



**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

March 13, 2025

BOWMAN
DANE FRAY
4450 W EAU GALLIE BLVD STE 144
MELBOURNE, FL 32934

SUBJECT: TRAFFIC METHODOLOGY APPROVAL LETTER
PROJECT NAME: SECO ENERGY OCALA, FLORIDA
PROJECT #2025010025 APPLICATION: #32365 PARCEL #41200-012-00

Dear Dane,

The Traffic Methodology dated February 24, 2025 for the above referenced project was approved by Marion County on March 13, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

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

Sincerely,

Your Development Review Team
Office of the County Engineer



Memorandum

To: Marion County - County Engineer's office
FDOT – District 5 – Traffic Operations

From: Daniela Jurado, PE
Jessica Stord, EIT

Date: 2/24/2025

Re: SECO Energy Ocala, Florida – Traffic Study Methodology

This memorandum outlines the proposed methodology of the Traffic Study for the proposed SECO Energy Facility to be located west of the intersection of CR 475A and SW 128th Ave in Marion County, Florida. The site consists of the following parcels: 41200-012-00, 41200-020-00, 41200-020-01. Access is proposed via three full-access driveways along CR 475A, two are proposed as fleet and truck access and one as employees and visitor/vendor access. The southern most fleet/access driveway will serve as a secondary access. The site location and preliminary site plan is presented in **Attachment M-1**.

The purpose for the study is threefold: (i) to determine the number of trips generated by the proposed site; (ii) to determine the potential impact, if any, of the proposed development on the roadway network; (iii) to propose improvements, if required.

Trip Generation. **Table 1** displays the anticipated site trip generation for the proposed development. **Table 2** displays the anticipated truck trip generation for the proposed development. The Land Use Definitions and Rates Information is presented in **Attachment M-2**.

Table 1. Anticipated Site Trip Generation

Land Use	Land Use Code	Intensity	Units	Daily Trips			AM Peak Hour ⁽¹⁾			PM Peak Hour ⁽¹⁾		
				Total	In	Out	Total	In	Out	Total	In	Out
Proposed Development												
Utility	170	36.40	KSF	447	224	223	85	74	11	79	14	65
Warehousing	150	246.23	KSF	424	214	210	53	41	12	56	16	40
Sub Total				871	438	433	138	115	23	135	30	105

Based on the Institute of Transportation Engineers Trip Generation, 11th Edition

(1) Peak Hour of Adjacent Street

Table 2. Anticipated Site Trip Truck Generation

Land Use	Land Use Code	Intensity	Units	Daily Trips			AM Peak Hour ⁽¹⁾⁽²⁾			PM Peak Hour ⁽¹⁾⁽²⁾		
				Total	In	Out	Total	In	Out	Total	In	Out
Proposed Development												
Utility	170	36.40	KSF	7	4	3	3	2	1	4	2	2
Warehousing	150	246.23	KSF	148	74	74	5	3	2	7	4	3
Sub Total				155	78	77	8	5	3	11	6	5

Based on the Institute of Transportation Engineers Trip Generation, 11th Edition

(1) Peak Hour of Adjacent Street

(2) Per ITE no truck trips are anticipated during the AM and PM peak hours for Land Use 170 (Utility) therefore, for a conservative approach, the daily trips were split.

Anticipated Distribution. The anticipated trip distribution was developed based on the review of the population centers, land uses in the surrounding area, and the accessibility to the site. The regional trip distribution and background information is presented in **Attachment M-1**.

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Buildout Year. The proposed development is expected to be constructed and fully operational by the year 2027.

Study Area. Per the Ocala Marion TPO *Traffic Study Guidelines* and based on the anticipated roadway impact of the site, see **Attachment M-3**. The following intersections and roadway segment are proposed to be evaluated in the study:

Intersections:	• CR 484 and CR 475A • CR 484 and I-75 NB Ramps • CR 484 and I-75 SB Ramps • Access Driveways
Roadway Segment:	• CR 475A (ID# 1930.1) – From CR 475B to CR 484 • CR 484 (ID# 2070) – From I-75 Ramp (E) to CR 475A • CR 484 (ID# 2080) – From CR 475A to CR 475

Data Collection Elements & Methodologies. Intersection turning movements counts will be collected on an average weekday while the schools are in session during the morning 7:00 AM - 09:00 AM and evening 4:00 PM - 06:00 peak periods at the study area intersections.

Roadway AADT information will be extracted from the *Ocala Marion TPO Congestion Management Process 2023 State of the System Report* for the following roadway segments:

- CR 475A (1930.1) – From CR 475B to CR 484
- CR 484 (2070) – From I-75 Ramp (E) to CR 475A
- CR 484 (ID# 2080) – From CR 475A to CR 475

Growth Rate & Adjustments. To account for the ambient background traffic growth rate, the counts will be affected by the respective roadway segment average growth rate provided in the Ocala Marion County TPO 2023 *State of the System Report* or a minimum growth rate of 1.00%, whichever is greater. The background information is presented in **Attachment M-4**.

The volumes will also be adjusted by the Marion County Seasonal Factor (SF) extracted from Florida Traffic Online. This factor will not be used to reduce volumes.

Background Projects.

- FPID 433651-1 – Intersection Improvements on CR 484
- FDIP 452074-1 – Lane addition to I-75 from SR 44 to SR 326.

Analysis Periods & Times. The analyses will be prepared for the weekday morning (7:00 AM - 09:00 AM) and evening (4:00 PM - 06:00 PM) peak hours for the following scenarios: 2025 Existing Conditions, 2027 No Build Conditions, and 2027 Build Conditions.

Analyses to be Performed. The following analysis will be included in the study:

- *Capacity/LOS Analysis:* Capacity Analysis will be performed for the analysis intersections for the analysis periods and scenarios in the study area section of this memorandum following the Highway Capacity Manual (HCM 6th Edition) methodologies using the computer software package Synchro 11.
- A roadway segment analysis will be performed for study area roadway segments for the directional PM peak hour service volumes.
- *Turn Lane Warrant Analysis:* A turn lane warrant analysis will be completed for the driveways to determine the need for auxiliary turn lanes per guidance provided by Section 6.2 and 6.3 of the 2023 FDOT *Multimodal Access Management Guidebook*, the analysis will be conducted per the criteria set forth in NCHRP 745 and NCHRP 457 unless engineering judgement indicates otherwise.
- *Queue Analysis:* 95th percentile queue lengths at the proposed driveways.

Should you have any questions please do not hesitate to contact me at djurado@bowman.com or 321.608.0498.



Sincerely,

A handwritten signature in black ink, appearing to read "Daniela S. Jurado".

