■ **TRAFFIC IMPACT ANALYSIS**

# CR 484 AT MARION OAKS COURSE SUNSTOP

## MARION COUNTY, FLORIDA

**SEPTEMBER 2024**

**PREPARED BY:**

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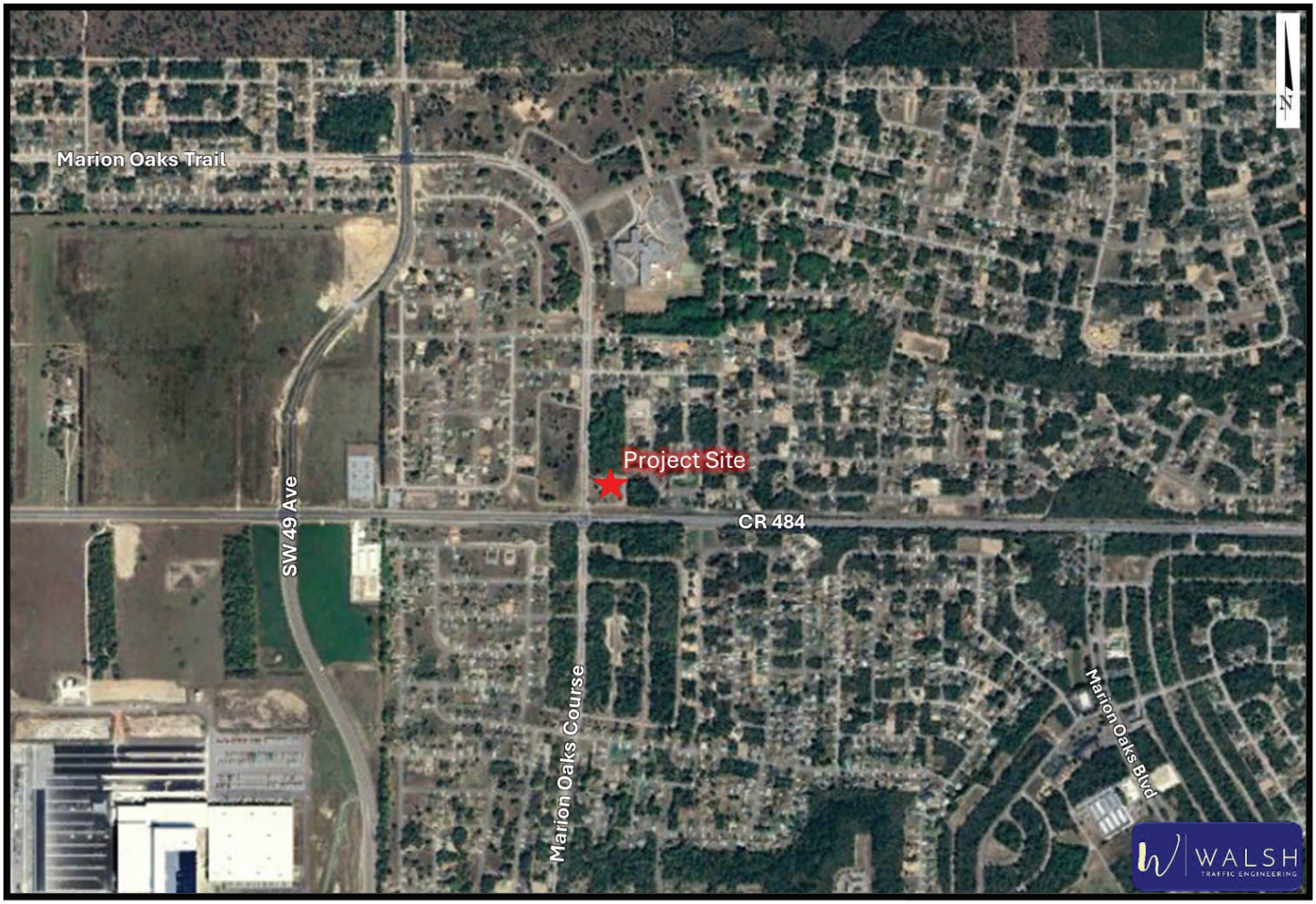
# INTRODUCTION

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

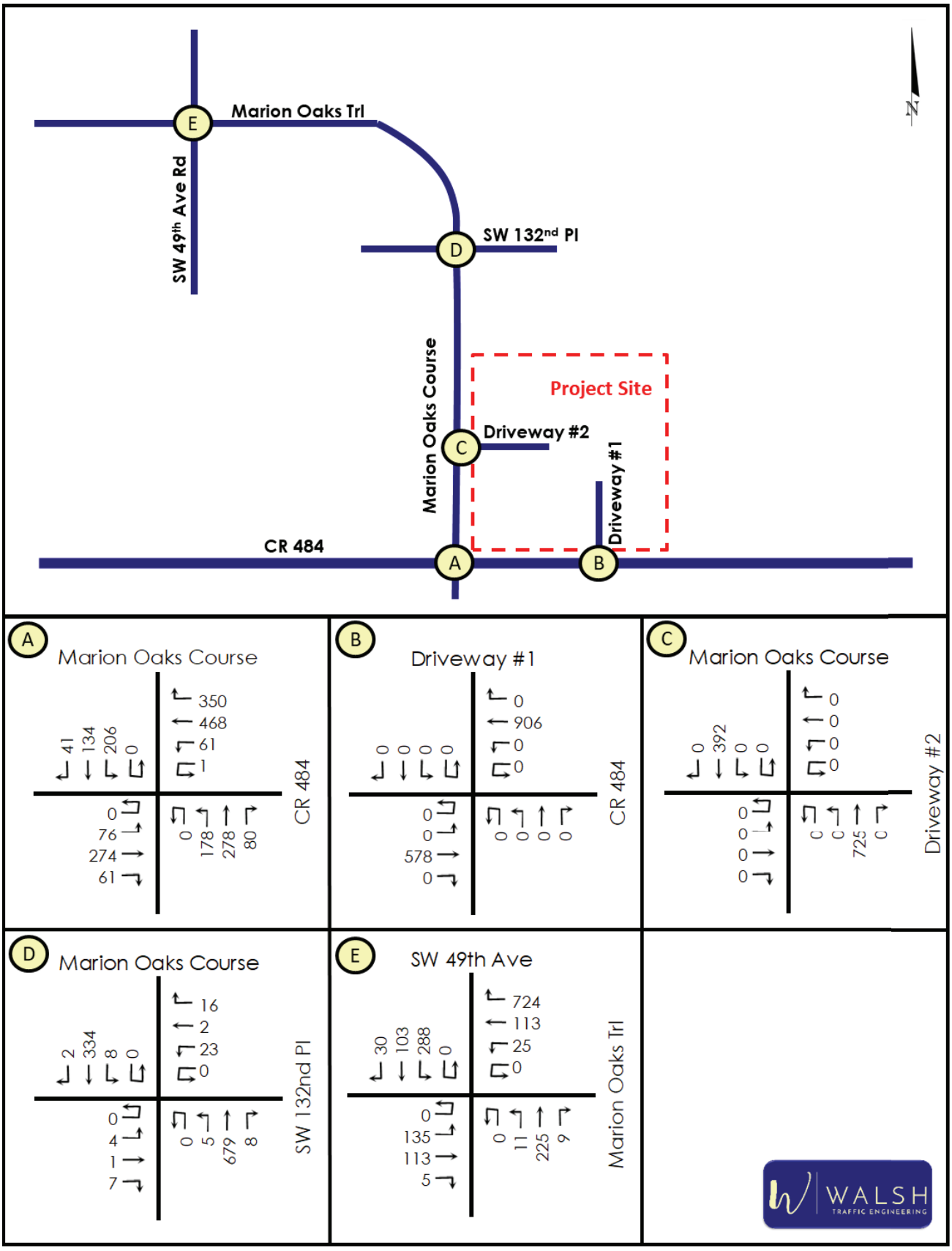
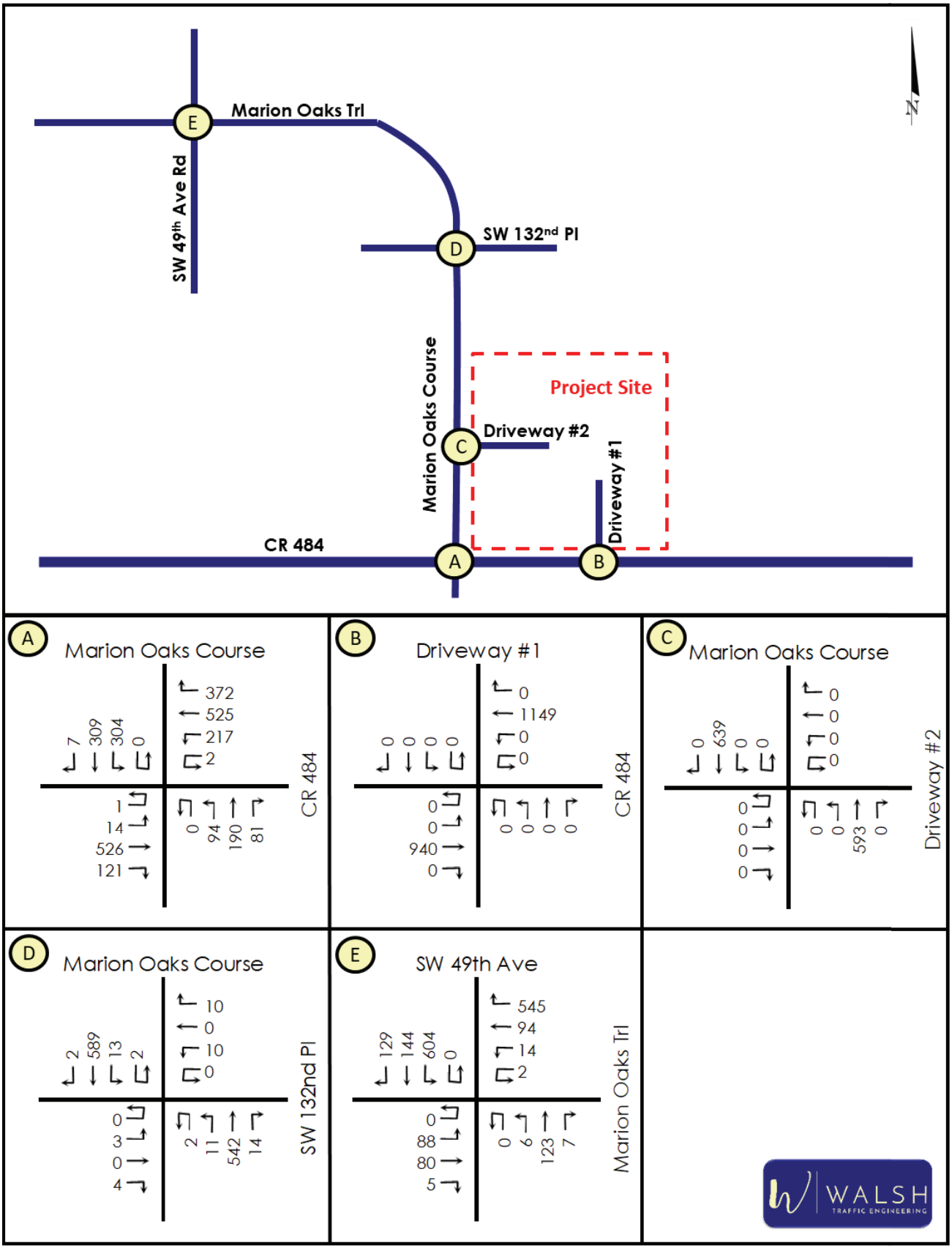


Figure 3 - Existing PM Peak-Hour *Intersection* Traffic Volumes



## 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)

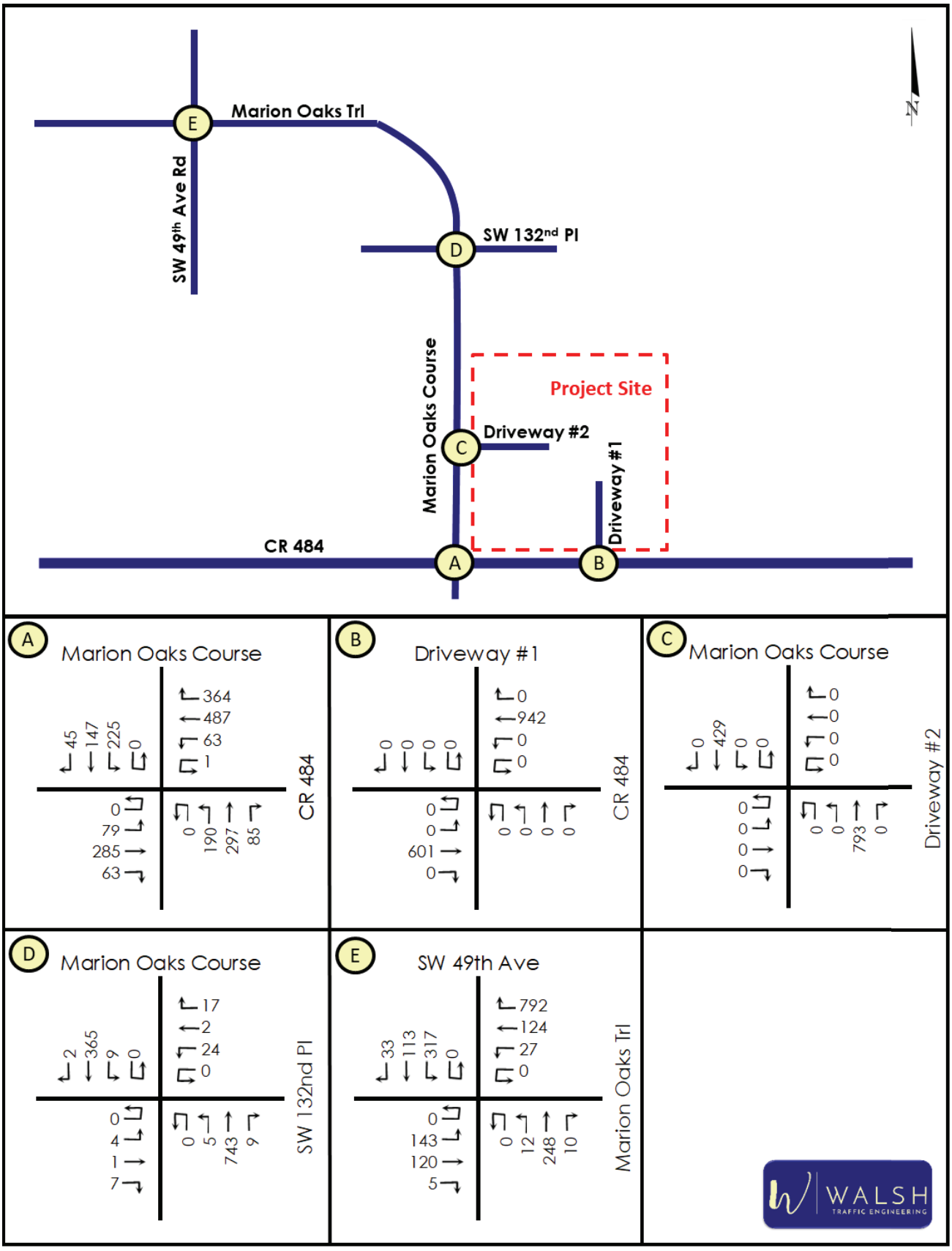
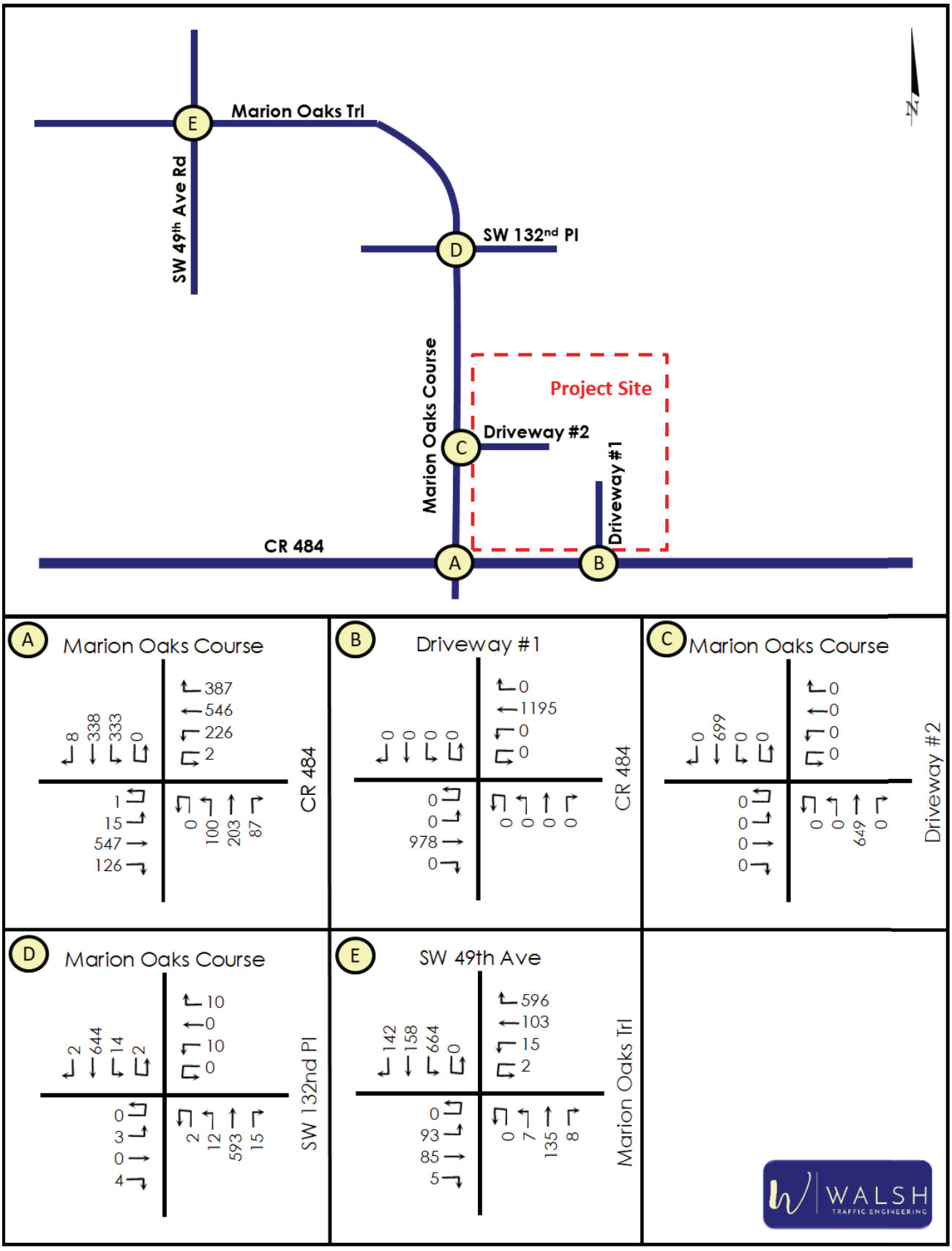


Figure 5 - Future Background PM Peak-Hour Intersection Traffic Volumes (Year 2025)



