

MEMORANDUM March 23, 2021





The following is an outline of the methodology for the proposed Traffic Assessment for the above referenced project. The study will conform to Marion County procedures and requirements.

Project Description

The proposed development consists of 92 residential units with an anticipated buildout year of 2024. The site is located on SW 8th Street, east of SW 80th Avenue and south of SR 40, in Marion County, Florida. The development is proposed to access SW 80th Avenue via a cross access driveway on SW 6th Place. Figure 1 depicts the site location. A conceptual plan is included in the Attachments.

Trip Generation

The trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The ITE information sheets are included in the Attachments. Table 1 summarizes the resulting trip generation analysis.

	Trip Generation Calculation											
ITE	ITE Daily AM Peak Hour PM Peak Hour											
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential	92 DU	10.47	963	0.76	70	18	52	1.02	94	59	35

Table 1

Regression Equation used to calculate rates when R2 is greater than 0.75 or has more than 20 studies

The proposed development is projected to generate 963 daily trips, of which 70 trips occur during the AM peak hour and 94 trips occur during the PM peak hour.

Trip Distribution

A trip distribution pattern was estimated using the Central Florida Regional Planning Model (CFRPMv6.1). The model distribution was manually adjusted to account for the interactions at local activity centers and to reflect the local network. Local attractions within 1-mile of the proposed development include West Port High School, Ocala International Airport and other commercial attractions. The model output is included in the Attachments and the adjusted trip distribution is shown in Figure 2.





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Study Level and Area

The project generates less than 99 PM peak hour external trips and the surrounding roadway segments have an existing V/C less than 0.80, meeting the required threshold for a Traffic Assessment. Accordingly, the Traffic Assessment includes all roadway segments where project traffic is consuming 3% or more of the adopted LOS volume plus one segment beyond.

Table 2 presents the project significance test, the proposed development is projected to consume 4.24% of the roadway's two-way peak hour adopted LOS volume on SW 80th Avenue. The proposed development is projected to consume less than 3% of the two-way peak hour adopted LOS volume for the remaining roadway segments within a 1-mile radius.

The adopted LOS standards for the roadway segments were obtained from the Marion County's *Land Development Code (LDC)* and their respective service volumes were obtained from the *FDOT 2020 QLOS tables.* The existing traffic count data was obtained from the Marion County *2020 Traffic Counts Manual.* The Marion County LOS standards, FDOT QLOS tables and the traffic counts are included in the **Attachments.**

Table 2											
				Sign	ificance	Test					
	#	Α	LOS		Daily			PM	Peak Ho	ur	
Roadway Segment	of	Т	Std	Map #	Сар	Count	V/C	Сар	% Dist	Trips	% Cap
SR 40											
W of CR 225A	4	R	С	A-03	29,300	20,500	0.70	2,790	10%	9	0.32%
W of SW 60th Ave	4	U	D	A-04	39,800	21,300	0.54	3,580	40%	38	1.06%
NW 80th Ave											
N of SR 40	2	U	E	A-40	15,930	5,400	0.34	1,440	15%	14	0.97%
SW 80th Ave											
S of SR 40	2	U	E	G-37	15,930	8,200	0.51	1,440	65%	61	4.24%

The study area will include the roadway segments and intersections listed below:

Study Segments:

- SW 80th Avenue
 South of SR 40
- NW 80th Avenue
 North of SR 40

Study Intersections:

- SR 40 & SW 80th Avenue
- SW 80th Avenue & SW 6th Place

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Projected Traffic

Background traffic will be projected to the buildout year (2024) based on traffic growth and committed trips from the developments approved by the County. Growth rates will be obtained or calculated from traffic count data available in the Marion County *2020 Traffic Counts Manual*. A minimum 2% annual growth rate will be applied if there is no data available to establish the growth rate of the roadway segment and a 1% growth rate will be used for roadway segments with a negative growth rate. Projected traffic is calculated as the sum of background traffic and project trips.

Planned and Programmed Improvements

The FDOT *Tentative 5-Year Work Program* and the *Ocala Marion TPO Transportation Improvement Program (TIP)* were reviewed to determine if any roadway or intersection improvements are planned and funded for construction. No planned or funded improvements were identified in the published information. However, if funded roadway or intersection improvements are identified, they will be included in the analysis.