Daniela S. Jurado, PE
Project Manager-Traffic Engineering
Bowman

Attachments

Attachment M-1. Site Location and Trip Distribution

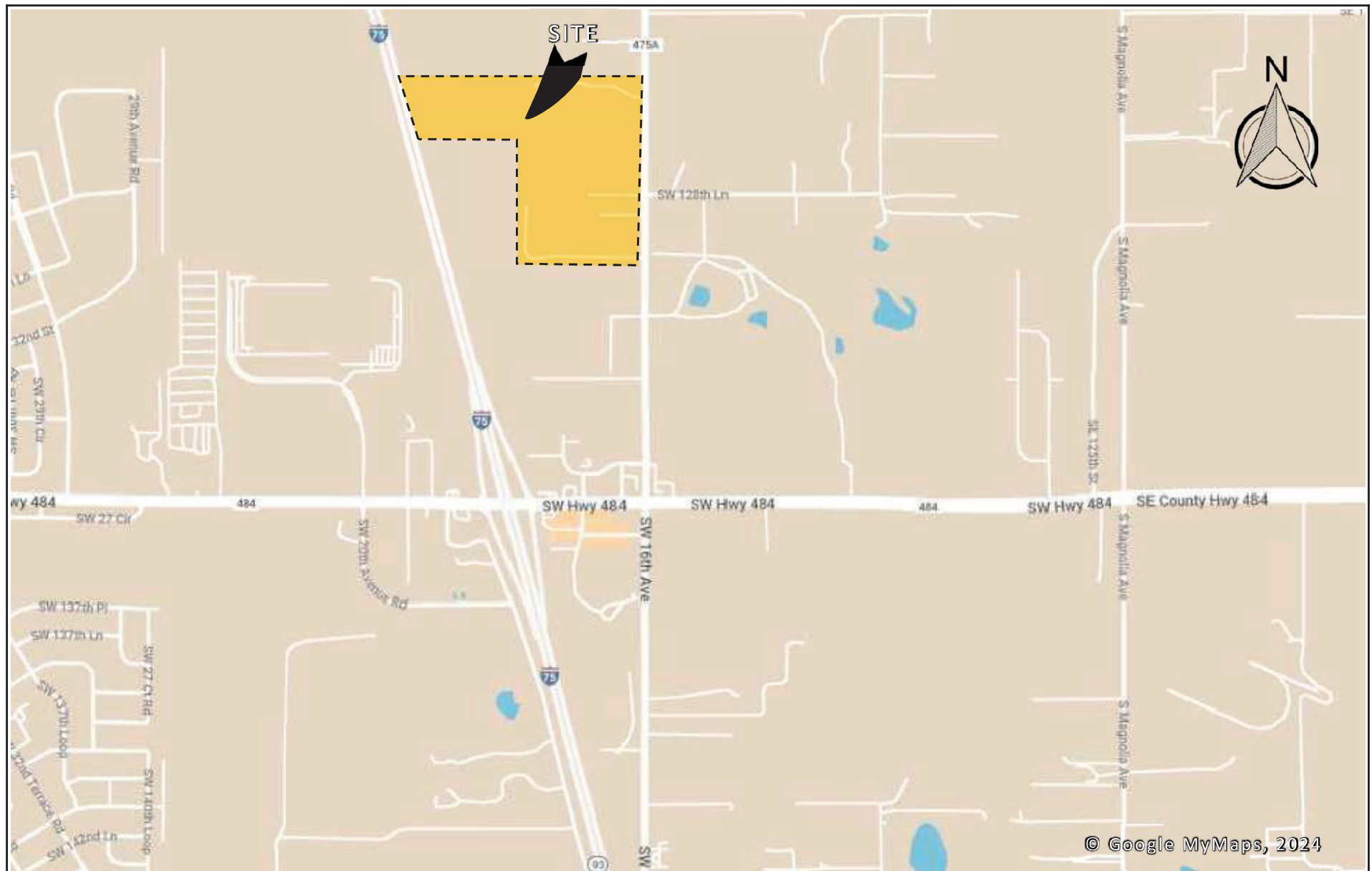
Attachment M-2. Land Use Definitions and Rates Information

Attachment M-3. Study Area Determination

Attachment M-4. Growth Rate Background Information



ATTACHMENT M-1



© Google MyMaps, 2024

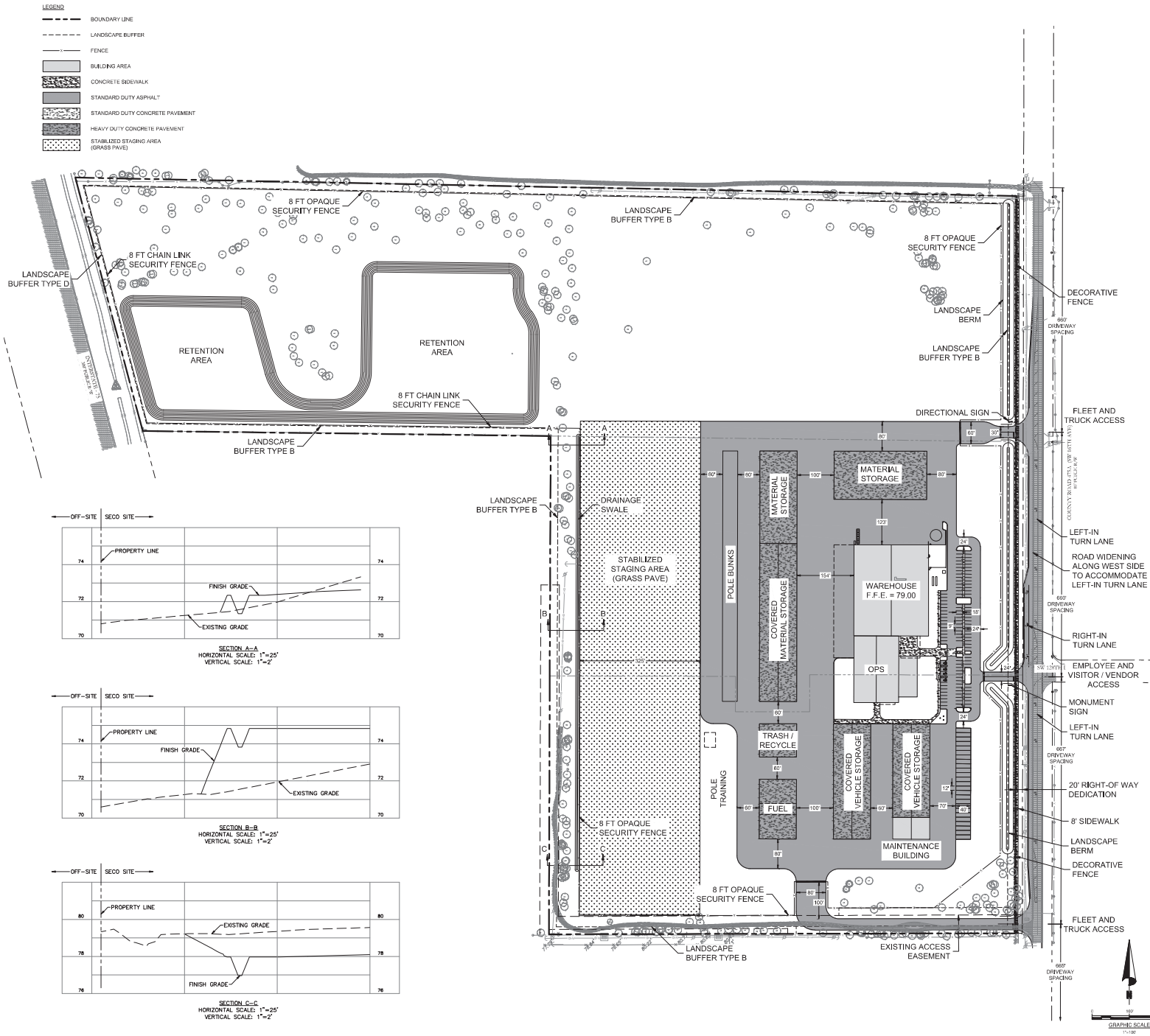
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LEGEND

 SITE LOCATION

FIGURE 1. SITE LOCATION

SECO ENERGY OCALA



SHEET NOTES

Client	SECO Energy 330 US-90 Sarasota, FL 33555 Tel: 813.763.3801
Development Manager	Project Management Adrian, Inc. 615 Chambrado Drive Suite 207 Tampa, FL 33602 Tel: 813.766.8491
Architect	Gensler Main Office: 233 Montgomery St., Suite 200, San Francisco, CA 94104 Tel: 415.433.3700 Fax: 415.433.4599 Southeast Office: 1001 Water Street, Suite 200, Tampa, FL 33602 Tel: 813.254.3600 Fax: 813.223.6648
Civil Engineer	Bowman Bowman Consulting Group, LLC 4720 Salisbury Rd. Suite 101 Jacksonville, FL 32206 Tel: 321.270.6621
Landscape	evergreen Evergreen Design Group 4700 Morris Blvd. Suite 500 Orlando, FL 32809
Structural Engineer	Walter P. Moore Walter P. Moore and Associates 201 East Kennedy Blvd. Suite 700 Tampa, FL 33602 Tel: 813.223.2424
MEP/FP, AV, IT, Security	CMTA CMTA, Inc. 600 S. Orlando Ave. Hallmark 15, 32709 Tel: 407.302.8519

