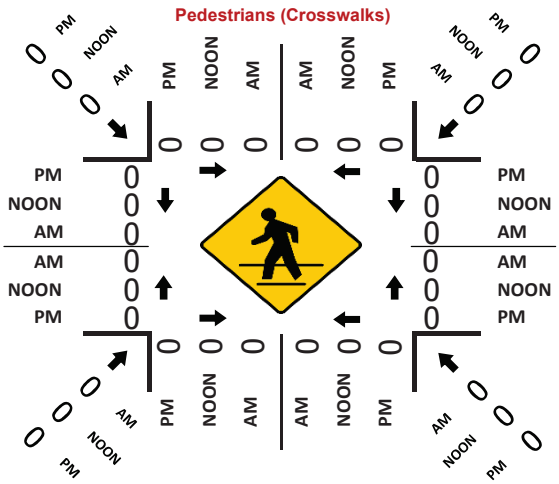
Cars (NOON)



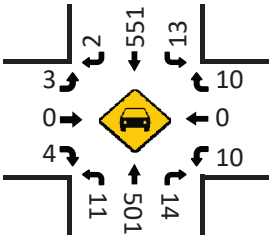
HT (NOON)



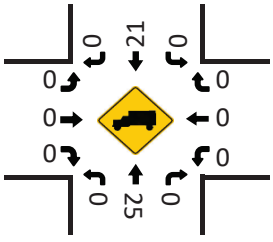
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



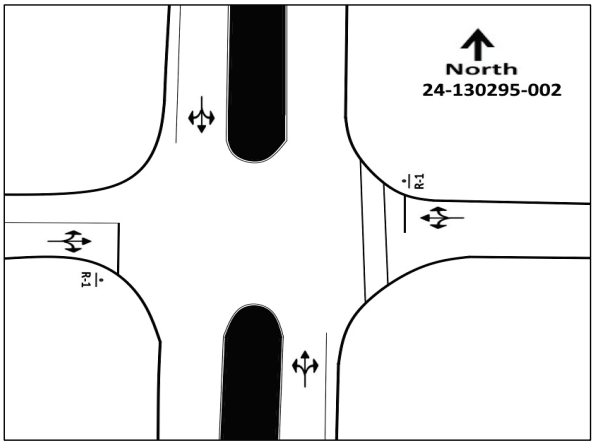
LOCATION: Marion Oaks Course & SW 132nd Pl
CITY/STATE: Ocala, FL

PROJECT ID: 24-130295-002
DATE: Thu, Aug 29, 2024

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

Peak Hour Factor: **0.92**

National Data & Surveying Services



15-Min Count Period Beginning At	Marion Oaks Course Northbound					Marion Oaks Course Southbound					SW 132nd Pl Eastbound					SW 132nd Pl 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	1	177	2	0		0	62	0	0		1	1	2	0		3	0	5	0		254	1058
7:15 AM	1	183	4	0		4	69	0	0		1	0	2	0		8	1	3	0		276	1014
7:30 AM	2	153	2	0		2	107	2	0		2	0	0	0		9	1	6	0		286	960
7:45 AM	1	146	0	0		2	86	0	0		0	0	3	0		2	0	2	0		242	894
8:00 AM	4	116	2	0		1	82	0	0		0	0	0	0		3	0	2	0		210	872
8:15 AM	0	120	2	0		2	84	0	0		0	1	3	0		7	0	3	0		222	662
8:30 AM	0	115	0	0		0	96	0	0		1	1	3	0		2	0	2	0		220	440
8:45 AM	3	98	0	1		3	110	0	0		0	0	4	0		1	0	0	0		220	220
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	8	732	16	0		16	428	8	0		8	4	12	0		36	4	24	0		**1296**	
Heavy Trucks	0	48	0	0		4	32	0	0		0	0	0	0		0	0	4	0		**88**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	4	0		**4**	
Buses																						
Stopped Buses																						

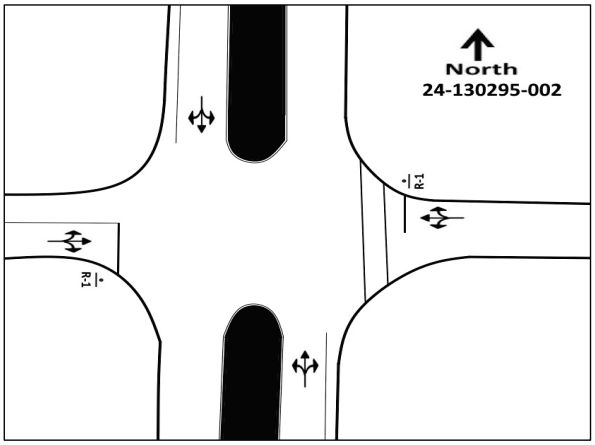
LOCATION: Marion Oaks Course & SW 132nd Pl
CITY/STATE: Ocala, FL

PROJECT ID: 24-130295-002
DATE: Thu, Aug 29, 2024

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

Peak Hour Factor: **0.94**

National Data & Surveying Services



15-Min Count Period Beginning At	Marion Oaks Course Northbound					Marion Oaks Course Southbound					SW 132nd Pl Eastbound					SW 132nd Pl 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	6	115	3	0		3	142	0	0		1	0	1	0		2	0	2	0		275	1134
4:15 PM	2	119	5	0		4	145	1	0		0	0	4	0		1	0	2	0		283	1141
4:30 PM	1	140	4	0		3	144	0	0		0	0	1	0		5	0	4	0		302	1168
4:45 PM	4	123	5	0		1	136	0	0		2	0	1	0		1	0	1	0		274	1169
5:00 PM	2	122	3	0		2	142	2	1		1	0	1	0		2	0	4	0		282	1153
5:15 PM	3	144	4	2		7	141	0	0		0	0	2	0		5	0	2	0		310	871
5:30 PM	2	137	2	0		3	153	0	1		0	0	0	0		2	0	3	0		303	561
5:45 PM	3	116	2	0		1	134	0	0		0	1	0	0		1	0	0	0		258	258
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	16	576	20	8		28	612	8	4		8	0	8	0		20	0	16	0		**1324**	
Heavy Trucks	0	36	0	0		0	24	0	4		0	0	0	0		0	0	0	0		**60**	
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																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 49th Ave Rd & Marion Oaks Trl
City: Ocala
Control: Signalized

Project ID: 24-130295-003
Date: 8/29/2024

Data - Total

NS/EW Streets:	SW 49th Ave Rd				SW 49th Ave Rd				Marion Oaks Trl				Marion Oaks Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	63	5	0	59	22	6	0	41	47	2	0	5	8	154	0	413
7:15 AM	2	55	4	0	76	21	5	0	30	35	1	0	5	41	180	0	455
7:30 AM	7	55	0	0	68	34	6	0	32	16	1	0	9	42	205	0	475
7:45 AM	1	45	0	0	77	23	12	0	28	12	1	0	5	19	164	0	387
8:00 AM	1	18	0	0	70	18	11	0	30	13	3	0	2	14	111	0	291
8:15 AM	1	15	0	0	79	33	11	0	27	15	1	0	2	18	134	0	336
8:30 AM	1	19	0	0	77	19	19	0	27	14	2	0	2	8	118	0	306
8:45 AM	1	19	0	0	102	29	11	0	19	15	1	0	1	11	108	1	318
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	289	9	0	608	199	81	0	234	167	12	0	31	161	1174	1	2981
APPROACH %'s :	4.79%	92.33%	2.88%	0.00%	68.47%	22.41%	9.12%	0.00%	56.66%	40.44%	2.91%	0.00%	2.27%	11.78%	85.88%	0.07%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	11	218	9	0	280	100	29	0	131	110	5	0	24	110	703	0	1730
PEAK HR FACTOR :	0.393	0.865	0.450	0.000	0.909	0.735	0.604	0.000	0.799	0.585	0.625	0.000	0.667	0.655	0.857	0.000	0.911
	0.862				0.913				0.683				0.817				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	18	1	0	138	40	24	0	12	17	1	0	1	14	99	0	367
4:15 PM	1	21	1	0	146	33	31	0	19	13	1	0	0	15	116	1	398
4:30 PM	4	30	2	0	150	36	42	1	17	14	4	0	0	17	125	1	443
4:45 PM	2	19	1	0	139	38	31	0	22	17	1	0	5	17	128	1	421
5:00 PM	1	33	3	0	143	46	33	0	13	18	2	0	4	19	124	1	440
5:15 PM	1	36	2	0	149	25	29	0	25	27	0	0	2	32	141	0	469
5:30 PM	2	31	1	0	155	31	32	0	25	16	2	0	3	23	136	0	457
5:45 PM	1	21	2	0	151	35	29	0	25	12	1	0	1	18	105	0	401
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	209	13	0	1171	284	251	1	158	134	12	0	16	155	974	4	3396
APPROACH %'s :	5.93%	88.56%	5.51%	0.00%	68.60%	16.64%	14.70%	0.06%	51.97%	44.08%	3.95%	0.00%	1.39%	13.49%	84.77%	0.35%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	119	7	0	586	140	125	0	85	78	5	0	14	91	529	2	1787
PEAK HR FACTOR :	0.750	0.826	0.583	0.000	0.945	0.761	0.947	0.000	0.850	0.722	0.625	0.000	0.700	0.711	0.938	0.500	0.953
	0.846				0.958				0.808				0.909				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 49th Ave Rd & Marion Oaks Trl
City: Ocala
Control: Signalized

Project ID: 24-130295-003
Date: 8/29/2024

Data - Cars

NS/EW Streets:	SW 49th Ave Rd				SW 49th Ave Rd				Marion Oaks Trl				Marion Oaks Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	57	5	0	53	19	5	0	41	45	2	0	5	7	147	0	387
7:15 AM	2	53	4	0	75	18	4	0	28	35	1	0	5	39	174	0	438
7:30 AM	7	52	0	0	66	25	6	0	31	15	1	0	9	41	198	0	451
7:45 AM	1	37	0	0	76	19	11	0	27	11	0	0	4	18	150	0	354
8:00 AM	1	18	0	0	66	16	11	0	28	13	3	0	2	14	105	0	277
8:15 AM	1	14	0	0	75	28	11	0	27	15	1	0	2	17	128	0	319
8:30 AM	1	18	0	0	68	16	18	0	27	13	1	0	1	6	111	0	280
8:45 AM	1	13	0	0	91	24	10	0	19	14	1	0	1	11	105	1	291
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	262	9	0	570	165	76	0	228	161	10	0	29	153	1118	1	2797
APPROACH %'s :	5.24%	91.61%	3.15%	0.00%	70.28%	20.35%	9.37%	0.00%	57.14%	40.35%	2.51%	0.00%	2.23%	11.76%	85.93%	0.08%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	11	199	9	0	270	81	26	0	127	106	4	0	23	105	669	0	1630
PEAK HR FACTOR :	0.393	0.873	0.450	0.000	0.888	0.810	0.591	0.000	0.774	0.589	0.500	0.000	0.639	0.640	0.845	0.000	0.904
	0.869				0.889				0.673				0.803				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	18	1	0	128	38	24	0	12	16	0	0	1	14	97	0	351
4:15 PM	1	21	1	0	140	32	31	0	18	12	1	0	0	15	105	1	378
4:30 PM	4	27	2	0	144	35	40	1	16	12	4	0	0	15	121	1	422
4:45 PM	2	17	1	0	138	38	31	0	20	15	1	0	5	17	119	1	405
5:00 PM	1	32	3	0	137	44	33	0	13	18	2	0	4	19	116	1	423
5:15 PM	1	35	2	0	141	24	28	0	25	27	0	0	2	31	136	0	452
5:30 PM	2	30	1	0	154	29	32	0	25	16	2	0	3	22	133	0	449
5:45 PM	1	21	2	0	148	33	29	0	23	12	1	0	1	18	100	0	389
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	201	13	0	1130	273	248	1	152	128	11	0	16	151	927	4	3269
APPROACH %'s :	6.14%	88.16%	5.70%	0.00%	68.40%	16.53%	15.01%	0.06%	52.23%	43.99%	3.78%	0.00%	1.46%	13.75%	84.43%	0.36%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	6	114	7	0	570	135	124	0	83	76	5	0	14	89	504	2	1729
PEAK HR FACTOR :	0.750	0.814	0.583	0.000	0.925	0.767	0.939	0.000	0.830	0.704	0.625	0.000	0.700	0.718	0.926	0.500	0.956
	0.836				0.964				0.788				0.901				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 49th Ave Rd & Marion Oaks Trl
City: Ocala
Control: Signalized

Project ID: 24-130295-003
Date: 8/29/2024

Data - HT

NS/EW Streets:	SW 49th Ave Rd				SW 49th Ave Rd				Marion Oaks Trl				Marion Oaks Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	6	0	0	6	3	1	0	0	2	0	0	0	1	7	0	26
7:15 AM	0	2	0	0	1	3	1	0	2	0	0	0	0	2	6	0	17
7:30 AM	0	3	0	0	2	9	0	0	1	1	0	0	0	1	7	0	24
7:45 AM	0	8	0	0	1	4	1	0	1	1	1	0	1	1	14	0	33
8:00 AM	0	0	0	0	4	2	0	0	2	0	0	0	0	0	6	0	14
8:15 AM	0	1	0	0	4	5	0	0	0	0	0	0	0	1	6	0	17
8:30 AM	0	1	0	0	9	3	1	0	0	1	1	0	1	2	7	0	26
8:45 AM	0	6	0	0	11	5	1	0	0	1	0	0	0	0	3	0	27
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	27	0	0	38	34	5	0	6	6	2	0	2	8	56	0	184
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	49.35%	44.16%	6.49%	0.00%	42.86%	42.86%	14.29%	0.00%	3.03%	12.12%	84.85%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	19	0	0	10	19	3	0	4	4	1	0	1	5	34	0	100
PEAK HR FACTOR :	0.000	0.594	0.000	0.000	0.417	0.528	0.750	0.000	0.500	0.500	0.250	0.000	0.250	0.625	0.607	0.000	0.758
	0.594				0.727				0.750				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	10	2	0	0	0	1	1	0	0	0	2	0	16
4:15 PM	0	0	0	0	6	1	0	0	1	1	0	0	0	0	11	0	20
4:30 PM	0	3	0	0	6	1	2	0	1	2	0	0	0	2	4	0	21
4:45 PM	0	2	0	0	1	0	0	0	2	2	0	0	0	0	9	0	16
5:00 PM	0	1	0	0	6	2	0	0	0	0	0	0	0	0	8	0	17
5:15 PM	0	1	0	0	8	1	1	0	0	0	0	0	0	1	5	0	17
5:30 PM	0	1	0	0	1	2	0	0	0	0	0	0	0	1	3	0	8
5:45 PM	0	0	0	0	3	2	0	0	2	0	0	0	0	0	5	0	12
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	8	0	0	41	11	3	0	6	6	1	0	0	4	47	0	127
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	74.55%	20.00%	5.45%	0.00%	46.15%	46.15%	7.69%	0.00%	0.00%	7.84%	92.16%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	5	0	0	16	5	1	0	2	2	0	0	0	2	25	0	58
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.500	0.625	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.694	0.000	0.853
	0.625				0.550				0.250				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 49th Ave Rd & Marion Oaks Trl
City: Ocala
Control: Signalized

Project ID: 24-130295-003
Date: 8/29/2024

Data - Bikes

NS/EW Streets:	SW 49th Ave Rd				SW 49th Ave Rd				Marion Oaks Trl				Marion Oaks Trl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 49th Ave Rd & Marion Oaks Trl
City: Ocala

Project ID: 24-130295-003
Date: 8/29/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	SW 49th Ave Rd		SW 49th Ave Rd		Marion Oaks Trl		Marion Oaks Trl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	1	1
APPROACH %'s :							0.00%	100.00%	
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	1	2
APPROACH %'s :	0.00%	100.00%					0.00%	100.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	1	2
PEAK HR FACTOR :		0.250						0.250	0.250
	0.250						0.250		

Prepared by National Data & Surveying Services

SW 49th Ave Rd & Marion Oaks Trl

Peak Hour Turning Movement Count

ID: 24-130295-003
City: Ocala

Day: Thursday
Date: 8/29/2024

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (SW 49th Ave Rd)

AM	29	100	280	0	1052	AM
NOON	0	0	0	0	0	NOON
PM	125	140	586	0	733	PM

EASTBOUND (Marion Oaks Trl)

AM	NOON	PM	
150	0	222	⇦
0	0	0	↶ 0
131	0	85	↱ 0
110	0	78	→ 0
5	0	5	↴ 0

WESTBOUND (Marion Oaks Trl)

PM	NOON	AM	
529	0	703	0 ↰
91	0	110	0 ←
14	0	24	0 ↩
2	0	0	0 ↪
673	0	399	⇨

NORTHBOUND (SW 49th Ave Rd)

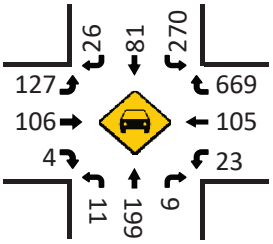
PM	159	0	6	119	7	PM
NOON	0	0	0	0	0	NOON
AM	129	0	11	218	9	AM

CONTROL

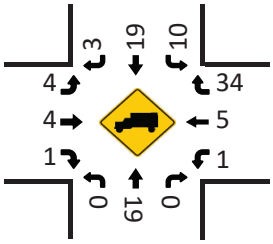
Signalized

TEV	1730 AM	0 NOON	1787 PM
PHF	0.91		0.95

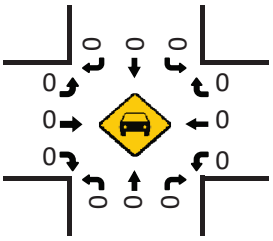
Cars (AM)



HT (AM)



Cars (NOON)