Traffic Analysis

The traffic study will analyze existing and buildout conditions. Buildout condition traffic will include projected background traffic and project trips. In cases where the buildout conditions analysis requires mitigation as the result of the proposed development, the buildout conditions analysis with inclusion of the recommended mitigation will be provided.

Roadway segments will be analyzed for the daily and PM peak directional volumes. The roadway segment counts will be obtained from the Marion County 2020 Traffic Count Manual. The analysis will be based on Marion County's LOS standards and their respective service volumes as obtained from Section 1.8.3 of the County's LDC and the FDOT 2020 Quality/Level of Service (Q/LOS) Handbook. Intersection analysis will be conducted for the PM peak hours, based on field counts, buildout traffic, Highway Capacity Software (HCS), and the methods of Highway Capacity Manual (HCM), 6th Edition.

Proportionate Share

If the development results in offsite impacts, the development will mitigate its impact to the deficient facilities by contributing a proportionate share. The proportionate share calculation will be based on Marion County guidelines and requirements.

<u>Report</u>

A report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the County.

ATTACHMENTS



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

Setting/Location: General Urban/Suburban Number of Studies: 159 Avg. Num. of Dwelling Units: 264 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: On a:	Dwelling Units Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	173
Avg. Num. of Dwelling Units:	219
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs:	Dwelling Units
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	190
Avg. Num. of Dwelling Units:	242
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31
		· · · · · · · · · · · · · · · · · · ·

Data Plot and Equation







Marion County continues on p.29 (Map G)

City of Ocala continues on p.22 (Map E) Page 9

Marion County continues on p.9 (Map A)

ais/2019 Traffic Count Book; 1:208,000; PLOT DATE 07.15.2020

RAFFIC COUNTS 2015-2019; FILENAME: Nmcbcc1.org/Shared/Dept_TPO/Traffic Studies/Count Man

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



Page 29

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
				I-75					
A-01	.527 mi N of CR 318	FDOT	3	51,500	54,500	57,000	64,500	67,500	7.8
A-02	1.469 mi N of SR 326	FDOT	3	47,500	50,500	56,500	64,000	66,000	9.7
				SR 40					
A-03	.15 mi W of CR 225A	FDOT	3	17,500	18,100	19,200	20,400	20,500	4.3
A-04	W of SW 60th Ave	МС	3	18,200	21,000	21,000	21,300	21,300	4.3
			C	R/SR 326					
A-05	W of US 27	МС	2	2,900	3,000	2,900	3,300	3,500	5.2
A-06	E of US 27	MC	2	1,500	NC	NC	NC	NC	N/A
A-07	W of I-75	MC	2	6,800	6,600	6,900	7,100	7,200	1.5
A-08	.245 mi E of I-75	FDOT	3	19,500	22,200	22,500	22,000	22,000	3.2
A-09	1.019 mi W OF SR 25/ US 441	FDOT	3	10,800	11,500	10,800	12,300	11,800	2.3
A-10	E of US 441	MC	2	11,700	10,200	11,700	12,000	11,700	0.0
				US 27					
A-11	W of NW 160th Ave	MC	3	7,000	7,400	7,100	7,500	7,600	2.1
A-12	.253 mi SE of CR 326	FDOT	3	7,900	7,800	8,500	7,800	8,000	0.3
A-13	E of CR 225	МС	3	11,600	11,800	13,000	13,000	13,600	4.3
1				US 441					
A-14	.579 mi S of Alachua CL	FDOT	3	7,500	8,000	8,200	8,000	8,100	2.0
A-15	.15 mi S of CR 320	FDOT	3	8,100	8,400	8,900	9,100	9,300	3.7
A-16	.153 mi S of CR 318	FDOT	3	8,900	9,600	9,500	9,700	9,800	2.5
A-17	.12 mi SE of CR 25A	FDOT	3	7,000	7,600	7,700	7,600	7,800	2.9
A-18	S of CR 316	MC	3	7,800	8,200	8,400	8,700	8,800	3.2
A-19	.09 mi N of NW 100th St	FDOT	3	24,500	27,400	27,500	29,000	22,500	-2.0
A-20	.3 mi N of SR 326	FDOT	1	27,500	28,700	30,100	30,600	31,400	3.5
A-21	.239 mi N of SR 326	FDOT	3	18,600	19,600	19,400	20,100	21,500	3.9
A-22	.128 mi S of SR 326	FDOT	3	17,000	17,500	18,300	18,600	16,600	-0.6
				CR 25A					
A-23	S of CR 316	МС	2	2,500	2,500	2,000	2,300	2,300	-2.0
A-24	N of SR 326	MC	2	7,700	7,800	8,600	8,800	8,700	3.2
A-25	S of NW 63rd St	MC	2	4,300	4,500	4,900	4,700	5,000	4.1