# 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 |

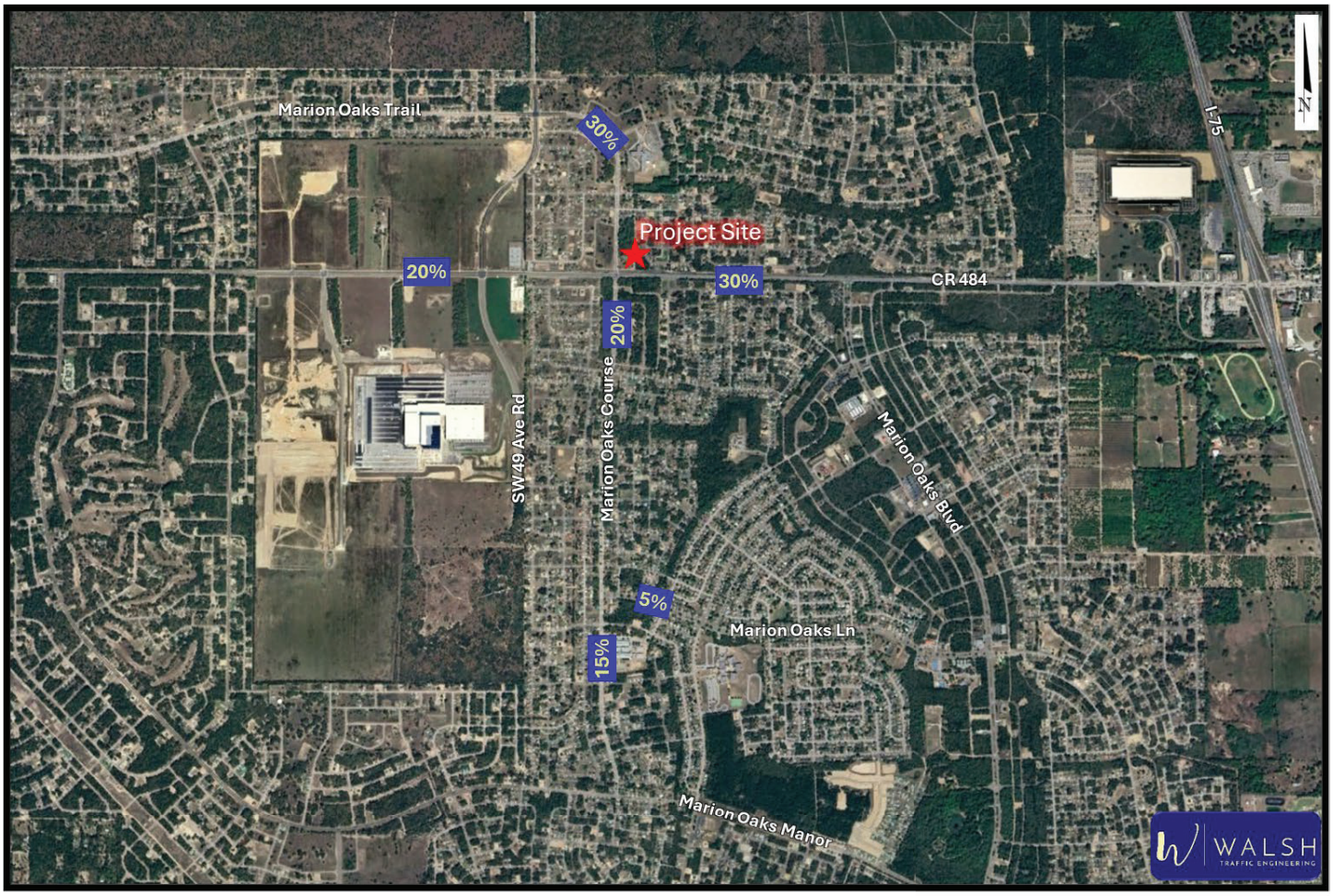
| Land Use | ITE Land Use Code | Intensity | PM Peak Hour | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total Trips | | | ITE Pass-by Trips | | | | Restricted Pass-by Trips | | | Applied Pass-By Trips | | | Net New External | | |
| | | | 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

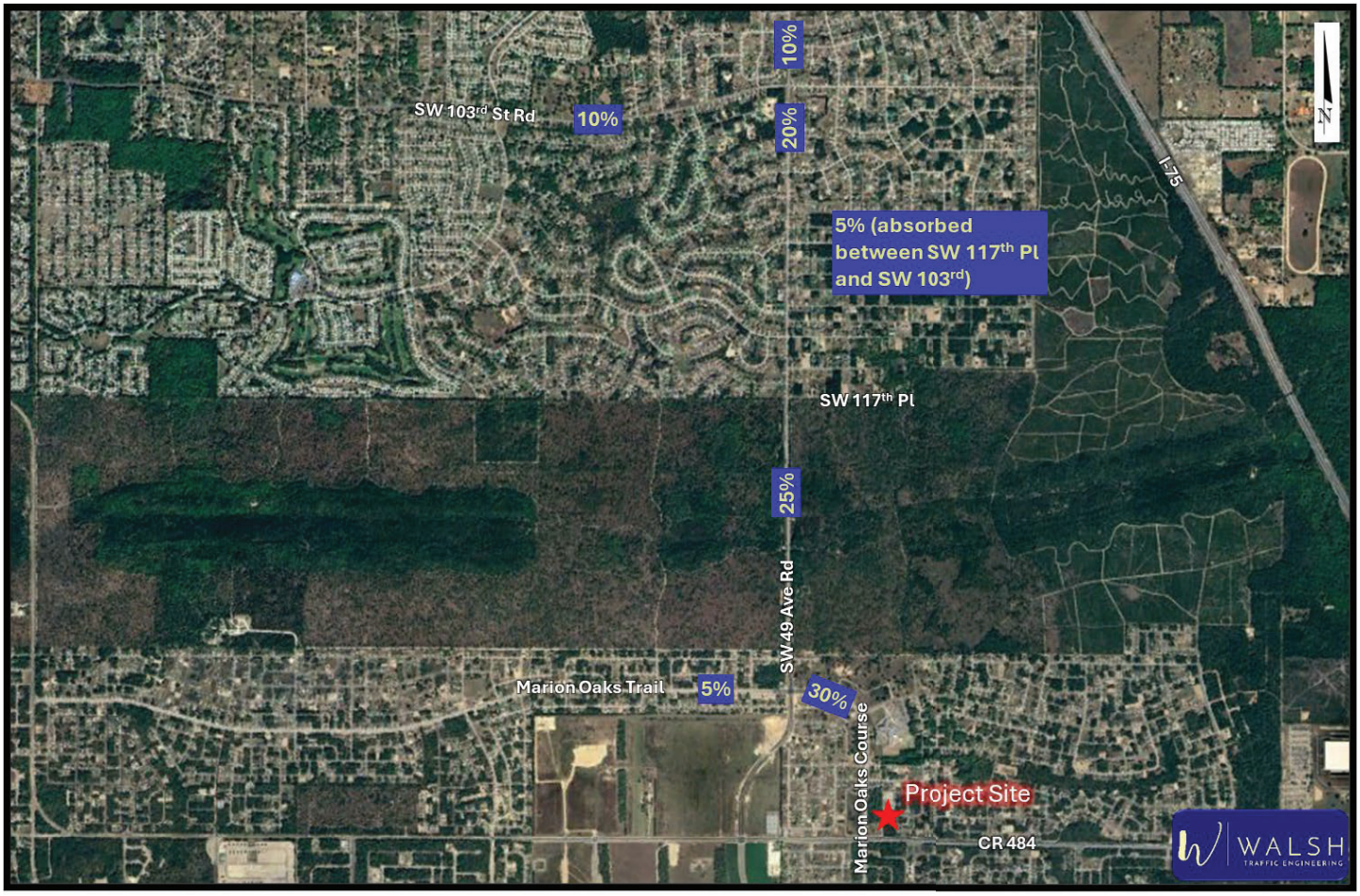
The trip distribution pattern defines the primary corridors that will be traveled by the traffic generated by the project. As conveyed in the approved methodology, The new external trip distribution was determined taking into consideration the adjacent roadway network and the location/proximity of nearby 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.***

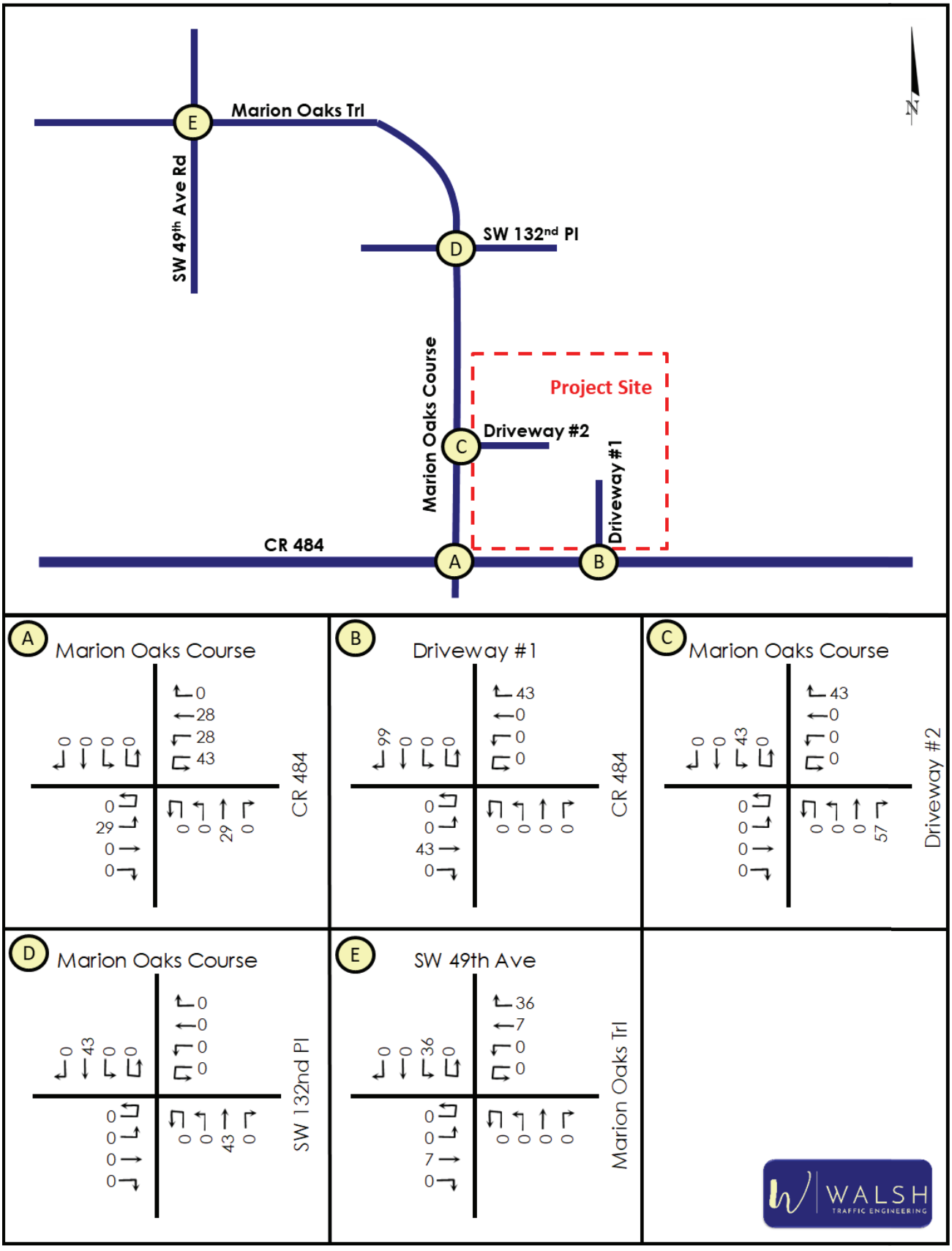
## Figure 6 – New External Trip Distribution (1 of 2)



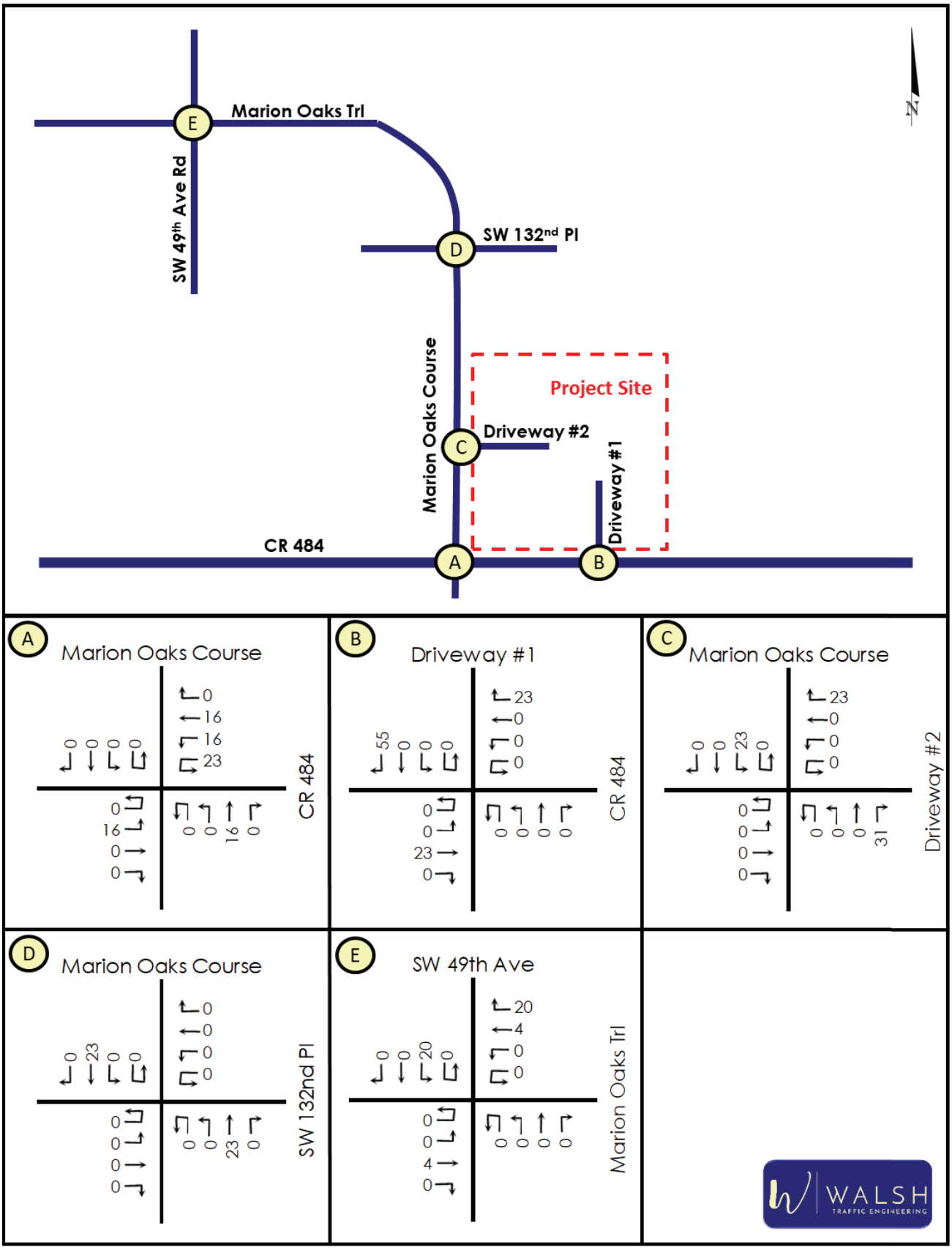
## Figure 7 – New External Trip Distribution (2 of 2)



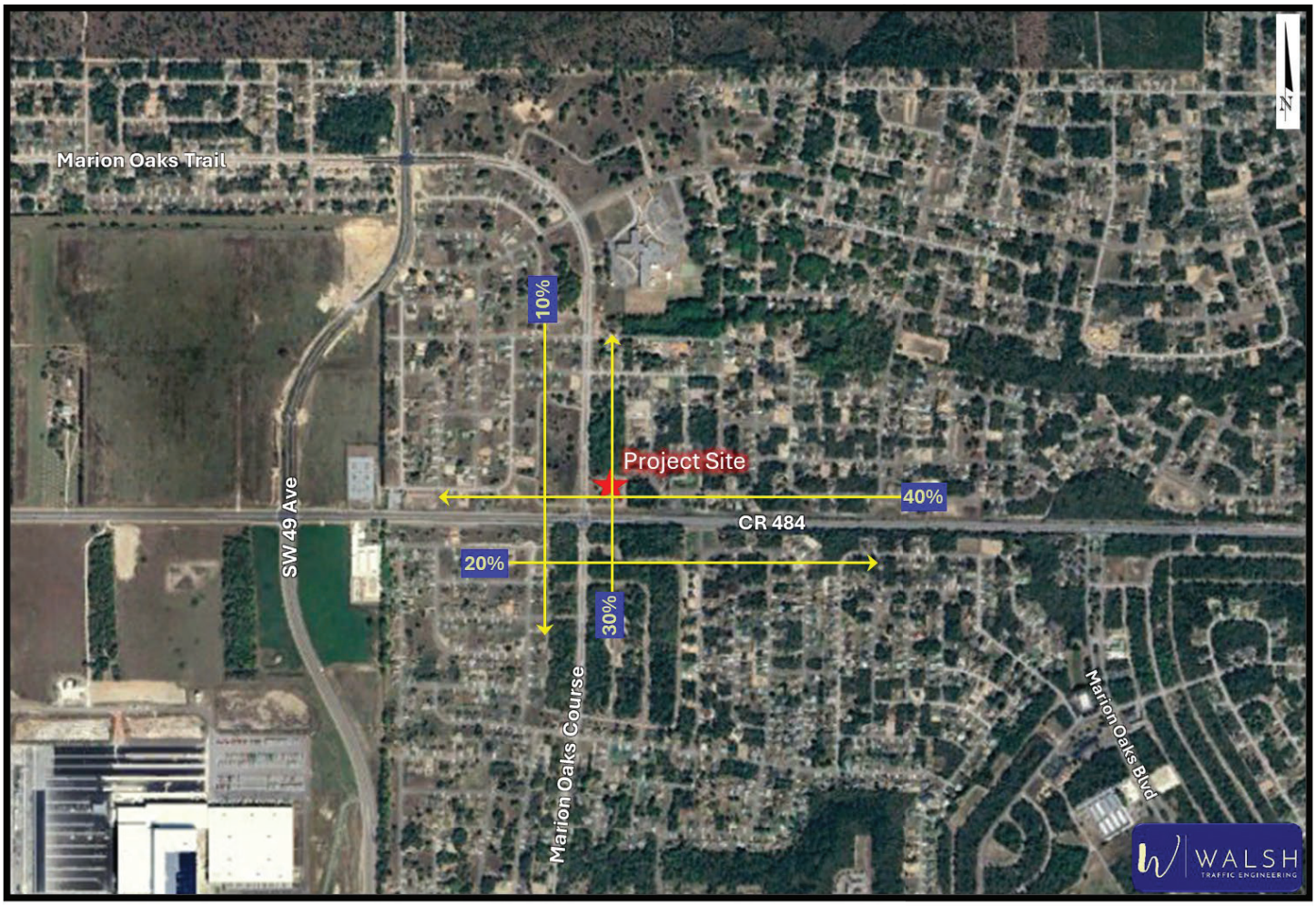
## Figure 8 – New External AM Peak-Hour Project Trips