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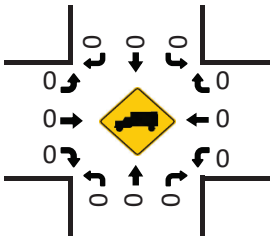
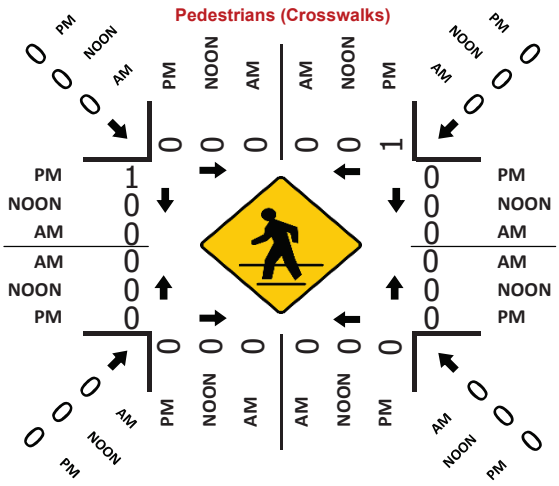
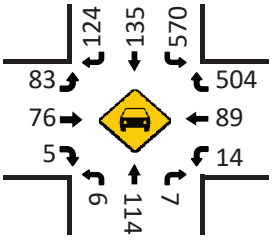


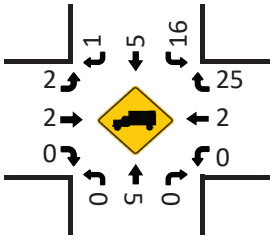
Pedestrians (Crosswalks)



Cars (PM)



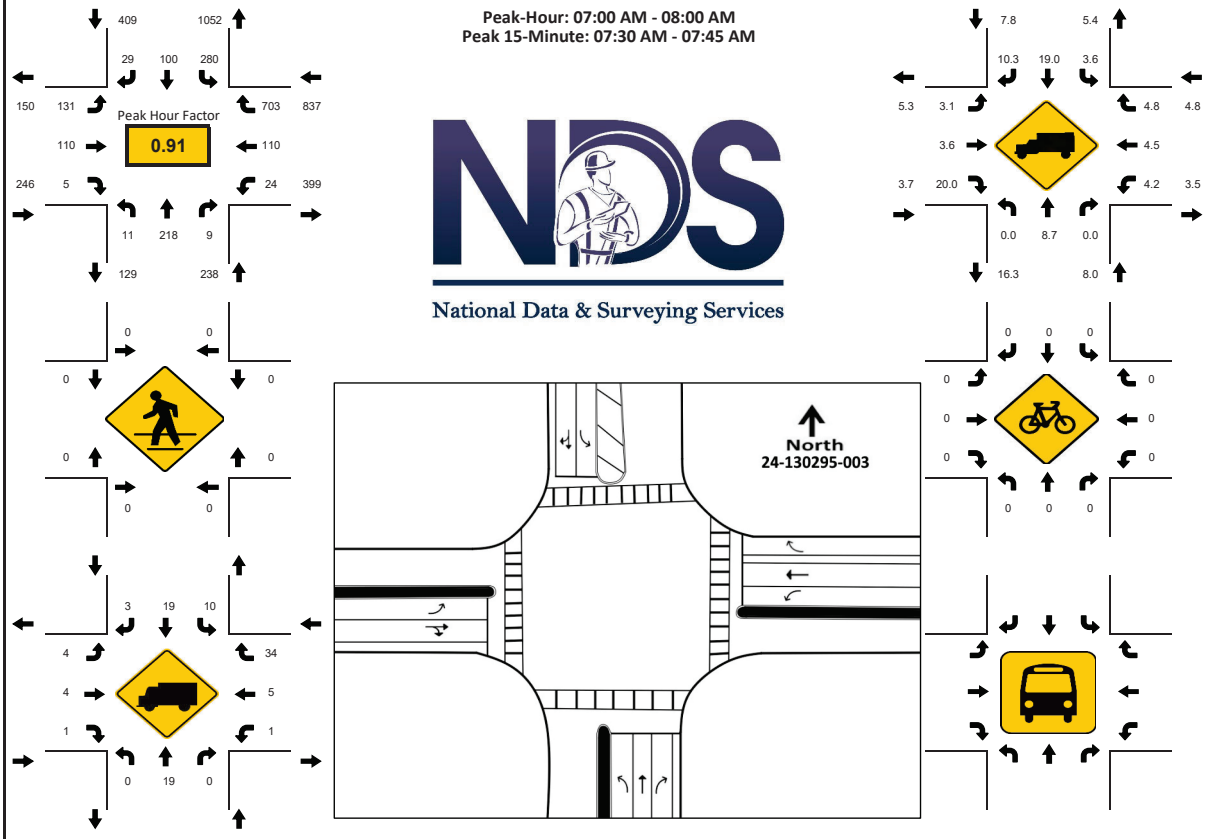
HT (PM)



LOCATION: SW 49th Ave Rd & Marion Oaks Trl
CITY/STATE: Ocala, FL

PROJECT ID: 24-130295-003
DATE: Thu, Aug 29, 2024

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



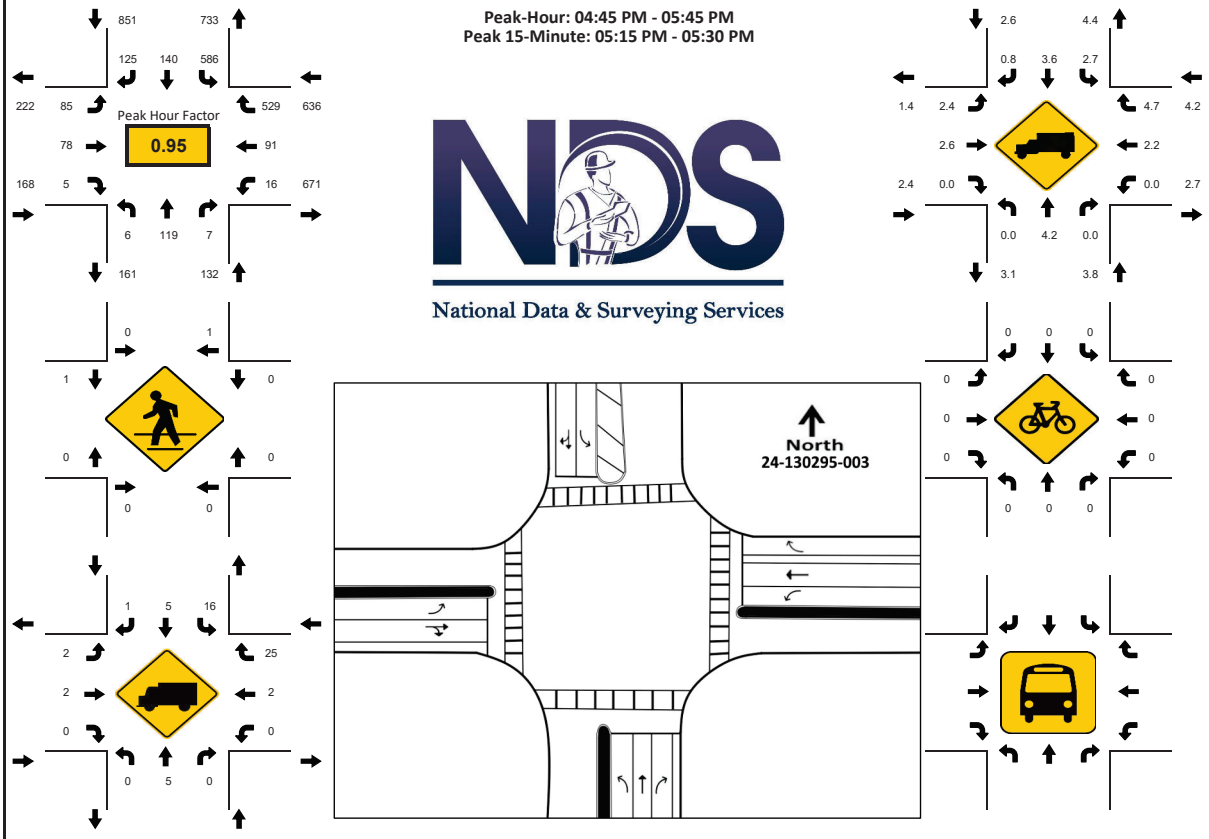
National Data & Surveying Services

15-Min Count Period Beginning At	SW 49th Ave Rd Northbound					SW 49th Ave Rd Southbound					Marion Oaks Trl Eastbound					Marion Oaks Trl 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	1	63	5	0		59	22	6	0		41	47	2	0		5	8	154	0		413	1730
7:15 AM	2	55	4	0		76	21	5	0		30	35	1	0		5	41	180	0		455	1608
7:30 AM	7	55	0	0		68	34	6	0		32	16	1	0		9	42	205	0		475	1489
7:45 AM	1	45	0	0		77	23	12	0		28	12	1	0		5	19	164	0		387	1320
8:00 AM	1	18	0	0		70	18	11	0		30	13	3	0		2	14	111	0		291	1251
8:15 AM	1	15	0	0		79	33	11	0		27	15	1	0		2	18	134	0		336	960
8:30 AM	1	19	0	0		77	19	19	0		27	14	2	0		2	8	118	0		306	624
8:45 AM	1	19	0	0		102	29	11	0		19	15	1	0		1	11	108	1		318	318
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	252	20	0		308	136	48	0		164	188	8	0		36	168	820	0		**2176**	
Heavy Trucks	0	32	0	0		24	36	4	0		8	8	4	0		4	8	56	0		**184**	
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: SW 49th Ave Rd & Marion Oaks Trl
CITY/STATE: Ocala, FL

PROJECT ID: 24-130295-003
DATE: Thu, Aug 29, 2024

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



National Data & Surveying Services

15-Min Count Period Beginning At	SW 49th Ave Rd Northbound					SW 49th Ave Rd Southbound					Marion Oaks Trl Eastbound					Marion Oaks Trl 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	2	18	1	0		138	40	24	0		12	17	1	0		1	14	99	0		367	1629
4:15 PM	1	21	1	0		146	33	31	0		19	13	1	0		0	15	116	1		398	1702
4:30 PM	4	30	2	0		150	36	42	1		17	14	4	0		0	17	125	1		443	1773
4:45 PM	2	19	1	0		139	38	31	0		22	17	1	0		5	17	128	1		421	1787
5:00 PM	1	33	3	0		143	46	33	0		13	18	2	0		4	19	124	1		440	1767
5:15 PM	1	36	2	0		149	25	29	0		25	27	0	0		2	32	141	0		469	1327
5:30 PM	2	31	1	0		155	31	32	0		25	16	2	0		3	23	136	0		457	858
5:45 PM	1	21	2	0		151	35	29	0		25	12	1	0		1	18	105	0		401	401
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	8	144	12	0		620	184	132	0		100	108	8	0		20	128	564	4		**2032**	
Heavy Trucks	0	8	0	0		32	8	4	0		8	8	0	0		0	4	36	0		**108**	
Pedestrians		0					4					4					0				**8**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																						
Stopped Buses																						

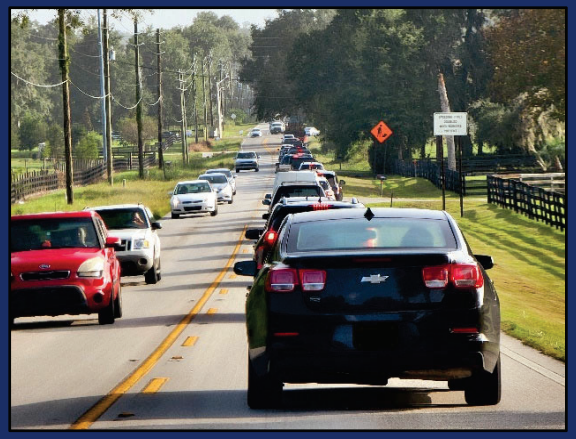
2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 3600 MARION COUNTYWIDE

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



2024 Traffic Counts Report

www.ocalamariontpo.org

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

June 28, 2024

Location	Source	Count Type	2019	2020	2021	2022	2023	Ave Annual Growth Rate (%)
Marion Oaks Course								
N of CR 484	MC	3	6,900	7,500	13,300	12,200	13,300	21.7%
S of CR 484	FDOT	4	NC	6,500	7,600	7,600	7,900	N/A
Marion Oaks Drive								
W of Marion Oaks Boulevard	FDOT	4	4,400	4,400	4,800	4,800	5,000	3.3%
Marion Oaks Manor								
W of Marion Oaks Drive	FDOT	4	1,800	1,800	2,200	2,200	2,200	5.6%
Marion Oaks Trail								
E of SW 73rd Avenue Road	FDOT	4	1,800	1,800	2,100	2,100	2,100	4.2%
MLK Jr. Avenue								
US 27 to SR 40	OCA	2	22,700	19,400	7,800	13,500	14,700	1.9%
US 27 to NW 22nd Street	OCA	2	8,300	8,600	7,700	8,100	8,800	1.7%
NW 22nd Street to NW 31st Street	OCA	3	3,300	7,200	6,600	7,600	7,500	30.9%
SR 40 to SR 200	OCA	2	21,400	19,900	13,600	16,300	17,900	-2.2%
SR 200 to SR 464	OCA	3	7,300	6,800	6,600	7,400	7,600	1.3%
NE 2nd Street								
NE 8th Avenue to NE 25th Avenue	OCA	3	1,400	2,400	2,400	2,600	1,600	10.3%
NE 3rd Street								
SR 40 to NE 25th Avenue	OCA	3	2,100	1,700	2,000	1,800	1,900	-1.5%
NE 8th Avenue to NE 25th Avenue	OCA	2	3,500	3,100	3,200	3,800	4,100	4.6%
NE 7th Street								
SR 40 to NE 36th Avenue	OCA	3	5,200	4,600	NC	NC	NC	N/A
NE 36th Avenue to City Limits	OCA	3	7,900	8,000	NC	NC	NC	N/A
NE 8th Avenue								
NE 14th Street to SR 40	OCA	3	11,300	9,100	6,900	7,100	7,700	-8.1%
NE 8th Avenue Road								
NE 24th Street to NE 14th Street	OCA	3	6,400	6,200	7,500	7,500	7,600	4.8%