A

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
				CR 225					
A-26	N of US 27	MC	2	900	900	900	1,200	1,200	8.3
				CR 225A					
A-27	N of NW 110th St	MC	2	1,900	1,900	2,100	2,400	2,700	10.5
A-28	N of CR 326	MC	2	2,700	2,800	3,000	2,800	3,000	2.8
A-29	S of CR 326	MC	2	4,500	5,200	7,100	7,300	7,400	16.1
A-30	N of US 27	MC	2	6,200	6,800	7,100	7,100	7,400	4.8
				CR 316					
A-31	W of US 441	МС	3	1,100	1,600	1,800	1,800	1,800	15.9
-				CR 318					
A-32	E of CR 335	МС	2	1,700	1,800	1,800	2,000	1,900	2.9
A-33	W of I-75	МС	2	2,700	2,900	1,500	1,500	1,400	-12.0
A-34	E of I-75	МС	2	3,700	4,000	4,100	4,500	4,400	4.7
				CR 320					
A-35	W of US 441	MC	3	400	NC	NC	NC	NC	N/A
				CR 329					
A-36	N of CR 320	MC	3	1,200	NC	NC	NC	NC	N/A
A-37	W of CR 25A	MC	2	1,500	1,400	1,600	1,700	1,700	3.3
			(CR 464B					
A-38	W of NW 110th Ave	MC	3	2,400	2,300	2,100	2,200	2,200	-2.1
			NV	V 60th Ave					
A-39	N of SR 40	MC	2	7,900	8,200	9,600	9,700	9,700	5.7
			NV	V 80th Ave				-	
A-40	N of SR 40	MC	3	4,200	4,500	5,300	5,400	5,400	7.1
			NV	V 110th Ave					1
A-41	N of SR 40	МС	2	3,700	3,900	4,000	4,000	3,800	0.7
			N	W 193rd St					
A-42	W of US 441	MC	4	400	NC	NC	NC	NC	N/A



A

Map #	Location	Source	Count Type	2015	2016	2017	2018	2019	Annual Growth Rate (%)
			S	W 38th St					
G-25	W of SW 60th Ave	МС	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
			SI	N 49th Ave					
G-27	N of SW 103rd St Rd	МС	2	8,100	8,100	7,500	7,800	10,000	5.9
			SI	N 60th Ave					
G-28	SR 40 to SW 20th St	0CA	2	NC	NC	16,100	20,600	21,000	15.2
G-29	S of SW 38th St	МС	2	NC	15,100	14,500	14,600	14,600	-1.1
G-30	N of SR 200	МС	3	14,400	14,800	14,400	14,800	14,800	0.7
G-31	S of SR 200	МС	2	17,400	17,200	17,000	17,000	17,300	-0.1
			SW	62nd Ave I	۲d				
G-32	S of SW 95th St	МС	2	6,600	7,100	6,800	7,400	7,800	4.5
G-33	N of SW 103rd St Rd	МС	2	6,200	6,100	5,900	6,400	6,900	2.8
			S	W 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
		_	SI	W 80th Ave	y				
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
			S	W 90th St					
G-40	W of SR 200	МС	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	МС	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 R	d				
G-43	E of SR 200	МС	2	5,600	5,600	5,700	6,100	6,300	3.1
		_	Mario	n Oaks Co	urse				
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 Boul	evard				
G-46	S of CR 484	FDOT	3	12,500	12,900	13,300	14,300	14,500	4.0



G

System, as amended.

- (2) State Roadways Exceeding Capacity: LOSS shall comply with FDOT Procedure No. 525-000-006 and the LOSS provided in Table 1.8-1: State Roads Exceeding Capacity, until such time FDOT and/or Marion County can secure committed funding for the creation of additional roadway capacity.
- (3) Marion County Specific Roadways: LOSS shall comply with Table 1.8-2 Minimum Peak Hour LOSS for Specific Functionally Classified County Roads.
- (4) Marion County Non-specified Roadways: LOSS shall comply with Table 1.8-3 Minimum Peak Hour LOSS for Non-Specified Functionally Classified County Roads NOT specified in Table 1.8-2.