GENERAL NOTES

Date	Description
02/11/2025	ISSUE FOR SCHEMATIC DESIGN

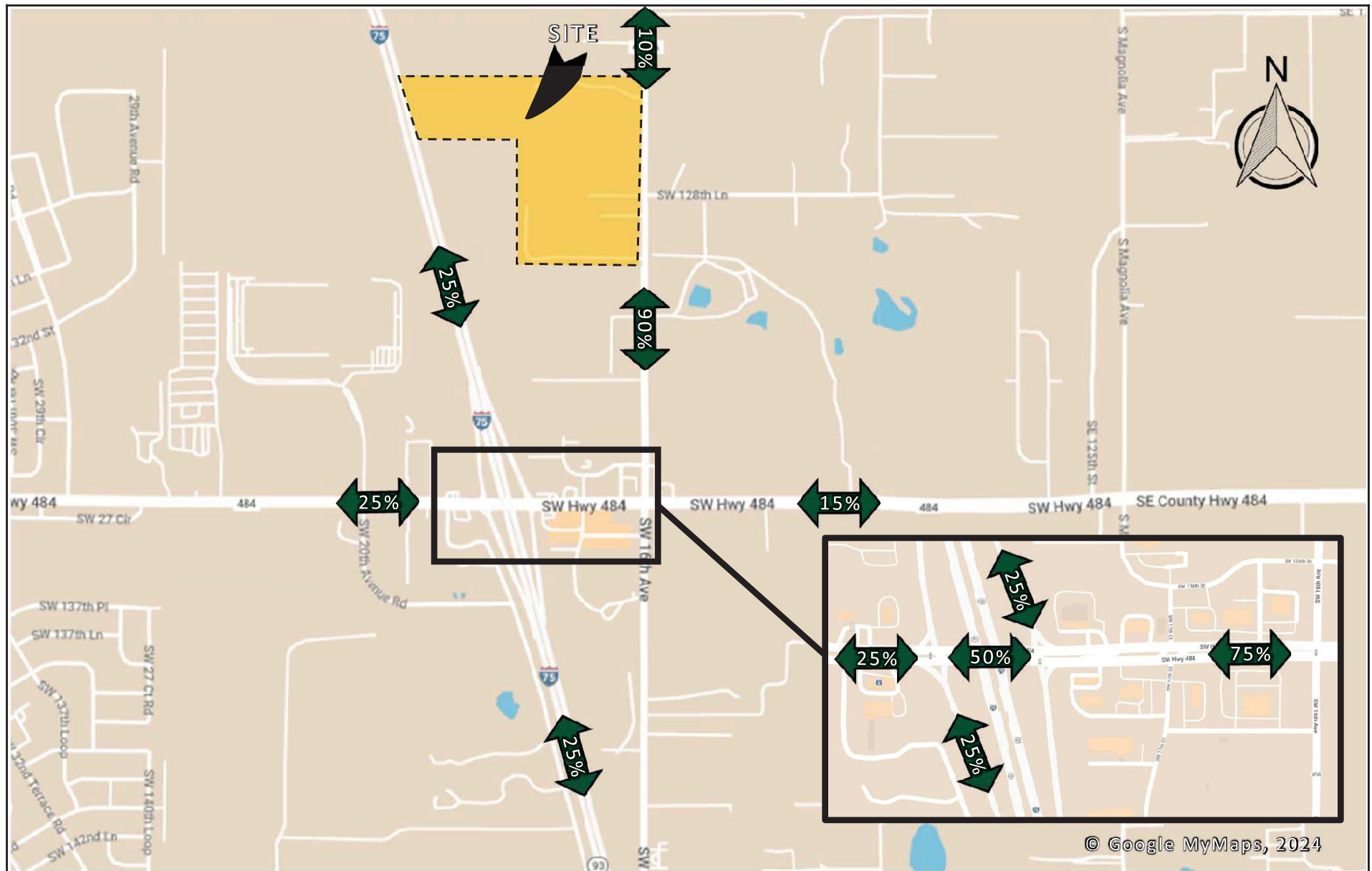
Seal Signature
DATE: 02/11/2025, REG. FL NO. 97211

NOT FOR CONSTRUCTION

Project Name: SECO ENERGY
OCALA SITE
Project Number: 011526-03-003
Description: PRELIMINARY SITE PLAN EXHIBIT

Scale: AS SHOWN

Site	Type	Sheet
OCA	SITE	EX3



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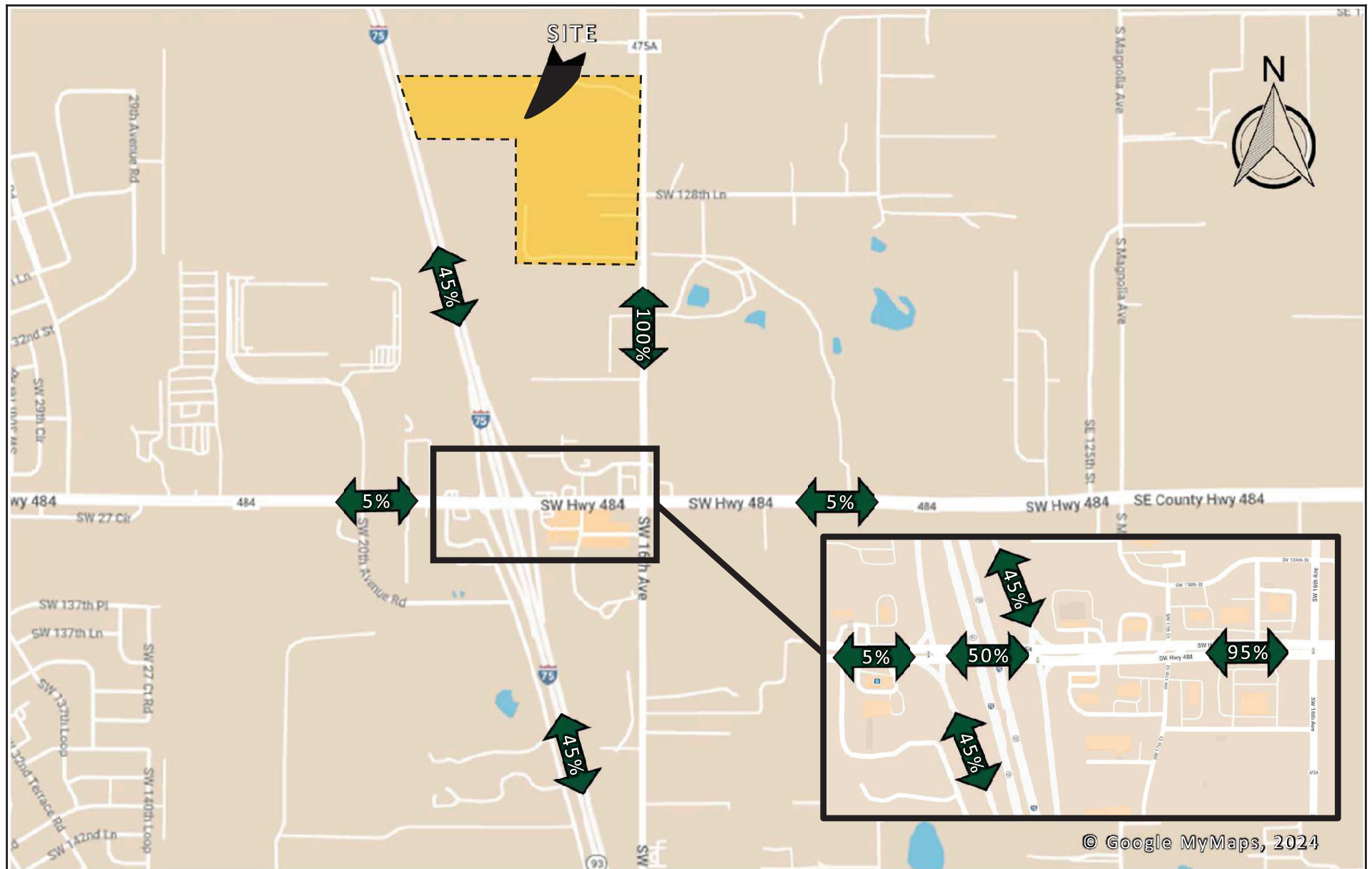
SITE LOCATION