OCALA MARION TPO

Congestion Management Process

2023 STATE OF THE SYSTEM REPORT

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

August 2023

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
1.010	SE 92 PLACE LOOP	SR 35	US 441	4	ART ERIAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other OMP Network Roadway	E	12,400	0.18	B	1.00%	13,100	0.19	B
1.020	CR 21	CR 315	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.030.1	CR 225	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1.030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1.040.1	CR 225	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1.050	CR 225A	US 27	CR 326	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other OMP Network Roadway	D	7,100	0.69	C	1.00%	7,400	0.72	C
1.060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,100	0.33	B	1.00%	3,300	0.36	B
1.070	CR 25	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	11,300	0.89	C	1.11%	12,000	0.94	C
1.080.1	CR 25	CR 42	SE 128 PL RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1.080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1.090.1	CR 25	SE 135 AV	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1.100.1	CR 25	CR 464	SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	6,100	0.21	B	1.00%	6,400	0.22	B
1.100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	7,000	0.24	B	6.27%	9,500	0.32	B
1.110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	9,900	0.34	B	1.00%	10,400	0.35	B
1.120	US 441	NE 28 ST	CR 25A (S)	4	ART ERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.45	C	1.00%	19,200	0.48	C
1.130	CR 25 A	US 441 (S)	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	5,400	0.42	C	1.58%	5,800	0.46	C
1.150.1	CR 25 A	SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	8,200	0.28	B	1.00%	8,600	0.29	B
1.150.2	CR 25 A	URBAN AREA BOUNDARY	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	8,200	0.43	B	1.00%	8,600	0.45	B
1.160.2	CR 25 A	CR 316	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,300	0.36	B	8.45%	4,900	0.53	B
1.160.3	CR 25 A	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	3,300	0.23	B	8.45%	4,900	0.35	B
1.170	CR 25 A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.180	CR 314	NE 7 ST	SE 1 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,100	0.11	B	1.00%	2,200	0.11	B
1.190.1	CR 314	SE 1 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,000	0.1	B	3.50%	2,300	0.12	B
1.200	CR 314	SR 40 (E)	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,100	0.16	B	1.00%	3,300	0.17	B
1.210.2	CR 314	CR 314A	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,400	0.18	B	1.00%	3,600	0.19	B
1.220	CR 314A	CR 464C	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	5,700	0.3	B	13.97%	11,000	0.57	C
1.230.1	CR 314A	SE 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	4,700	0.25	B	1.00%	5,000	0.26	B
1.240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1.250.2	CR 315	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,800	0.2	B	1.09%	4,100	0.21	B
1.250.4	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	4,300	0.22	B	1.00%	4,600	0.24	B
1.260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1.270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1.280.1	CR 316	US 27	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,100	0.12	B	1.00%	1,100	0.12	B
1.280.2	CR 316	E OF CR 225	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.280.3	CR 316	E OF CR 225	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,000	0.1	B	3.50%	2,300	0.12	B
1.280.4	CR 316	I-75	CR 25 A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.290.1	CR 316	CR 25 A	NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1.290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1.290.4	CR 316	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,300	0.12	B	1.00%	2,400	0.13	B
1.300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,800	0.15	B	1.22%	3,000	0.16	B
1.310.1	CR 316	CR 315	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	4,600	0.24	B	7.47%	6,600	0.34	B
1.320.1	CR 316	NE 203 AV	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1.330	CR 318	COUNTY LINE	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	5,400	0.58	B	20.11%	13,500	1.46	C
1.340.1	CR 318	I-75	NW 60 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	6,200	0.32	B	7.18%	8,800	0.46	B
1.340.2	CR 318	NW 60 AVE	US 441	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other OMP Network Roadway	D	6,200	0.61	C	7.18%	8,800	0.86	C
1.350.1	CR 318	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1.350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1.360.1	CR 318	US 301	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,800	0.2	B	1.00%	4,000	0.21	B
1.380	CR 320	COUNTY LINE	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	500	0.05	B	1.00%	500	0.05	B
1.390.1	CR 320	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.400	CR 328	US 41	SW 140 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other OMP Network Roadway	C	5,900	0.64	C	5.00%	7,500	0.81	C
1.410.1	CR 328	SW 140 AV	E OF NW 125 AV	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	5,900	0.42	B	5.00%	7,500	0.53	B
1.410.2	CR 328	E OF NW 125 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	5,900	0.42	B	5.00%	7,500	0.53	B
1.420	CR 329	COUNTY LINE	HWY 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	2,300	0.25	B	8.45%	3,400	0.17	B
1.430.1	CR 329	HWY 318	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	2,100	0.23	B	1.00%	2,200	0.24	B
1.430.2	CR 329	CR 316	CR 25 A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	2,100	0.23	B	1.00%	2,200	0.24	B
1.440.1	CR 329	CR 25 A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	2,200	0.24	B	5.59%	2,900	0.31	B
1.450	CR 329	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	5,300	0.57	B	1.00%	5,500	0.59	B
1.460	CR 329	JACKSONVILLE RD	NE 47 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	4,100	0.21	B	1.00%	4,400	0.23	B
1.470	CR 316	COUNTY LINE	CR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.480	CR 35	SR 40	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	9,600	0.85	D	2.52%	10,900	0.97	E
1.490	CR 35	NE 35 ST	NE 58 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	6,000	0.47	C	2.61%	6,800	0.53	C
1.500	CR 35	NE 58 AV	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	6,000	0.2	B	3.01%	6,900	0.24	B
1.510	CR 326	NE 97 TH ST RD	NE 97TH ST RD	2	COLLECTOR	UNINTERRUPTED		25,650	1,341	2	25,650	1,341	Rural	U	COUNTY	Other OMP Network Roadway	E	3,100	0.12	B	3.71%	3,700	0.14	B
1520.2	CR 40	COUNTY LINE (W)	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,700	0.19	B	9.10%	5,700	0.30	B
1.530	CR 40	CR 316	URBAN AREA BOUNDRY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,400	0.18	B	1.00%	3,600	0.19	B
1540.1	CR 40	URBAN AREA BOUNDRY	SW ROLLING HILLS RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	3,700	0.13	B	1.00%	3,900	0.13	B
1550.1	CR 42	CR 475	US 301	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	5,300	0.28	B	1.00%	5,500	0.29	B
1.560	CR 42	US 301	SE 77 AV	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	18,300	0.51	C	5.05%	23,400	0.65	C
1.570	CR 42	SE 77 AV	US 441	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	18,300	0.51	C	5.05%	23,400	0.65	C
1610.1	CR 42	US 441	SE 130 AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	14,100	0.48	C	6.58%	19,300	0.66	D
1610.2	CR 42	SE 130 AVE	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	10,800	0.37	C	1.79%	11,800	0.40	C
1620.1	CR 42	CR 25	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	11,000	0.37	C	3.78%	13,300	0.45	C
1620.3	CR 42	URBAN AREA BOUNDARY	CR 450	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	11,500	0.6	C	8.65%	17,400	0.91	D
1.630	CR 42	CR 450	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	5,100	0.27	B	5.92%	6,800	0.35	B
1.640	CR 450	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	1,500	0.08	B	1.00%	1,500	0.08	B
1.650	CR 452	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	6,300	0.33	B	1.00%	6,600	0.34	B
1.660	SR 464	SE 25 AV	SE 44 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other OMP Network Roadway	D	34,800	0.91	D	1.00%	36,600	0.95	D
1.690	SR 464	SE 44 AV	SR 35	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other OMP Network Roadway	D	33,200	0.86	D	1.25%	35,300	0.92	D
1.710	CR 464	SR 35	EMERALD RD (W)	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	34,300	0.96	D	1.00%	36,100	1.01	F
1.770	CR 464	EMERALD RD (N)	OAK RD	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	15,600	0.44	C	2.09%	17,300	0.48	C
1.780	CR 464	OAK RD	EMERALD RD (S)	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	9,800	0.27	C	8.12%	14,500	0.40	C
1.790	CR 464	EMERALD RD (S)	SE 110 ST	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	9,300	0.26	C	1.86%	10,200	0.28	C
1800.2	CR 464	SE 110 ST	CR 25	2	ART ERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	2,700	0.24	C	1.00%	2,900	0.26	C
1.810	CR 464A	US 441	SE 31 ST	2	COLLECTOR	UNINTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other OMP Network Roadway	E	6,300	0.4	C	1.00%	6,600	0.41	C
1.830	CR 464A	SR 464	SE 31 ST	2	ART ERIAL	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	10,600	0.72	D	1.00%	11,100	0.75	D
1.840	CR 464B	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,300	0.36	B	1.00%	3,500	0.38	B
1.850	SE 114TH ST RD	CR 464	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	5,500	0.19	B	9.34%	8,500	0.29	B
1860.1	CR 464C	SE 114TH ST RD	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	5,400	0.18	B	3.40%	6,400	0.22	B
1860.4	CR 464C	URBAN AREA BOUNDARY	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	3,400	0.18	B	3.40%	6,400	0.33	B
1870.1	CR 475	COUNTY LINE	CR 475A	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	9,300	0.66	C	3.71%	11,200	0.79	C
1870.3	CR 475	CR 475A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	6,100	0.43	B	2.96%	7,000	0.50	B
1870.4	CR 475	URBAN AREA BOUNDARY	CR 484	2	COLLECTOR	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP Network Roadway	C	6,100	0.38	B	2.96%	7,000	0.43	B
1880.1	CR 475	CR 484	URBAN AREA BOUNDARY	2	ART ERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP Network Roadway	C	6,200	0.38	B	4.13%	7,600	0.47	B
1880.2	CR 475	URBAN AREA BOUNDARY	SE 90 ST	2	ART ERIAL	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	6,200	0.44	B	4.13%	7,600	0.54	B
1890.1	CR 475	SE 90 ST	URBAN AREA BOUNDARY	2	ART ERIAL	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	8,800	0.62	B	5.26%	11,400	0.81	C
1890.2	CR 475	URBAN AREA BOUNDARY	SE 80 ST	2	ART ERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP Network Roadway	C	8,800	0.54	B	5.26%	11,400	0.70	C
1.900	CR 475	SE 80 ST	SE 52 ST	2	ART ERIAL	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other OMP Network Roadway	C	8,200	0.68	C	3.35%	9,600	0.79	C
1910.1	CR 475	SE 52 ST	SE 35 ST	2	ART ERIAL	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other OMP Network Roadway	C	9,600	0.79	C	3.93%	11,600	0.96	C
1910.3	CR 475	SE 35 ST	SE 31 ST	2	ART ERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP Network Roadway	C	9,600	0.59	B	3.93%	11,600	0.72	C
1910.5	CR 475	N OF SW 29TH ST RD	N OF SW 29TH ST RD	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1910.6	CR 475	N OF SW 29TH ST RD	US 441	2	ART ERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1.920	SE 21 PL	US 441	SE 3 AV	2	LOCAL	INTERRUPTED	2	11,794	605	2	11,794	605	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1930.1	CR 475A	CR 475B	CR 484	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	7,300	0.57	C	2.75%	8,400	0.66	C

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	5,800	0.2	B	1.00%	6,100	0.21	B
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	COLLECTOR	UNINTERRUPTED		14,110	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	5,900	0.41	B	1.00%	6,100	0.43	B
1950	CR 475A	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other OMP Network Roadway	C	2,000	0.22	C	1.00%	2,100	0.23	C
1960	CR 475A	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	2,000	0.16	C	1.00%	2,100	0.16	C
1970	CR 475A	SE 36 AV	US 301	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	2,100	0.16	C	1.00%	2,200	0.17	C
1980	CR 475A	CR 475	CR 471	2	COLLECTOR	UNINTERRUPTED		14,110	738	2	14,130	738	Rural	U	COUNTY	Other OMP Network Roadway	C	5,300	0.38	B	7.58%	7,600	0.54	B
1910.3	CR 484	LAKESHORE DR	E OF HENDRIX DR	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	9,500	0.32	B	1.10%	10,000	0.34	B
1910.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	ART ERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	9,500	0.5	C	1.10%	10,000	0.52	C
1910.6	CR 484	SW 140 AVE	SW 105 AV	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	12,000	0.41	C	5.08%	15,300	0.52	C
2010	CR 484	SW 105 AV	SR 200	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	12,000	0.41	C	5.08%	15,300	0.52	C
2020.1	CR 484	SR 200	SW 45 AV	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66	C
2030	CR 484	SW 45 AV	I-75 RAMP (W)	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	33,000	0.92	C	1.00%	34,700	0.97	D
2060	CR 484	I-75 RAMP (W)	I-75 RAMP (E)	6	ART ERIAL	INTERRUPTED	1	53,910	2,718	6	53,910	2,718	Urban	D	COUNTY	Other OMP Network Roadway	D	33,500	0.62	C	1.00%	35,200	0.65	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	33,500	0.94	C	1.00%	35,200	0.98	D
2080	CR 484	CR 475A	CR 475	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	19,900	0.56	C	1.00%	20,900	0.58	C
2090	CR 484	CR 475	CR 467	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	19,000	0.53	C	1.00%	20,000	0.56	C
2110	CR 484	CR 467	SE 132 ST RD	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	D	17,900	0.5	C	1.00%	18,800	0.52	C
2120.2	CR 484	SE 132 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.30	B
2150	E FORT KING ST	NE 1 AV	SE WAYULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2160	E FORT KING ST	SE WAYULA AVE	SE 11 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	6,000	0.53	D	1.41%	6,400	0.57	D
2170	E FORT KING ST	SE 11 AV	SE 16 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	5,800	0.52	D	1.00%	6,100	0.54	D
2180	E FORT KING ST	SE 16 AV	SE 22 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	7,700	0.52	D	1.00%	8,100	0.55	D
2190	E FORT KING ST	SE 22 AV	SW 23 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	6,800	0.46	C	1.00%	7,100	0.48	D
2200	E FORT KING ST	SW 23 AV	SE 30TH AVE	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	7,800	0.53	D	1.00%	8,200	0.56	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other OMP Network Roadway	E	8,000	0.48	C	3.77%	9,600	0.57	C
2220	E FORT KING ST	SE 36 AV	SR 35	2	COLLECTOR	UNINTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	7,800	0.61	C	1.00%	8,200	0.64	C
2230	US 41	LAKESHORE DR	CR 484	2	ART ERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	11,400	1.01	F	1.00%	12,000	1.07	F
2240	SR 25	US 441	BASELINE RD	2	ART ERIAL	INTERRUPTED		22,785	1,124	2	22,785	1,124	Urban	D	STATE	Other OMP Network Roadway	D	10,500	0.46	C	1.00%	11,000	0.48	C
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	110,800	1.61	F	6.02%	148,400	2.15	F
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	110,800	0.9	D	6.02%	148,400	1.21	F
2280	I-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	84,000	0.68	C	1.00%	89,300	0.72	C
2290	I-75	SR 200	SR 40	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,900	0.74	C	1.00%	96,500	0.78	C
2300	I-75	SR 40	US 27	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,200	0.73	C	3.13%	105,100	0.86	D
2310	I-75	US 27	SR 326	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	81,400	0.66	C	1.16%	86,300	0.70	C
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	69,400	0.57	B	1.25%	73,800	0.60	C
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	69,400	1.01	D	1.25%	73,800	1.07	D
2330	I-75	CR 318	COUNTY LINE (N)	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	74,200	1.08	D	2.41%	83,600	1.21	E
2340.1	CR 200A	NE 20 ST	NE 8 AV	4	ART ERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other OMP Network Roadway	E	9,100	0.3	C	1.00%	9,600	0.32	C
2350	CR 200A / JACKSONVILLE RD	NE 8 AV	NE 28 ST	4	ART ERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other OMP Network Roadway	E	11,200	0.3	C	5.61%	14,700	0.39	C
2360	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	10,700	0.3	C	1.00%	11,300	0.32	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2	ART ERIAL	UNINTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	9,500	0.75	C	1.56%	10,300	0.81	C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	ART ERIAL	UNINTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	7,900	0.62	C	1.00%	8,300	0.65	C
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	10,100	0.34	B	1.00%	10,600	0.36	C
2400.3	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 10 1 ST	2	ART ERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	6,900	0.36	B	4.10%	8,400	0.44	B
2410	CR 200A / JACKSONVILLE RD	NE 101 ST	US 301	2	ART ERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	5,700	0.3	B	1.00%	5,900	0.31	B
2420	MAGNOLIA AV N	NE 1 AV	SR 492	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	3,600	0.24	C	1.00%	3,800	0.26	C
2430	MAGNOLIA AV N	SR 492	NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	15,479	794	2	15,479	794	Urban	D	COUNTY	Other OMP Network Roadway	E	4,000	0.26	C	3.67%	4,800	0.31	C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other OMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10	C
2460	MAGNOLIA AV N	CR 200A	US 441	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10	C
2470	MAGNOLIA AV N	NE 1 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2510	NE 1 AV	SR 40	N MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2545	SR 492	US 441	N MAGNOLIA AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53	C
2550	SR 492	N MAGNOLIA AV	NE 8 AV	4	ART ERIAL	UNINTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53	C
2570	NE 127 ST RD	CR 314	NE 20 3 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2590	SR 492	NE 8 AV	NE 19 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53	C
2610	SR 492	NE 19 AV	NE 25 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,600	0.51	C	1.00%	20,600	0.54	C
2620	SR 492	NE 25 AV	NE 36 AV	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,100	0.5	C	1.92%	21,000	0.55	C
2630	SR 492	NE 36 AV	SR 40	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	9,800	0.26	C	2.22%	11,000	0.29	C
2650.1	NE 160 AV RD	CR 314	NE 145 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2670	NE 175 ST	CR 200A	NE 70 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,600	0.14	B	3.55%	3,100	0.16	B
2700	NE 203 AV	NE 127 ST	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2720	NE 24 ST	CR 200A	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
2730	NE 24 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	2,300	0.18	C	1.00%	2,400	0.19	C
2740	NE 25 AV	SR 40	SR 492	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	6,900	0.19	C	1.00%	7,200	0.20	C
2760	NE 25 AV	SR 492	NE 24 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	10,700	0.95	E	1.00%	11,300	1.01	F
2770	NE 25 AV	NE 24 ST	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	8,000	0.71	D	1.00%	8,400	0.75	D
2780	NE 25 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	5,100	0.45	C	1.00%	5,300	0.47	D
2790	NE 25 AV	NE 49 ST	SR 326	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	3,500	0.31	C	1.00%	3,700	0.33	C
2800	NE 28 ST	US 441	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	2,300	0.2	C	1.00%	2,400	0.21	C
2830	NE 3 ST	N MAGNOLIA AV	NE 1 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2840	NE 1 ST	NE 1 AV	NE 8 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2850	NE 3 ST	NE 8 AV	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	4,000	0.36	C	4.16%	4,900	0.44	C
2860	NE 3 ST	NE 25 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	1,800	0.16	C	1.00%	1,900	0.17	C
2870	NE 35 ST	NE 25 AV	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	10,100	0.9	D	3.38%	12,000	1.07	F
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	8,000	0.71	D	1.00%	8,400	0.75	D
2890	NE 35 ST	NE 36 AV	CR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	7,200	0.64	D	2.10%	8,000	0.71	D
2900	NE 36 AV	NE 97 ST	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	1,900	0.1	B	1.09%	2,000	0.10	B
2920	NE 36 AV	NE 14 ST	NE 21 ST	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	12,200	0.96	D	1.00%	12,800	1.00	F
2930	NE 36 AV	NE 21 ST	NE 35 ST	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	12,700	1	D	3.85%	14,000	1.10	F
2940	NE 36 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	9,200	0.72	C	1.00%	9,700	0.76	C
2950	NE 36 AV	NE 49 ST	SR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
2990	NE 47 AV	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3040	CR 314	SR 40 (W)	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3050.1	CR 314	NE 36 AV	NE 35	2	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	5,800	0.46	C	1.00%	6,100	0.48	C
3060	CR 314	SR 35	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	7,600	0.26	B	3.66%	9,100	0.31	B
3070.2	CR 314	URBAN AREA BOUNDARY	NE 7 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	7,600	0.4	B	3.66%	9,100	0.47	B
3080	NE 70 AV	NE 175 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	2,500	0.13	B	1.00%	2,700	0.14	B
3090.1	SR 326	US 441	W ANTHONY RD	2	ART ERIAL	INTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	C	11,500	0.64	C	1.00%	12,100	0.68	C
3100	SR 326	W ANTHONY RD	CR 200A	2	ART ERIAL	INTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,500	0.64	C	1.00%	12,100	0.68	C
3110	SR 326	CR 200A	NE 36 AV	2	ART ERIAL	UNINTERRUPTED		19,600	970	2	19,600	970	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,200	0.62	C	1.00%	12,800	0.65	C
3130	SR 326	NE 36 AV	NE 40 AV	2	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,100	0.99	C	2.45%	9,100	1.11	D
3140	NE 8 AV	NE 3 ST	NE 3 ST	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3160	NE 8 AV	NE 3 ST	SR 492	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other OMP Network Roadway	E	7,200	0.25	C	1.00%	7,500	0.26	C
3170	NE 8 AV	SR 492	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	7,700	0.69	D	3.22%	9,100	0.81	D
3180.1	NE 90 ST	CR 35	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	900	0.05	B	1.00%	900	0.05	B
3190	NE 95 ST	W ANTHONY RD	CR 200A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	1,600	0.17	B	1.00%	1,600	0.17	B
3200.1	NE 97 ST	CR 200A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	2,900	0.1	B	1.00%	3,100	0.11	B
3200.3	NE 97 ST	URBAN AREA BOUNDARY	CR 35	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP Network Roadway	D	900	0.05	B	1.00%	900	0.05	B
3210	NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	9,700	0.33	B	1.77%	10,600	0.36	C
3230	NE WAYULA AVE	SR 40	NE 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other OMP Network Roadway	E	900	0.08	C	25.99%	2,800	0.25	C
3240.1	NW 1 00 ST	HWY 225 A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3240.2	NW 1 00 ST	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3280	NW 1 20 ST	NW 5 5 CT	CR 25 A	2	LOCAL	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3290	NW 1 35 ST	CR 225	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3320	NW 1 65 ST	US 441	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3330	NW 1 93 ST	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ART ERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other OMP Network Roadway	E	9,500	0.31	C	5.34%	12,300	0.40	C
3360	NW 27 AV	SR 40	US 27	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP Network Roadway	E	2,500	0.22	C	1.37%	2,700	0.24	C
3400	NW 35 AV	NW 21 ST	NW 27 ST	2	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP Network Roadway	E	17,800	0.59	D	4.87%	22,600	0.74	D
3430.2	NW 35 ST	NW 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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	ART ERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP Network Roadway	E	9,900	0.34	B	1.74%	10,800	0.37	C
3480	NW 60 AV	SR 40	US 27	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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 OMP Network Roadway	E	7,400	0.25	B	1.00%	7,700	0.15	B
3530	NW 95 ST	US 441	W ANT HONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other OMP 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 OMP 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 OMP 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 25 A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other OMP Network Roadway	E	7,700	0.58	C	1.00%	8,100	0.61	C
3593.1	OAK RD	SE 110 ST	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP Network Roadway	E	3,600	0.32	C	1.00%	3,800	0.34	C
3620	MAGNOLIA AV S	SR 40	SW 1 0 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	O	CITY OF OCALA	Other OMP 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 1 0TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	5,300	0.47	D	1.00%	5,500	0.49	D
3690	SE MAGNOLIA EXT	SE 1 AV	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	5,300	0.42	C	1.00%	5,500	0.43	C
3700	SE 1 AV	SW 1 0 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP Network Roadway	C	6,900	1.31	D	4.10%	8,400	1.60	D
3830.1	CR 25	SR 35	SR 35	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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	UNINTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP 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 OMP 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 OMP 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	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other OMP Network Roadway	D	30,300	0.79	C	1.00%	31,800	0.83	C
3910.1	SR 464	SE 11 AV	SE 22 AV	4	ART ERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other OMP 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	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other OMP 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 OMP 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 OMP 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 OMP Network Roadway	E	8,400	0.75	D	1.00%	8,800	0.78	D
4050	SE 19 ST	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other OMP 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 OMP 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 OMP Network Roadway	E	10,100	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 OMP 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	ART ERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other OMP 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	ART ERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other OMP 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 OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	SR 40	SR 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other OMP 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 OMP 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 OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
4210	SE 31 ST	US 441	CR 464A	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP 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	ART ERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other OMP 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 OMP Network Roadway	E	5,300	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 OMP 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 OMP Network Roadway	E	6,000	0.47	C	5.80%	8,000	0.63	C
4290	SE 38 AV	SE 38 ST	SE 31 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP 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 OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4350	NE 36 AV	CR 314	SR 40	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	13,200	0.37	C	1.00%	13,900	0.39	C
4360	SR 40	NE 14 ST	NE 14 ST	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP Network Roadway	D	6,900	0.65	C	3.40%	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 OMP 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 OMP 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	ART ERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	10,900	0.86	C	5.00%	13,900	1.09	F
4570	CR 314A	CR 314 RD	CR 464C	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP Network Roadway	E	7,200	0.25	B	5.51%	9,400	0.32	B
4620	SE 8 PATH CIR	SE 41 CT	SE 58 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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 OMP 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	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	Rural	U	STATE	Other OMP 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	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	Rural	U	STATE	Other OMP 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	4	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	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	ART ERIAL	INTERRUPTED		33,947	1,676	4	33,947	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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 43RD AVE	6	ART ERIAL	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
48.10.2	SR 200	SW 43RD AVE	SW 44 CT	6	ART ERIAL	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
48.20.1	SR 200	SW 44 CT	I-75	6	ART ERIAL	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