Table 1.8-1 State Roads Exceeding Capacity

Road	From	То	Roadway Class	LOSS
SR 40	NE 64th Avenue	SR 326	Rural Principal Arterial	D
SR 40	SR 326	CR 314	Rural Principal Arterial	D

Table 1.8-2 Minimum Peak Hour LOSS for Specific Functionally Classified County Roads

Road Segment	From	То	LOSS
CR 320	Levy C.L.	1-75	В
CR 320	I-75	US 441	В
CR 318	Levy C.L.	CR 225	В
CR 318	CR 225	US 441	D
CR 318	US 441	US 301	с
CR 316	Levy C.L.	I-75	В

SE 80th St	US 441	SE 41st Ct	с
CR 475 A	CR 475 B	CR 484	с
CR 475 A	CR 484	CR 475	с
CR 475 A	CR 475	US 301	с
CR 475	SE 52nd St	SE 80th St	с
CR 475	SE 80th St	CR 484	с
W Anthony Rd	SR 326	North Terminus	с
NE 58th Ave	SR 326	NE 97th St Rd	с
NE 97th St Rd	NE 36th Ave	NE 90th St Rd	с
NE 90th St Rd	NE 97th St Rd	CR 315	с

Table 1.8-3 Minimum Peak Hour LOSS for all Non-specific Functionally Classified County RoadsNOT Specified in Table 1.8-2

Roadway Type	Urban	Rural
Freeways	D	С
Principle Arterial	D	С
Minor Arterial	E	D
Major Collector	E	D
Minor Collector	E	D

Generalized Annual Average Daily Volumes for Florida's

Urbanized Areas

		_	-							January 2020		
	INTERF	RUPTED I	FLOW FAC	ILITIES		1.1	UNINTE	RRUPTED FL	OW FACILIT	IES		
STATE SIGNALIZED ARTERIALS							FREEWAYS					
	Class I (40 r	nph or his	gher posted	speed lim	it)			Core Urba	nized			
Lanes	Median	В	С	D	E	Lanes	В	С	D	Е		
2	Undivided	*	16,800	17,700	**	4	47,600	66,400	83,200	87,300		
4	Divided		37,900	39,800	**	6	70,100	97,800	123,600	131,200		
6	Divided	*	58,400	59,900	**	8	92,200	128,900	164,200	174,700		
8	Divided	*	78,800	80,100	**	10	115,300	158,900	203,600	218,600		
	C1 TT (0.5			1.11	10	12	136,500	192,400	246,200	272,900		
T	Class II (35)	mph or slo	ower posted	speed lin	nit)			The second				
Lanes	Median	В	7 200	14 800	15 COO	Tanaa	D	Urbantz	zea	E		
2	Disidad	*	7,300	14,800	15,000	Lanes	B	(2 700	75 (00	E 85 400		
4	Divided	*	14,500	50,000	33,800	4	45,900	62,700	/5,000	85,400		
0	Divided	*	23,300	50,000	50,900	0	08,900	93,900	113,000	128,100		
8	Divided	4	32,000	67,300	68,100	8	91,900	125,200	151,500	170,900		
						10	115,000	156,800	189,300	213,600		
	Non-State Si	bazilenni	Roadway	Adjustma	nte		I	rooway Adi	ustmonts			
	(Alte	r correspond	ding state volu	mes	1115	1	Auxiliary Lan	es	Ra	mn		
	(by the indic	ated percent.)			Pres	ent in Both Dir	rections	Mete	ering		
	Non-State	Signalized	Roadways	- 10%			+ 20,000	•••••	+ 4	5%		
	Median	& Turn	Lane Adju	stments								
		Exclusiv	e Exclu	isive A	djustment		UNINTERR	UPTED FI	LOW HIGH	WAYS		
Lanes	Median	Left Lan	es Right	Lanes	Factors	Lanes	Median	В	C	DE		
2	Divided	Yes	N	0	+5%	2	Undivided	11,700	18,000 24	,200 32,600		
2	Undivided	No	N	0	-20%	4	Divided	36,300	52,600 66	,200 75,300		
Multi	Undivided	res	IN:	0	-3%	6	Divided	54,600	78,800 99	,400 113,100		
-		NU _	Ve	0 26	-2370							
				<i>7</i> 3	. 570	Longo	Uninterrupt	Evolution la	shway Adjust	instments		
	One-V	Wav Faci	lity Adjust	ment		Lanes	Divided	Exclusive le	at lanes Au			
	Multiply t	he correspo	onding two-di	rectional		2 Multi	Undivided	Vec		-5%		
	vc	lumes in th	is table by 0.	6		Multi	Undivided	No		-25%		
		BICYCL	F MODE ²			Inches			1 augustas dailu unlu	men for lough of		
	(Multiply	vehicle volu	mes shown be	low by numb	ber of	service a	nd are for the autom	obile/truck modes	unless specifically s	stated. This table		
	directional roadw	ay lanes to	determine two	-way maxim	um service	does not	constitute a standard	d and should be use	ed only for general p	lanning		
		volu	umes.)			more spe	cific planning appli	cations. The table a	and deriving comput	er models should		
	Paved					not be us	ed for corridor or in	tersection design,	where more refined	techniques exist.		
Shoul	lder/Bicycle					Calculati and Qual	ons are based on pla ity of Service Manu	anning applications	of the HCM and the	e Transit Capacity		
Lane	e Coverage	В	С	D	Е							
	0-49%	*	2,900	7,600	19,700	² Level o	f service for the bicy	ycle and pedestrian	modes in this table	is based on number		
5	50-84%	2,100	6,700	19,700	>19,700	UI VELICI	es, not infinite of of	cyclists of podestri	and using the ment	y.		
8	5-100%	9,300	19,700	>19,700	**	³ Buses p	er hour shown are on	nly for the peak hou	r in the single direction	on of the higher traffic		
	PE	DESTRI	AN MODI	F 2		HOW.						
(M	ultiply vehicle ve	lumes show	n below hy n	unber of		* Cannot	be achieved using t	able input value de	efaults.			
dire	ectional roadway	lanes to dete	ermine two-wa	y maximum	service	** Not a	pplicable for that lev	vel of service letter	grade. For the autor	mobile mode, volumes		
		volu	mes.)			greater the b	an level of service licycle mode, the level	D become F becaus el of service letter	se intersection capac	tities have been reached.		
Sidewa	alk Coverage	B	С	D	F	because	there is no maximum	vehicle volume th	reshold using table	input value defaults.		
Didewi	0_40%	*	*	2 800	9 500	Source						
5	50-84%	*	1 600	8 700	15,800	Florida I	Department of Trans	portation				
8	5-100%	3,800	10,700	17,400	>19,000	Systems https://ww	Implementation Off	ice z/systems/				
0.	DII0 3401	5,000	10,700	17,100	- 19,700							
	BUS MUI	in neak hor	uulea Fixe	u Koute) ³								
0:1	(Duses	m peak not		-uou)	P							
Sidewa	alk Coverage	В	C	D	E							
	0-84%	> 5	24	23	22							
8:	5-100%	>4	≥ 3	≥ 2	≥ 1							