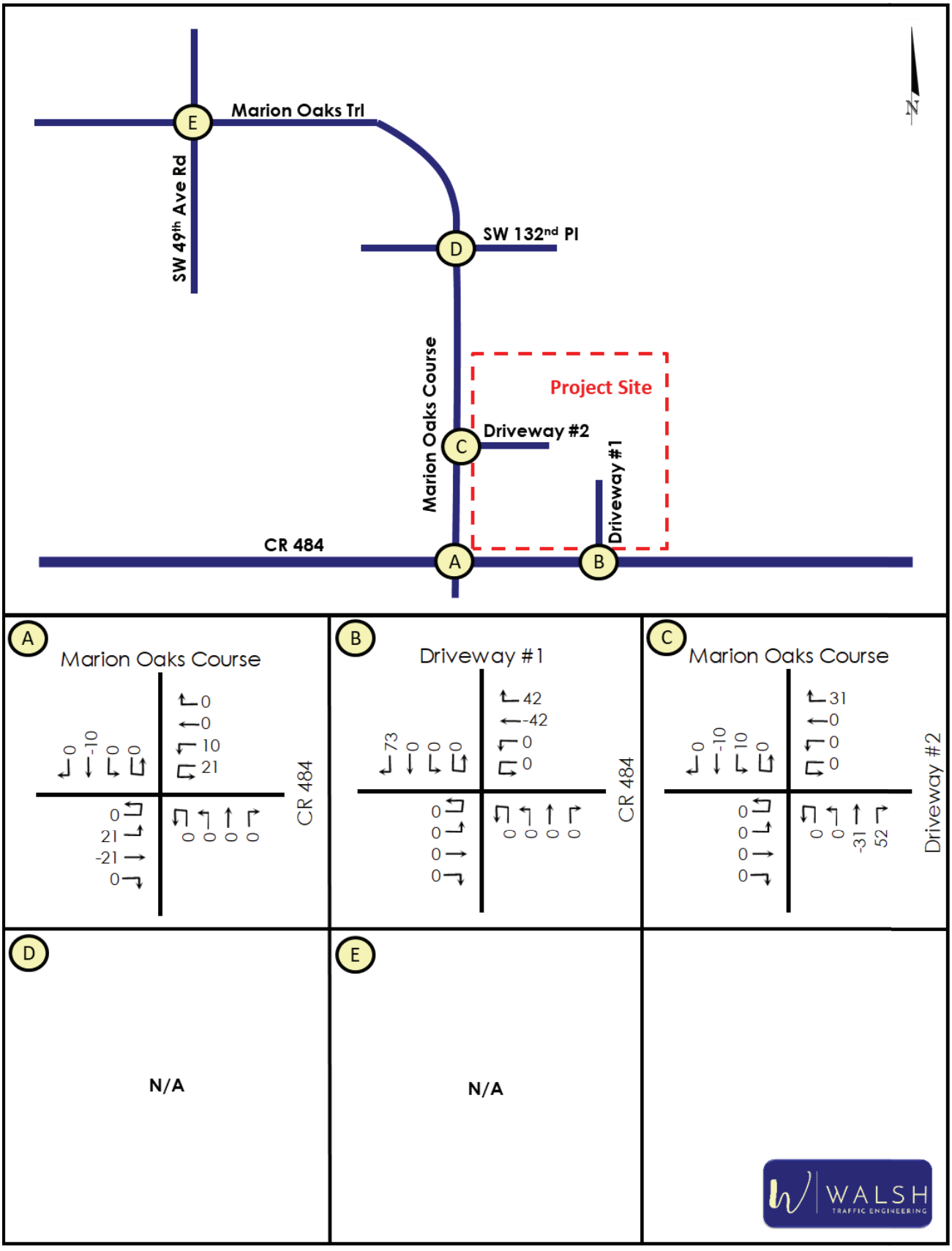
## Figure 9 – New External PM Peak-Hour Project Trips



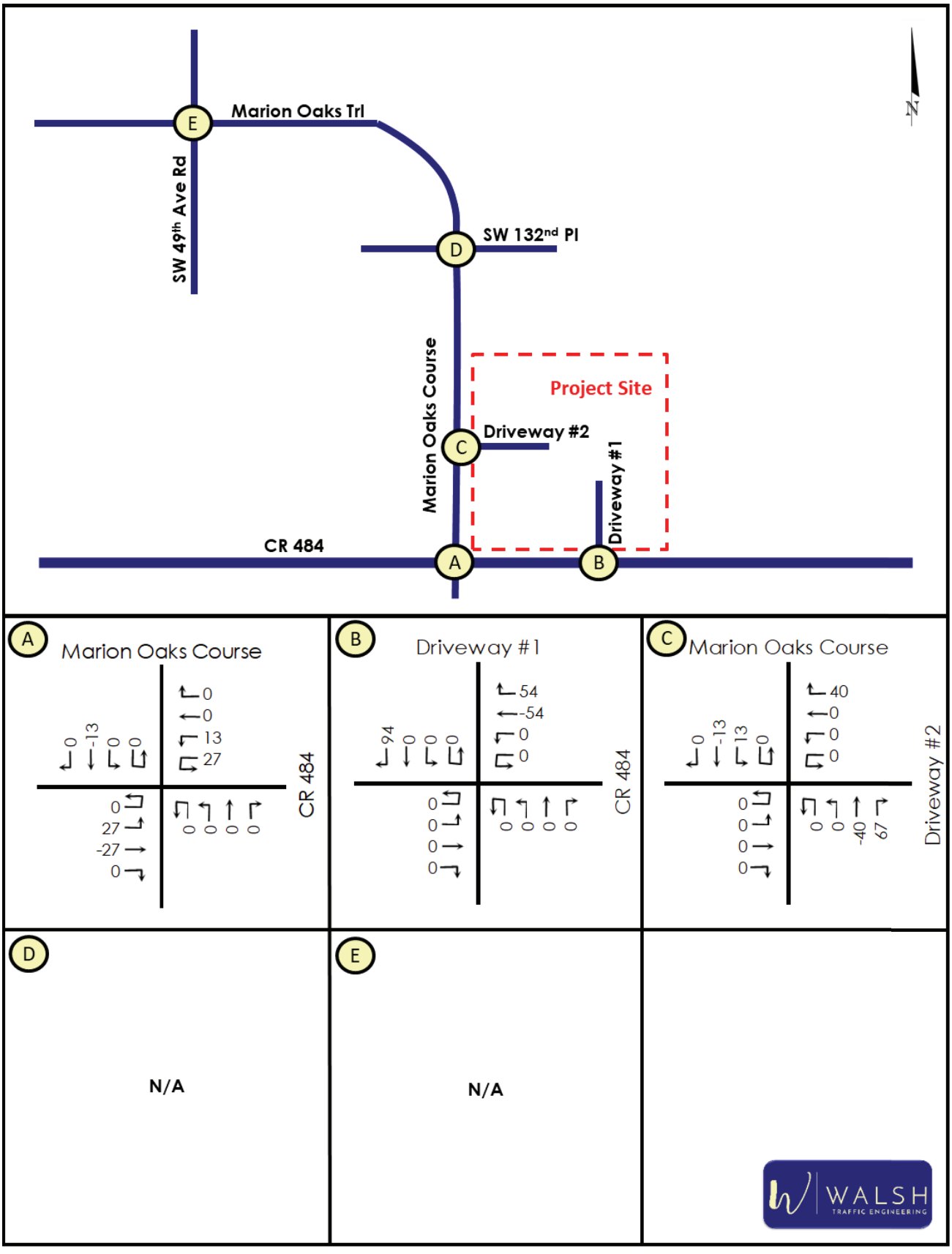
## Figure 10 – Pass-By Trip Distribution



## 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)

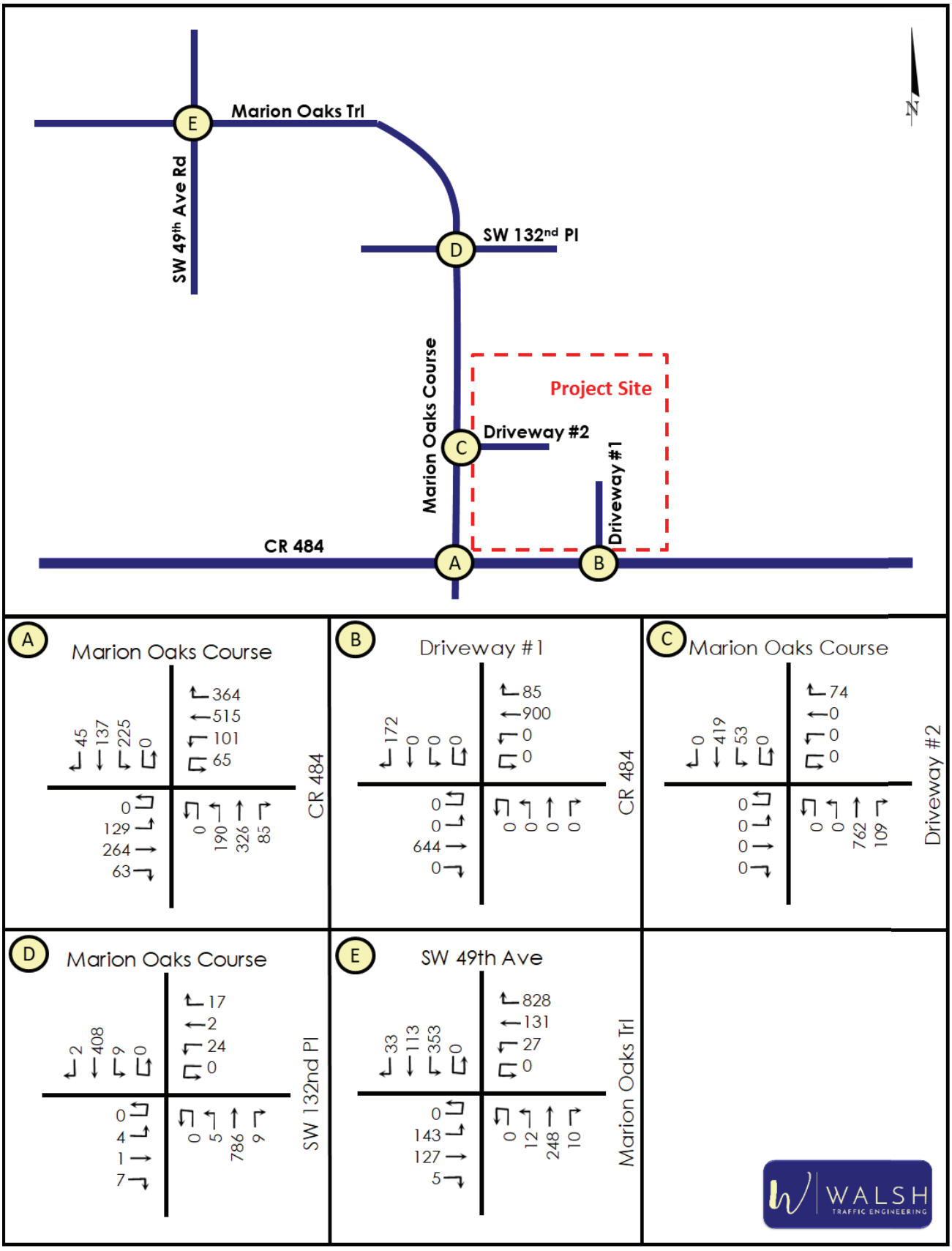
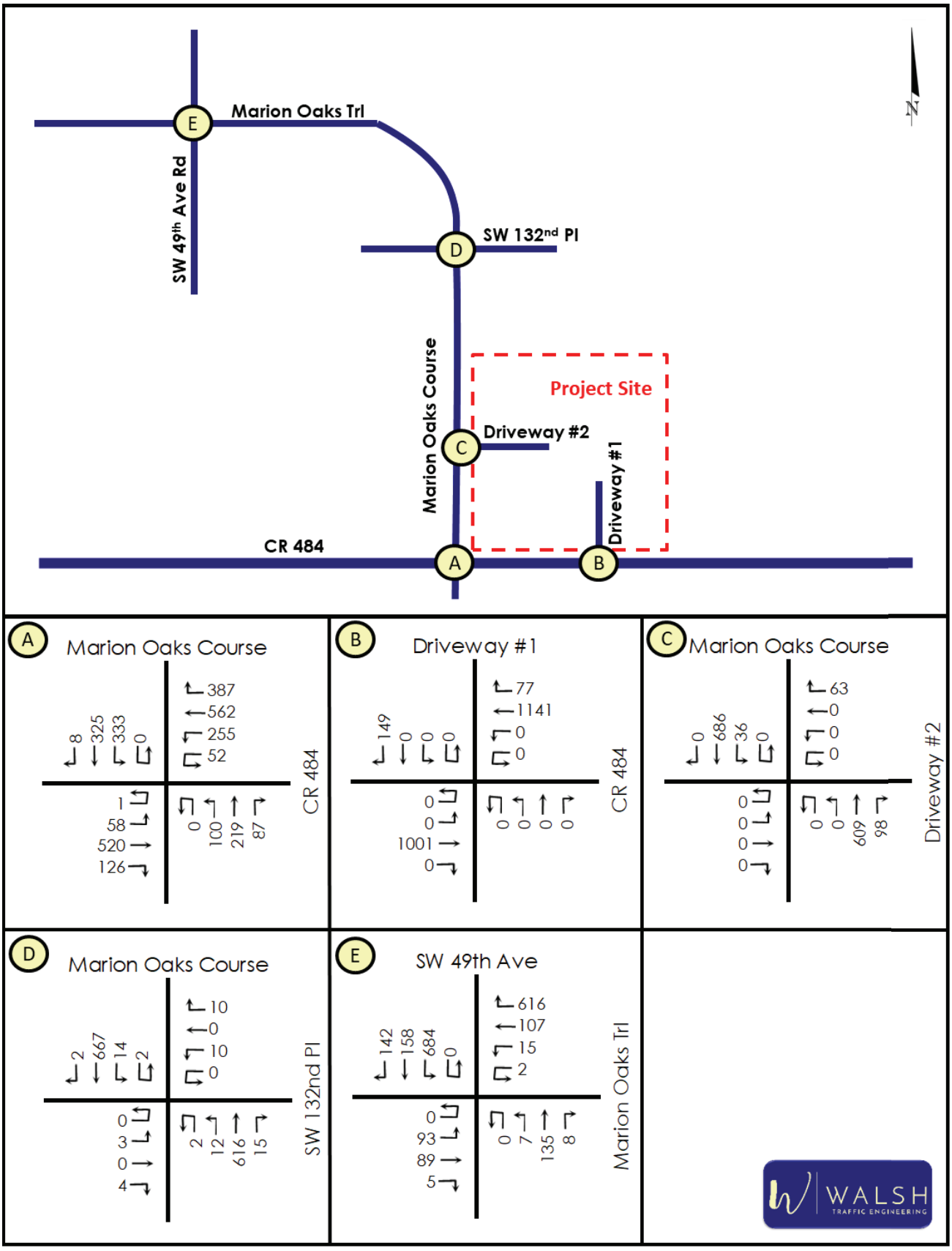


Figure 144 – Future Buildout PM Peak-Hour Intersection Traffic Volumes (Year 2025)



## 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 95$^{th}$ 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 95$^{th}$ 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 95$^{th}$ 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.

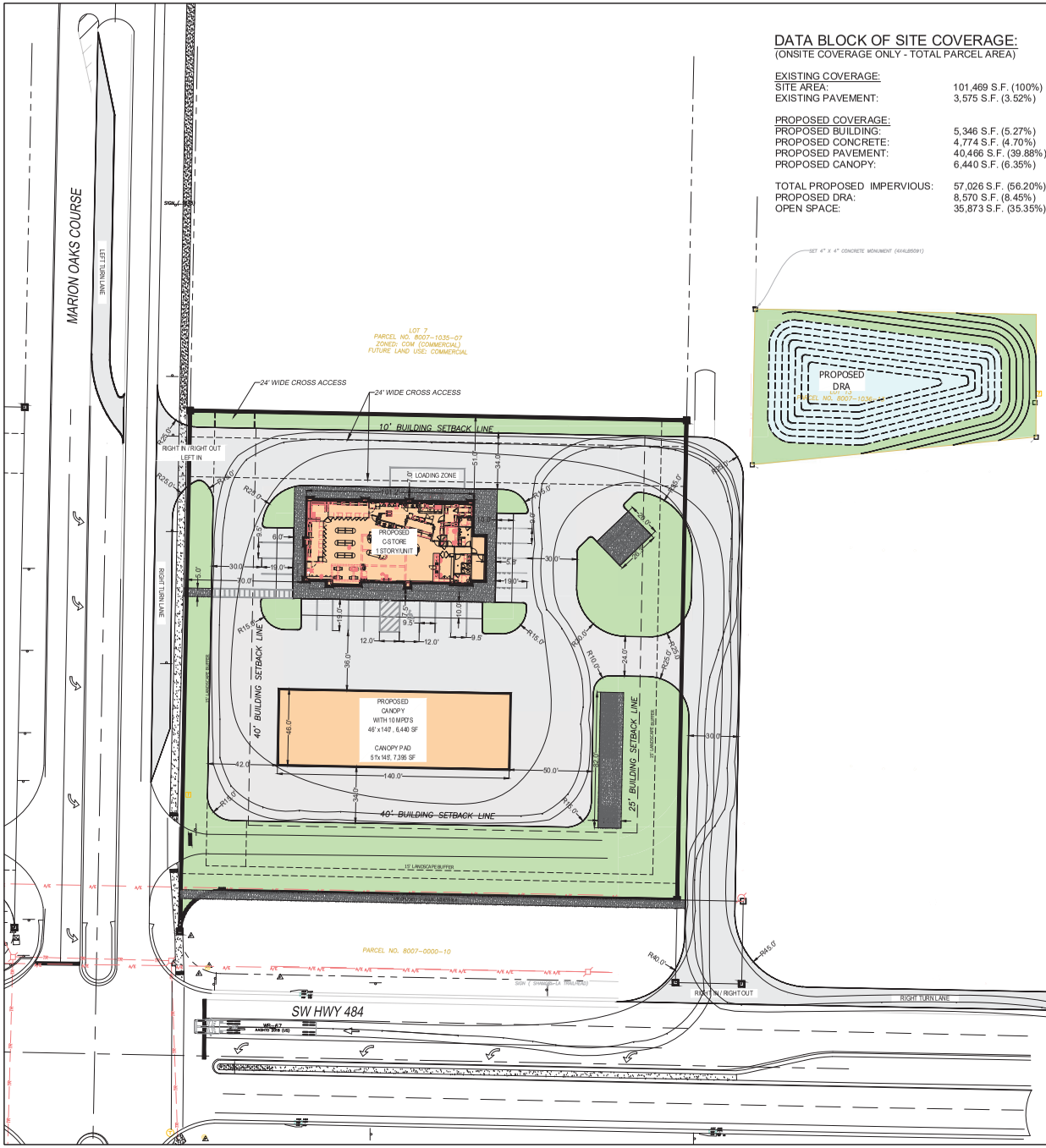
# CONCLUSIONS

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<br>8007-1036-13 |
| OWNER: | SOUTHWEST GEORGIA OIL COMPANY, INC. |
| ADDRESS: | 1711 SHOTWELL ST.<br>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


C1 CONCEPTUAL PLAN


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 - 26-S03 - 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