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
4850	SR 200	I-75	SW 32 AV	6	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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	ART ERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	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 25 A	4	ART ERIAL	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 25 A	US 441	4	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	INTERRUPTED		32,970	1,722	4	32,970	1,722	Urban	D	STATE	Other OMP 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	ART ERIAL	INTERRUPTED		58,485	3,056	4	58,485	3,056	Urban	D	STATE	Other OMP Network Roadway	D	27,600	0.47	B	4.27%	34,100	0.58	C
5100	SR 35	LAUREL RD	SR 464	4	ART ERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other OMP Network Roadway	D	27,600	0.5	B	4.27%	34,100	0.61	C
5110	SR 35	SR 464	SE 28 ST	4	ART ERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other OMP Network Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5120	SR 35	SE 28 ST	CHERRY RD	4	ART ERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other OMP 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	ART ERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other OMP 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	ART ERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other OMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5150	SR 35	CR 314	SR 40	4	ART ERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other OMP 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	ART ERIAL	UNINTERRUPTED		14,000	710	2	14,000	710	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	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	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	ART ERIAL	INTERRUPTED		8,200	410	2	8,200	410	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	INTERRUPTED		41,352	1,996	4	41,352	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	UNINTERRUPTED		8,200	410	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	ART ERIAL	INTERRUPTED		8,200	410	2	8,200	410	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	ART ERIAL	UNINTERRUPTED		8,200	410	2	8,200	410	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	ART ERIAL	INTERRUPTED		8,200	410	2	8,200	410	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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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 OMP Network Roadway	E	4,700	0.42	C	1.00%	5,000	0.45	C
5550	SW 1 03 ST RD	SR 200	SW 49 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other OMP Network Roadway	E	5,700	0.45	C	1.00%	5,900	0.46	C
5560	CR 475A	CR 475B	SW 27 AV	2	ART ERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP 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 OMP Network Roadway	B	5,700	0.61	B	6.19%	7,700	0.83	B
5600	SW 1 3 ST	SW 33 AV	SW 27 AV	4	COLLECTOR	UNINTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP Network Roadway	D	2,300	0.11	B	1.00%	2,300	0.12	B
5650	SW 1 7 ST	SW 27 AV	SR 200	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP 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	ART ERIAL	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	ART ERIAL	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	ART ERIAL	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	AATERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	Other OMP 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 OMP Network Roadway	D	6,100	0.32	B	17.71%	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 OMP Network Roadway	D	6,100	0.32	B	17.71%	13,800	0.72	C
5740	SW 1 9 AV	SW 80 ST	SW 66 ST	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other OMP Network Roadway	C	4,000	0.43	C	1.00%	4,200	0.45	C
5750.1	SW 1 9 AV RD	SW 27 AV	SR 464	2	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	15,200	0.42	C	1.86%	16,600	0.46	C
5760	SW 20 ST	SW 40 AV	SW 38 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	12,300	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 OMP 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 OMP 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	ART ERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP 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	ART ERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	18,000	0.5	C	1.00%	18,900	0.53	C
5860	SW 27 AV	SR 200	SR 464	4	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	19,000	0.53	C	1.00%	20,000	0.56	C
5900	SW 3 1 AV	SW 20 ST	SW 1 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP Network Roadway	E	5,100	0.45	C	5.92%	6,800	0.61	D
5910.1	SW 33 AV	SW 1 3 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP Network Roadway	E	5,100	0.17	B	5.92%	6,800	0.23	B
5920	SW 3 7 AV	SW 20 ST	SW 1 3 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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	ART ERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other OMP 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 OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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	ART ERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	27,000	0.75	C	4.18%	33,100	0.92	C
6080.4	SW 44 AV	SW 20 ST	SW 1 3 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP Network Roadway	E	15,200	0.22	B	12.47%	27,300	0.40	B
6140.1	SW 60 AV	SW 1 03 ST	SW 95 ST RD	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other OMP Network Roadway	E	8,500	0.28	B	6.28%	11,500	0.37	C

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6210.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP 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 OMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 314	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other OMP 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 OMP 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 OMP 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 OMP 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	4	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other OMP 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 OMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN LKING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other OMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN LKING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other OMP 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	ART ERIAL	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
6510.1	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	SE 147 ST	CR 42	4	ARTERIAL	UNINTERRUPTED		14,000	710	2	14,000	710	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	NE JACKSONVILLE RD	US 441	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	ART ERIAL	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	ART ERIAL	UNINTERRUPTED		17,920	884	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	884	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	ART ERIAL	UNINTERRUPTED		14,000	710	2	14,000	710	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	410	2	8,200	410	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	410	2	8,200	410	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	ART ERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.91	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%	19,300	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	ART ERIAL	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 E	4	ARTERIAL	UNINTERRUPTED		16,350	855	4	16,350	855	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,000	0.34	C	1.00%	5,200	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	NW 35 ST	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,200	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	BELLEVIEW BYPASS	EMERALD RD	EMERALD RD	0				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 161 AV RD	NE 145 ST RD	NE 148 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 42 ST	SW 27 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

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VMSV	2028 DAILY LOS
8120	OAK RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	COLLECTOR	INTERRUPTED	1	15,930	832	2	15,930	832	Urban	U	COUNTY	Other OMP Network Roadway	E	1,2,400	0.74	C	1.00%	1,3,100	0.78	C
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	1,2,400	0.35	C	1.00%	1,3,100	0.37	C
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	ARTERIAL	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8160	N BAHIA RD	N PINE RD	SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8170	SPRING RD	PINE RD	EMERALD RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	JUNIPER RD	SR 35	CHESNUT RD	2				11,232		2	11,232		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2				11,232		2	11,232		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	PINE RD	SE 64 AV RD	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	BAHIA RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	CR 464	SILVER RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				16,727		2	16,727		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	EMERALD RD		SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 49 TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS CRSE	CR 484	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other OMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other OMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
8200	BUENA VISTA BLVD	SUMTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	36,420	79.2	4	36,420	79.2	Urban	D	COUNTY	Other OMP Network Roadway	E	1,2,300	0.77	C	1.00%	1,3,000	0.82	C
9999	SE 92 LOOP	CR 25	SE 110 ST RD	4	COLLECTOR	INTERRUPTED	1	35,820	79.2	4	35,820	1,800	Urban	D	COUNTY	Other OMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

Appendix D

Existing Conditions Synchro Printouts

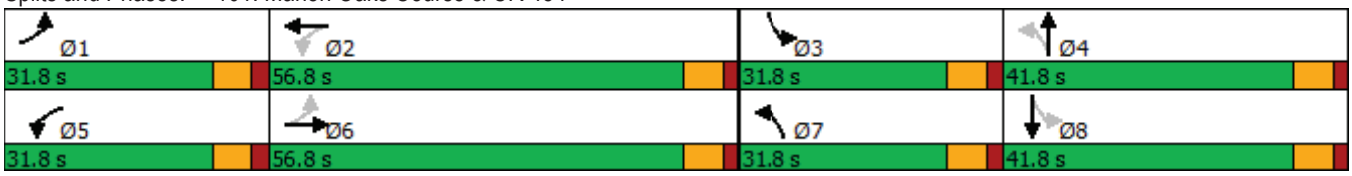
Timings
101: Marion Oaks Course & CR 484

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	76	274	62	468	178	278	206	134
Future Volume (vph)	76	274	62	468	178	278	206	134
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	15.0	10.0	15.0	10.0	15.0	10.0	15.0
Minimum Split (s)	16.8	21.8	16.8	21.8	16.8	21.8	16.8	21.8
Total Split (s)	31.8	56.8	31.8	56.8	31.8	41.8	31.8	41.8
Total Split (%)	19.6%	35.0%	19.6%	35.0%	19.6%	25.8%	19.6%	25.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	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	Max	None	Max	None	None	None	None
Act Effct Green (s)	62.6	54.2	60.3	50.1	49.1	33.7	53.5	35.9
Actuated g/C Ratio	0.45	0.39	0.43	0.36	0.35	0.24	0.38	0.26
v/c Ratio	0.33	0.27	0.13	0.73	0.41	0.86	0.71	0.41
Control Delay	25.0	30.5	21.7	38.0	29.6	69.5	40.1	44.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	30.5	21.7	38.0	29.6	69.5	40.1	44.3
LOS	C	C	C	D	C	E	D	D
Approach Delay		29.4		36.9		56.3		42.0
Approach LOS		C		D		E		D

Intersection Summary	
Cycle Length: 162.2	
Actuated Cycle Length: 139.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 41.1	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Marion Oaks Course & CR 484



HCM 6th Signalized Intersection Summary
101: Marion Oaks Course & CR 484

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	274	61	62	468	350	178	278	80	206	134	41
Future Volume (veh/h)	76	274	61	62	468	350	178	278	80	206	134	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1811	1796	1856	1737	1781	1856	1856	1870	1856	1826	1781
Adj Flow Rate, veh/h	80	288	64	65	493	368	187	293	84	217	141	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	6	7	3	11	8	3	3	2	3	5	8
Cap, veh/h	266	1076	235	495	685	511	411	319	91	274	327	100
Arrive On Green	0.07	0.38	0.38	0.07	0.38	0.38	0.10	0.23	0.23	0.11	0.24	0.24
Sat Flow, veh/h	1697	2807	614	1767	1802	1343	1767	1386	397	1767	1343	409
Grp Volume(v), veh/h	80	175	177	65	451	410	187	0	377	217	0	184
Grp Sat Flow(s),veh/h/ln	1697	1721	1701	1767	1650	1495	1767	0	1784	1767	0	1752
Q Serve(g_s), s	3.6	9.2	9.4	2.8	30.7	30.8	10.5	0.0	27.1	12.1	0.0	11.7
Cycle Q Clear(g_c), s	3.6	9.2	9.4	2.8	30.7	30.8	10.5	0.0	27.1	12.1	0.0	11.7
Prop In Lane	1.00		0.36	1.00		0.90	1.00		0.22	1.00		0.23
Lane Grp Cap(c), veh/h	266	659	652	495	627	569	411	0	411	274	0	426
V/C Ratio(X)	0.30	0.27	0.27	0.13	0.72	0.72	0.45	0.00	0.92	0.79	0.00	0.43
Avail Cap(c_a), veh/h	467	659	652	709	627	569	575	0	475	415	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	27.8	27.9	21.0	34.8	34.8	33.7	0.0	49.4	35.9	0.0	42.1
Incr Delay (d2), s/veh	0.6	1.0	1.0	0.1	7.0	7.7	0.8	0.0	21.1	5.9	0.0	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(95%),veh/ln	2.7	7.2	7.3	2.1	19.5	18.1	8.1	0.0	20.7	9.6	0.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.5	28.8	29.0	21.2	41.7	42.5	34.5	0.0	70.5	41.8	0.0	42.8
LnGrp LOS	C	C	C	C	D	D	C	A	E	D	A	D
Approach Vol, veh/h		432			926			564			401	
Approach Delay, s/veh		28.3			40.6			58.6			42.2	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	56.8	21.4	37.1	15.9	57.2	19.6	38.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	25.0	50.0	25.0	35.0	25.0	50.0	25.0	35.0
Max Q Clear Time (g_c+I1), s	5.6	32.8	14.1	29.1	4.8	11.4	12.5	13.7
Green Ext Time (p_c), s	0.2	5.5	0.4	1.1	0.1	2.3	0.4	1.0