Generalized Peak Hour Two-Way Volumes for Florida's

Urbanized Areas¹

UNTERUPTED FLOW FACILITIESUNINTERUPTED FLOW FACILITIESSTATE SIGNALLZED ARTERIALSClass I (40 mph or higher posted speed limit)Lances MedianRECDMedianCDMedianCDDCDClass II (35 mph or slower posted speed limit)Lances MedianCDClass II (35 mph or slower posted speed limit)Lances MedianBCDLances MedianBCDLances MedianBCDUndivided *6,0606,100One-State Signalized Roadway Adjustments Tate Signalized Roadway Colspan="2">Non-State Signalized Roadway Adjustments Tate Signalized Roadway Colspan="2">Non-State Signaliz						Urban	izeu Are	dS			January 2020			
STATE SIGNALIZED ARTERIALS Class I (40 mph or higher posted speed limit) Lanes MedianCore UrbanizedLanes MedianBCDEDivided \circ 5,2305,390 \circ 4 \circ 44,4505,6406,8007,420Lanes MedianBCDE \circ 4 \circ 5,5401,95014,850Lanes MedianBCDE \circ 4 \circ 5,5401,5101,52014,850Lanes MedianBCDE \circ 4 \circ 4,5301,5101,7041,850Lanes MedianBCDE \circ 4 \circ 4,5504,5401,5101,530A Divided \circ 2,9202,9203,440 \circ 44,1305,6407,0707,690B Divided \circ 2,9806,0606,13088,27011,11017,31019,220Non-State Signalized Roadway Adjustment Median & Turn Lare Adjustments Exclusive Exclusive Exclusive Adjustment Multi Undivided NoNo 2.956 Median & Turn Lare Adjustment Multi Undivided NoNo 2.956 Median Median B C DDDExclusive Exclusive Adjustment Multi Undivided NoNo 2.956 Median B Exclusive Reclusive Adjustment Multi Undivided NoNo 2.956 Median B C DDDDExclusive Adjustment Multi Undivided NoNo <td></td> <td>INTERR</td> <td>RUPTED FL</td> <td>OW FACI</td> <td>LITIES</td> <td></td> <td></td> <td>UNINTER</td> <td>RUPTED FLO</td> <td>W FACILITIE</td> <td>S</td>		INTERR	RUPTED FL	OW FACI	LITIES			UNINTER	RUPTED FLO	W FACILITIE	S			
Lanes Median B C D E Bundwide B C D E Bundwide Cost of the state o		STATE SI	GNALIZ	ED ART	ERIAL	S	FREEWAYS							
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0-49%* 260 680 $1,770$ $50-84%$ 190 600 $1,770$ $>1,770$ $85-100%$ 830 $1,700$ $>1,770$ ** PEDESTRIAN MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)* Cannot be achieved using table input value defaults.* Control the service letter grade. For the automobile mode, volumes grader than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.Sidewalk CoverageBCDE $0-49%$ *250 850 $50-84%$ * 250 850 Soldewalk CoverageBCDEBUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction) 51 ESidewalk CoverageBCDE $0-84%$ 5 24 >3 >2	Lane	e Coverage	В	C	D	E	*Level o	f service for the bicy	cle and pedestrian m	odes in this table is	based on facility			
$50-84\%$ 190 600 $1,770$ $>1,770$ $>1,770$ 3 Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. PEDESTRIAN MODE 2 (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes. 3 Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.Sidewalk CoverageBCDE0-49\%**25085050-84%*1507801,420Stidewalk CoverageBCDE0-49\%*1507801,42085-100%3409601,560>1,770BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)Sidewalk CoverageBCDE0-84\%>>>>	(0-49%	*	260	680	1,770		v vonterees, not man.	our or oregonous or pe	action and the second				