DISTRIBUTION

FIGURE 2. OFFICE TRIP DISTRIBUTION

SECO ENERGY OCALA

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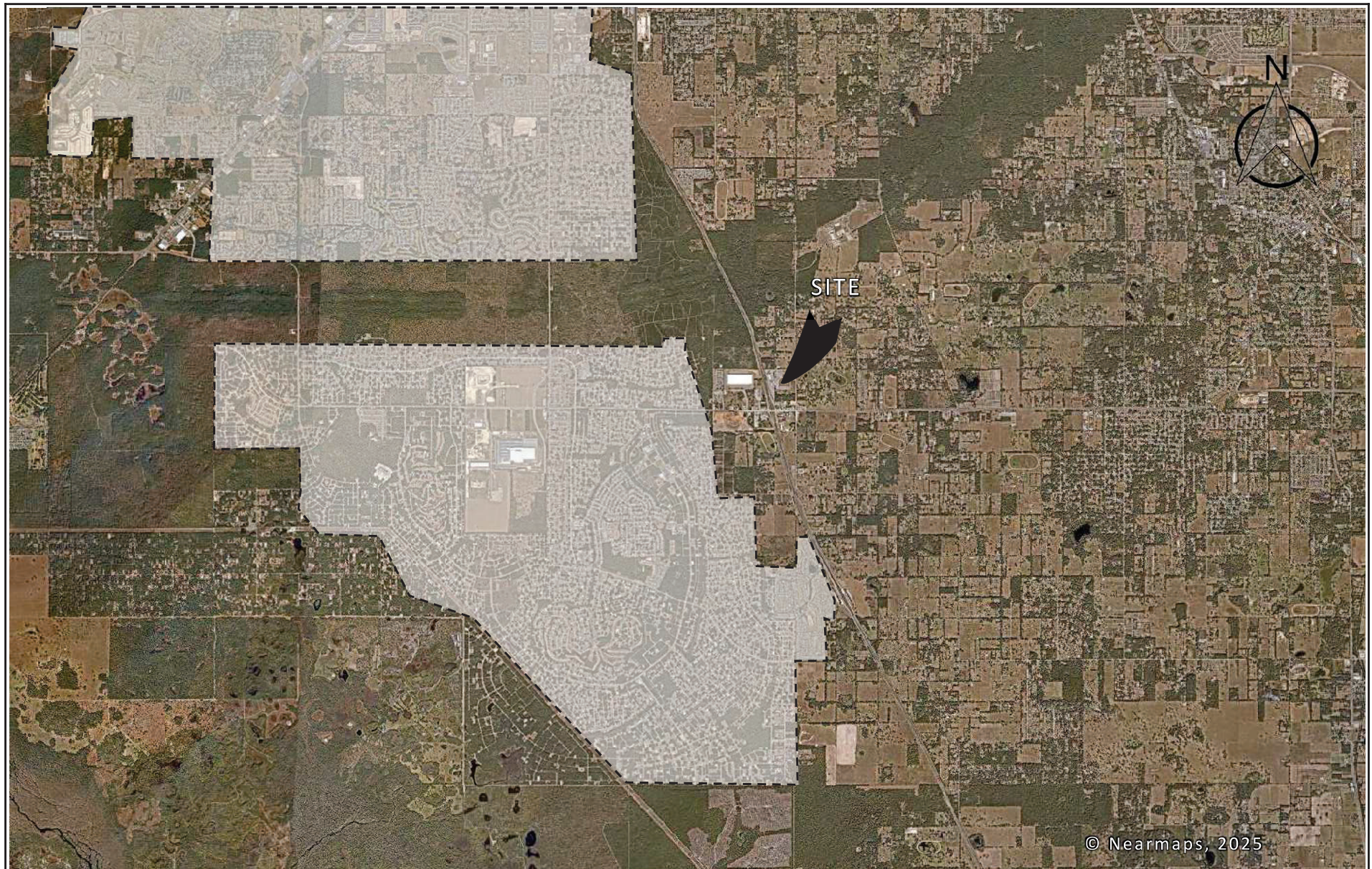
SITE LOCATION



DISTRIBUTION

FIGURE 3. WAREHOUSE TRIP DISTRIBUTION

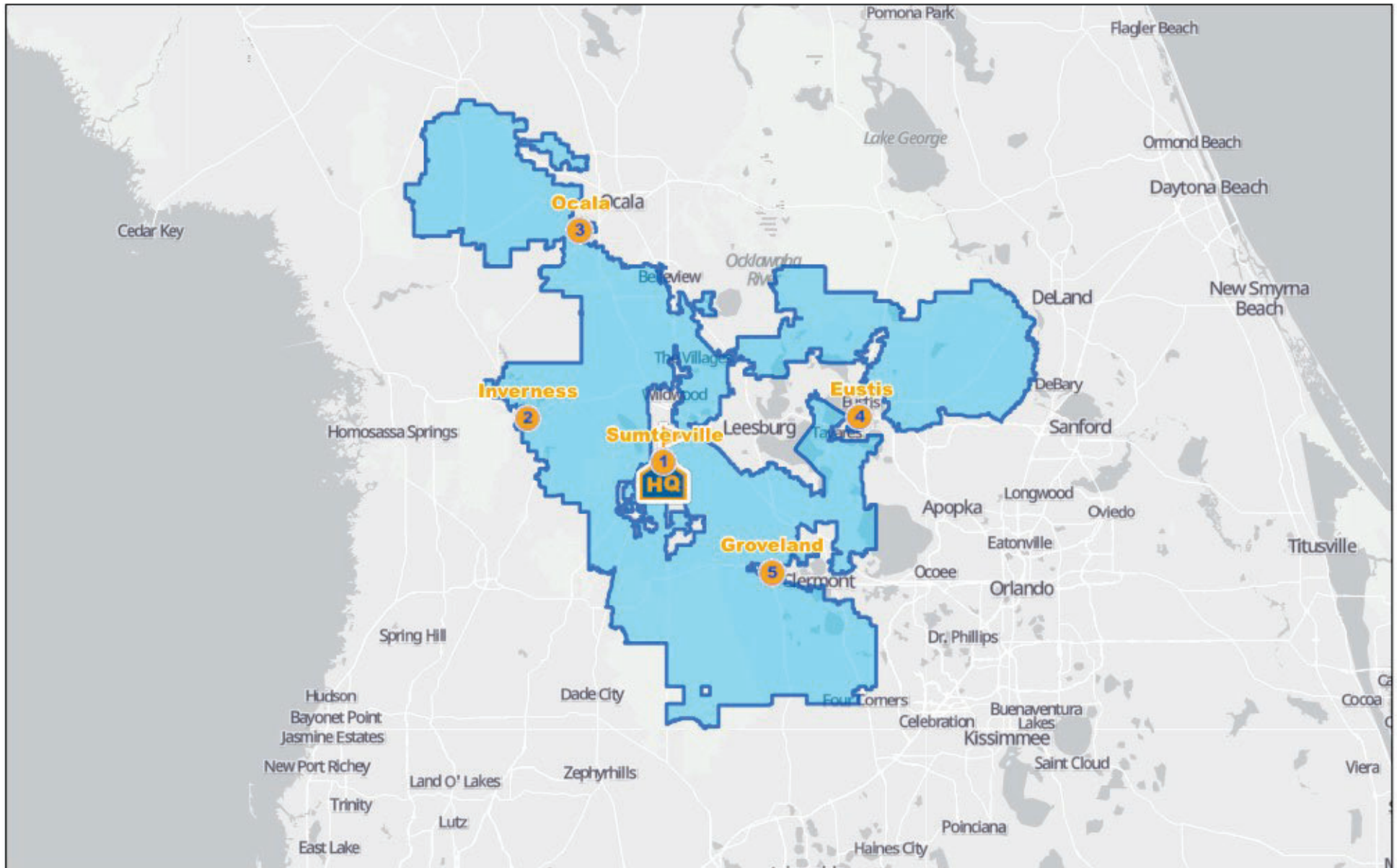
SECO ENERGY OCALA

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[Dashed Box] DENSE RESIDENTIAL POPULATION CENTERS

FIGURE 4. POPULATION CENTERS**SECO ENERGY OCALA**

SECO Energy Service Area



2/14/2025, 3:04:46 PM

Member Service Centers

- 1 - Sumterville
- 2 - Inverness

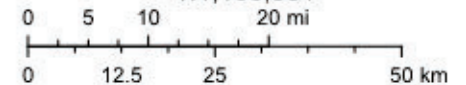
- 3 - Ocala
- 4 - Eustis (Ardice)
- 5 - Groveland



Corporate Office

Area served by SECO Energy

1:1,155,581



Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

SECO Energy Geospatial Services
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ATTACHMENT M-2

Land Use: 170 Utility

Description

A utility is a free-standing building that can house office space, a storage area, and electromechanical or industrial equipment that support a local electrical, communication, water supply or control, or sewage treatment utility.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Delaware, Oregon, and Texas.