Intersection Summary	
HCM 6th Ctrl Delay	43.0
HCM 6th LOS	D

HCM 6th TWSC
102: Marion Oaks Course & SW 132nd Pl 09/23/2024

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1	7	23	2	16	5	679	8	8	334	2
Future Vol, veh/h	4	1	7	23	2	16	5	679	8	8	334	2
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, #	-	1	-	-	1	-	-	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	2	2	6	2	6	2	13	4	2
Mvmt Flow	4	1	8	25	2	17	5	730	9	9	359	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1132	1127	360	1128	1124	735	361	0	0	739	0	0
Stage 1	378	378	-	745	745	-	-	-	-	-	-	-
Stage 2	754	749	-	383	379	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.26	4.12	-	-	4.23	-	-
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	3.354	2.218	-	-	2.317	-	-
Pot Cap-1 Maneuver	180	205	684	181	205	413	1198	-	-	819	-	-
Stage 1	644	615	-	406	421	-	-	-	-	-	-	-
Stage 2	401	419	-	640	615	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	201	684	176	201	413	1198	-	-	819	-	-
Mov Cap-2 Maneuver	283	308	-	298	312	-	-	-	-	-	-	-
Stage 1	639	606	-	403	418	-	-	-	-	-	-	-
Stage 2	380	416	-	623	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.5	17.4	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1198	-	-	435	335	819	-	-
HCM Lane V/C Ratio	0.004	-	-	0.03	0.132	0.011	-	-
HCM Control Delay (s)	8	0	-	13.5	17.4	9.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	135	113	25	113	724	11	225	9	288	103
Future Volume (vph)	135	113	25	113	724	11	225	9	288	103
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	33.8	25.5	23.0	15.7	53.8	71.4	65.5	65.5	103.9	98.9
Actuated g/C Ratio	0.22	0.17	0.15	0.10	0.35	0.47	0.43	0.43	0.68	0.65
v/c Ratio	0.61	0.43	0.13	0.67	0.96	0.02	0.33	0.01	0.40	0.14
Control Delay	61.8	63.8	48.4	84.6	44.1	13.6	32.7	0.0	11.9	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.8	63.8	48.4	84.6	44.1	13.6	32.7	0.0	11.9	12.1
LOS	E	E	D	F	D	B	C	A	B	B
Approach Delay		62.7		49.5			30.6			11.9
Approach LOS		E		D			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 152.2	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	113	5	25	113	724	11	225	9	288	103	30
Future Volume (veh/h)	135	113	5	25	113	724	11	225	9	288	103	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1604	1841	1826	1826	1870	1767	1870	1841	1618	1752
Adj Flow Rate, veh/h	148	124	5	27	124	796	12	247	10	316	113	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	20	4	5	5	2	9	2	4	19	10
Cap, veh/h	264	434	18	320	347	470	613	775	695	628	649	190
Arrive On Green	0.08	0.25	0.25	0.02	0.19	0.19	0.01	0.44	0.44	0.11	0.54	0.54
Sat Flow, veh/h	1767	1757	71	1753	1826	1547	1781	1767	1585	1753	1204	352
Grp Volume(v), veh/h	148	0	129	27	124	796	12	247	10	316	0	146
Grp Sat Flow(s),veh/h/ln	1767	0	1828	1753	1826	1547	1781	1767	1585	1753	0	1555
Q Serve(g_s), s	10.4	0.0	9.0	1.9	9.3	30.0	0.6	14.4	0.6	15.1	0.0	7.5
Cycle Q Clear(g_c), s	10.4	0.0	9.0	1.9	9.3	30.0	0.6	14.4	0.6	15.1	0.0	7.5
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	264	0	452	320	347	470	613	775	695	628	0	838
V/C Ratio(X)	0.56	0.00	0.29	0.08	0.36	1.69	0.02	0.32	0.01	0.50	0.00	0.17
Avail Cap(c_a), veh/h	293	0	452	448	347	470	760	775	695	818	0	838
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	48.1	49.7	55.4	54.9	23.9	28.9	25.0	19.4	0.0	18.5
Incr Delay (d2), s/veh	1.9	0.0	0.3	0.1	0.6	320.8	0.0	1.1	0.0	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	7.4	1.5	7.7	90.4	0.5	10.5	0.4	10.1	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	48.4	49.8	56.1	375.6	23.9	30.0	25.1	20.0	0.0	18.9
LnGrp LOS	D	A	D	D	E	F	C	C	C	C	A	B
Approach Vol, veh/h		277			947			269			462	
Approach Delay, s/veh		47.6			324.5			29.5			19.7	
Approach LOS		D			F			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	92.2	19.3	36.9	25.1	76.3	10.4	45.8
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.6	9.5	12.4	32.0	17.1	16.4	3.9	11.0
Green Ext Time (p_c), s	0.0	0.8	0.1	0.0	0.8	1.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	172.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	135	113	25	113	724	11	225	9	288	103
Future Volume (vph)	135	113	25	113	724	11	225	9	288	103
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	35.5	27.2	22.6	15.3	41.9	72.2	66.3	66.3	93.2	88.3
Actuated g/C Ratio	0.25	0.19	0.16	0.11	0.29	0.50	0.46	0.46	0.65	0.62
v/c Ratio	0.52	0.38	0.12	0.64	0.59	0.02	0.31	0.01	0.44	0.15
Control Delay	51.7	57.0	43.7	78.2	4.7	12.3	27.3	0.0	13.4	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	57.0	43.7	78.2	4.7	12.3	27.3	0.0	13.4	13.1
LOS	D	E	D	E	A	B	C	A	B	B
Approach Delay		54.1		15.4			25.6			13.3
Approach LOS		D		B			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 143.2	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	113	5	25	113	724	11	225	9	288	103	30
Future Volume (veh/h)	135	113	5	25	113	724	11	225	9	288	103	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1604	1841	1826	1826	1870	1767	1870	1841	1618	1752
Adj Flow Rate, veh/h	148	124	5	27	124	796	12	247	10	316	113	33
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	20	4	5	5	2	9	2	4	19	10
Cap, veh/h	264	434	18	320	347	828	613	775	695	628	649	190
Arrive On Green	0.08	0.25	0.25	0.02	0.19	0.19	0.01	0.44	0.44	0.11	0.54	0.54
Sat Flow, veh/h	1767	1757	71	1753	1826	2723	1781	1767	1585	1753	1204	352
Grp Volume(v), veh/h	148	0	129	27	124	796	12	247	10	316	0	146
Grp Sat Flow(s),veh/h/ln	1767	0	1828	1753	1826	1362	1781	1767	1585	1753	0	1555
Q Serve(g_s), s	10.4	0.0	9.0	1.9	9.3	30.0	0.6	14.4	0.6	15.1	0.0	7.5
Cycle Q Clear(g_c), s	10.4	0.0	9.0	1.9	9.3	30.0	0.6	14.4	0.6	15.1	0.0	7.5
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	264	0	452	320	347	828	613	775	695	628	0	838
V/C Ratio(X)	0.56	0.00	0.29	0.08	0.36	0.96	0.02	0.32	0.01	0.50	0.00	0.17
Avail Cap(c_a), veh/h	293	0	452	448	347	828	760	775	695	818	0	838
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	48.1	49.7	55.4	54.0	23.9	28.9	25.0	19.4	0.0	18.5
Incr Delay (d2), s/veh	1.9	0.0	0.3	0.1	0.6	22.3	0.0	1.1	0.0	0.6	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	7.4	1.5	7.7	24.6	0.5	10.5	0.4	10.1	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	48.4	49.8	56.1	76.3	23.9	30.0	25.1	20.0	0.0	18.9
LnGrp LOS	D	A	D	D	E	E	C	C	C	C	A	B
Approach Vol, veh/h		277			947			269			462	
Approach Delay, s/veh		47.6			72.9			29.5			19.7	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	92.2	19.3	36.9	25.1	76.3	10.4	45.8
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.6	9.5	12.4	32.0	17.1	16.4	3.9	11.0
Green Ext Time (p_c), s	0.0	0.8	0.1	0.0	0.8	1.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

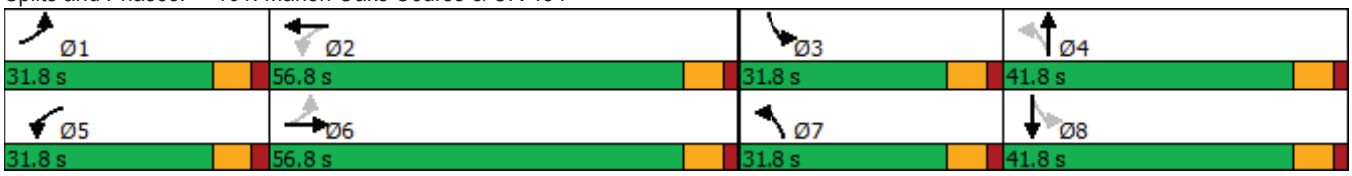
Timings
101: Marion Oaks Course & CR 484

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	15	526	219	525	94	190	304	309
Future Volume (vph)	15	526	219	525	94	190	304	309
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	15.0	10.0	15.0	10.0	15.0	10.0	15.0
Minimum Split (s)	16.8	21.8	16.8	21.8	16.8	21.8	16.8	21.8
Total Split (s)	31.8	56.8	31.8	56.8	31.8	41.8	31.8	41.8
Total Split (%)	19.6%	35.0%	19.6%	35.0%	19.6%	25.8%	19.6%	25.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	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	Max	None	Max	None	None	None	None
Act Effct Green (s)	60.5	50.4	76.2	70.0	39.1	27.6	57.6	39.3
Actuated g/C Ratio	0.41	0.34	0.52	0.47	0.27	0.19	0.39	0.27
v/c Ratio	0.06	0.60	0.58	0.59	0.35	0.86	0.91	0.67
Control Delay	21.4	43.5	27.2	28.8	34.0	80.7	64.8	56.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	43.5	27.2	28.8	34.0	80.7	64.8	56.1
LOS	C	D	C	C	C	F	E	E
Approach Delay		43.0		28.5		68.7		60.3
Approach LOS		D		C		E		E

Intersection Summary	
Cycle Length: 162.2	
Actuated Cycle Length: 147.5	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 44.4	Intersection LOS: D
Intersection Capacity Utilization 89.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 101: Marion Oaks Course & CR 484



HCM 6th Signalized Intersection Summary
101: Marion Oaks Course & CR 484

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	526	121	219	525	372	94	190	81	304	309	7
Future Volume (veh/h)	15	526	121	219	525	372	94	190	81	304	309	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1856	1870	1811	1856	1870	1796	1870	1841	1870	1693
Adj Flow Rate, veh/h	16	554	127	231	553	392	99	200	85	320	325	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	7	3	2	6	3	2	7	2	4	2	14
Cap, veh/h	225	996	227	376	816	579	302	223	95	357	502	11
Arrive On Green	0.03	0.36	0.36	0.10	0.42	0.42	0.07	0.19	0.19	0.16	0.28	0.28
Sat Flow, veh/h	1781	2759	630	1781	1923	1363	1781	1196	508	1753	1824	39
Grp Volume(v), veh/h	16	342	339	231	495	450	99	0	285	320	0	332
Grp Sat Flow(s),veh/h/ln	1781	1706	1683	1781	1721	1566	1781	0	1705	1753	0	1863
Q Serve(g_s), s	0.8	22.2	22.3	10.9	32.2	32.2	6.1	0.0	22.6	19.8	0.0	21.8
Cycle Q Clear(g_c), s	0.8	22.2	22.3	10.9	32.2	32.2	6.1	0.0	22.6	19.8	0.0	21.8
Prop In Lane	1.00		0.37	1.00		0.87	1.00		0.30	1.00		0.02
Lane Grp Cap(c), veh/h	225	616	607	376	730	665	302	0	318	357	0	513
V/C Ratio(X)	0.07	0.56	0.56	0.61	0.68	0.68	0.33	0.00	0.90	0.90	0.00	0.65
Avail Cap(c_a), veh/h	487	616	607	525	730	665	497	0	431	393	0	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	35.4	35.4	25.3	32.2	32.2	40.8	0.0	55.1	37.3	0.0	44.3
Incr Delay (d2), s/veh	0.1	3.6	3.7	1.6	5.0	5.5	0.6	0.0	17.0	21.4	0.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	15.0	15.0	8.4	20.6	19.2	4.9	0.0	16.7	15.9	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	39.0	39.1	26.9	37.2	37.7	41.5	0.0	72.0	58.7	0.0	47.1
LnGrp LOS	C	D	D	C	D	D	D	A	E	E	A	D
Approach Vol, veh/h		697			1176			384			652	
Approach Delay, s/veh		38.8			35.4			64.1			52.8	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	65.6	28.9	32.6	20.2	56.8	16.6	45.0
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	25.0	50.0	25.0	35.0	25.0	50.0	25.0	35.0
Max Q Clear Time (g_c+I1), s	2.8	34.2	21.8	24.6	12.9	24.3	8.1	23.8
Green Ext Time (p_c), s	0.0	5.9	0.3	1.2	0.5	4.6	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D

HCM 6th TWSC
102: Marion Oaks Course & SW 132nd Pl 09/23/2024

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	4	10	0	10	13	542	14	15	589	2
Future Vol, veh/h	3	0	4	10	0	10	13	542	14	15	589	2
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, #	-	1	-	-	1	-	-	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	2	2	2	2	5	2	7	4	2
Mvmt Flow	3	0	4	11	0	11	14	577	15	16	627	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1278	1280	628	1275	1274	585	629	0	0	592	0	0
Stage 1	660	660	-	613	613	-	-	-	-	-	-	-
Stage 2	618	620	-	662	661	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.17	-	-
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	-	-	2.263	-	-
Pot Cap-1 Maneuver	143	166	483	144	167	511	953	-	-	960	-	-
Stage 1	452	460	-	480	483	-	-	-	-	-	-	-
Stage 2	477	480	-	451	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	158	483	138	159	511	953	-	-	960	-	-
Mov Cap-2 Maneuver	263	278	-	265	279	-	-	-	-	-	-	-
Stage 1	442	448	-	469	472	-	-	-	-	-	-	-
Stage 2	457	469	-	435	448	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	16	0.2	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	356	349	960	-	-
HCM Lane V/C Ratio	0.015	-	-	0.021	0.061	0.017	-	-
HCM Control Delay (s)	8.8	0	-	15.3	16	8.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-	-

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	88	80	16	94	545	6	123	7	604	144
Future Volume (vph)	88	80	16	94	545	6	123	7	604	144
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	32.2	24.2	20.5	13.8	54.5	70.9	65.2	65.2	106.2	103.7
Actuated g/C Ratio	0.21	0.16	0.13	0.09	0.36	0.46	0.43	0.43	0.70	0.68
v/c Ratio	0.38	0.31	0.09	0.59	0.63	0.01	0.17	0.01	0.69	0.25
Control Delay	54.3	61.6	48.7	82.1	5.8	12.8	29.3	0.0	16.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	61.6	48.7	82.1	5.8	12.8	29.3	0.0	16.5	10.1
LOS	D	E	D	F	A	B	C	A	B	B
Approach Delay		57.9		17.8			27.1			14.5
Approach LOS		E		B			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 152.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	80	5	16	94	545	6	123	7	604	144	129
Future Volume (veh/h)	88	80	5	16	94	545	6	123	7	604	144	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1856	1870	1870	1870	1826	1870	1841	1870	1856	1841	1870
Adj Flow Rate, veh/h	93	84	5	17	99	574	6	129	7	636	152	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	5	2	4	2	3	4	2
Cap, veh/h	241	376	22	303	336	602	480	716	616	839	529	473
Arrive On Green	0.05	0.22	0.22	0.02	0.18	0.18	0.01	0.39	0.39	0.21	0.59	0.59
Sat Flow, veh/h	1781	1734	103	1781	1870	1547	1781	1841	1585	1767	895	801
Grp Volume(v), veh/h	93	0	89	17	99	574	6	129	7	636	0	288
Grp Sat Flow(s),veh/h/ln	1781	0	1837	1781	1870	1547	1781	1841	1585	1767	0	1697
Q Serve(g_s), s	7.0	0.0	6.7	1.3	7.7	30.0	0.3	7.7	0.5	35.0	0.0	14.0
Cycle Q Clear(g_c), s	7.0	0.0	6.7	1.3	7.7	30.0	0.3	7.7	0.5	35.0	0.0	14.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	241	0	398	303	336	602	480	716	616	839	0	1003
V/C Ratio(X)	0.39	0.00	0.22	0.06	0.29	0.95	0.01	0.18	0.01	0.76	0.00	0.29
Avail Cap(c_a), veh/h	305	0	398	434	336	602	627	716	616	839	0	1003
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	53.9	54.6	59.4	49.6	30.6	33.6	31.4	20.8	0.0	16.8
Incr Delay (d2), s/veh	1.0	0.0	0.3	0.1	0.5	25.7	0.0	0.6	0.0	4.0	0.0	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(95%),veh/ln	5.7	0.0	5.6	1.1	6.6	35.4	0.3	6.4	0.3	21.8	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	54.2	54.6	59.9	75.3	30.6	34.1	31.4	24.8	0.0	17.6
LnGrp LOS	D	A	D	D	E	E	C	C	C	C	A	B
Approach Vol, veh/h		182			690			142			924	
Approach Delay, s/veh		53.1			72.6			33.8			22.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	106.0	15.9	36.9	42.2	72.2	9.6	43.1
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.3	16.0	9.0	32.0	37.0	9.7	3.3	8.7
Green Ext Time (p_c), s	0.0	1.8	0.1	0.0	0.0	0.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	88	80	16	94	545	6	123	7	604	144
Future Volume (vph)	88	80	16	94	545	6	123	7	604	144
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	32.2	24.2	20.5	13.8	54.5	70.9	65.2	65.2	106.2	103.7
Actuated g/C Ratio	0.21	0.16	0.13	0.09	0.36	0.46	0.43	0.43	0.70	0.68
v/c Ratio	0.38	0.31	0.09	0.59	0.43	0.01	0.17	0.01	0.69	0.25
Control Delay	54.3	61.6	48.7	82.1	3.4	12.8	29.3	0.0	16.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	61.6	48.7	82.1	3.4	12.8	29.3	0.0	16.5	10.1
LOS	D	E	D	F	A	B	C	A	B	B
Approach Delay		57.9		15.8			27.1			14.5
Approach LOS		E		B			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 152.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 20.0	Intersection LOS: B
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	80	5	16	94	545	6	123	7	604	144	129
Future Volume (veh/h)	88	80	5	16	94	545	6	123	7	604	144	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1856	1870	1870	1870	1826	1870	1841	1870	1856	1841	1870
Adj Flow Rate, veh/h	93	84	5	17	99	574	6	129	7	636	152	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	5	2	4	2	3	4	2
Cap, veh/h	239	372	22	301	331	1054	482	718	618	842	531	475
Arrive On Green	0.05	0.21	0.21	0.02	0.18	0.18	0.01	0.39	0.39	0.21	0.59	0.59
Sat Flow, veh/h	1781	1734	103	1781	1870	2723	1781	1841	1585	1767	895	801
Grp Volume(v), veh/h	93	0	89	17	99	574	6	129	7	636	0	288
Grp Sat Flow(s),veh/h/ln	1781	0	1837	1781	1870	1362	1781	1841	1585	1767	0	1697
Q Serve(g_s), s	7.0	0.0	6.7	1.3	7.7	27.3	0.3	7.7	0.5	35.0	0.0	13.9
Cycle Q Clear(g_c), s	7.0	0.0	6.7	1.3	7.7	27.3	0.3	7.7	0.5	35.0	0.0	13.9
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	239	0	394	301	331	1054	482	718	618	842	0	1005
V/C Ratio(X)	0.39	0.00	0.23	0.06	0.30	0.54	0.01	0.18	0.01	0.76	0.00	0.29
Avail Cap(c_a), veh/h	304	0	394	432	337	1062	629	718	618	842	0	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.2	0.0	54.0	54.7	59.6	39.7	30.4	33.4	31.2	20.5	0.0	16.7
Incr Delay (d2), s/veh	1.0	0.0	0.3	0.1	0.5	0.6	0.0	0.5	0.0	3.9	0.0	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(95%),veh/ln	5.7	0.0	5.6	1.1	6.6	14.1	0.3	6.4	0.3	21.6	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	54.3	54.8	60.1	40.2	30.4	33.9	31.2	24.4	0.0	17.4
LnGrp LOS	D	A	D	D	E	D	C	C	C	C	A	B
Approach Vol, veh/h		182			690			142			924	
Approach Delay, s/veh		53.3			43.4			33.6			22.2	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	106.0	15.8	36.4	42.2	72.2	9.6	42.7
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.3	15.9	9.0	29.3	37.0	9.7	3.3	8.7
Green Ext Time (p_c), s	0.0	1.8	0.1	0.3	0.0	0.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

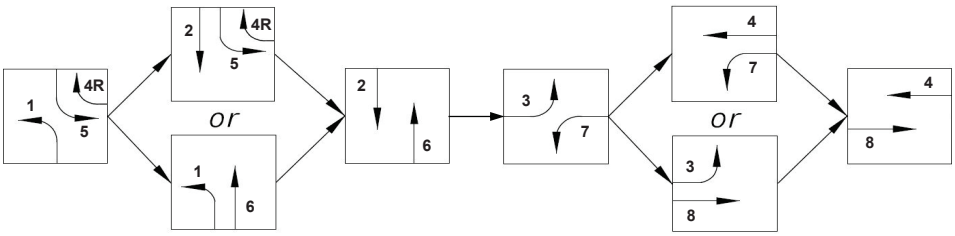
Marion County
Office of the County Engineer

Signal ID	Major Street	Minor Street	Date	Technician
305	SW 49th Ave / SW 49th Ct Rd	Marion Oaks Trail	7/27/2023	Sufian Talukder & Matt Weisman (FDOT ICM Consultants)

Basic Timing

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
DIRECTION	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB
LEFT TURN MODE	Prot-Perm		Prot-Perm		Prot-Perm		Prot-Perm	
MIN GRN	5	15	5	10	5	15	5	10
GAP EXT	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
MAX 1	15	65	15	30	35	65	15	30
MAX 2								
YEL CLR	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
RED CLR	2.4	2.4	2.1	2.1	2.4	2.4	2.1	2.1
WALK		7		7		7		7
PED CLR		24		30		27		27
MIN RECALL		X				X		
MAX RECALL								
NON-LOCK CALL	X		X	X	X		X	X
DUAL ENTRY		X		X		X		X
NO SIMUL GAP	X		X	X	X		X	X

Signal Operating Plan



Additional Notes (Turning Retrictions?, Overlaps?, Etc.)
1) Flashing yellow arrow for Phases 1, 3, 5, & 7 operates 24/7.