 85-100% 830 1,700 >1,770 ** PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) Sidewalk Coverage B C D E 0-49% * 250 850 50-84% * 150 780 1,420 85-100% 340 960 1,560 >1,770 BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) Sidewalk Coverage B C D E 0-49% * 250 850 1,560 >1,770 	5	0-84%	190	600	1,770	>1,770	³ Buses pe	er hour shown are only	y for the peak hour in t	the single direction of	the higher traffic			
PEDESTRIAN MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. Sidewalk Coverage B C D E 0-49% * 250 850 50-84% * 150 780 1,420 85-100% 340 960 1,560 >1,770 BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction) Sidewalk Coverage B C D E 0-84% > 5 > 4 > 3 > 2	8:	5-100%	830	1,700	>1,770	**	HOW.							
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. Sidewalk Coverage B C D E 0-49% * 250 850 50-84% * 150 780 1,420 85-100% 340 960 1,560 >1,770 BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction) Sidewalk Coverage B C D E 0-84% > 5 > 4 > 3 > 2		PE	DESTRIA	N MODE	2		* Cannot	be achieved using t	aoie input value defa	uns.				
directional roadway lanes to determine two-way maximum service volumes.) Sidewalk Coverage B C D E 0-49% * 250 850 50-84% * 150 780 1,420 85-100% 340 960 1,560 >1,770 BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) Sidewalk Coverage B C D E 0-84% > 5 > 4 > 3 > 2	(M	ultiply vehicle vo	lumes shown	below by nur	nber of		** Not a	pplicable for that lev	el of service letter gr	ade. For the automo	bile mode,			
volumes.)Sidewalk CoverageBCDE $0-49\%$ **250850 $50-84\%$ *1507801,420 $85-100\%$ 3409601,560>1,770BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)Sidewalk CoverageBCDE $0-84\%$ > 5> 4> 3> 2	dire	ctional roadway l	anes to deterr	nine two-way	maximum	service	been read	thed. For the bicycle	mode, the level of se	ervice letter grade (i	ncluding F) is not			
Sidewalk CoverageBCDE $0-49\%$ **250850 $50-84\%$ *1507801,420 $85-100\%$ 3409601,560>1,770BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)Sidewalk CoverageBCDE $0-84\%$ > 5> 4> 3> 2			volum	es.)			achievab	le because there is n	o maximum vehicle	volume threshold us	ing table input			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Sidew	alk Coverage	R	C	D	F	value def	aults.						
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	DIUCWO	n_40%	*	*	250	850	Source:							
$\frac{130}{85-100\%} = \frac{130}{100} = \frac{100}{100} = \frac{100}{100$	-	0 9/0/	sic	1.50	200	1 400	Florida D	epartment of Trans	portation					
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	3	0-04%		150	/80	1,420	Systems	implementation Off ww.fdot.gov/plannin	ice ig/systems/					
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction) Sidewalk Coverage B C D E 0-84% > 5 > 4 > 3 > 2	8:	5-100%	340	960	1,560	>1,770	and and a second second	Se u Prairie						
(Buses in peak hour in peak direction) Sidewalk Coverage B C D E (0-84%) > 5 > 4 > 3 > 2		BUS MOI	DE (Schedu	led Fixed	Route) ³		1							
Sidewalk Coverage B C D E 0-84% > 5 > 4 > 3 > 2		(Buses	in peak hour	in peak direct	tion)									
0.84% >5 >4 >3 >2	Sidewa	alk Coverage	B	C	D	F								
	Jucwa	0_84%	>5	>4	>3	>2								
	0.	5 1000/		> 2	20	1	1.							