Source Numbers

422, 443, 538, 876

Utility (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 13

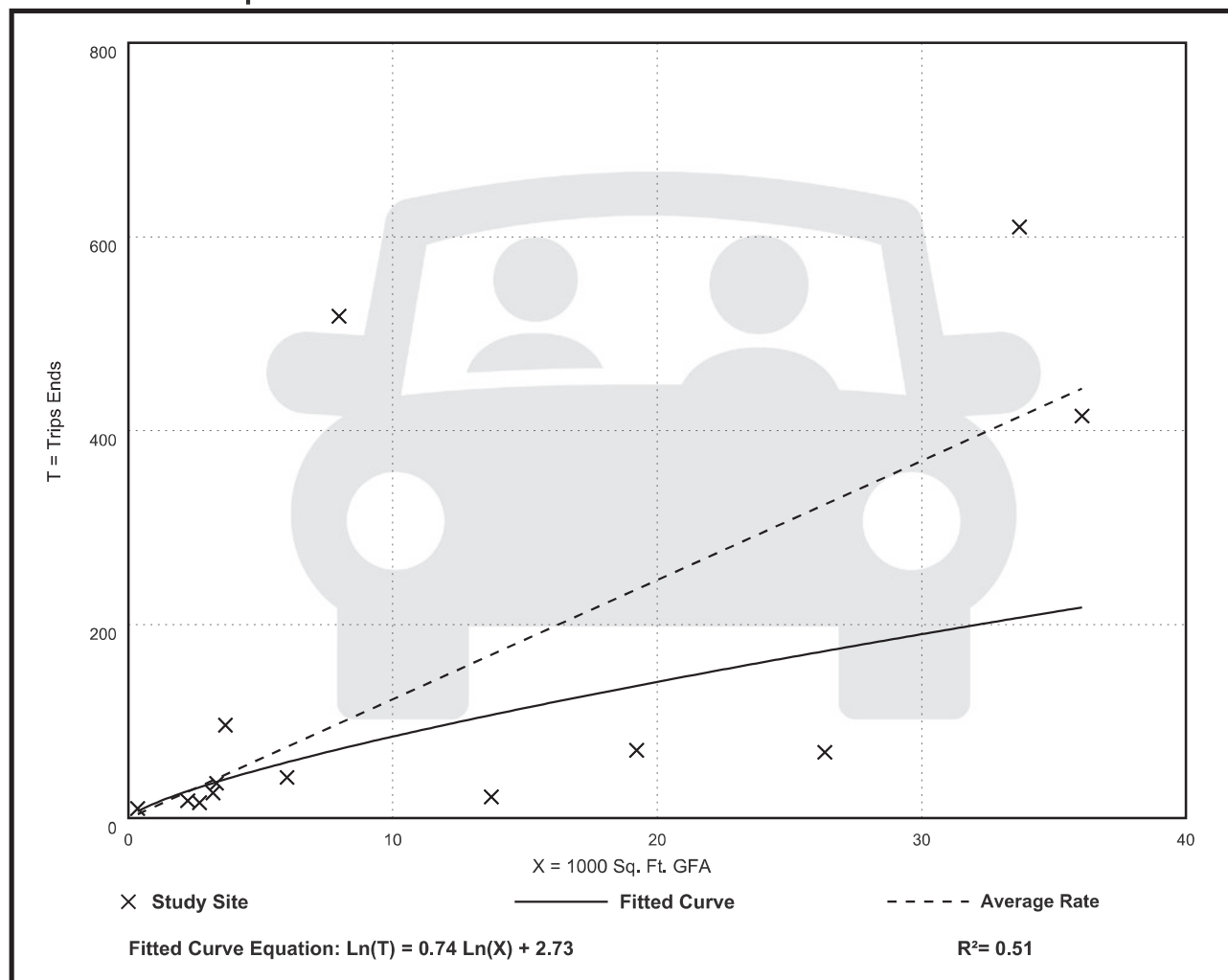
Avg. 1000 Sq. Ft. GFA: 12

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.29	1.60 - 65.03	14.32

Data Plot and Equation



Utility (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

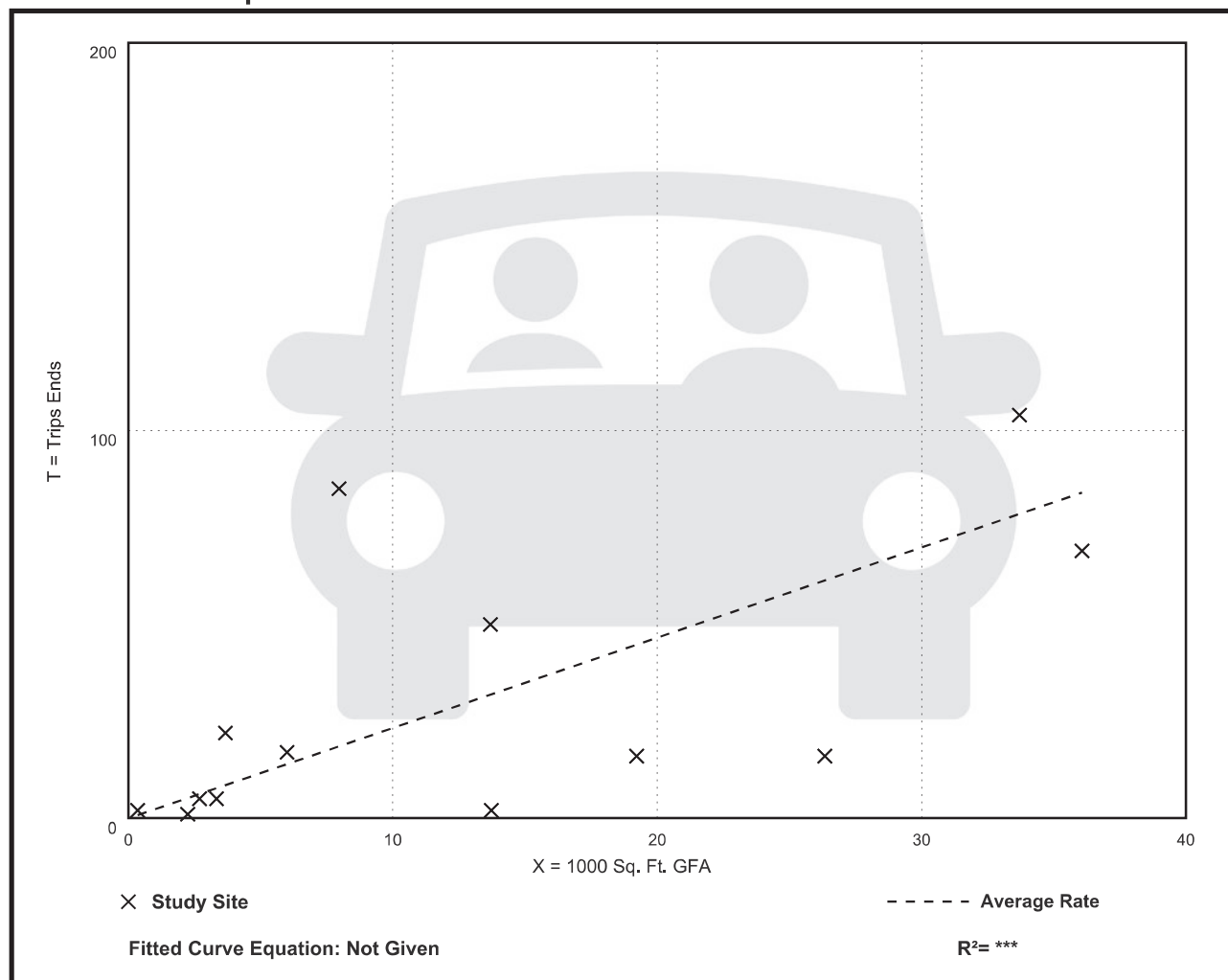
Avg. 1000 Sq. Ft. GFA: 13

Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.33	0.15 - 10.67	2.34