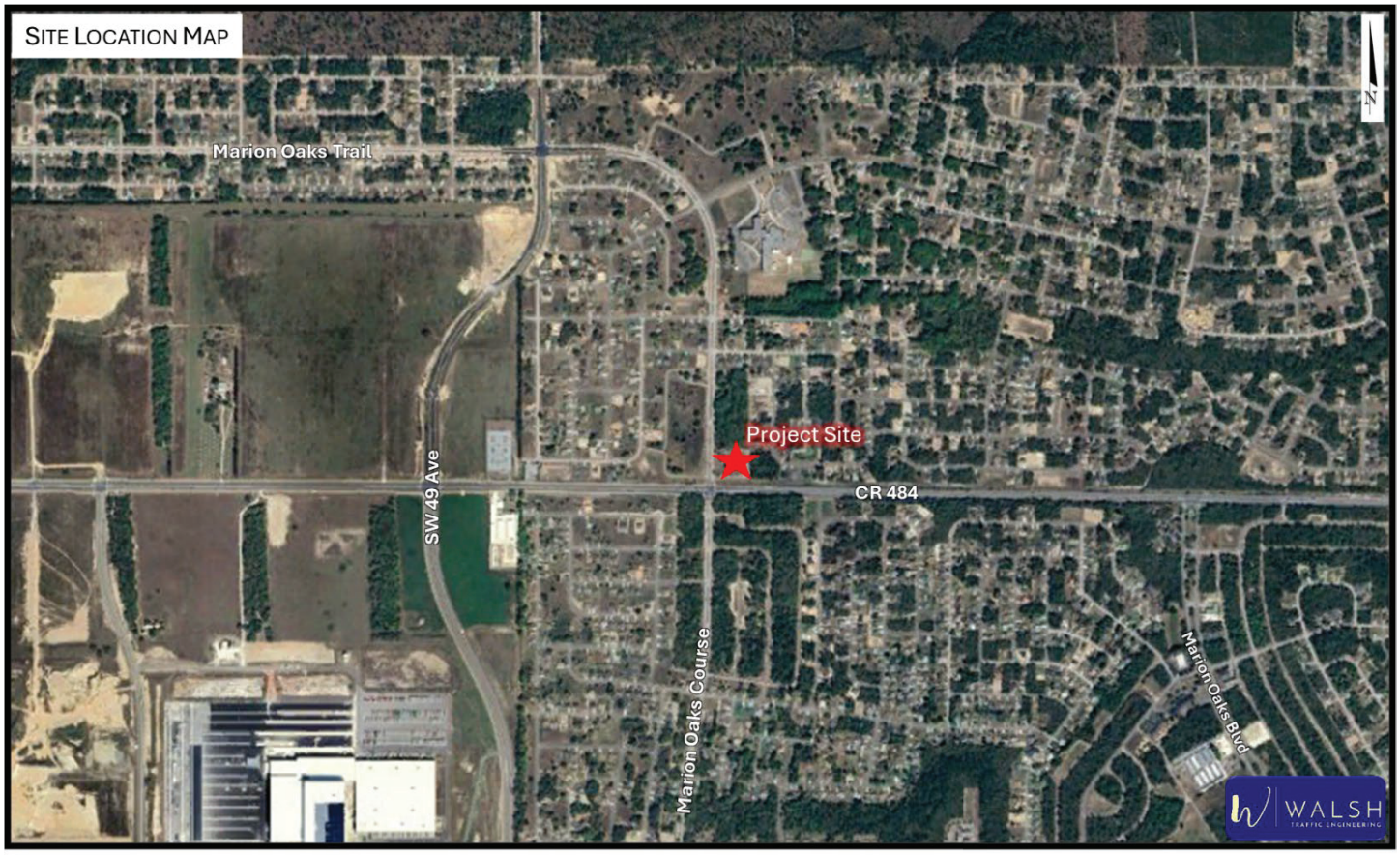
**To:** Mr. Donald Watson, PhD, P.E. – Senior Engineer, Marion County

**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.

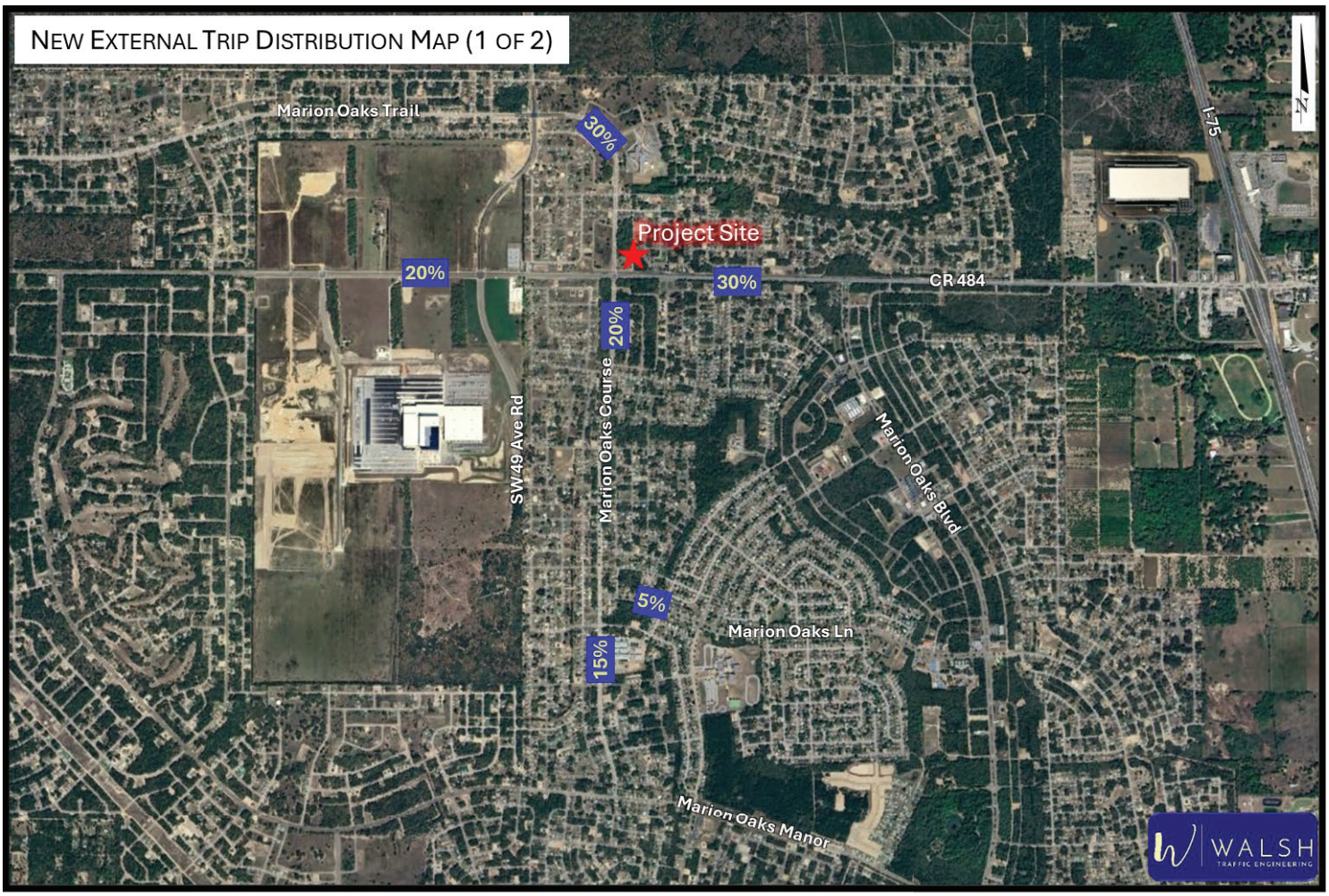
**Table 2 – New External Trip Generation Summary (Proposed Development)**

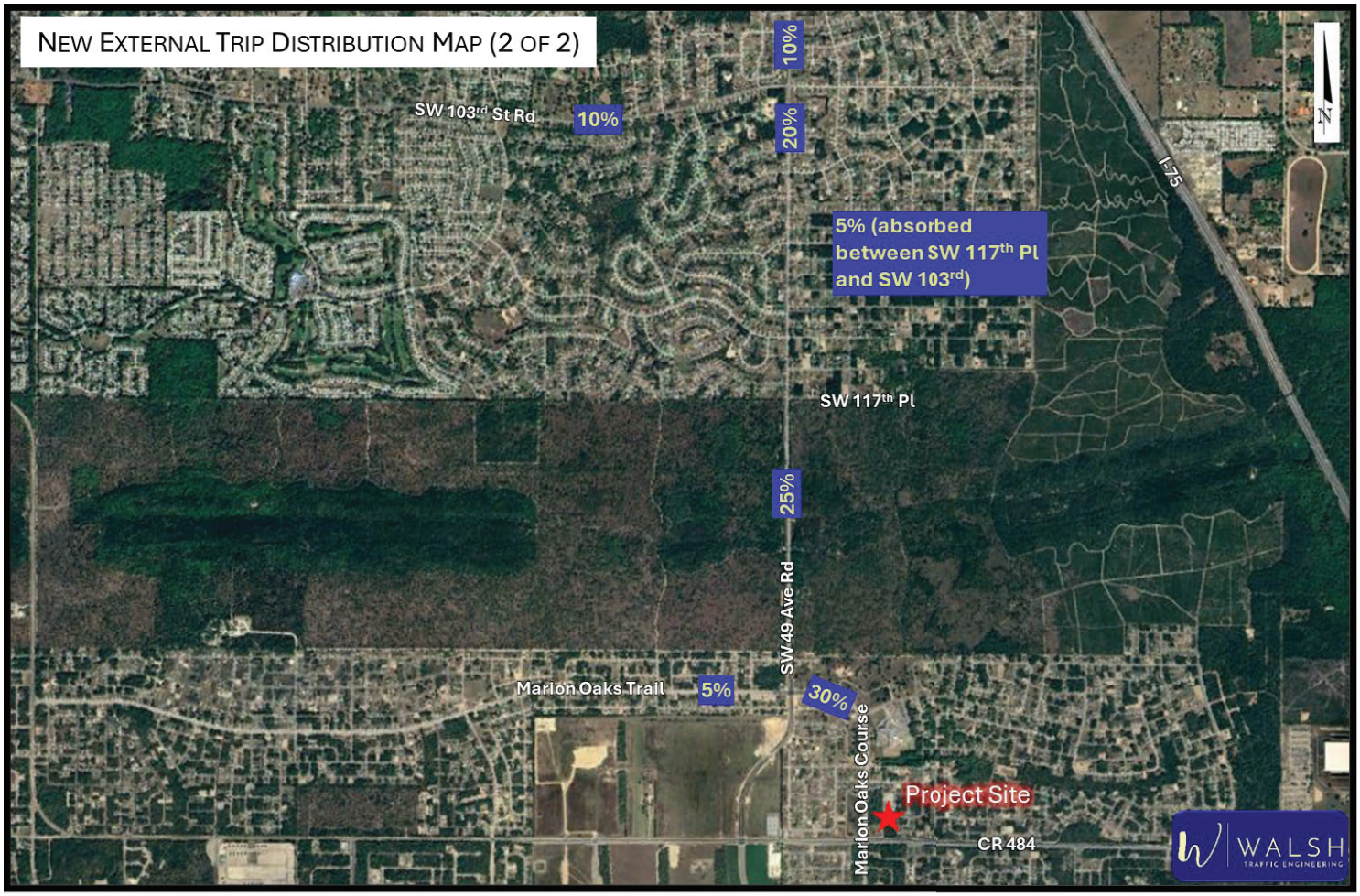
| Land Use | ITE Land Use Code | Intensity | AM Peak Hour | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total Trips | | | ITE Pass-by Trips | | | | Restricted Pass-by Trips | | | Applied Pass-By Trips | | | Net New External | | |
| | | | 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 (95$^{th}$ percentile queues) and deceleration distance considerations in accordance with County standards.

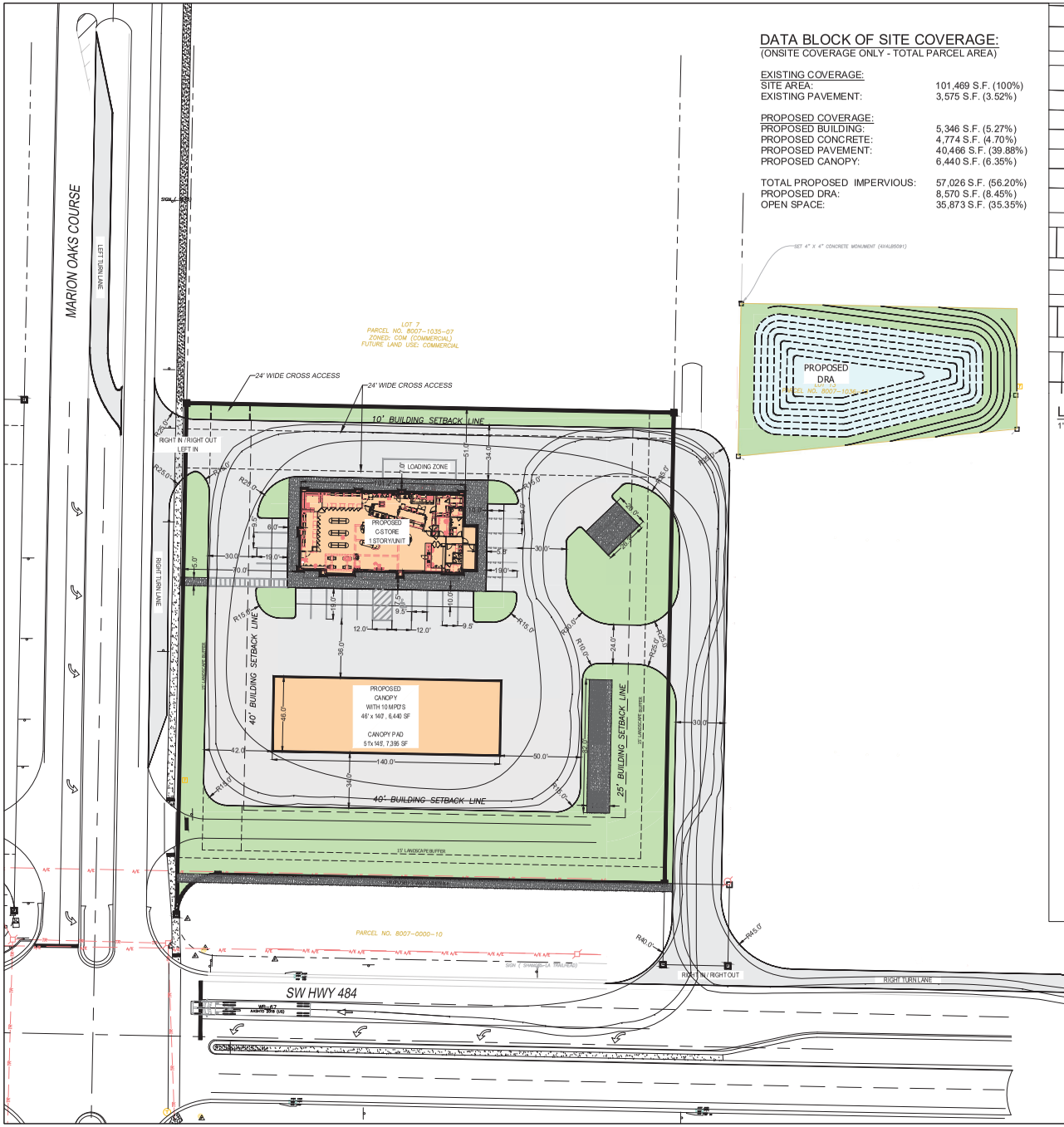
The driveway connection on Marion Oaks Course will be evaluated with and without a southbound left-turn movement. Further, the analysis will evaluate the operations of the median opening on Marion Oaks Course to the north of the proposed driveway for purposes of assessing the northbound-to-southbound 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




## 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

C1 CONCEPTUAL PLAN

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

ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store) G-49

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 484 | 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 | US 27 | 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 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 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 |
| 2160 | E FORT KING ST | SE WATULA 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 | INTERRUPTED | 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 | US 41 | LAKESHORE DR | 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% | 88,300 | 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% | 95,500 | 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 | 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 101 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 | 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 203 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 | COLLECTOR | 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 WATULA 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 | SR 200 | SW 38 ST | 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 | F | 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 | SR 200 | SW 80 AV | 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 | 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 |
| 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 | ART ERIAL | 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 | CR 42 | 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 | 27,075 | 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 | 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 | ART ERIAL | 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 | ART ERIAL | INTERRUPTED | | 38,430 | 1,901 | 4 | 38,430 | 1,901 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 33,300 | 0.87 | D | 1.00% | 35,000 | 0.91 | D |
| 6750.2 | US 441 | CR 25A | US 301 | 4 | ARTERIAL | INTERRUPTED | | 38,430 | 1,901 | 4 | 38,430 | 1,901 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 18,300 | 0.48 | C | 1.00% | 19,200 | 0.50 | C |
| 6750.4 | US 441 | SE 92 PLACE LOOP | CR 25A | 4 | ARTERIAL | UNINTERRUPTED | | 38,430 | 1,901 | 4 | 38,430 | 1,901 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 18,200 | 0.47 | C | 1.00% | 19,100 | 0.50 | C |
| 6770 | US 441 | US 301 | CR 484 | 4 | 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 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 | 1,200 | 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 | 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 49 AV | SW 40 AV | SW 42 ST | 4 | COLLECTOR | UNINTERRUPTED | | 67,770 | 3,357 | 4 | 67,770 | 3,357 | Urban | D | COUNTY | Other CMP Network Roadway | E | Not Counted | N/A | N/A | 1.00% | Not Counted | N/A | N/A |
| 8030 | SW 95 ST | I-75 SB | I-75 NB | 4 | COLLECTOR | INTERRUPTED | 1 | 35,820 | 1,800 | 4 | 35,820 | 1,800 | Urban | D | COUNTY | Other CMP Network Roadway | E | Not Counted | N/A | N/A | 1.00% | Not Counted | N/A | N/A |
| 8035 | MARION OAKS MANOR EXT | SW 18 AV RD | I-75 | 0 | | | | | | 0 | 0 | | Rural | U | COUNTY | Other CMP Network Roadway | D | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |
| 8040 | MARION OAKS MANOR EXT | I-75 | CR 475 | 0 | | | | | | 0 | 0 | | Rural | U | COUNTY | Other CMP Network Roadway | D | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |
| 8060 | NW 49 ST | CR 225A | NW 60 AV | 0 | | | | | | 2 | 0 | | Urban | U | COUNTY | Other CMP Network Roadway | D | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |
| 8065 | NW 49 ST | NW 60 AV | NW 44 AV | 0 | | | | | | 2 | 0 | | Urban | U | COUNTY | Other CMP Network Roadway | D | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |
| 8080 | CHESNUT RD | JUNIPER RD | SR 35 | 2 | COLLECTOR | INTERRUPTED | 2 | 11,232 | 576 | 2 | 11,232 | 576 | Urban | U | COUNTY | Other CMP Network Roadway | E | 3,100 | 0.28 | C | 1.00% | 3,300 | 0.29 | C |
| 8090 | SE 64 AVE RD | CR 464 | PINE RD | 0 | | | | | | 0 | 0 | | Urban | U | COUNTY | Other CMP Network Roadway | E | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |
| 8100 | PINE RD | CR 464 | CR 464 | 0 | | | | | | 0 | 0 | | Urban | U | COUNTY | Other CMP Network Roadway | E | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |
| 8110 | SILVER RD | MIDWAY RD | OAK RD | 0 | | | | | | 0 | 0 | | Urban | U | COUNTY | Other CMP Network Roadway | E | 0 | 0 | 0 | 1.00% | 0 | 0.00 | 0 |

| 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 CIRSE | 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 CIRSE | 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 |

ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# 2020 Traffic Counts Manual

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Marion County continues on p.9 (Map A)

City of Ocala continues on p.22 (Map E)

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

Marion County continues on p.33 (Map H)

# MAP G

**Traffic Counts**

- Interstate Count Location
- Non-Interstate Count Location
- A-1 67,500 — Count Map Reference and 2019 Count