Coordination? Yes (No)

Splits for Coordination

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

Weekday Schedule (Mon-Fri)

Plan	Start Time

Weekend Schedule (Sat-Sun)

Plan	Start Time

General Coordination Data

Coord Mode	Max Mode	Correction Mode	Offset Mode	Force Mode

Detector Data

Veh Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8								
Veh Detector	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Phase																
Ped Detector	1	2	3	4	5	6	7	8								
Phase	1	2	3	4	5	6	7	8								

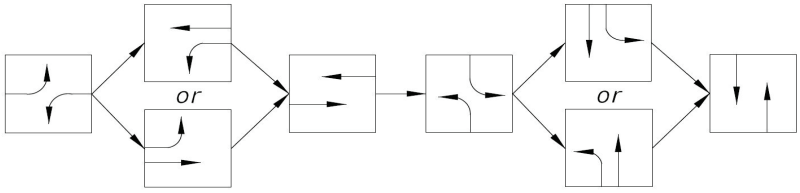
Marion County
Office of the County Engineer

Signal ID	Major Street	Minor Street	Date	Technician
157	SW HWY 484	Marion Oaks Course	8/11/2023	Don Watson

Basic Timing

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
DIRECTION	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB
LEFT TURN MODE	Prot-Perm		Prot-Perm		Prot-Perm		Prot-Perm	
MIN GRN	10	15	10	15	10	15	10	15
GAP EXT	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
MAX 1	25	50	25	35	25	50	25	35
MAX 2								
YEL CLR	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
RED CLR	2.8	2.0	2.4	2.0	2.3	2.0	2.5	2.0
WALK		7		7		7		7
PED CLR		28		26		28		26
MIN RECALL		X				X		
MAX RECALL								
NON-LOCK CALL	X		X	X	X		X	X
DUAL ENTRY								
NO SIMUL GAP	X		X	X	X		X	X

Signal Operating Plan



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

Coordination? Yes (No)

Splits for Coordination

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

Weekday Schedule (Mon-Fri)

Plan	Start Time

Weekend Schedule (Sat-Sun)

Plan	Start Time

General Coordination Data

Coord Mode	Max Mode	Correction Mode	Offset Mode	Force Mode

Detector Data

Veh Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8								
Veh Detector	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Phase																
Ped Detector	1	2	3	4	5	6	7	8								
Phase	1	2	3	4	5	6	7	8								

Appendix E

Turning Movement Worksheets

CR 484 at Marion Oaks Course
AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	74	266	59	1	59	454	340	0	173	270	78	0	200	130	40
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	76	274	61	1	61	468	350	0	178	278	80	0	206	134	41

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 411	EB: 561	NB: 536	NB: 704
	WB: 687	WB: 880	SB: 256	SB: 381
Directional Factors Based on Existing Counts	EB: 0.37	EB: 0.39	NB: 0.68	NB: 0.65
	WB: 0.63	WB: 0.61	SB: 0.32	SB: 0.35

Future Background Year 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.4%	3.4%	3.4%	3.4%	4.7%	4.7%	4.7%	4.7%
Simple Volume Growth	0	3	11	2	0	2	19	14	0	12	19	5	0	19	13	4
Applied Bckgrnd Growth	0	3	11	2	0	2	19	14	0	12	19	5	0	19	13	4
Total Bckgrnd Pk-Hr Vols	0	79	285	63	1	63	487	364	0	190	297	85	0	225	147	45

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	29	0	0	0	0	0	0	0	0	29	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	30.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	43	28	28	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	20.0%	-20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.0%	0.0%
Volume	0	21	-21	0	0	0	0	0	0	0	0	0	0	0	-10	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	21	10	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	50	-21	0	64	38	28	0	0	0	29	0	0	0	-10	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	129	264	63	65	101	515	364	0	190	326	85	0	225	137	45

CR 484 at Marion Oaks Course
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	1	14	511	117	2	211	510	361	0	91	184	79	0	295	300	7
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	1	14	526	121	2	217	525	372	0	94	190	81	0	304	309	7

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 662	EB: 913	NB: 365	NB: 576
	WB: 627	WB: 1,116	SB: 647	SB: 620
Directional Factors Based on Existing Counts	EB: 0.51	EB: 0.45	NB: 0.36	NB: 0.48
	WB: 0.49	WB: 0.55	SB: 0.64	SB: 0.52

Future Background **Year** 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	3.4%	3.4%	3.4%	3.4%	4.7%	4.7%	4.7%	4.7%
Simple Volume Growth	0	1	21	5	0	9	21	15	0	6	13	6	0	29	29	1
Applied Bckgrnd Growth	0	1	21	5	0	9	21	15	0	6	13	6	0	29	29	1
Total Bckgrnd Pk-Hr Vols	1	15	547	126	2	226	546	387	0	100	203	87	0	333	338	8

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	16	0	0	0	0	0	0	0	0	16	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	30.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	23	16	16	0	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	20.0%	-20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.0%	0.0%
Volume	0	27	-27	0	0	0	0	0	0	0	0	0	0	0	-13	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	27	13	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	43	-27	0	50	29	16	0	0	0	16	0	0	0	-13	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	1	58	520	126	52	255	562	387	0	100	219	87	0	333	325	8

CR 484 at Driveway #1
AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	561	0	0	0	880	0	0	0	0	0	0	0	0	0
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	0	578	0	0	0	906	0	0	0	0	0	0	0	0	0

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 578	EB: 578	NB: 0	NB: 0
	WB: 906	WB: 906	SB: 0	SB: 0
Directional Factors Based on Existing Counts	EB: 0.39	EB: 0.39	NB: #DIV/0!	NB: #DIV/0!
	WB: 0.61	WB: 0.61	SB: #DIV/0!	SB: #DIV/0!

Future Background Year 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	23	0	0	0	36	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	23	0	0	0	36	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	601	0	0	0	942	0	0	0	0	0	0	0	0	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%
Volume	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	99
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	-42	42	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
Total Project Trips	0	0	43	0	0	0	-42	85	0	0	0	0	0	0	0	172

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	644	0	0	0	900	85	0	0	0	0	0	0	0	172

CR 484 at Driveway #1
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	913	0	0	0	1,116	0	0	0	0	0	0	0	0	0
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	0	940	0	0	0	1,149	0	0	0	0	0	0	0	0	0

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 940	EB: 940	NB: 0	NB: 0
	WB: 1,149	WB: 1,149	SB: 0	SB: 0
Directional Factors Based on Existing Counts	EB: 0.45	EB: 0.45	NB: #DIV/0!	NB: #DIV/0!
	WB: 0.55	WB: 0.55	SB: #DIV/0!	SB: #DIV/0!

Future Background **Year** 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Simple Volume Growth	0	0	38	0	0	0	46	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	38	0	0	0	46	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	978	0	0	0	1,195	0	0	0	0	0	0	0	0	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%
Volume	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	55
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-40.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	-54	54	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
Total Project Trips	0	0	23	0	0	0	-54	77	0	0	0	0	0	0	0	149

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	1,001	0	0	0	1,141	77	0	0	0	0	0	0	0	149

Marion Oaks Course at Driveway #2
AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	0	0	0	0	0	704	0	0	0	381	0
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	725	0	0	0	392	0

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 0	EB: 0	NB: 725	NB: 725
	WB: 0	WB: 0	SB: 392	SB: 392
Directional Factors Based on Existing Counts	EB: #DIV/0!	EB: #DIV/0!	NB: 0.65	NB: 0.65
	WB: #DIV/0!	WB: #DIV/0!	SB: 0.35	SB: 0.35

Future Background Year 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	0	68	0	0	0	37	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	0	68	0	0	0	37	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	793	0	0	0	429	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	30.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	57	0	43	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.0%	50.0%	0.0%	10.0%	-10.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	-31	52	0	10	-10	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	74	0	0	-31	109	0	53	-10	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	0	0	74	0	0	762	109	0	53	419	0

Marion Oaks Course at Driveway #2
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	0	0	0	0	0	576	0	0	0	620	0
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	593	0	0	0	639	0

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 0	EB: 0	NB: 593	NB: 593
	WB: 0	WB: 0	SB: 639	SB: 639
Directional Factors Based on Existing Counts	EB: #DIV/0!	EB: #DIV/0!	NB: 0.48	NB: 0.48
	WB: #DIV/0!	WB: #DIV/0!	SB: 0.52	SB: 0.52

Future Background Year 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	0	56	0	0	0	60	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	0	56	0	0	0	60	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	649	0	0	0	699	0

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	30.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	31	0	23	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.0%	50.0%	0.0%	10.0%	-10.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	-40	67	0	13	-13	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	63	0	0	-40	98	0	36	-13	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	0	0	63	0	0	609	98	0	36	686	0

Marion Oaks Course at SW 132nd Place
AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	4	1	7	0	22	2	16	0	5	659	8	0	8	324	2
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	4	1	7	0	23	2	16	0	5	679	8	0	8	334	2

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 12	EB: 17	NB: 692	NB: 699
	WB: 9	WB: 41	SB: 364	SB: 344
Directional Factors Based on Existing Counts	EB: 0.57	EB: 0.29	NB: 0.66	NB: 0.67
	WB: 0.43	WB: 0.71	SB: 0.34	SB: 0.33

Future Background Year 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%
Simple Volume Growth	0	0	0	0	0	1	0	1	0	0	64	1	0	1	31	0
Applied Bckgrnd Growth	0	0	0	0	0	1	0	1	0	0	64	1	0	1	31	0
Total Bckgrnd Pk-Hr Vols	0	4	1	7	0	24	2	17	0	5	743	9	0	9	365	2

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	43	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	43	0	0	0	43	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	4	1	7	0	24	2	17	0	5	786	9	0	9	408	2

Marion Oaks Course at SW 132nd Place
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	3	0	4	0	10	0	10	2	11	526	14	2	13	572	2
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	3	0	4	0	10	0	10	2	11	542	14	2	13	589	2

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 7	EB: 27	NB: 569	NB: 557
	WB: 13	WB: 20	SB: 605	SB: 606
Directional Factors Based on Existing Counts	EB: 0.35	EB: 0.57	NB: 0.48	NB: 0.48
	WB: 0.65	WB: 0.43	SB: 0.52	SB: 0.52

Future Background **Year** 2026

Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%	4.7%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	1	51	1	0	1	55	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	1	51	1	0	1	55	0
Total Bckgrnd Pk-Hr Vols	0	3	0	4	0	10	0	10	2	12	593	15	2	14	644	2

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	3	0	4	0	10	0	10	2	12	616	15	2	14	667	2

Marion Oaks Trail at SW 49th Avenue
AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	131	110	5	0	24	110	703	0	11	218	9	0	280	100	29
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	135	113	5	0	25	113	724	0	11	225	9	0	288	103	30

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 253	EB: 410	NB: 245	NB: 1,084
	WB: 154	WB: 862	SB: 133	SB: 421
Directional Factors Based on Existing Counts	EB: 0.62	EB: 0.32	NB: 0.65	NB: 0.72
	WB: 0.38	WB: 0.68	SB: 0.35	SB: 0.28

Future Background **Year** 2026

Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	4.7%	4.7%	4.7%	4.7%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Simple Volume Growth	0	8	7	0	0	2	11	68	0	1	23	1	0	29	10	3
Applied Bckgrnd Growth	0	8	7	0	0	2	11	68	0	1	23	1	0	29	10	3
Total Bckgrnd Pk-Hr Vols	0	143	120	5	0	27	124	792	0	12	248	10	0	317	113	33

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%
Volume	0	0	7	0	0	0	0	0	0	0	0	0	0	36	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	7	36	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	7	0	0	0	7	36	0	0	0	0	0	36	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	143	127	5	0	27	131	828	0	12	248	10	0	353	113	33

Marion Oaks Trail at SW 49th Avenue
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	85	78	5	2	14	91	529	0	6	119	7	0	586	140	125
Date of Count	8/29/2024				SF				1.03							
Adjusted Count	0	88	80	5	2	14	94	545	0	6	123	7	0	604	144	129

	West Leg	East Leg	South Leg	North Leg
Existing Approach & Departure Volumes	EB: 173	EB: 693	NB: 136	NB: 756
	WB: 229	WB: 655	SB: 163	SB: 877
Directional Factors Based on Existing Counts	EB: 0.43	EB: 0.51	NB: 0.45	NB: 0.46
	WB: 0.57	WB: 0.49	SB: 0.55	SB: 0.54

Future Background Year 2026

Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	4.7%	4.7%	4.7%	4.7%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Simple Volume Growth	0	5	5	0	0	1	9	51	0	1	12	1	0	60	14	13
Applied Bckgrnd Growth	0	5	5	0	0	1	9	51	0	1	12	1	0	60	14	13
Total Bckgrnd Pk-Hr Vols	0	93	85	5	2	15	103	596	0	7	135	8	0	664	158	142

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%
Volume	0	0	4	0	0	0	0	0	0	0	0	0	0	20	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	4	20	0	0	0	0	0	0	0	0
Pass-By Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	4	0	0	0	4	20	0	0	0	0	0	20	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	93	89	5	2	15	107	616	0	7	135	8	0	684	158	142

Appendix F

Future Buildout (2025) Synchro Printouts

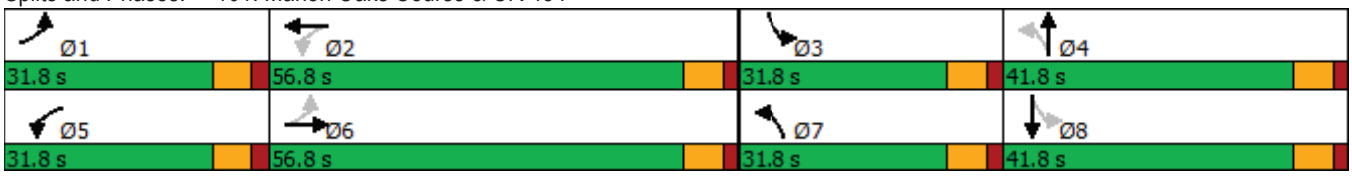
Timings
101: Marion Oaks Course & CR 484

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	129	264	166	515	190	326	225	137
Future Volume (vph)	129	264	166	515	190	326	225	137
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	15.0	10.0	15.0	10.0	15.0	10.0	15.0
Minimum Split (s)	16.8	21.8	16.8	21.8	16.8	21.8	16.8	21.8
Total Split (s)	31.8	56.8	31.8	56.8	31.8	41.8	31.8	41.8
Total Split (%)	19.6%	35.0%	19.6%	35.0%	19.6%	25.8%	19.6%	25.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	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	Max	None	Max	None	None	None	None
Act Effct Green (s)	63.6	50.2	65.4	51.1	51.8	35.1	57.8	38.1
Actuated g/C Ratio	0.43	0.34	0.45	0.35	0.35	0.24	0.39	0.26
v/c Ratio	0.58	0.30	0.36	0.81	0.44	1.00	0.83	0.42
Control Delay	32.3	35.3	24.5	44.8	31.8	96.6	62.6	47.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	35.3	24.5	44.8	31.8	96.6	62.6	47.5
LOS	C	D	C	D	C	F	E	D
Approach Delay		34.5		41.6		76.1		55.8
Approach LOS		C		D		E		E

Intersection Summary	
Cycle Length: 162.2	
Actuated Cycle Length: 146.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 50.9	Intersection LOS: D
Intersection Capacity Utilization 91.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Marion Oaks Course & CR 484