Data Plot and Equation



Utility (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 14

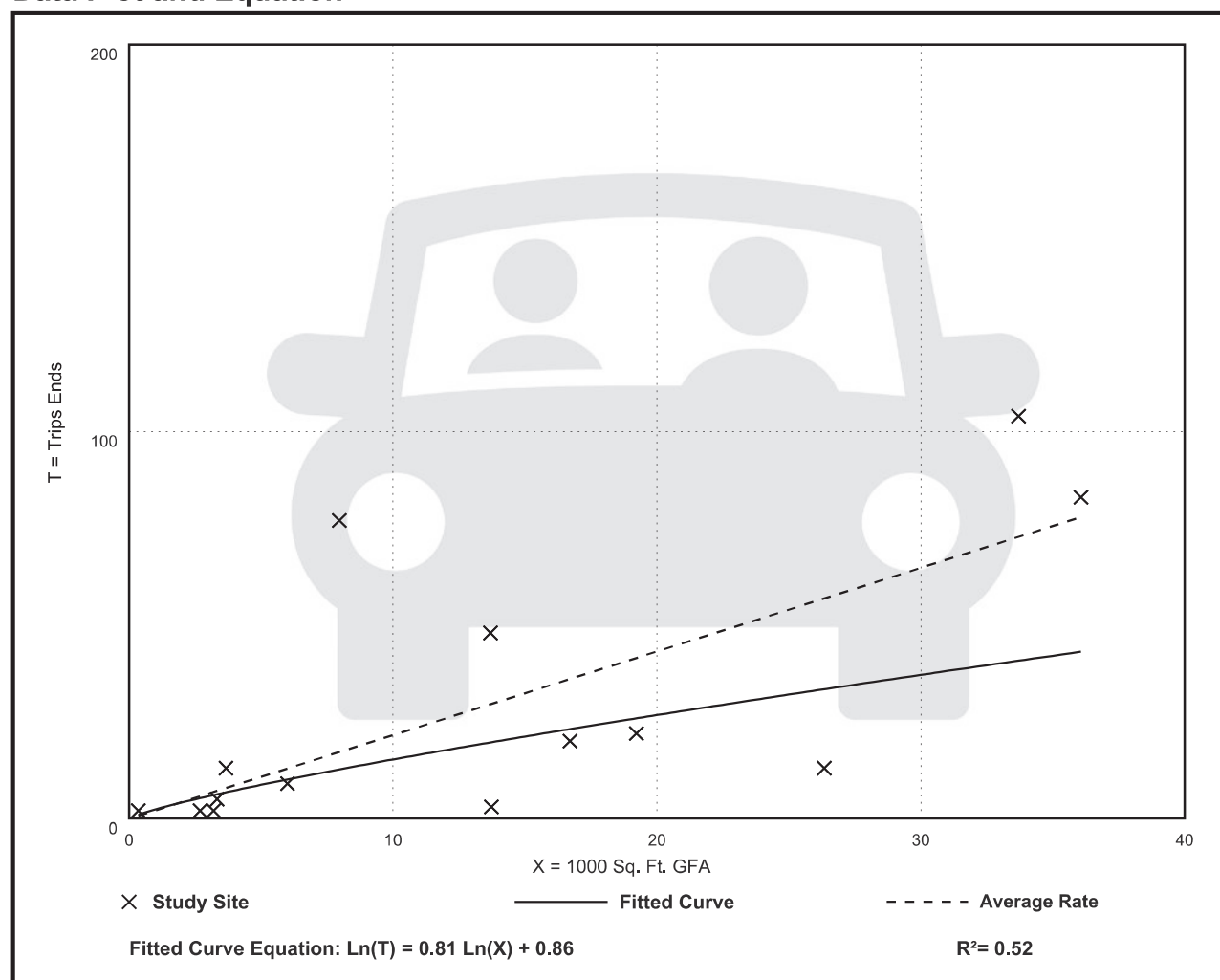
Avg. 1000 Sq. Ft. GFA: 13

Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.22 - 9.67	2.00

Data Plot and Equation



Land Use: 150 Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050

Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 31

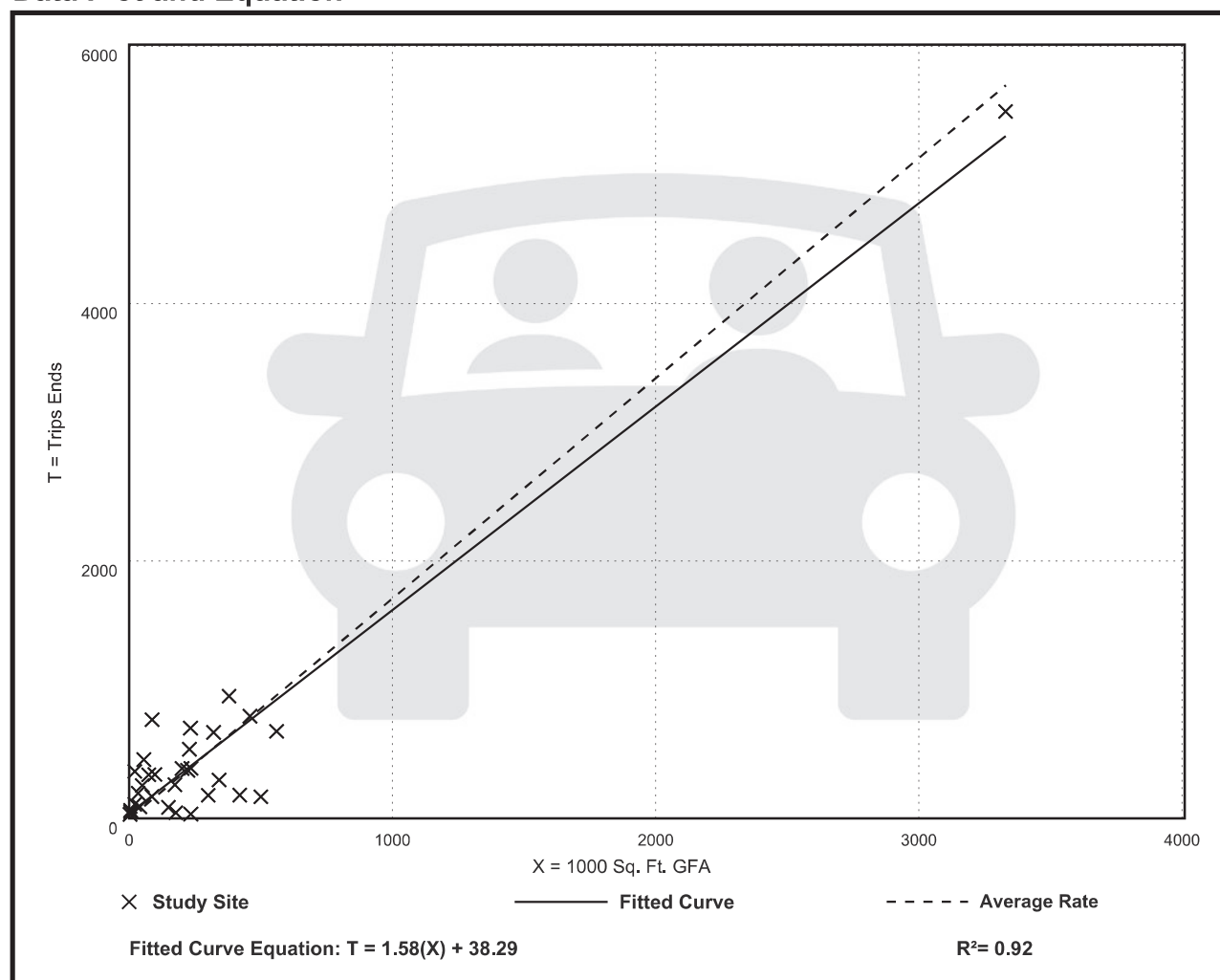
Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 36