**Roads**

- Interstate 75
- U.S./State
- City / County

**Boundaries**

- Municipal
- Marion County

Ocala

Dunnellon

CR 328 · CR 336 · CR 40 · CR 484 · CR 200 · SR 40 · US 41 · CR 475A · CR 475 · CR 312 · CR 475B · SR 44

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| G-1 97,200 | G-2 81,000 | G-3 8,800 | G-4 16,400 | G-5 16,900 | G-6 21,000 | G-7 36,000 | G-8 30,700 | G-9 48,000 | G-10 49,900 |
| G-11 11,300 | G-12 NC | G-13 2,600 | G-14 3,100 | G-15 12,400 | G-16 9,500 | G-17 6,100 | G-18 6,900 | G-19 6,200 | G-20 9,700 |
| G-21 8,500 | G-22 32,500 | G-23 32,000 | G-24 25,600 | G-25 9,800 | G-26 7,200 | G-27 10,000 | G-28 21,000 | G-29 14,600 | G-30 14,800 |
| G-31 17,300 | G-32 7,800 | G-33 6,900 | G-34 5,400 | G-35 7,000 | G-36 5,400 | G-37 8,200 | G-38 11,500 | G-39 3,500 | G-40 5,300 |
| G-41 3,900 | G-42 11,000 | G-43 6,300 | G-44 6,900 | G-45 NC | G-46 14,500 | G-47 4,400 | G-48 1,800 | G-49 1,800 | |

Map Locator

A · B · C · D · E · F · G · H · I · J

Miles

0 · 1.5 · 3

OCALA MARION TPO

TRAFFIC COUNTS 2015-2019; FILENAME: \\mcbcc1.org\Shared\Dept_TPO\Traffic Studies\Count Manuals\2019 Traffic Count Book; 1:208,000; PLOT DATE 07.15.2020

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

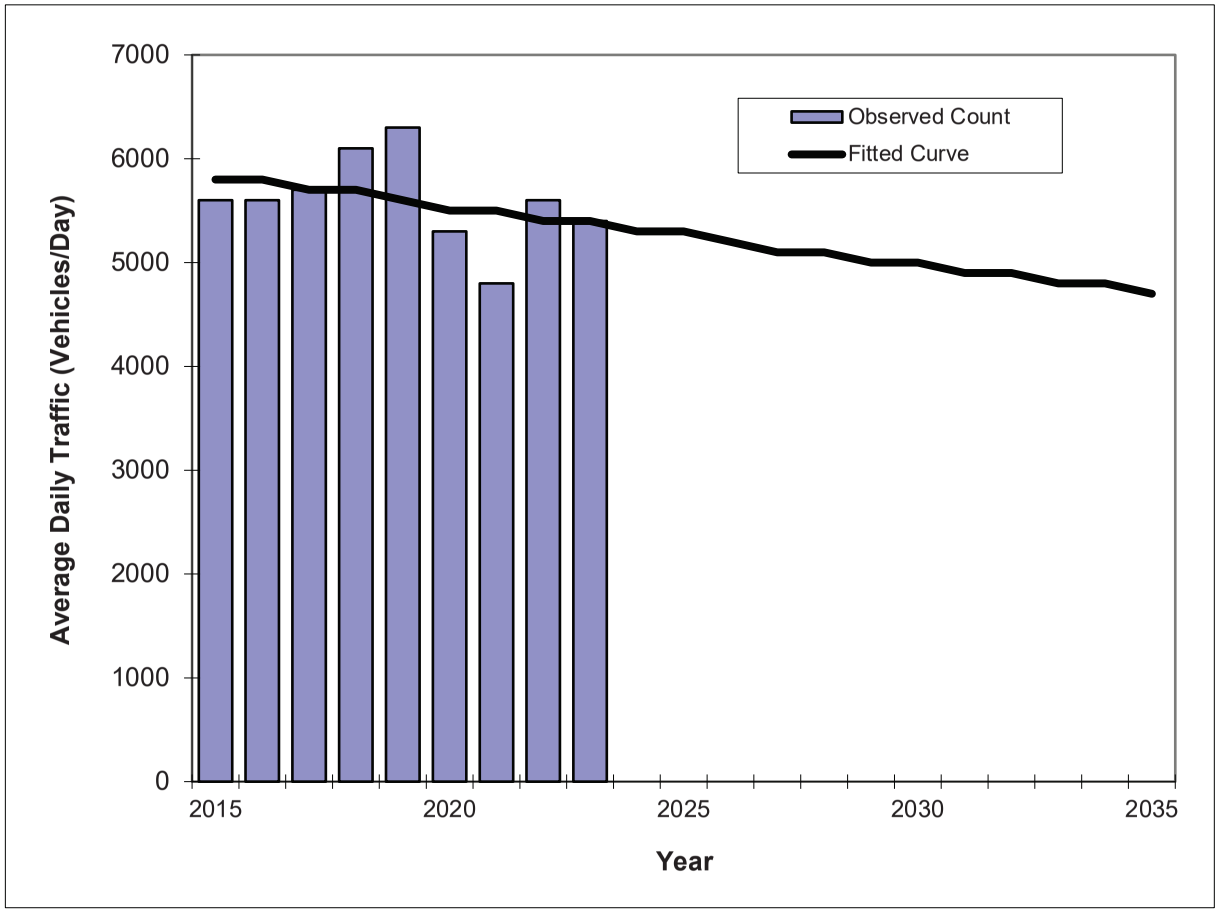
| Location | Source | Count Type | 2018 | 2019 | 2020 | 2021 | 2022 | Ave Annual Growth Rate (%) |
|---|---|---|---|---|---|---|---|---|
| **Magnolia Avenue** | | | | | | | | |
| NW 14th St to Jacksonville Road | OCA | 2 | NC | NC | NC | 3,200 | 3,200 | N/A |
| SR 492 to NW 14th Street | OCA | 2 | NC | 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

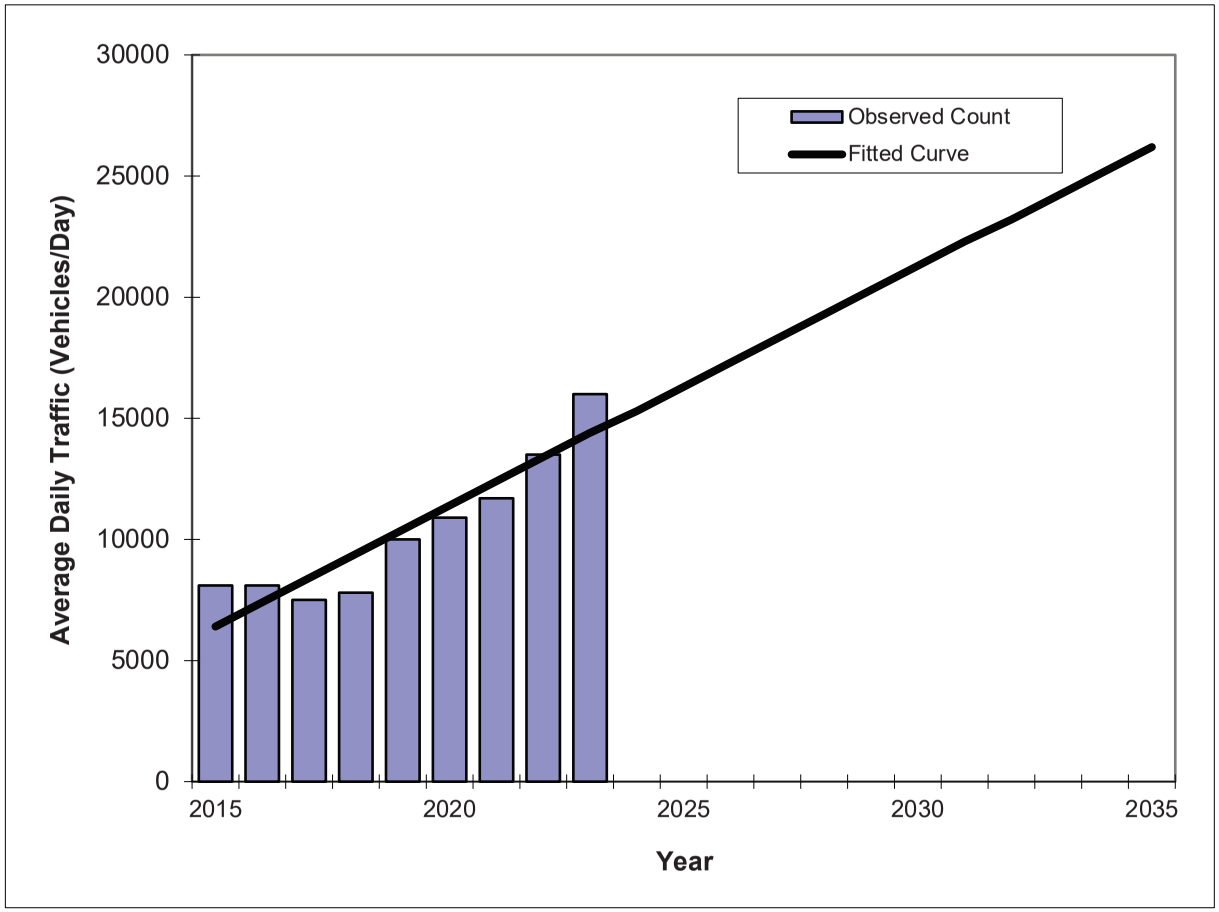
ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# 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 | | |
| | | |

| | |
|---|---|
| ** 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**

*Axle-Adjusted

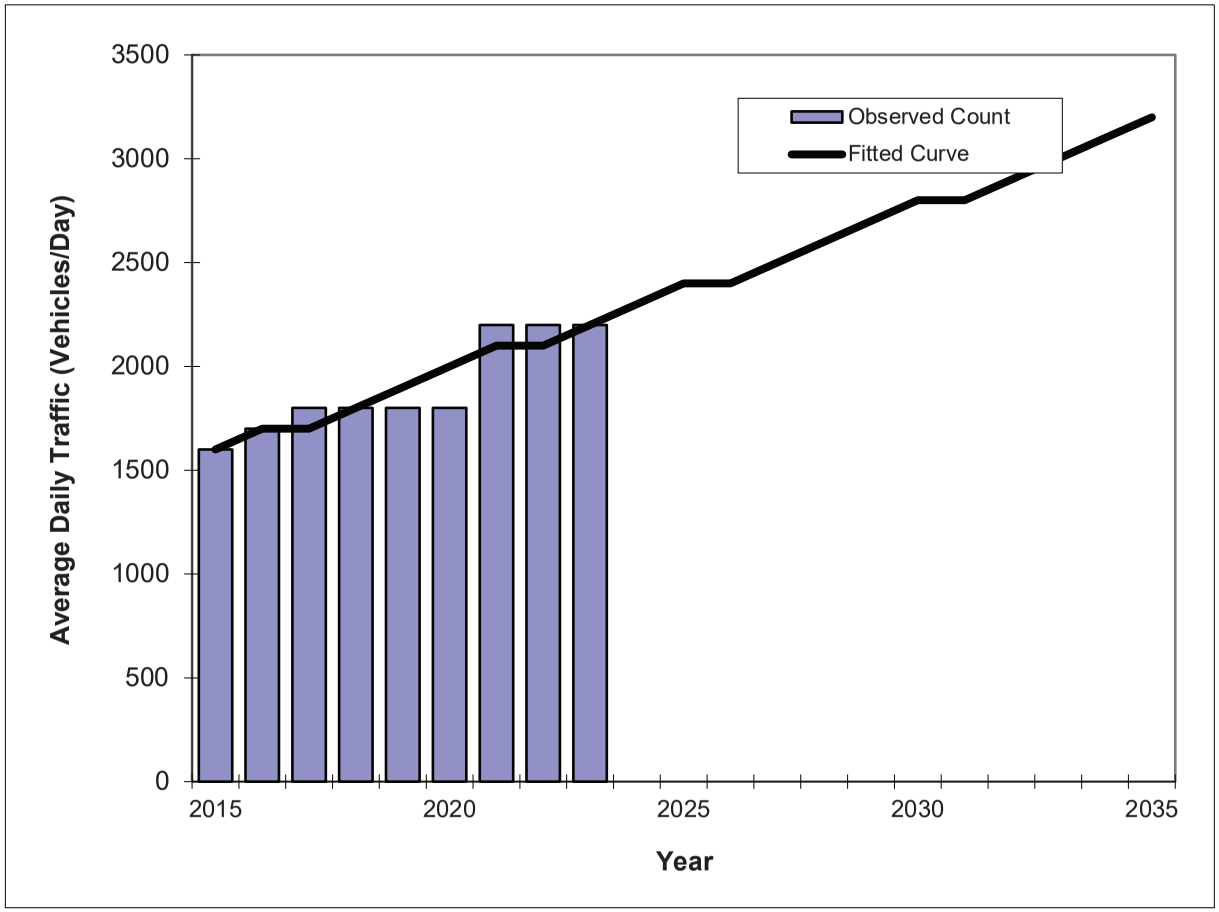
ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# 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 | |

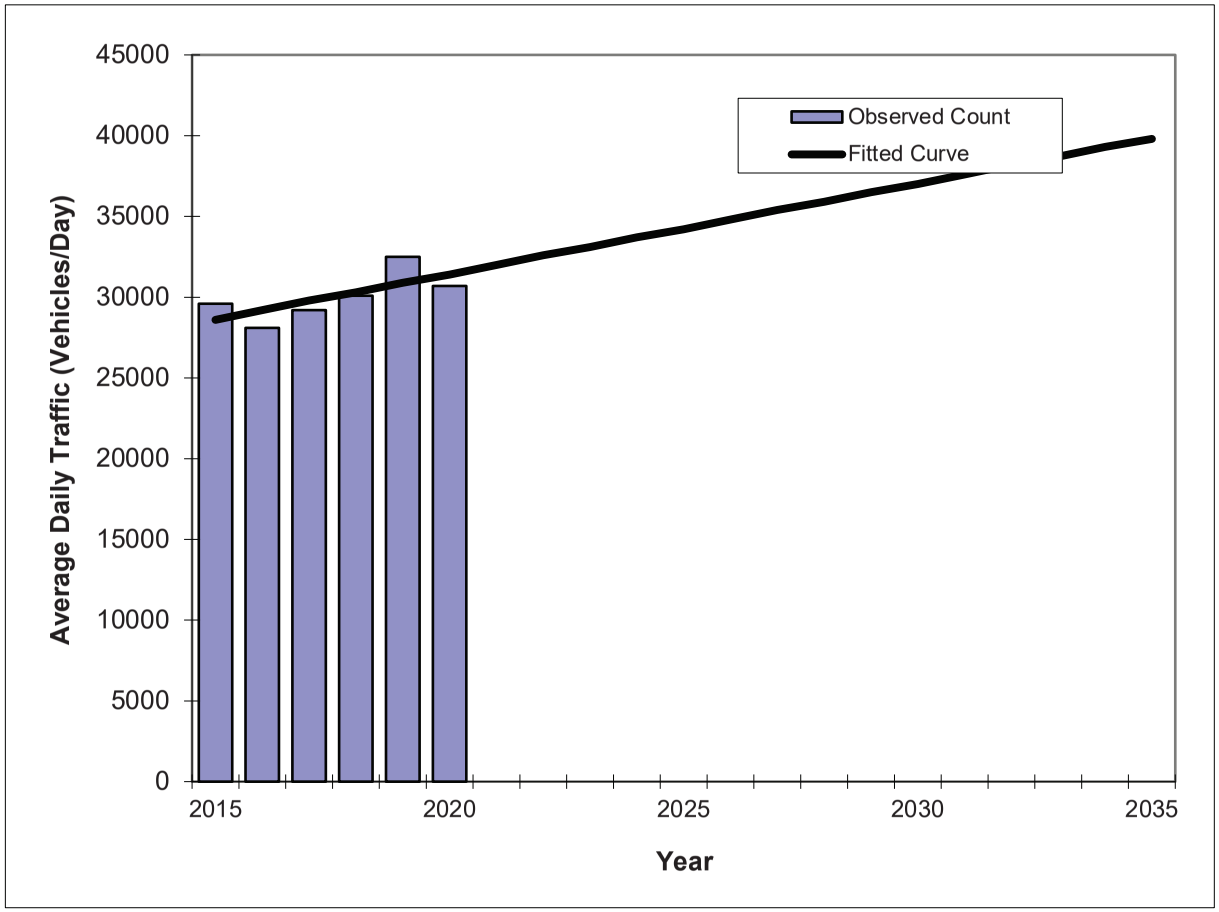
ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# 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

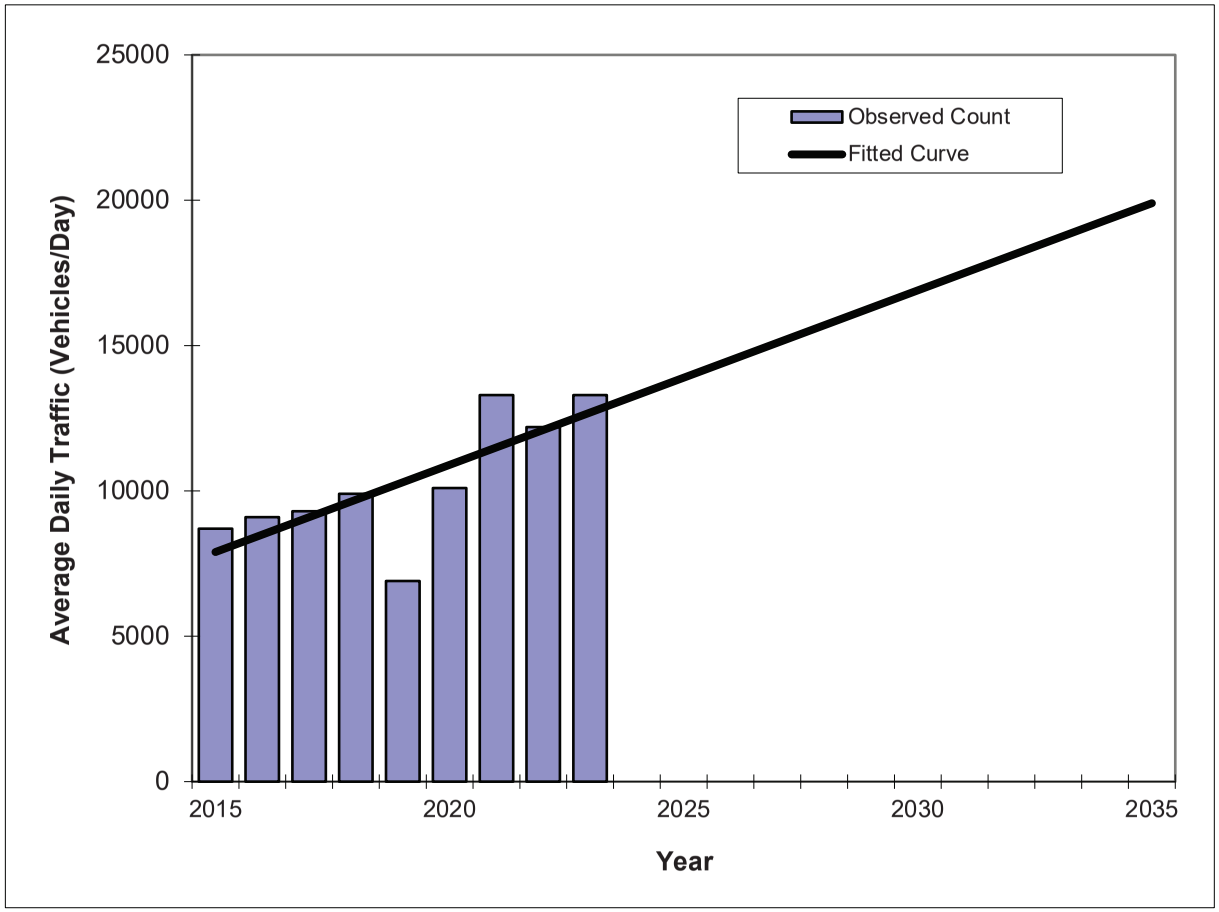
ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# 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