HCM 6th Signalized Intersection Summary
101: Marion Oaks Course & CR 484

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	264	63	166	515	364	190	326	85	225	137	45
Future Volume (veh/h)	129	264	63	166	515	364	190	326	85	225	137	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1781	1811	1796	1856	1737	1781	1856	1856	1870	1856	1826	1781
Adj Flow Rate, veh/h	136	278	66	175	542	383	200	343	89	237	144	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	6	7	3	11	8	3	3	2	3	5	8
Cap, veh/h	232	994	232	485	677	478	438	357	93	268	352	115
Arrive On Green	0.07	0.36	0.36	0.08	0.37	0.37	0.10	0.25	0.25	0.12	0.27	0.27
Sat Flow, veh/h	1697	2769	646	1767	1847	1305	1767	1421	369	1767	1318	430
Grp Volume(v), veh/h	136	171	173	175	484	441	200	0	432	237	0	191
Grp Sat Flow(s),veh/h/ln	1697	1721	1695	1767	1650	1502	1767	0	1789	1767	0	1748
Q Serve(g_s), s	6.9	9.9	10.2	8.6	36.6	36.7	11.5	0.0	33.2	13.7	0.0	12.5
Cycle Q Clear(g_c), s	6.9	9.9	10.2	8.6	36.6	36.7	11.5	0.0	33.2	13.7	0.0	12.5
Prop In Lane	1.00		0.38	1.00		0.87	1.00		0.21	1.00		0.25
Lane Grp Cap(c), veh/h	232	618	608	485	605	550	438	0	450	268	0	467
V/C Ratio(X)	0.59	0.28	0.28	0.36	0.80	0.80	0.46	0.00	0.96	0.88	0.00	0.41
Avail Cap(c_a), veh/h	416	618	608	663	605	550	578	0	450	381	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.5	31.8	31.9	24.9	39.6	39.6	33.5	0.0	51.5	36.6	0.0	42.0
Incr Delay (d2), s/veh	2.3	1.1	1.2	0.5	10.7	11.7	0.7	0.0	32.5	15.8	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	7.8	7.9	6.7	23.3	21.7	8.8	0.0	26.1	11.5	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	32.9	33.1	25.3	50.3	51.2	34.3	0.0	84.0	52.4	0.0	42.6
LnGrp LOS	C	C	C	C	D	D	C	A	F	D	A	D
Approach Vol, veh/h		480			1100			632			428	
Approach Delay, s/veh		32.9			46.7			68.2			48.0	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	57.8	22.9	41.8	17.8	56.8	20.7	44.0
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	25.0	50.0	25.0	35.0	25.0	50.0	25.0	35.0
Max Q Clear Time (g_c+I1), s	8.9	38.7	15.7	35.2	10.6	12.2	13.5	14.5
Green Ext Time (p_c), s	0.3	4.8	0.5	0.0	0.4	2.2	0.4	1.0

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

HCM 6th TWSC
102: Marion Oaks Course & SW 132nd Pl 09/23/2024

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	1	7	24	2	17	5	786	9	9	408	2
Future Vol, veh/h	4	1	7	24	2	17	5	786	9	9	408	2
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, #	-	1	-	-	1	-	-	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	2	2	6	2	6	2	13	4	2
Mvmt Flow	4	1	8	26	2	18	5	845	10	10	439	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	1325	440	1325	1321	850	441	0	0	855	0	0
Stage 1	460	460	-	860	860	-	-	-	-	-	-	-
Stage 2	870	865	-	465	461	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.26	4.12	-	-	4.23	-	-
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	3.354	2.218	-	-	2.317	-	-
Pot Cap-1 Maneuver	132	156	617	133	157	354	1119	-	-	740	-	-
Stage 1	581	566	-	351	373	-	-	-	-	-	-	-
Stage 2	346	371	-	578	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	122	152	617	128	153	354	1119	-	-	740	-	-
Mov Cap-2 Maneuver	234	263	-	249	268	-	-	-	-	-	-	-
Stage 1	576	556	-	348	370	-	-	-	-	-	-	-
Stage 2	323	368	-	560	555	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15	20.2	0.1	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1119	-	-	372	283	740	-	-
HCM Lane V/C Ratio	0.005	-	-	0.035	0.163	0.013	-	-
HCM Control Delay (s)	8.2	0	-	15	20.2	9.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	143	127	27	131	828	12	248	10	353	113
Future Volume (vph)	143	127	27	131	828	12	248	10	353	113
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	38.7	27.3	25.6	18.0	59.9	71.0	65.1	65.1	107.3	102.1
Actuated g/C Ratio	0.24	0.17	0.16	0.11	0.37	0.44	0.41	0.41	0.67	0.64
v/c Ratio	0.62	0.47	0.14	0.71	1.10	0.02	0.39	0.01	0.51	0.16
Control Delay	61.7	66.4	47.8	88.1	90.2	14.4	36.6	0.0	14.7	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	66.4	47.8	88.1	90.2	14.4	36.6	0.0	14.7	13.4
LOS	E	E	D	F	F	B	D	A	B	B
Approach Delay		64.0		88.8			34.3			14.3
Approach LOS		E		F			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 160.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 59.9	Intersection LOS: E
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	127	5	27	131	828	12	248	10	353	113	33
Future Volume (veh/h)	143	127	5	27	131	828	12	248	10	353	113	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1604	1841	1826	1826	1870	1767	1870	1841	1618	1752
Adj Flow Rate, veh/h	157	140	5	30	144	910	13	273	11	388	124	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	20	4	5	5	2	9	2	4	19	10
Cap, veh/h	255	439	16	310	344	513	571	722	648	619	648	188
Arrive On Green	0.08	0.25	0.25	0.02	0.19	0.19	0.01	0.41	0.41	0.14	0.54	0.54
Sat Flow, veh/h	1767	1766	63	1753	1826	1547	1781	1767	1585	1753	1205	350
Grp Volume(v), veh/h	157	0	145	30	144	910	13	273	11	388	0	160
Grp Sat Flow(s),veh/h/ln	1767	0	1829	1753	1826	1547	1781	1767	1585	1753	0	1555
Q Serve(g_s), s	11.1	0.0	10.3	2.2	11.0	30.0	0.7	17.2	0.7	19.7	0.0	8.4
Cycle Q Clear(g_c), s	11.1	0.0	10.3	2.2	11.0	30.0	0.7	17.2	0.7	19.7	0.0	8.4
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	255	0	454	310	344	513	571	722	648	619	0	836
V/C Ratio(X)	0.62	0.00	0.32	0.10	0.42	1.78	0.02	0.38	0.02	0.63	0.00	0.19
Avail Cap(c_a), veh/h	275	0	454	435	344	513	714	722	648	755	0	836
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	48.8	50.3	56.8	53.2	26.7	32.9	28.0	21.2	0.0	19.0
Incr Delay (d2), s/veh	3.6	0.0	0.4	0.1	0.8	356.8	0.0	1.5	0.0	1.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.0	8.3	1.7	8.8	106.2	0.5	12.2	0.5	12.6	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	49.2	50.4	57.6	409.9	26.7	34.4	28.0	22.4	0.0	19.5
LnGrp LOS	D	A	D	D	E	F	C	C	C	C	A	B
Approach Vol, veh/h		302			1084			297			548	
Approach Delay, s/veh		49.2			353.2			33.8			21.5	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	92.7	20.1	36.9	29.9	72.2	10.6	46.4
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.7	10.4	13.1	32.0	21.7	19.2	4.2	12.3
Green Ext Time (p_c), s	0.0	0.9	0.1	0.0	1.0	1.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	188.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	143	127	27	131	828	12	248	10	353	113
Future Volume (vph)	143	127	27	131	828	12	248	10	353	113
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.0	37.8	21.0	37.8	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.1%	21.8%	12.1%	21.8%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	36.8	28.8	24.8	17.3	49.7	71.4	65.5	65.5	98.2	93.2
Actuated g/C Ratio	0.25	0.19	0.17	0.12	0.33	0.48	0.44	0.44	0.65	0.62
v/c Ratio	0.60	0.42	0.13	0.69	0.66	0.02	0.36	0.01	0.54	0.16
Control Delay	57.3	60.3	45.8	82.3	10.7	13.5	32.2	0.0	15.2	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	60.3	45.8	82.3	10.7	13.5	32.2	0.0	15.2	13.4
LOS	E	E	D	F	B	B	C	A	B	B
Approach Delay		58.7		21.2			30.2			14.7
Approach LOS		E		C			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 150	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	127	5	27	131	828	12	248	10	353	113	33
Future Volume (veh/h)	143	127	5	27	131	828	12	248	10	353	113	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1604	1841	1826	1826	1870	1767	1870	1841	1618	1752
Adj Flow Rate, veh/h	157	140	5	30	144	910	13	273	11	388	124	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	4	20	4	5	5	2	9	2	4	19	10
Cap, veh/h	256	445	16	315	352	915	567	717	643	616	645	187
Arrive On Green	0.08	0.25	0.25	0.02	0.19	0.19	0.01	0.41	0.41	0.14	0.54	0.54
Sat Flow, veh/h	1767	1766	63	1753	1826	2723	1781	1767	1585	1753	1205	350
Grp Volume(v), veh/h	157	0	145	30	144	910	13	273	11	388	0	160
Grp Sat Flow(s),veh/h/ln	1767	0	1829	1753	1826	1362	1781	1767	1585	1753	0	1555
Q Serve(g_s), s	11.1	0.0	10.3	2.2	11.1	30.9	0.7	17.4	0.7	20.0	0.0	8.5
Cycle Q Clear(g_c), s	11.1	0.0	10.3	2.2	11.1	30.9	0.7	17.4	0.7	20.0	0.0	8.5
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	256	0	461	315	352	915	567	717	643	616	0	833
V/C Ratio(X)	0.61	0.00	0.31	0.10	0.41	0.99	0.02	0.38	0.02	0.63	0.00	0.19
Avail Cap(c_a), veh/h	266	0	461	429	352	915	709	717	643	748	0	833
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	48.7	50.1	56.6	53.0	27.2	33.4	28.5	21.6	0.0	19.3
Incr Delay (d2), s/veh	3.9	0.0	0.4	0.1	0.8	28.3	0.0	1.5	0.0	1.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.0	8.3	1.7	8.8	28.9	0.5	12.3	0.5	12.8	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.3	0.0	49.1	50.2	57.4	81.3	27.2	35.0	28.5	22.8	0.0	19.8
LnGrp LOS	D	A	D	D	E	F	C	C	C	C	A	B
Approach Vol, veh/h		302			1084			297			548	
Approach Delay, s/veh		49.2			77.3			34.4			21.9	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	92.9	20.1	37.8	30.1	72.2	10.6	47.3
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	14.1	30.9	* 35	* 65	14.1	30.9
Max Q Clear Time (g_c+I1), s	2.7	10.5	13.1	32.9	22.0	19.4	4.2	12.3
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	1.0	1.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
104: CR 484 & Driveway #1 09/23/2024

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	644	900	85	0	172
Future Vol, veh/h	0	644	900	85	0	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	6	11	2	2	2
Mvmt Flow	0	678	947	89	0	181

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	474
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	537
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	537
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	537
HCM Lane V/C Ratio	-	-	-	0.337
HCM Control Delay (s)	-	-	-	15.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.5

HCM 6th TWSC
105: Marion Oaks Course & Driveway #2 09/23/2024

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	74	762	109	53	419
Future Vol, veh/h	0	74	762	109	53	419
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	300	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	6	2	2	4
Mvmt Flow	0	80	819	117	57	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	819	0	0	936	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	375	-	-	732	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	375	-	-	732	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	732	-
HCM Lane V/C Ratio	-	-	0.212	0.078	-
HCM Control Delay (s)	-	-	17.2	10.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-

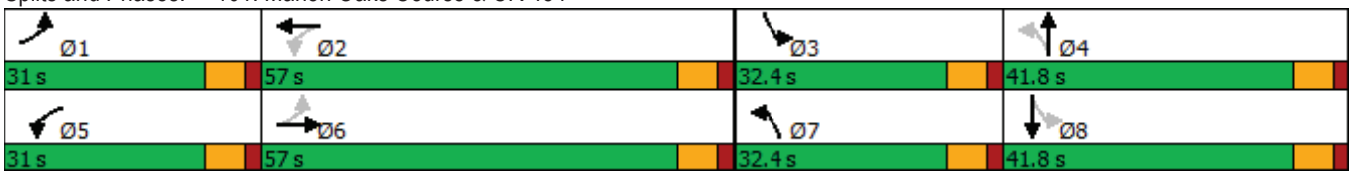
Timings
101: Marion Oaks Course & CR 484

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	59	520	307	562	100	219	333	325
Future Volume (vph)	59	520	307	562	100	219	333	325
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	10.0	15.0	10.0	15.0	10.0	15.0	10.0	15.0
Minimum Split (s)	16.8	21.8	16.8	21.8	16.8	21.8	16.8	21.8
Total Split (s)	31.0	57.0	31.0	57.0	32.4	41.8	32.4	41.8
Total Split (%)	19.1%	35.1%	19.1%	35.1%	20.0%	25.8%	20.0%	25.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	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	Max	None	Max	None	None	None	None
Act Effct Green (s)	60.5	50.3	80.1	66.7	43.6	31.6	64.1	45.4
Actuated g/C Ratio	0.38	0.32	0.51	0.42	0.28	0.20	0.41	0.29
v/c Ratio	0.27	0.64	0.80	0.70	0.36	0.91	1.00	0.66
Control Delay	25.3	48.5	40.4	37.5	34.6	89.5	89.4	56.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	48.5	40.4	37.5	34.6	89.5	89.4	56.4
LOS	C	D	D	D	C	F	F	E
Approach Delay		46.6		38.2		76.1		72.9
Approach LOS		D		D		E		E

Intersection Summary	
Cycle Length: 162.2	
Actuated Cycle Length: 157.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 52.9	Intersection LOS: D
Intersection Capacity Utilization 94.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 101: Marion Oaks Course & CR 484



HCM 6th Signalized Intersection Summary
101: Marion Oaks Course & CR 484

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	520	126	307	562	387	100	219	87	333	325	8
Future Volume (veh/h)	59	520	126	307	562	387	100	219	87	333	325	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1856	1870	1811	1856	1870	1796	1870	1841	1870	1693
Adj Flow Rate, veh/h	62	547	133	323	592	407	105	231	92	351	342	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	7	3	2	6	3	2	7	2	4	2	14
Cap, veh/h	228	881	213	399	773	531	308	248	99	354	554	13
Arrive On Green	0.06	0.32	0.32	0.13	0.40	0.40	0.06	0.20	0.20	0.16	0.30	0.30
Sat Flow, veh/h	1781	2724	660	1781	1950	1340	1781	1222	487	1753	1820	43
Grp Volume(v), veh/h	62	342	338	323	522	477	105	0	323	351	0	350
Grp Sat Flow(s),veh/h/ln	1781	1706	1677	1781	1721	1570	1781	0	1709	1753	0	1863
Q Serve(g_s), s	3.4	26.3	26.5	18.2	40.8	40.8	7.1	0.0	28.8	25.3	0.0	25.0
Cycle Q Clear(g_c), s	3.4	26.3	26.5	18.2	40.8	40.8	7.1	0.0	28.8	25.3	0.0	25.0
Prop In Lane	1.00		0.39	1.00		0.85	1.00		0.28	1.00		0.02
Lane Grp Cap(c), veh/h	228	552	543	399	682	622	308	0	347	354	0	567
V/C Ratio(X)	0.27	0.62	0.62	0.81	0.77	0.77	0.34	0.00	0.93	0.99	0.00	0.62
Avail Cap(c_a), veh/h	399	552	543	440	682	622	488	0	385	354	0	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	44.4	44.5	31.2	40.6	40.6	44.6	0.0	60.7	44.6	0.0	46.2
Incr Delay (d2), s/veh	0.6	5.1	5.3	10.0	8.0	8.7	0.7	0.0	27.4	45.5	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	17.7	17.6	13.9	26.0	24.2	5.9	0.0	21.6	22.0	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	49.6	49.8	41.2	48.6	49.3	45.3	0.0	88.2	90.1	0.0	48.2
LnGrp LOS	C	D	D	D	D	D	D	A	F	F	A	D
Approach Vol, veh/h		742			1322			428			701	
Approach Delay, s/veh		48.4			47.1			77.6			69.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	68.3	32.4	38.3	27.4	57.0	16.7	54.1
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	24.2	50.2	25.6	35.0	24.2	50.2	25.6	35.0
Max Q Clear Time (g_c+I1), s	5.4	42.8	27.3	30.8	20.2	28.5	9.1	27.0
Green Ext Time (p_c), s	0.1	3.8	0.0	0.7	0.4	4.4	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

HCM 6th TWSC
102: Marion Oaks Course & SW 132nd Pl 09/23/2024

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	0	4	10	0	10	14	616	15	16	667	2
Future Vol, veh/h	3	0	4	10	0	10	14	616	15	16	667	2
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, #	-	1	-	-	1	-	-	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	2	2	2	2	5	2	7	4	2
Mvmt Flow	3	0	4	11	0	11	15	655	16	17	710	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1444	1446	711	1440	1439	663	712	0	0	671	0	0
Stage 1	745	745	-	693	693	-	-	-	-	-	-	-
Stage 2	699	701	-	747	746	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.17	-	-
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	-	-	2.263	-	-
Pot Cap-1 Maneuver	110	132	433	111	133	461	888	-	-	896	-	-
Stage 1	406	421	-	434	445	-	-	-	-	-	-	-
Stage 2	430	441	-	405	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	103	124	433	105	125	461	888	-	-	896	-	-
Mov Cap-2 Maneuver	227	244	-	229	245	-	-	-	-	-	-	-
Stage 1	395	408	-	422	433	-	-	-	-	-	-	-
Stage 2	409	429	-	389	408	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.8	17.6	0.2	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	888	-	-	312	306	896	-	-
HCM Lane V/C Ratio	0.017	-	-	0.024	0.07	0.019	-	-
HCM Control Delay (s)	9.1	0	-	16.8	17.6	9.1	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	-	-