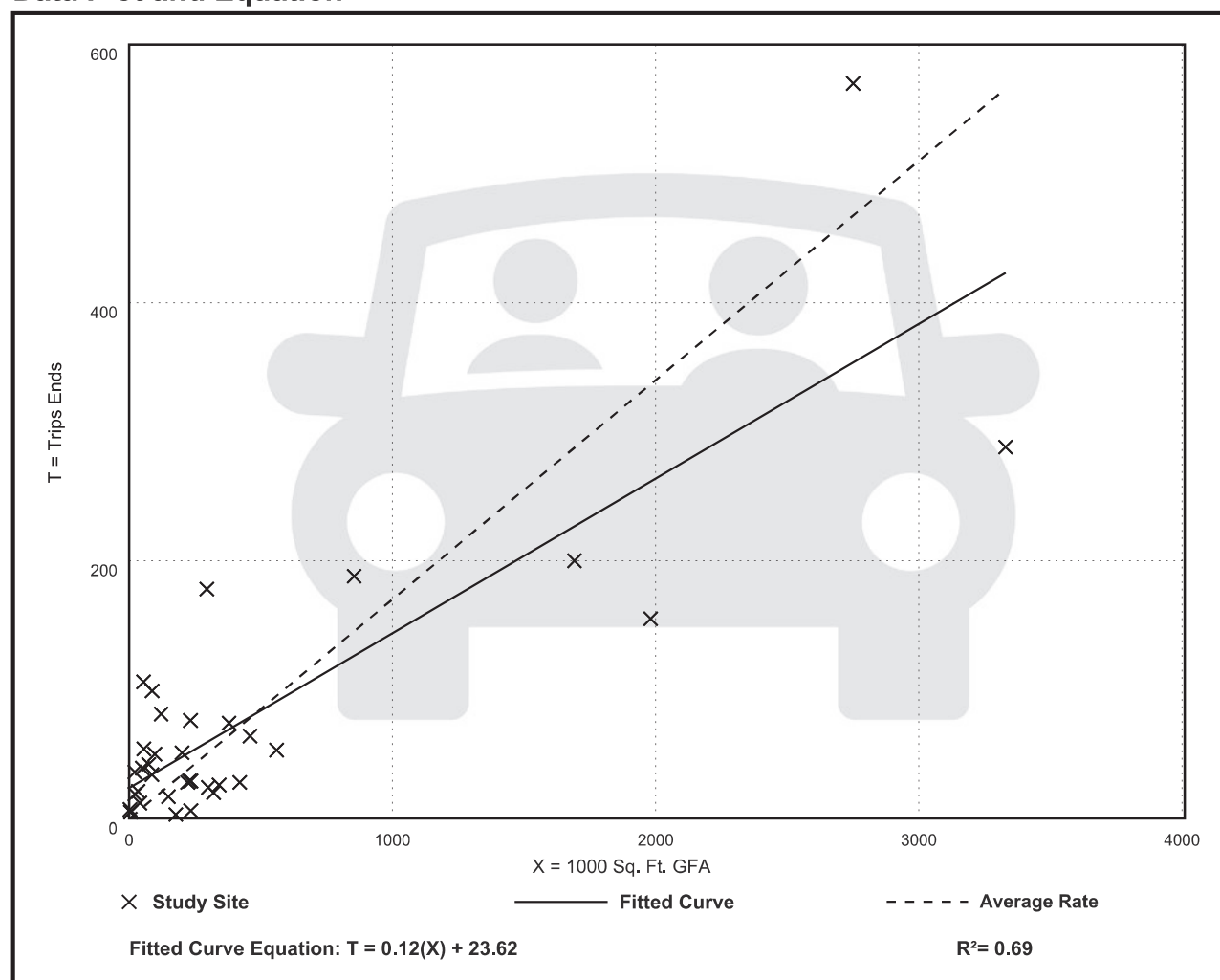
Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

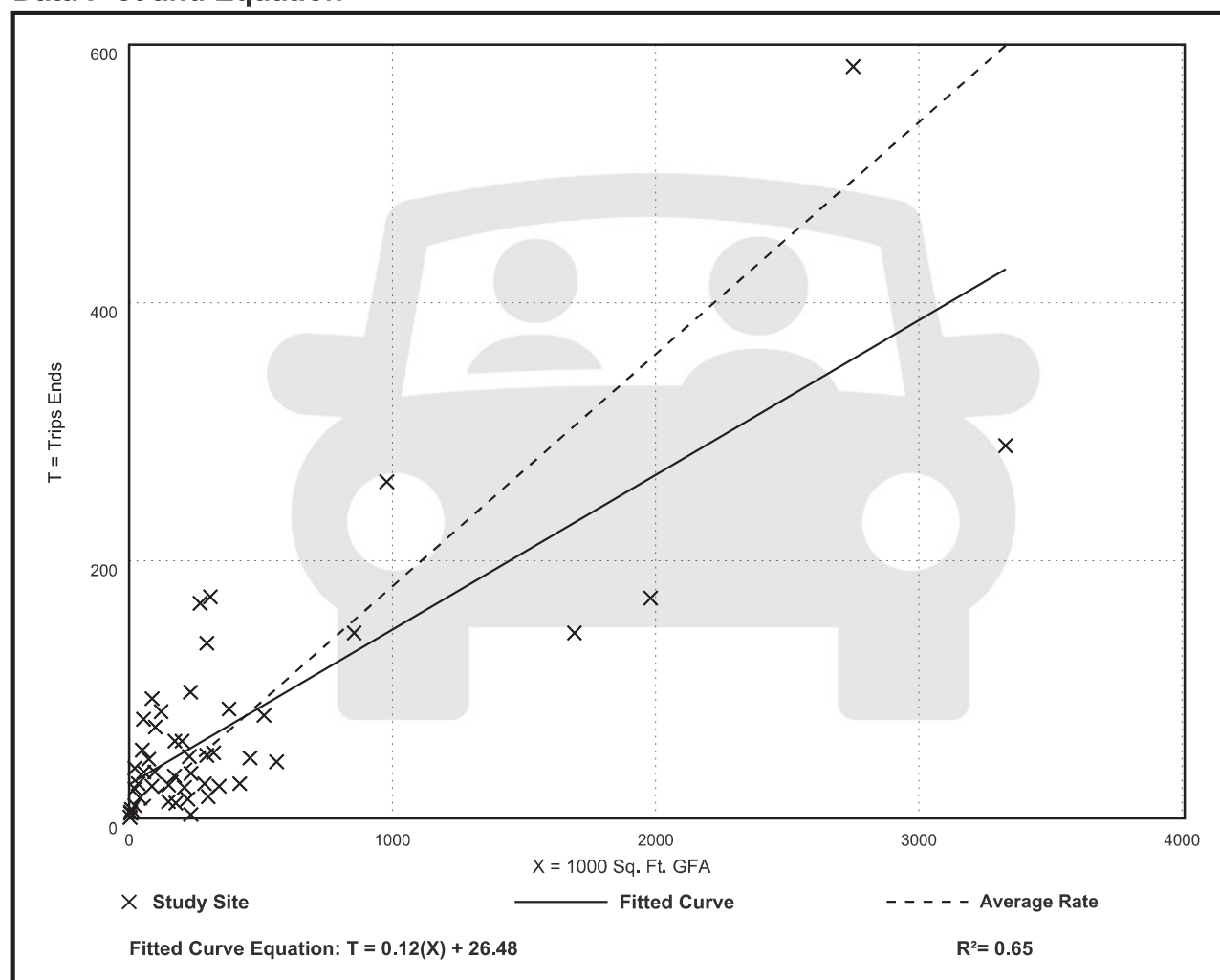
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