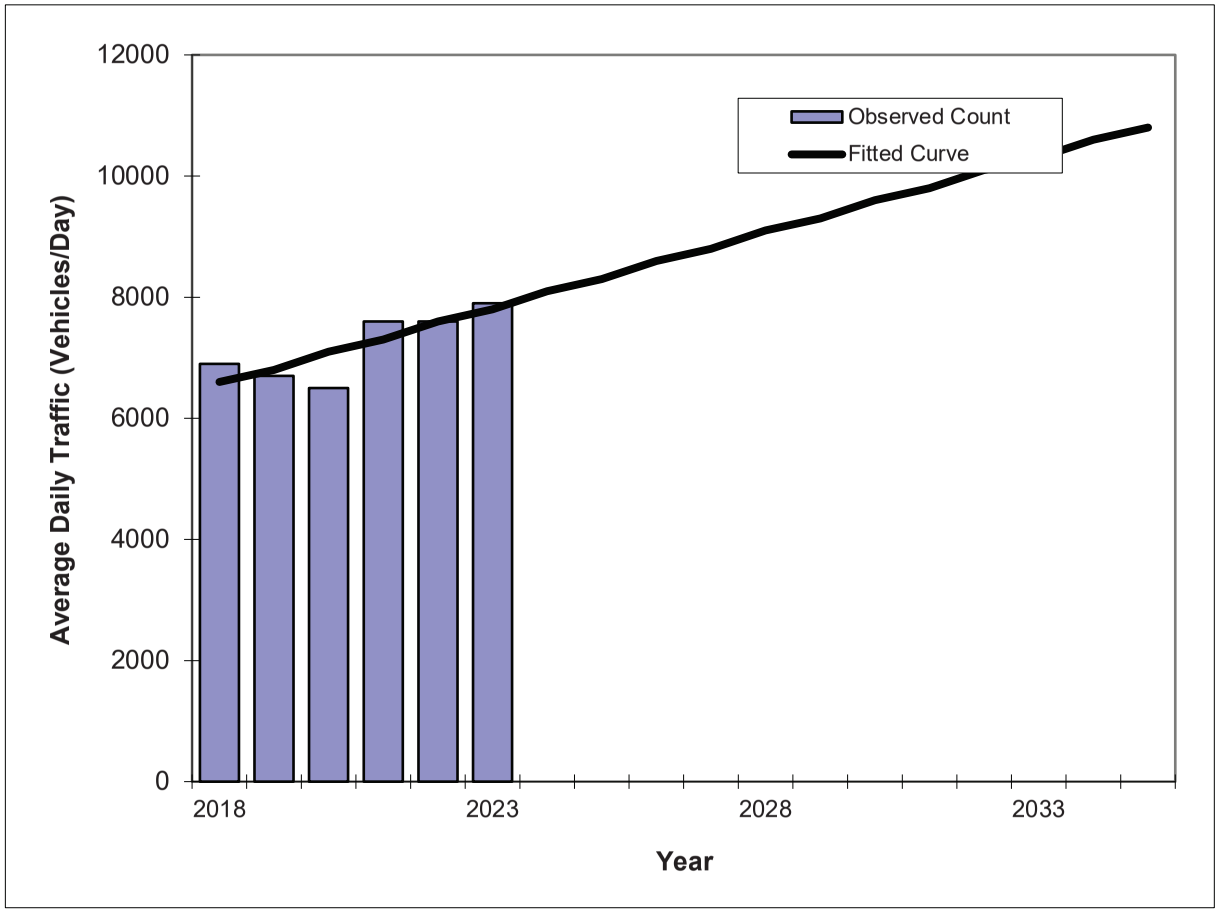
ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# 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**

ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

**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

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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!

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---

**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

**CAUTION: THIS MESSAGE IS FROM AN EXTERNAL SENDER**
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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 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 | 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 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 | 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 |

### 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 |
| AM | NOON | PM | |

### WESTBOUND (CR 484)

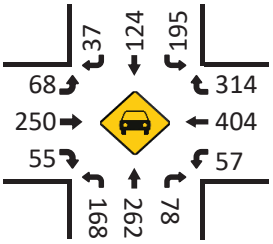
| PM | NOON | AM | |
|---|---|---|---|
| 361 | 0 | 340 | ↰ 0 |
| 510 | 0 | 454 | ← 0 |
| 211 | 0 | 59 | ↩ 0 |
| 2 | 0 | 1 | ↷ 0 |
| 887 | 0 | 545 | ⇨ |
| PM | NOON | AM | |

### NORTHBOUND (Marion Oaks Course)

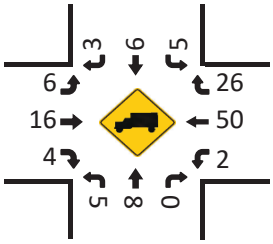
| | L | T | T | R | Total | |
|---|---|---|---|---|---|---|
| PM | 628 | 0 | 91 | 184 | 79 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 248 | 0 | 173 | 270 | 78 | AM |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 2144 AM | 0 NOON | 2683 PM |
| PHF | 0.95 | | 0.97 |

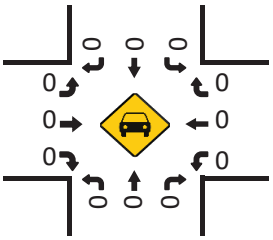
Cars (AM)



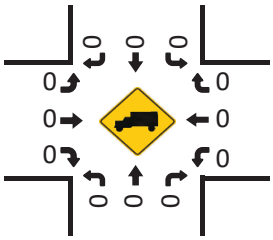

HT (AM)



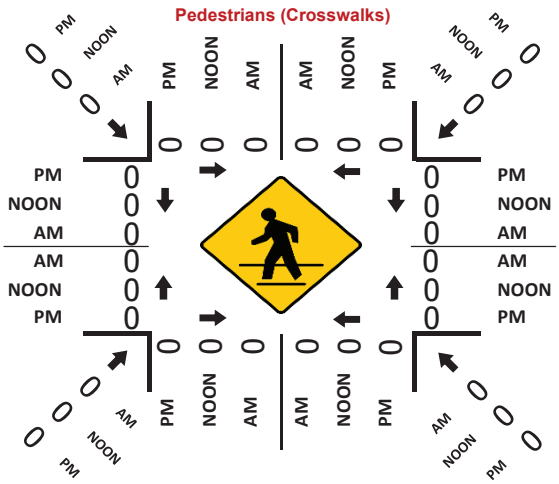

Cars (NOON)



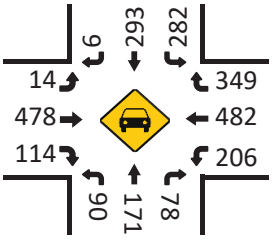

HT (NOON)



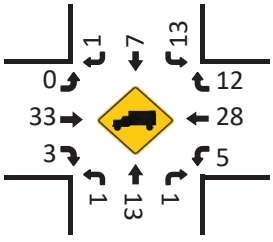

Pedestrians (Crosswalks)




Cars (PM)



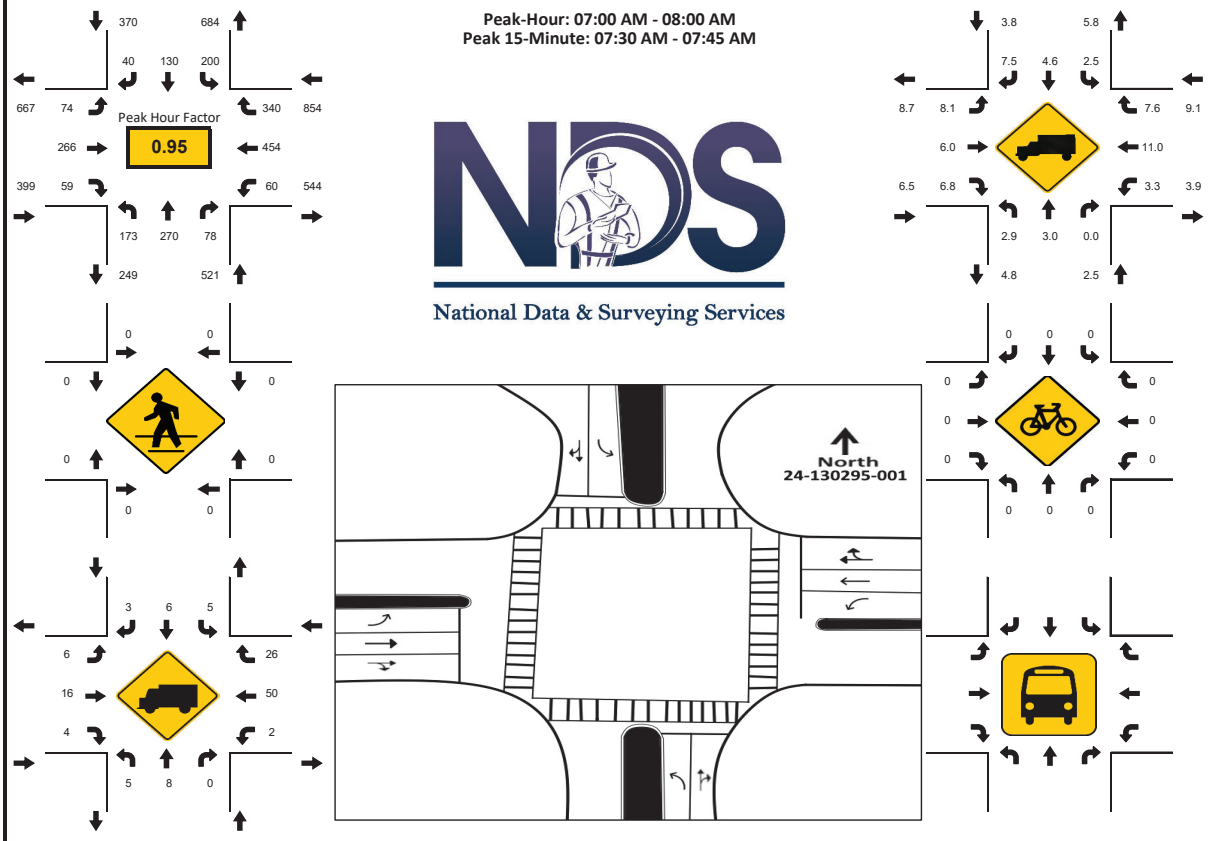

HT (PM)



**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**



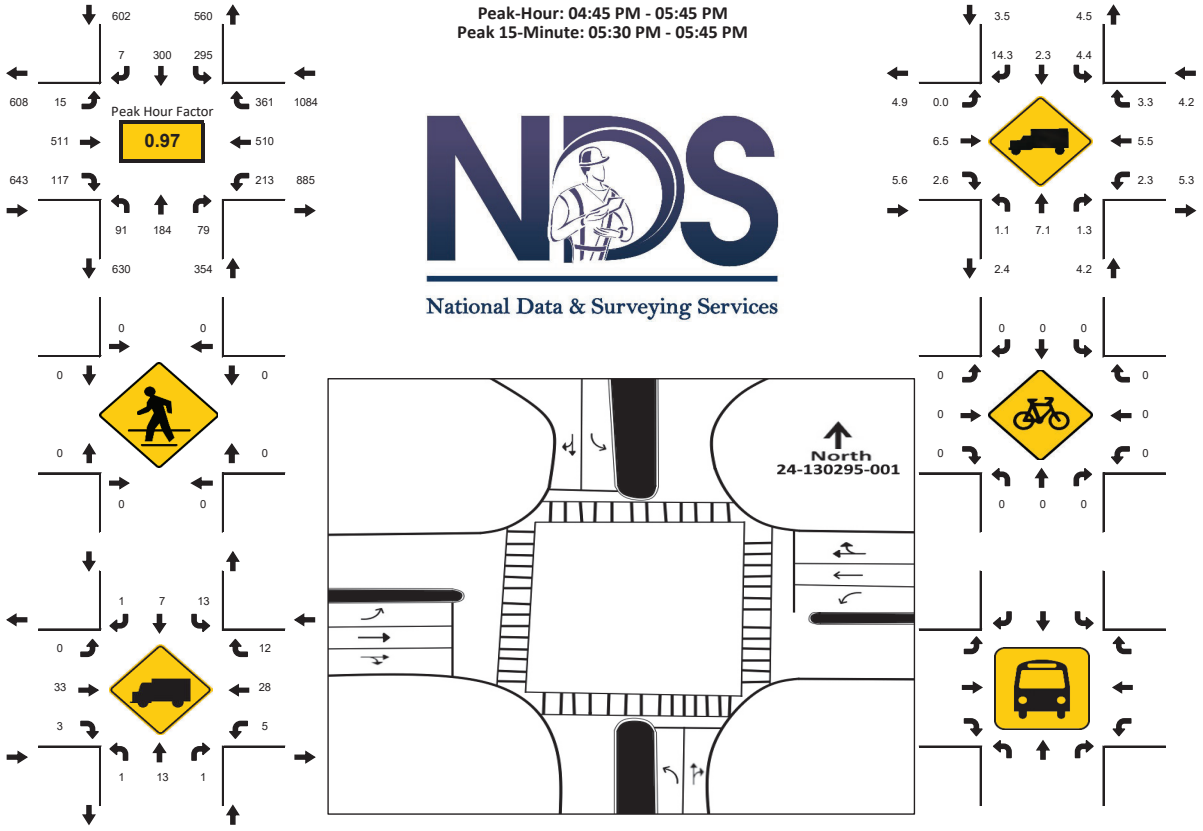

NDS
National Data & Surveying Services

| 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**




| 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 | 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 | 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 | 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 | 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)

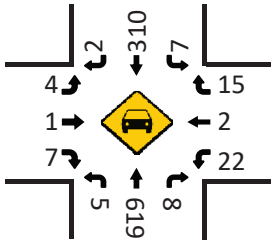
| PM | NOON | AM | |
|---|---|---|---|
| 10 | 0 | 16 | 0 |
| 0 | 0 | 2 | 0 |
| 10 | 0 | 22 | 0 |
| 0 | 0 | 0 | 0 |
| 27 | 0 | 17 | |
| PM | NOON | AM | |

### NORTHBOUND (Marion Oaks Course)

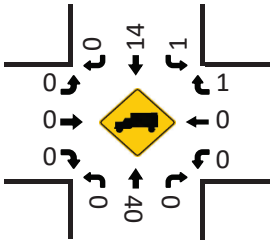
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 588 | 2 | 11 | 526 | 14 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 353 | 0 | 5 | 659 | 8 | AM |

| CONTROL | | | |
|---|---|---|---|
| 2-Way Stop(EB/WB) | | | |
| TEV | 1058 AM | 0 NOON | 1169 PM |
| PHF | 0.92 | | 0.94 |

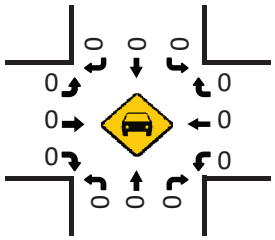
### Cars (AM)