TABLE 3

Generalized Annual Average Daily Volumes for Florida's

Rural Undeveloped Areas and

Developed Areas Less Than 5.000 Population¹

			C	evelope	d Areas Le	ss Than 5	,000 Popula	ation			January 2020	
INTERRUPTED FLOW FACILITIES							UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS							FREEWAYS					
Lanes	Median	В	С	D	E	Lanes	В	С		D	Е	
2	Undivided	*	12,900	14,200	**	4	34,800	48,00	0 5	6,700	63,200	
4	Divided		29,300	30,400	**	6	48,900	69.00	0 8	2,600	94,800	
6	Divided	*	45,200	45,800	**	8	62,900	90,40	0 10	8,400	126,400	
								,			,	
	Non-State Si	gnalized	Roadway	Adjustme	nts		F	reeway Ad	ljustment	S		
	(Alter	correspond	ling state volu	imes				Auxiliary	/ Lanes			
by the indicated percent.)							P	resent in Bot	h Directior	IS		
	NUII-State	Signanzeu	Roadways	- 10%				+ 20,0	000			
	Median	& Turn I	Lane Adju	stments		Т	ININTERR	UPTED I	FLOW H	IIGHWA	vs	
Lanas	Madian	Exclusiv	e Exclu	usive A	Adjustment					IOIIWA	15	
Lanes	Divided	Len Lane	s Right	Lanes	Factors			Rural Und	eveloped			
2	Undivided	No	N	0	-20%	Lanes	Median	В	С	D	E	
Multi	Undivided	Yes	N	0	-5%	2	Undivided	4,600	8,600	14,000	28,500	
Multi	Undivided	No	N	0	-25%	4	Divided	31,200	44,900	55,700	62,700	
_	_	-	Y	es	+ 5%	6	Divided	46,800	67,600	83,500	94,200	
								Develope	d Aroos			
	One-V	Vay Faci	lity Adjust	ment		Lanes	Median	R	C	П	F	
	Multiply t	he correspo	nding two-d	irectional		2	Individed	10 300	15 700	21 300	28 500	
	vo	lumes in th	is table by 0.	6			Divided	20 300	42 300	54 000	61 600	
						6	Divided	44 000	63 600	81 200	01,000	
					1.1	U	Divided	++,000	05,000	01,200	92,700	
							Pas	sing Lane	Adjustme	ents		
				2		Alter L	OS B-D volum	nes in propor	tion to the	passing lane	length to	
	В	ICYCL	E MODE	-			the	e highway se	gment leng	th		
	(Multiply v	chicle volu	nes shown be	low by num	ber of							
	uncentonal loadw	volu	mes.)	-жау шалш	ium service		Uninterrup	ted Flow H	ighway A	djustmen	ts	
		, ciu	1105.7			Lanes	Median	Exclusive	left lanes	Adjustme	ent factors	
	I	Rural Un	developed			2	Divided	Ye	es	+;	5%	
	Paved					Multi	Undivided	Ye	es	-5	5%	
Shoul	lder/Bicycle					Multi	Undivided	N	0	-2	5%	
Lane	Coverage	В	С	D	E							
	0-49%	*	1.300	2.000	3,200	¹ Values s	hown are presented	l as two-way ann	ual average da	ily volumes for	levels of	
5	0-84%	1.000	2.100	3.200	10,600	service a	nd are for the auton	obile/truck mod	es unless spec	ifically stated. T	his table	
8	5-100%	2,600	3 900	18 500	>18 500	application	onstitute a standar	nodels from whi	ch this table is	derived should	be used for	
		_,			10,000	more spe	cific planning appli	cations. The tabl	e and deriving	computer mode	els should	
	D 1	Develop	ed Areas			Calculati	ons are based on pla	anning application	n, where more	A and the Trans	it Capacity	
C1 1	Paved					and Qual	ity of Service Manu	ial.				
Shoul	aer/Bicycle		C	-		² Level o	f service for the bic	vele and nedestri	an modes in th	uis table is based	on number	
Lane	Coverage	B	C	D	E	of vehicle	es, not number of b	cyclists or pedes	strians using th	e facility.		
(0-49%	T	2,300	4,900	15,600	+ Cannot	be achieved using	able input value	defaults			
5	00-84%	1,700	4,500	13,300	18,500	Camot	co action of astill	more subut saide	-vinding,			
8.	5-100%	5,900	18,500	>18,500	**	** Not aj	plicable for that level of	vel of service lett	ter grade. For	the automobile r	node, acities have	
	PEI	DESTRI	AN MOL	\mathbf{E}^{2}		been read	hed. For the bicycl	e mode, the level	l of service let	ter grade (inclue	ling F) is	
(Mi	ultiply vehicle vo	lumes show	n below by n	umber of		not achie ipput valu	vable because there ie defaults.	is no maximum	vehicle volum	e threshold usin	g table	
dire	ctional roadway l	anes to dete	rmine two-wa	y maximum	service	a and a second						
		volu	mes.)			Florida D	epartment of Trans	portation				
Sidewa	alk Coverage	В	С	D	E	Systems	Implementation Off	lice				
(0-49%	*	*	2,700	9,200	https://wy	w.fdot.gov/plannin	/systems/				
5	0-84%	*	1,500	8,400	14,900							
8:	5-100%	3,600	10,200	16,700	>19,200							