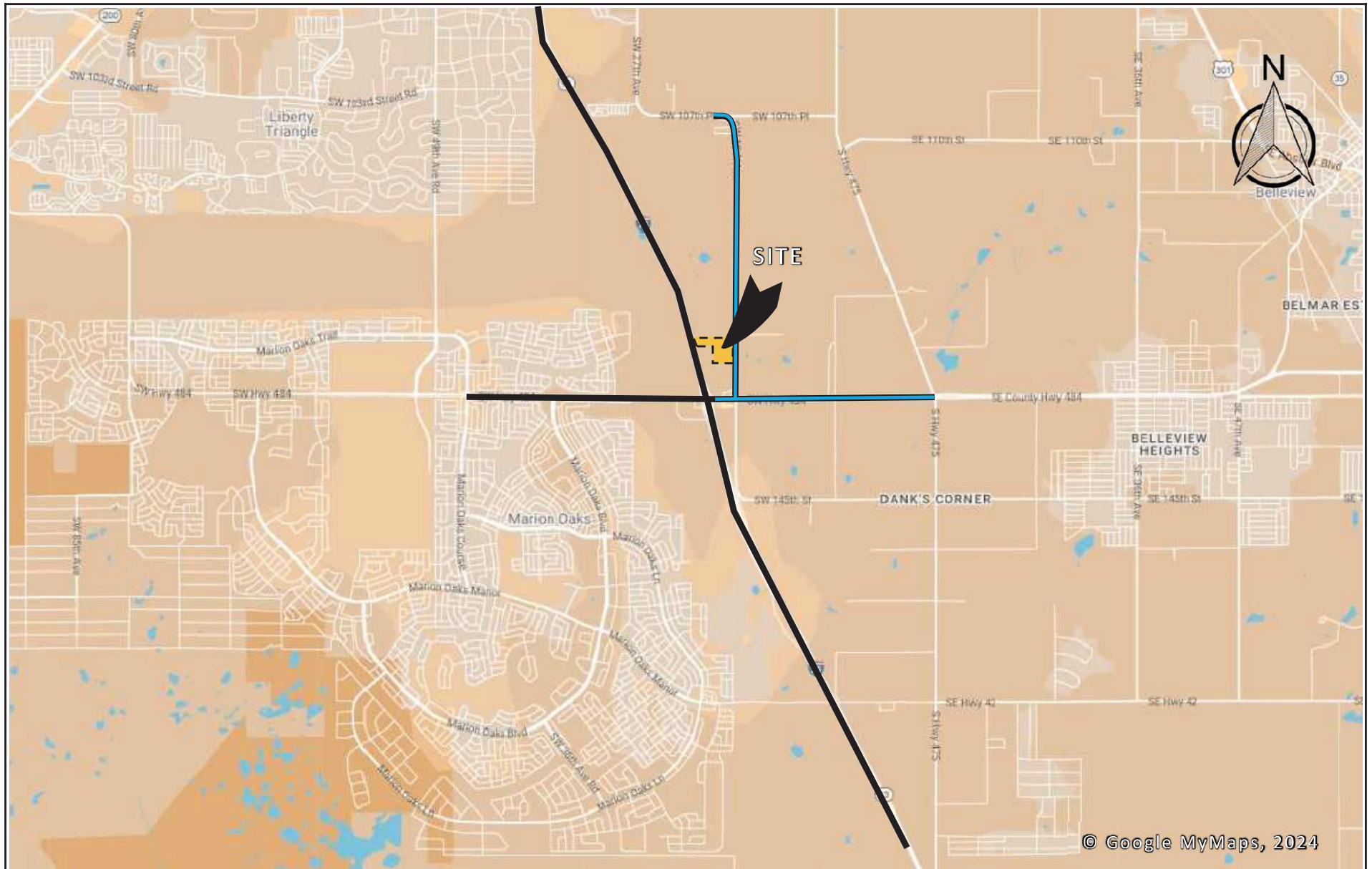


ATTACHMENT M-3

Study Area Determination

Segment ID ⁽¹⁾	Roadway ⁽¹⁾	Segment ⁽¹⁾	Area Type ⁽¹⁾	# of Lanes ⁽¹⁾⁽²⁾	2023 AADT ⁽¹⁾	Daily Service Volume ⁽¹⁾	Future Daily Service Volume ⁽³⁾	LOS Standards ⁽¹⁾	V/C Ratio ⁽¹⁾	2027 AADT ⁽⁴⁾	Project Traffic					2027 Build Condition	Percent of Daily Service Volume	Exceed 3% of Daily Service Volume	Exceed MAV?
											Office Trip Dist % ⁽⁵⁾	Office Peak Hour Trips ⁽⁶⁾	Warehouse Trip Dist % ⁽⁵⁾	Warehouse Peak Hour Trips ⁽⁶⁾	Total Peak Hour Trips Assigned				
1930.1	CR 475A	From CR 475B to CR 484	Urban	2	7,300	12,744	-	E	0.57	8,103	100%	447	100%	424	871	8,974	6.83%	Yes	No
2030	CR 484	From SW 45 Ave to I-75 Ramp (W)	Urban	4	33,000	35,820	-	E	0.92	34,320	25%	112	5%	21	133	34,453	0.37%	No	No
2060	CR 484	From I-75 Ramp (W) to I-75 Ramp (E)	Urban	6	33,500	53,910	-	D	0.62	34,840	50%	224	50%	212	436	35,276	0.81%	No	No
2070	CR 484	From I-75 Ramp (E) to CR 475A	Urban	4	33,500	35,820	-	D	0.94	34,840	85%	380	95%	403	783	35,623	2.19%	No	No
2080	CR 484	From CR 475A to CR 475	Urban	4	19,900	35,820	-	D	0.56	20,696	15%	67	5%	21	88	20,784	0.25%	No	No
2260.2	I-75	From Urban Area Boundary to CR 484	Urban	6/8	110,800	122,800	163,400	D	0.90	137,481	25%	112	45%	191	303	137,784	0.19%	No	No
2280	I-75	From CR 484 to SR 200	Urban	6/8	84,000	122,800	163,400	D	0.68	87,360	35%	156	45%	191	347	87,707	0.21%	No	No

(1) Extracted from **Ocala Marion TPO CMP Database - August 2023**(2) I-75 Expanded Based on **FDIP 452074-1**(3) Based on **FDOT 2023 Multimodal Quality/Level of Service Handbook**(4) Based Growth Rate Provided in **Ocala Marion TPO CMP Database - August 2023**(5) Based on anticipated **Figure 2. and Figure 3. Site Trip Distribution (for office and warehouse)**(6) Extracted from **Table 1. Anticipated Site Trip Generation**



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SITE LOCATION

ROADWAY CHECKED

STUDY AREA SEGMENT

FIGURE 6. ROADWAY SIG. CHECK

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ATTACHMENT M-4

Ocala Marion TPO CMP Database - August 2023

ROAD ID	ROAD NAME	FROM	TO	LINES (2023)	FUNCTION CLASSIFICATION	FLOW	FOOT CLAS	DAILY SERVICE VOLUME (2023)	PEAK-HOUR SERVICE VOLUME (2023)	LINES (2024)	UNARY SERVICE VOLUME (2024)	PEAK-HOUR SERVICE VOLUME (2024)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTENANCE AGENCY	NHS	ADMITTED TO STANDARD	2023 AGMT	2024 DLY VWSV	2023 DLY LOS	GROWTH RATE	2024 AGMT	2024 DLY VWSV	2023 DLY LOS
1000	SR 35 P&L LOOP	SR 35	SR 491	4	ARTERIAL	UNIDIRECTIONAL		67,700	3,952	4	67,700	3,952	Urban	0	CO.UTV	Other CMP Network Subcategory	3	12,400	0.0	0	1.00%	13,800	0.0	0
1000	SR 35	SR 35	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		15,700	899	2	15,700	899	Rural	0	CO.UTV	Other CMP Network Subcategory	3	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,700	465	2	9,700	465	Rural	0	CO.UTV	Other CMP Network Subcategory	3	3,500	0.0	0	1.00%	3,500	0.0	0
1000	SR 276	SR 276	COUNTY LINE	1	COLLECTOR	UNIDIRECTIONAL		9,70																