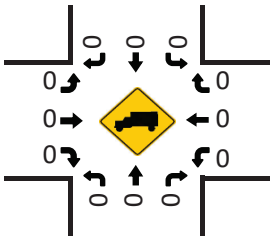

### HT (AM)



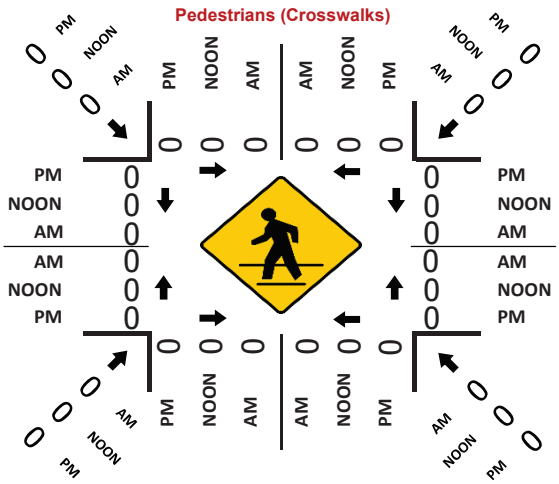

### Cars (NOON)



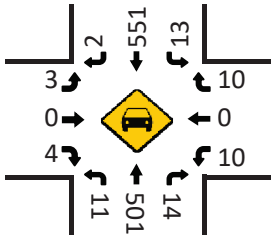

### HT (NOON)



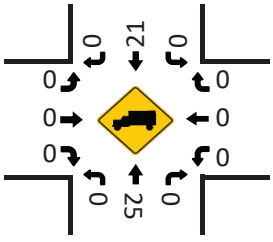

### Pedestrians (Crosswalks)




### Cars (PM)

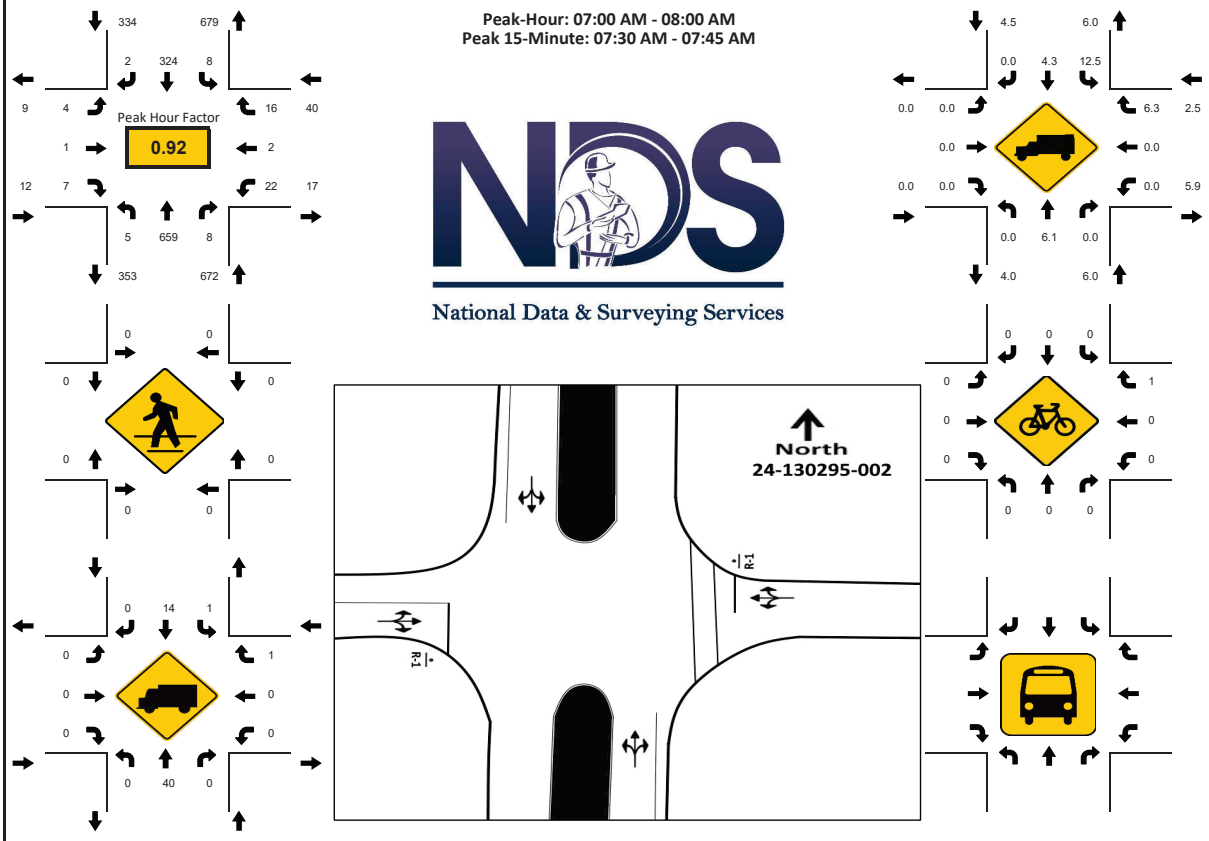



### HT (PM)



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

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

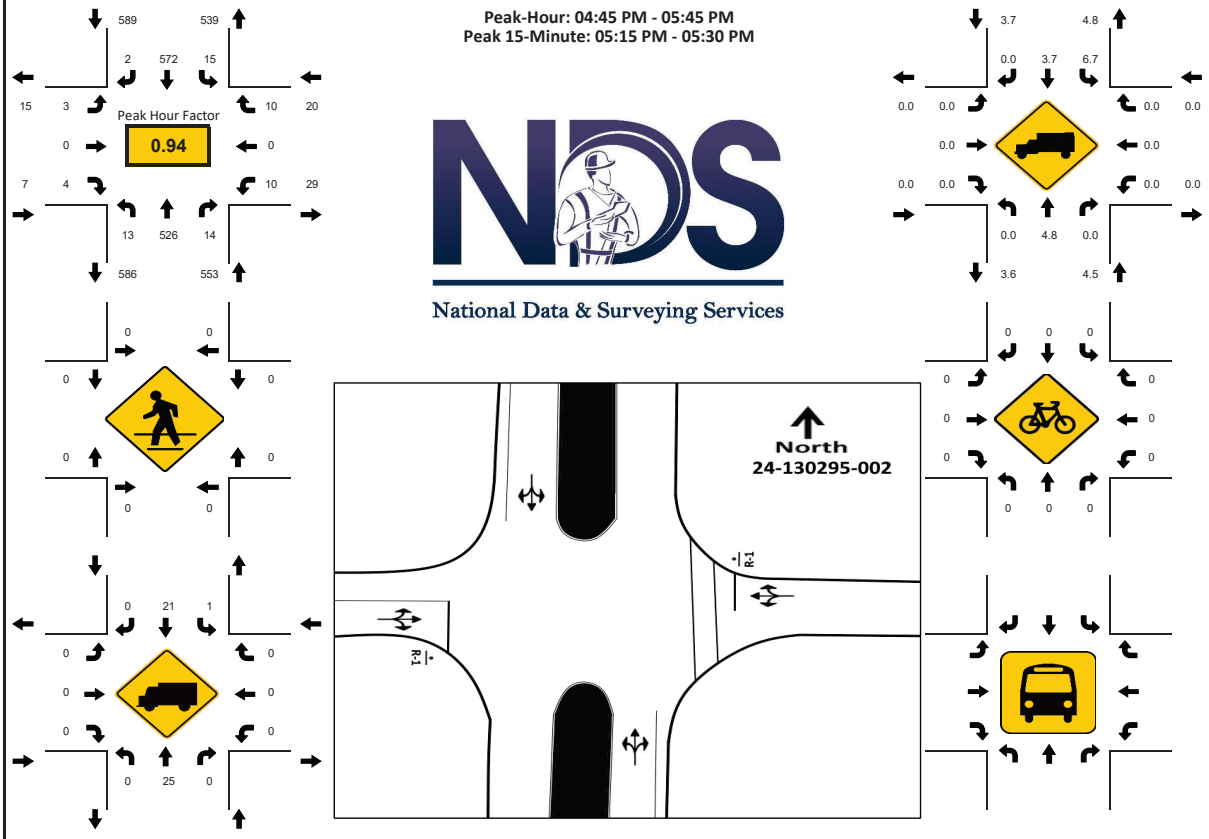



| 15-Min Count Period Beginning At | Marion Oaks Course Northbound | | | | | Marion Oaks Course Southbound | | | | | SW 132nd Pl Eastbound | | | | | SW 132nd Pl Westbound | | | | | Total | Hourly Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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**




| 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 | 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 (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 |
| AM | NOON | PM | |

### WESTBOUND (Marion Oaks Trl)

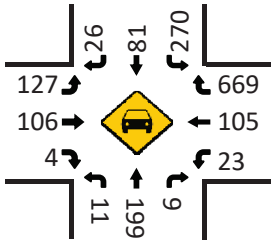
| PM | NOON | AM | |
|---|---|---|---|
| 529 | 0 | 703 | 0 |
| 91 | 0 | 110 | 0 |
| 14 | 0 | 24 | 0 |
| 2 | 0 | 0 | 0 |
| 673 | 0 | 399 | |
| PM | NOON | AM | |

### NORTHBOUND (SW 49th Ave Rd)

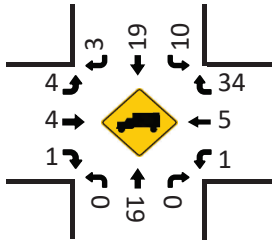
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 159 | 0 | 6 | 119 | 7 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 129 | 0 | 11 | 218 | 9 | AM |

| CONTROL | | | |
|---|---|---|---|
| Signalized | | | |
| TEV | 1730 AM | 0 NOON | 1787 PM |
| PHF | 0.91 | | 0.95 |

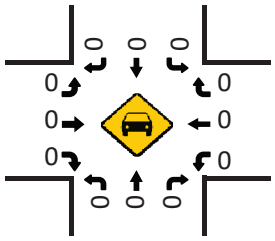
### Cars (AM)



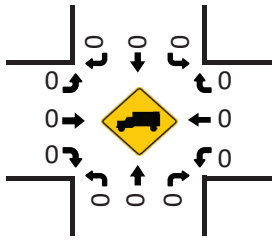

### HT (AM)



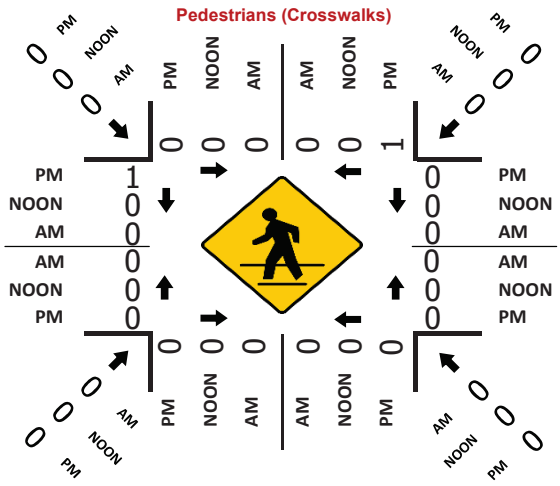

### Cars (NOON)




### HT (NOON)



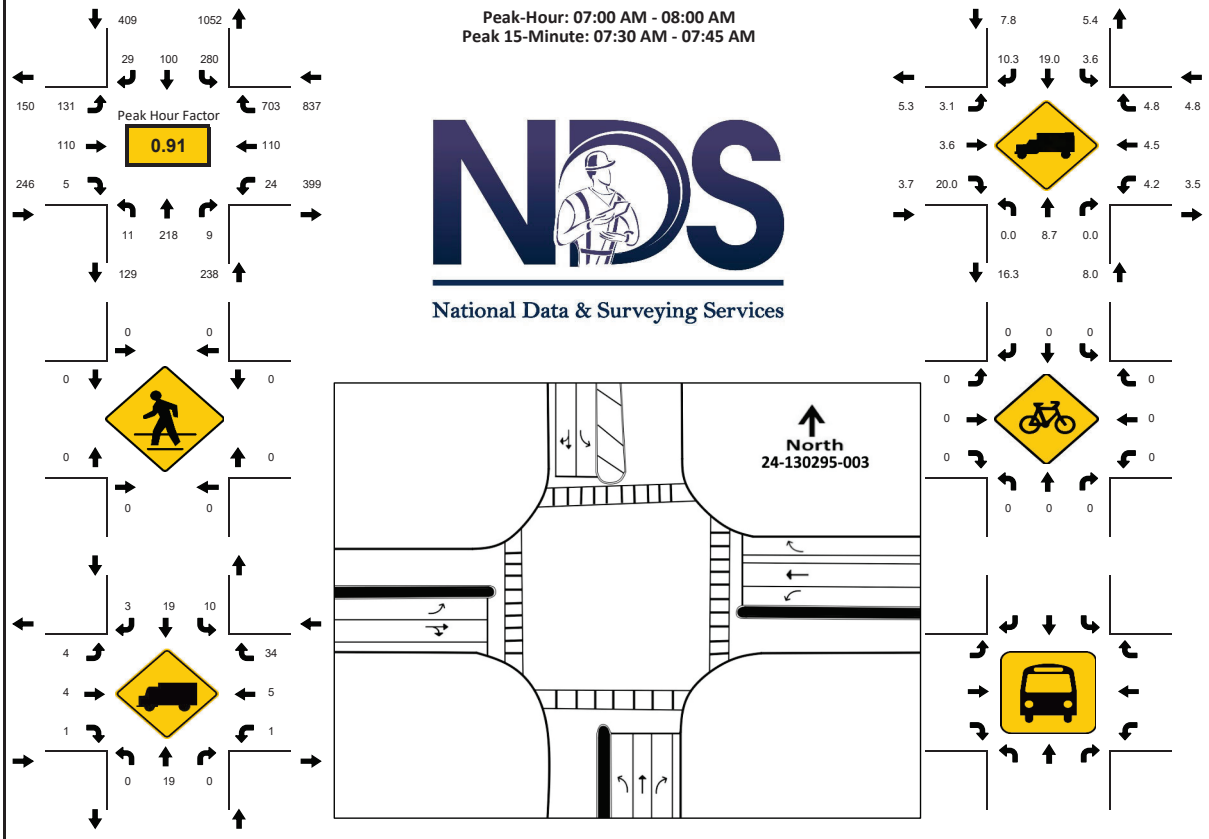

### Pedestrians (Crosswalks)


PM
NOON
AM
1
0
0
0
0
0
0
0
0
0
0
0

**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**



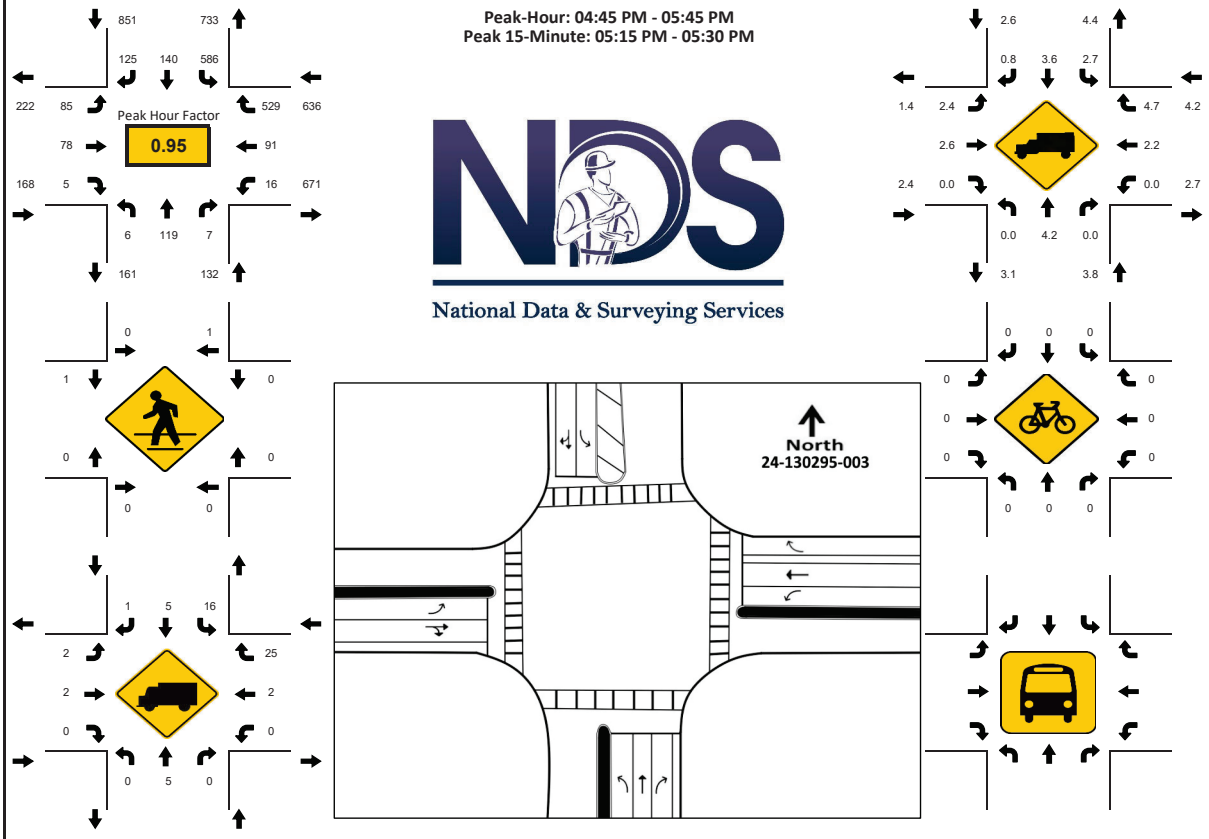

NDS
National Data & Surveying Services

| 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 | | | | | | | | | | | | | | | | | | | | | | |

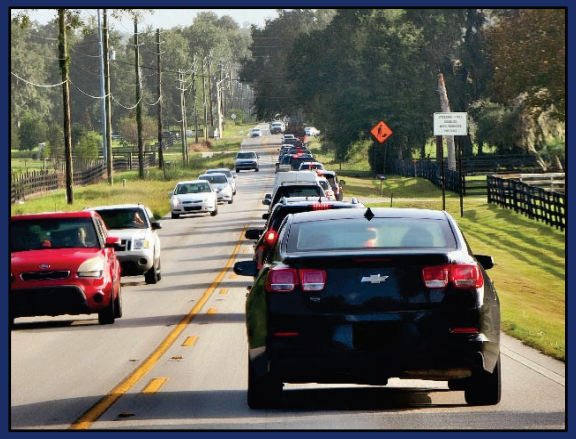
2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 3600 MARION COUNTYWIDE

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

ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

| 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 | 3,957 | 4 | 67,770 | 3,957 | 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 |
| 1030.1 | 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 |
| 1030.4 | 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 |
| 1040.1 | 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 | UNINTERRUPTED | 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 |
| 1080.1 | 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 |
| 1080.3 | 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 |
| 1090.1 | 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 |
| 11.001 | 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 |
| 11.010.4 | 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 |
| 11.10.4 | 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 |
| 1150.1 | 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 |
| 1150.2 | 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 |
| 1160.2 | 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 |
| 1160.3 | 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 |
| 1190.1 | 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 |
| 1210.2 | 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 |
| 1210.1 | 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 |
| 1250.2 | 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 |
| 1250.3 | 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 |
| 1250.4 | 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 |
| 1280.1 | 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 |
| 1280.2 | 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 |
| 1280.3 | CR 316 | CR 329 | E OF CR 225 | 2 | COLLECTOR | UNINTERRUPTED | | 9,270 | 486 | 2 | 9,270 | 486 | Rural | U | COUNTY | Other OMP Network Roadway | B | 700 | 0.08 | B | 1.00% | 700 | 0.08 | B |
| 1280.4 | 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 |
| 1290.1 | 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 |
| 1290.3 | 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 |
| 1290.4 | 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 |
| 1300.1 | 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 |
| 1300.2 | 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 |
| 1310.1 | 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 |
| 1320.1 | 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 |
| 1340.1 | 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 |
| 1340.2 | 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 |
| 1350.1 | 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 |
| 1350.2 | 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 |
| 1360.1 | 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 |
| 1390.1 | 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 |
| 1410.1 | 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 |
| 1410.2 | 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 |
| 1430.1 | 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 |
| 1430.2 | 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 |
| 1440.1 | 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 | CR 35 | 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 |
| 1530 | CR 40 | CR 316 | URBAN AREA BOUNDARY | 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 BOUNDARY | 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 |
| 1.580 | 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 | SE 31 ST | SR 464 | 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 466C | 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 466C | 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 | SE 31 ST | 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 | | 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 484 | 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 475B | CR 475A | 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 | 12,200 | 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 | 12,200 | 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 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 |
| 2160 | E FORT KING ST | SE WATULA 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 | US 41 | LAKESHORE DR | 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% | 88,300 | 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% | 95,500 | 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 | 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 101 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 | 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 25 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 | 1.86% | 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 | COLLECTOR | 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 | D | 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 WATULA 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 | ARTERIAL | 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 | ARTERIAL | 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 23 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 | NE 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 | ARTERIAL | 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 | ARTERIAL | 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 ANTHONY 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 | ARTERIAL | 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 | UNINTERRUPTED | 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 |
| 3591.1 | 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 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 | SW 1 ST | SE 3 AV | 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 3 AV | SE 7 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 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 | UNINTERRUPTED | 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 | SE 110 ST | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | US 441 | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 31 ST | SE 36 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | 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 36 AV | 4 | ARTERIAL | 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 | ARTERIAL | 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 | SE 183 A | CR 464C | 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 467 | 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 | ARTERIAL | 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 | ARTERIAL | 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 | 2 | ARTERIAL | 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 | ARTERIAL | 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 | ARTERIAL | INTERRUPTED | | 56,805 | 2,814 | 6 | 56,805 | 2,814 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 27,600 | 0.49 | C | 4.27% | 34,100 | 0.60 | C |
| 4710 | SR 200 | SE 95 TH CIR | SW 80 AV | 6 | ARTERIAL | INTERRUPTED | | 56,805 | 2,814 | 6 | 56,805 | 2,814 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 31,300 | 0.55 | C | 1.00% | 32,900 | 0.58 | C |
| 4770 | SR 200 | SW 80 AV | SW 60 AV | 6 | ARTERIAL | INTERRUPTED | | 56,805 | 2,814 | 6 | 56,805 | 2,814 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 44,600 | 0.79 | C | 1.42% | 47,900 | 0.84 | C |
| 4800 | SR 200 | SW 60 AV | SW 48TH AVE | 6 | ARTERIAL | INTERRUPTED | | 56,805 | 2,814 | 6 | 56,805 | 2,814 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 42,400 | 0.75 | C | 1.00% | 44,600 | 0.79 | C |
| 48.10.2 | SR 200 | SW 48TH AVE | SW 44 CT | 6 | ARTERIAL | INTERRUPTED | | 56,805 | 2,814 | 6 | 56,805 | 2,814 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 41,200 | 0.73 | C | 1.00% | 43,300 | 0.76 | C |
| 48.20.1 | SR 200 | SW 44 CT | I-75 | 6 | ARTERIAL | INTERRUPTED | | 56,805 | 2,814 | 6 | 56,805 | 2,814 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 43,400 | 0.76 | C | 1.00% | 45,600 | 0.80 | C |