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	93	89	17	107	616	7	135	8	684	158
Future Volume (vph)	93	89	17	107	616	7	135	8	684	158
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	33.6	25.5	21.7	14.9	56.8	70.8	65.1	65.1	107.4	104.8
Actuated g/C Ratio	0.22	0.16	0.14	0.10	0.37	0.46	0.42	0.42	0.69	0.67
v/c Ratio	0.40	0.33	0.09	0.63	0.67	0.01	0.19	0.01	0.79	0.27
Control Delay	54.7	61.8	48.2	84.2	6.4	13.3	30.4	0.0	21.9	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	61.8	48.2	84.2	6.4	13.3	30.4	0.0	21.9	10.8
LOS	D	E	D	F	A	B	C	A	C	B
Approach Delay		58.3		18.7			28.1			18.5
Approach LOS		E		B			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 155.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.9	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	89	5	17	107	616	7	135	8	684	158	142
Future Volume (veh/h)	93	89	5	17	107	616	7	135	8	684	158	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1856	1870	1870	1870	1826	1870	1841	1870	1856	1841	1870
Adj Flow Rate, veh/h	98	94	5	18	113	648	7	142	8	720	166	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	5	2	4	2	3	4	2
Cap, veh/h	231	381	20	298	335	600	471	714	615	826	526	472
Arrive On Green	0.06	0.22	0.22	0.02	0.18	0.18	0.01	0.39	0.39	0.21	0.59	0.59
Sat Flow, veh/h	1781	1746	93	1781	1870	1547	1781	1841	1585	1767	894	802
Grp Volume(v), veh/h	98	0	99	18	113	648	7	142	8	720	0	315
Grp Sat Flow(s),veh/h/ln	1781	0	1839	1781	1870	1547	1781	1841	1585	1767	0	1696
Q Serve(g_s), s	7.4	0.0	7.5	1.4	8.8	30.0	0.4	8.6	0.5	35.0	0.0	15.7
Cycle Q Clear(g_c), s	7.4	0.0	7.5	1.4	8.8	30.0	0.4	8.6	0.5	35.0	0.0	15.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	231	0	401	298	335	600	471	714	615	826	0	998
V/C Ratio(X)	0.42	0.00	0.25	0.06	0.34	1.08	0.01	0.20	0.01	0.87	0.00	0.32
Avail Cap(c_a), veh/h	291	0	401	427	335	600	615	714	615	826	0	998
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	54.2	54.7	60.1	51.3	30.7	34.0	31.5	25.2	0.0	17.4
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.1	0.6	60.0	0.0	0.6	0.0	10.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	6.2	1.1	7.6	46.0	0.3	7.2	0.4	13.1	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	0.0	54.5	54.8	60.7	111.3	30.7	34.6	31.6	35.3	0.0	18.2
LnGrp LOS	D	A	D	D	E	F	C	C	C	D	A	B
Approach Vol, veh/h		197			779			157			1035	
Approach Delay, s/veh		53.3			102.7			34.3			30.1	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	105.8	16.3	36.9	42.2	72.2	9.7	43.4
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.4	17.7	9.4	32.0	37.0	10.6	3.4	9.5
Green Ext Time (p_c), s	0.0	2.0	0.1	0.0	0.0	0.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	58.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	93	89	17	107	616	7	135	8	684	158
Future Volume (vph)	93	89	17	107	616	7	135	8	684	158
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	3	8	7	4	5	1	6		5	2
Permitted Phases	8		4		4	6		6	2	
Detector Phase	3	8	7	4	5	1	6	6	5	2
Switch Phase										
Minimum Initial (s)	5.0	10.0	5.0	10.0	5.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	11.9	16.9	11.9	16.9	12.2	12.2	22.2	22.2	12.2	22.2
Total Split (s)	21.9	36.9	21.9	36.9	42.2	22.2	72.2	72.2	42.2	92.2
Total Split (%)	12.6%	21.3%	12.6%	21.3%	24.4%	12.8%	41.7%	41.7%	24.4%	53.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.1	2.1	2.1	2.1	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.9	7.2	7.2	7.2	7.2	7.2	7.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max
Act Effct Green (s)	33.6	25.5	21.7	14.9	56.8	70.8	65.1	65.1	107.4	104.8
Actuated g/C Ratio	0.22	0.16	0.14	0.10	0.37	0.46	0.42	0.42	0.69	0.67
v/c Ratio	0.40	0.33	0.09	0.63	0.46	0.01	0.19	0.01	0.79	0.27
Control Delay	54.7	61.8	48.2	84.2	3.3	13.3	30.4	0.0	21.9	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	61.8	48.2	84.2	3.3	13.3	30.4	0.0	21.9	10.8
LOS	D	E	D	F	A	B	C	A	C	B
Approach Delay		58.3		16.1			28.1			18.5
Approach LOS		E		B			C			B

Intersection Summary	
Cycle Length: 173.2	
Actuated Cycle Length: 155.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 103: SW 49th Ave & Marion Oaks Trl

HCM 6th Signalized Intersection Summary
103: SW 49th Ave & Marion Oaks Trl

09/23/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	89	5	17	107	616	7	135	8	684	158	142
Future Volume (veh/h)	93	89	5	17	107	616	7	135	8	684	158	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1856	1870	1870	1870	1826	1870	1841	1870	1856	1841	1870
Adj Flow Rate, veh/h	98	94	5	18	113	648	7	142	8	720	166	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	3	2	2	2	5	2	4	2	3	4	2
Cap, veh/h	231	381	20	298	335	1056	471	714	615	826	526	472
Arrive On Green	0.06	0.22	0.22	0.02	0.18	0.18	0.01	0.39	0.39	0.21	0.59	0.59
Sat Flow, veh/h	1781	1746	93	1781	1870	2723	1781	1841	1585	1767	894	802
Grp Volume(v), veh/h	98	0	99	18	113	648	7	142	8	720	0	315
Grp Sat Flow(s),veh/h/ln	1781	0	1839	1781	1870	1362	1781	1841	1585	1767	0	1696
Q Serve(g_s), s	7.4	0.0	7.5	1.4	8.8	30.0	0.4	8.6	0.5	35.0	0.0	15.7
Cycle Q Clear(g_c), s	7.4	0.0	7.5	1.4	8.8	30.0	0.4	8.6	0.5	35.0	0.0	15.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	231	0	401	298	335	1056	471	714	615	826	0	998
V/C Ratio(X)	0.42	0.00	0.25	0.06	0.34	0.61	0.01	0.20	0.01	0.87	0.00	0.32
Avail Cap(c_a), veh/h	291	0	401	427	335	1056	615	714	615	826	0	998
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	54.2	54.7	60.1	41.2	30.7	34.0	31.5	25.2	0.0	17.4
Incr Delay (d2), s/veh	1.2	0.0	0.3	0.1	0.6	1.1	0.0	0.6	0.0	10.1	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	6.2	1.1	7.6	16.1	0.3	7.2	0.4	13.1	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	0.0	54.5	54.8	60.7	42.2	30.7	34.6	31.6	35.3	0.0	18.2
LnGrp LOS	D	A	D	D	E	D	C	C	C	D	A	B
Approach Vol, veh/h		197			779			157			1035	
Approach Delay, s/veh		53.3			45.2			34.3			30.1	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	105.8	16.3	36.9	42.2	72.2	9.7	43.4
Change Period (Y+Rc), s	* 7.2	* 7.2	6.9	6.9	* 7.2	* 7.2	6.9	6.9
Max Green Setting (Gmax), s	* 15	* 85	15.0	30.0	* 35	* 65	15.0	30.0
Max Q Clear Time (g_c+I1), s	2.4	17.7	9.4	32.0	37.0	10.6	3.4	9.5
Green Ext Time (p_c), s	0.0	2.0	0.1	0.0	0.0	0.8	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
104: CR 484 & Driveway #1 09/23/2024

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1001	1141	77	0	149
Future Vol, veh/h	0	1001	1141	77	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	6	2	2	2
Mvmt Flow	0	1054	1201	81	0	157

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	601
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	443
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	443
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	443
HCM Lane V/C Ratio	-	-	-	0.354
HCM Control Delay (s)	-	-	-	17.5
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	1.6

HCM 6th TWSC
105: Marion Oaks Course & Driveway #2 09/23/2024

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	63	609	98	36	686
Future Vol, veh/h	0	63	609	98	36	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	300	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	5	2	2	4
Mvmt Flow	0	67	648	104	38	730

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	648	0	0	752	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	470	-	-	858	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	470	-	-	858	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.9	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	858	-
HCM Lane V/C Ratio	-	-	0.143	0.045	-
HCM Control Delay (s)	-	-	13.9	9.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Appendix G

Turn-Lane Analysis Worksheets

Westbound Right-Turn Lane Analysis - CR 484 at Driveway #1 - 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:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	985
Right-turn volume, veh/h:	85

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	31
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	

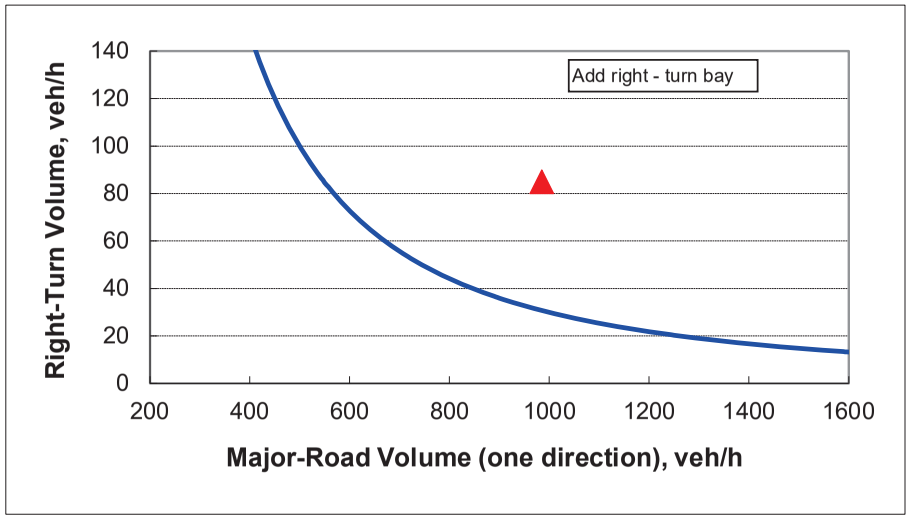


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

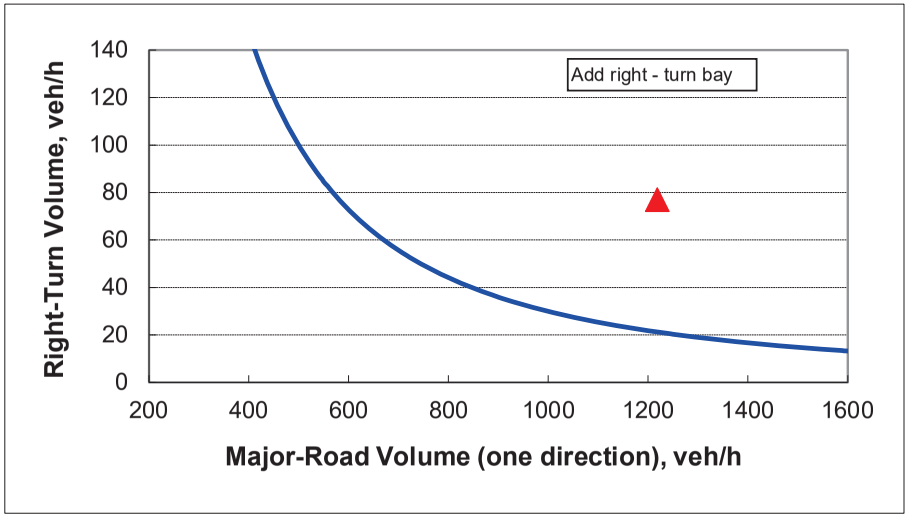
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	1218
Right-turn volume, veh/h:	77

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	21
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



Northbound Right-Turn Lane Analysis - Marion Oaks Course at Driveway #2 - 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:	45
Major-road volume (one direction), veh/h:	871
Right-turn volume, veh/h:	109

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	16
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

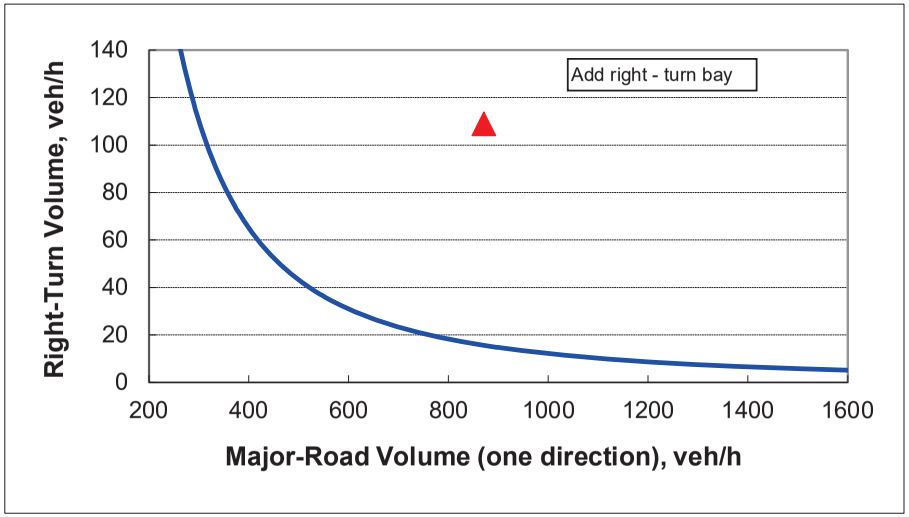


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	45
Major-road volume (one direction), veh/h:	707
Right-turn volume, veh/h:	98

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	23
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

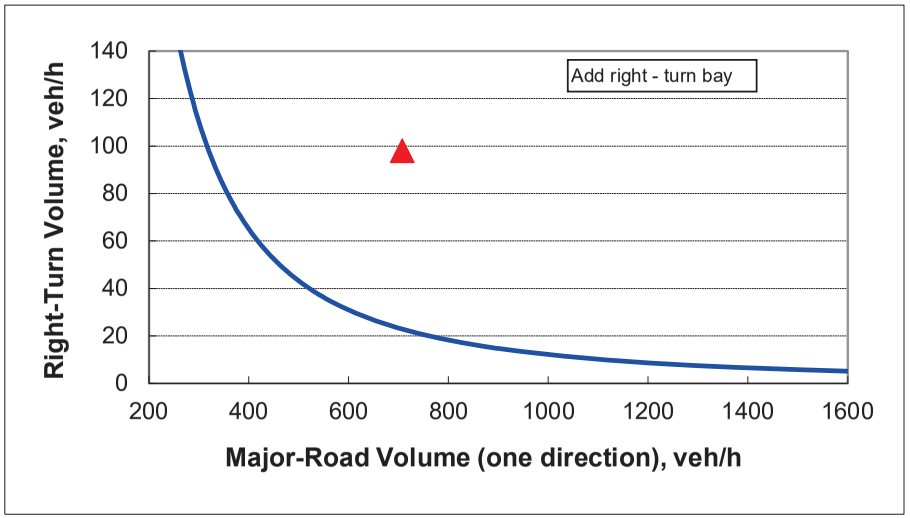


Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

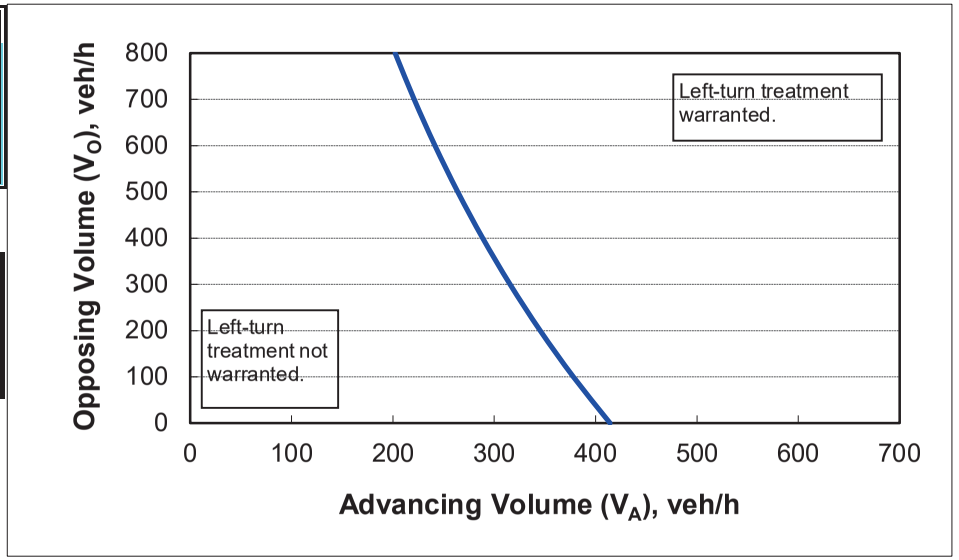
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	11%
Advancing volume (V_A), veh/h:	472
Opposing volume (V_O), veh/h:	871

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	190
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment 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:	3.0

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

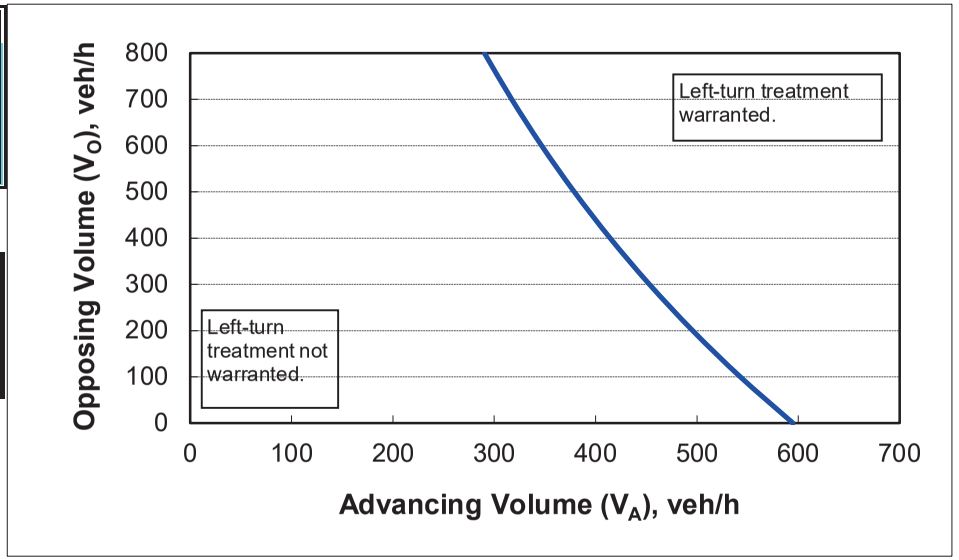
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	722
Opposing volume (V_O), veh/h:	707

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	315
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment 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:	3.0