| 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 | 730 | 2 | 14,000 | 730 | Urban | U | STATE | NHS - Non-Interstate Roadway | D | 8,500 | 0.61 | D | 1.00% | 8,900 | 0.64 | D |
| 5170.2 | SR 40 | URBAN AREA BOUNDARY | SW 140 AV | 2 | ART ERIAL | UNINTERRUPTED | | 8,200 | 430 | 2 | 8,200 | 430 | Rural | U | STATE | NHS - Non-Interstate Roadway | C | 8,500 | 1.04 | D | 1.00% | 8,900 | 1.09 | D |
| 5180 | SR 40 | SW 140 AV | CR 328 | 2 | ART ERIAL | INTERRUPTED | | 8,200 | 430 | 2 | 8,200 | 430 | Rural | U | STATE | NHS - Non-Interstate Roadway | C | 17,500 | 2.13 | E | 1.97% | 19,300 | 2.35 | E |
| 5190 | SR 40 | CR 328 | SW 110 AV | 4 | 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 | 430 | 2 | 8,200 | 430 | Rural | U | STATE | NHS - Non-Interstate Roadway | C | 17,700 | 2.16 | E | 1.00% | 18,600 | 2.27 | E |
| 5480 | SR 40 | CR 315 | CR 314 | 2 | ART ERIAL | INTERRUPTED | | 8,200 | 430 | 2 | 8,200 | 430 | Rural | U | STATE | NHS - Non-Interstate Roadway | C | 17,700 | 2.16 | E | 1.00% | 18,600 | 2.27 | E |
| 5490.1 | SR 40 | CR 314 | NE 145 AV | 2 | ART ERIAL | UNINTERRUPTED | | 8,200 | 430 | 2 | 8,200 | 430 | Rural | U | STATE | NHS - Non-Interstate Roadway | C | 13,200 | 1.61 | D | 1.61% | 14,300 | 1.74 | E |
| 5490.2 | SR 40 | NE 145 AV | CR 314A | 2 | ART ERIAL | INTERRUPTED | | 8,200 | 430 | 2 | 8,200 | 430 | Rural | U | STATE | NHS - Non-Interstate Roadway | C | 13,100 | 1.6 | D | 1.11% | 13,900 | 1.70 | D |
| 5500 | SR 40 | CR 314A | SE 183 AV | 2 | 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 | 5,900 | 0.62 | C | 1.00% | 5,900 | 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 | SW 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 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 42 AV | SW 17 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 | 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 40 | 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 |
| 5900 | SW 31 AV | SW 20 ST | SW 13 ST | 2 | COLLECTOR | INTERRUPTED | 2 | 11,232 | 576 | 2 | 11,232 | 576 | Urban | U | COUNTY | Other OMP Network Roadway | E | 5,100 | 0.45 | C | 5.92% | 6,800 | 0.61 | D |
| 5910.1 | SW 33 AV | SW 13 ST | SR 40 | 2 | COLLECTOR | UNINTERRUPTED | | 29,340 | 1,449 | 2 | 29,340 | 1,449 | Urban | U | COUNTY | Other OMP Network Roadway | E | 5,100 | 0.17 | B | 5.92% | 6,800 | 0.23 | B |
| 5920 | SW 37 AV | SW 20 ST | SW 13 ST | 2 | COLLECTOR | UNINTERRUPTED | | 29,340 | 1,449 | 2 | 29,340 | 1,449 | Urban | U | COUNTY | Other 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 10 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 13 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 |

ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

| 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 | F | 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 1 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 1 ST | SR 200 | 2 | COLLECTOR | INTERRUPTED | 1 | 12,744 | 614 | 2 | 12,744 | 614 | 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 | 614 | 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 | 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 | 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 | 2 | 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 | 2,190 | 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 | 2,190 | 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 | 2,190 | 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 | 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 | 2,190 | 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 | 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 | ART ERIAL | 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 | ART ERIAL | INTERRUPTED | | 38,430 | 1,901 | 4 | 38,430 | 1,901 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 33,300 | 0.87 | D | 1.00% | 35,000 | 0.91 | D |
| 6750.2 | US 441 | CR 25A | US 301 | 4 | ARTERIAL | INTERRUPTED | | 38,430 | 1,901 | 4 | 38,430 | 1,901 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 18,300 | 0.48 | C | 1.00% | 19,200 | 0.50 | C |
| 6750.4 | US 441 | SE 92 PLACE LOOP | CR 25A | 4 | ARTERIAL | UNINTERRUPTED | | 38,430 | 1,901 | 4 | 38,430 | 1,901 | Urban | D | STATE | NHS - Non-Interstate Roadway | D | 18,200 | 0.47 | C | 1.00% | 19,100 | 0.50 | C |
| 6770 | US 441 | US 301 | CR 484 | 4 | 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 | 8,100 | 0.18 | 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 | 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 | 1,200 | 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 145 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 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 |
| 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 CIRSE | 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 CIRSE | 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 |

ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

# Appendix D

## Existing Conditions Synchro Printouts

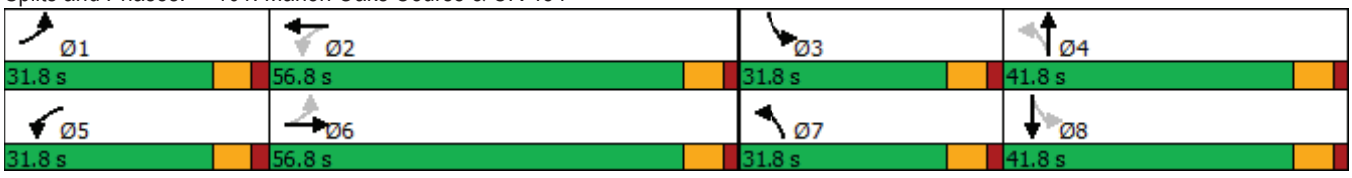
# Timings
## 101: Marion Oaks Course & CR 484

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.

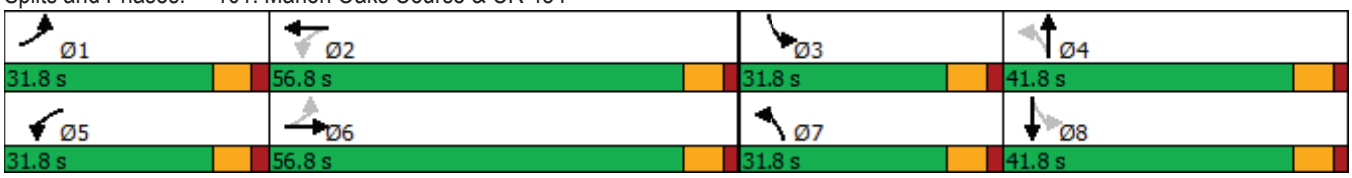
# Timings
## 101: Marion Oaks Course & CR 484

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.

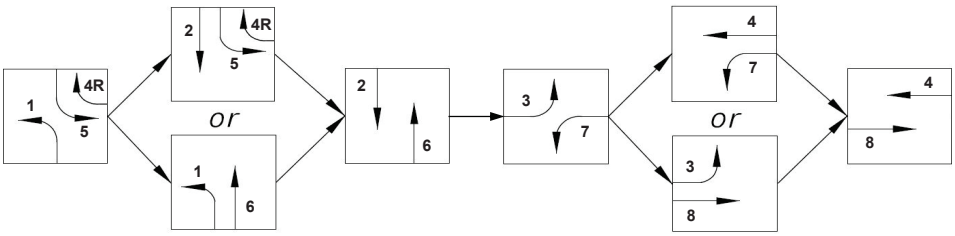
**Marion County**
**Office of the County Engineer**

| 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 | | | | | | | | |

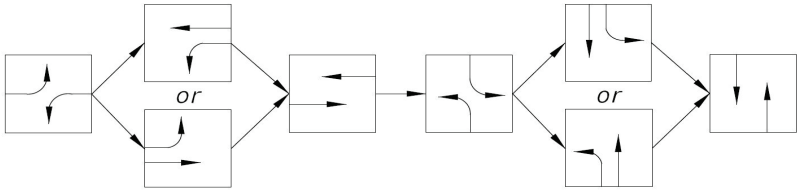
**Marion County**
**Office of the County Engineer**

| 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

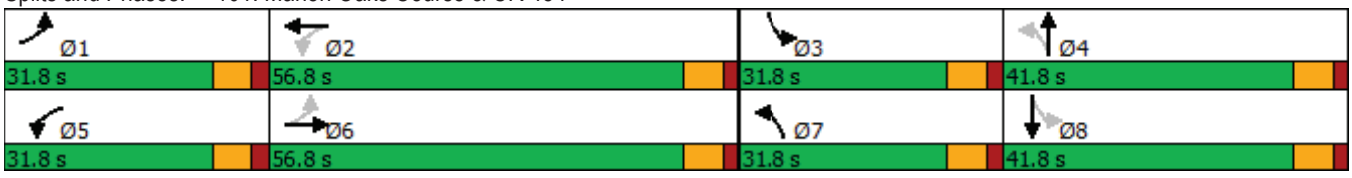
# Timings
## 101: Marion Oaks Course & CR 484

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 | - |

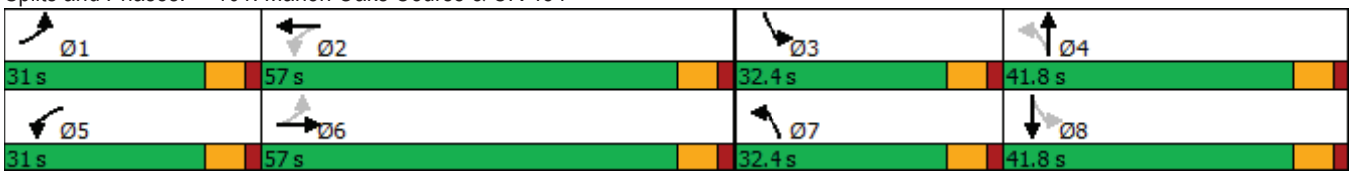
# Timings
## 101: Marion Oaks Course & CR 484

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.**

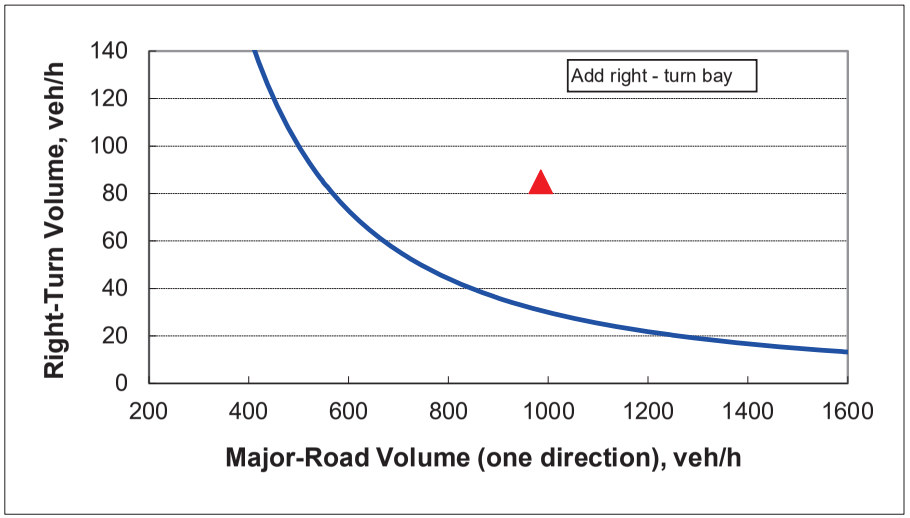
INPUT

| 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.** | |




ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

**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.** | |

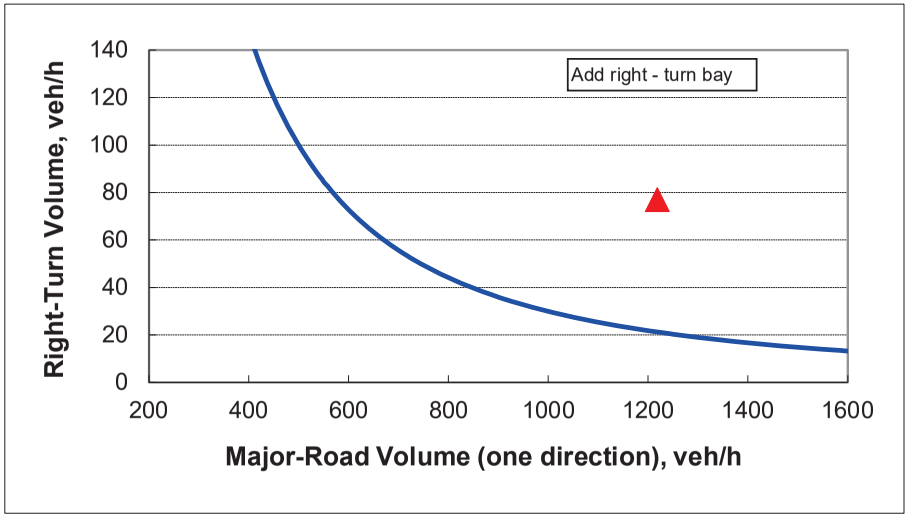


**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

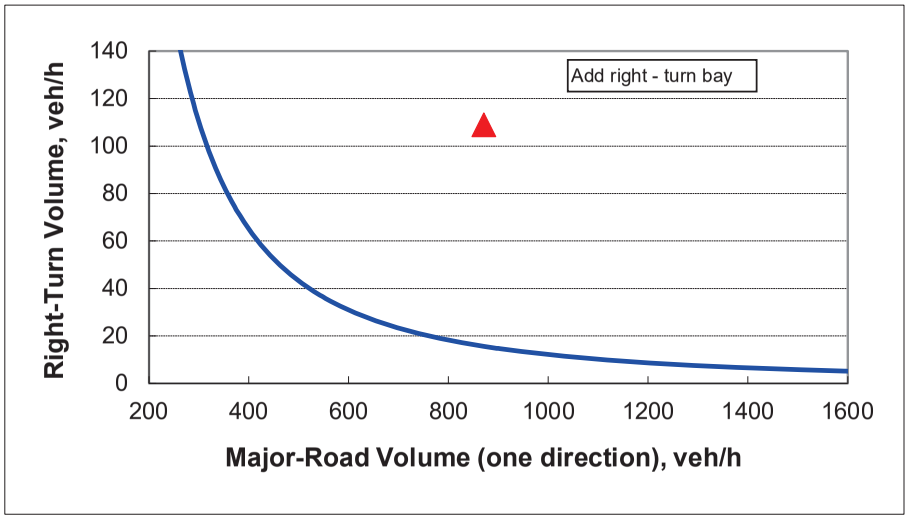
INPUT

| 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.** | |




ATTACHMENT G - 26-S03 - TIA Study (SunStop Convenience Store)

**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.** | |

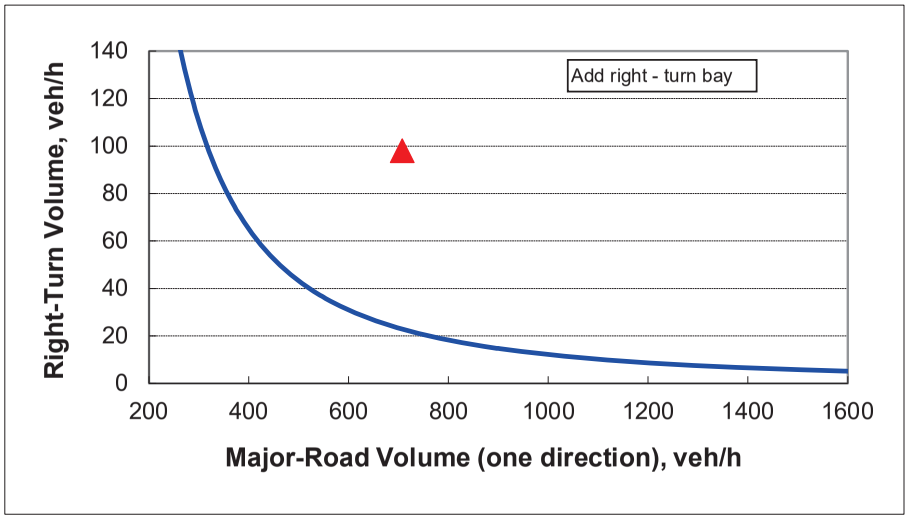


**Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.**

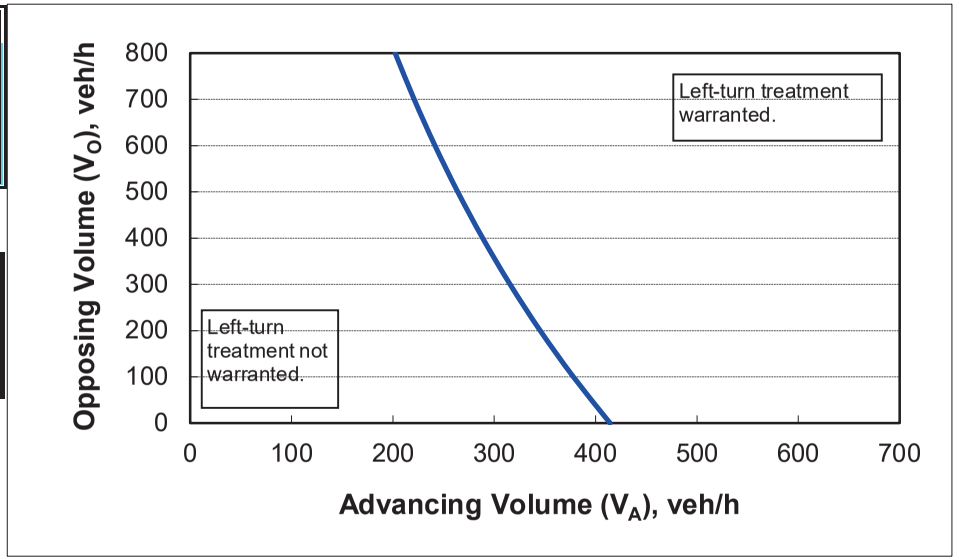
**2-lane roadway (English)**

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.**

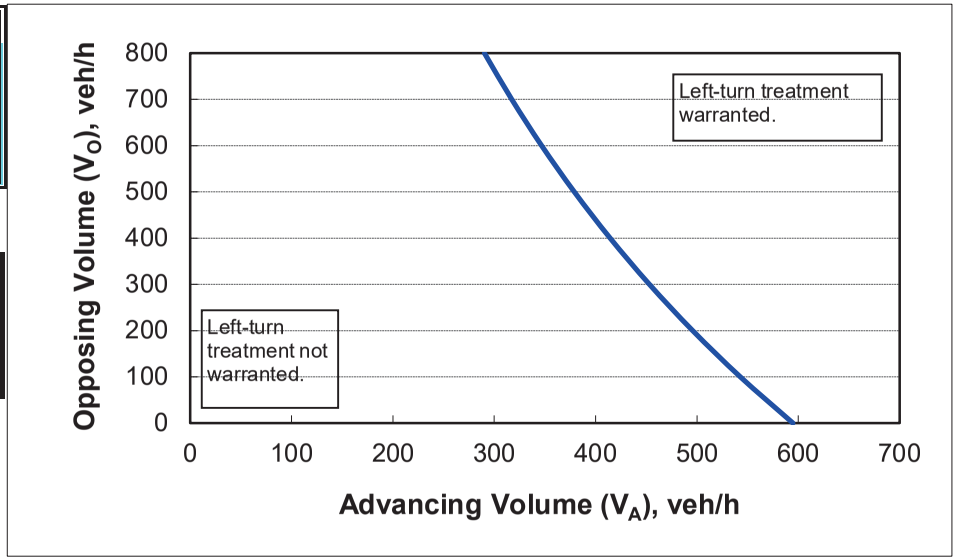
**2-lane roadway (English)**

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 |