Generalized **Peak Hour Two-Way** Volumes for Florida's

Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population¹

INTERRUPTED FLOW FACILITIESUNINTERRUPTED FLOW FACILITIESSTATE SIGNALIZED ARTERIALSLanesCD2Undivided $*$ 1,2201,350 \bullet 21,2201,350**6 \bullet 21,0202,890**6 \bullet 21,0202,890**6 \bullet 21,0202,890**6 \bullet 21,0202,890**6 \bullet 21,0203,6505,0445,950Non-State Signalized Roadway Adjustments (Alter corresponding two-directional todividedNon-State Signalized Roadways- 10%MedianLeft LanesKurtau KuridedRural UndevelopedLanesMedianLeft LanesFreeway Adjustments Auxiliary Lanes Persent in Both Directions + 1,800MultiUndividedYesNoMultiNo0.225%One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6Developed AreasHICYCLE MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum servic volumes.)Enter Low De PavedBared Shoulder/Bicycle Lane CoverageBCDLane CoverageBCDBared (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum servic volumes.)20Bared Shoulder/BicycleCDLane CoverageCD <th>January 20</th>	January 20						
STATE SIGNALIZED ARTERIALSLanesMedianBCDE2Undivided1,230**65,1307,2508,6706Divided2,7902,890**65,1307,2508,6706Divided4,7902,890**65,1307,2508,6706Divided*4,3004,350**86,6009,49011,380Non-State Signalized Roadway Adjustments by the indicated pretent.) Non-State Signalized Roadways- 10%Freeway Adjustments - 1,8001ExclusiveExclusiveAdjustments - 1,800Freeway Adjustment - 1,800Rural Undeveloped - 1,8002DividedYesNo- 5%4Divided2,9604,2705,2307One-Way Facility Adjustment Multi UndividedNo- 25%6Divided2,9604,2005,1308BICYCLE MODE ² (Multipy vehicle volumes in wordines thow wy naximum service unues.)Rural Undeveloped - 230Passing Lane Adjustment - 4450CD8CDDE-9PavedSDDE9PavedSDDSMulti UndividedYes-9PavedCDE-9PavedCDE-9PavedSDDS-9Developed							
Lanes Median B C D E Lanes B C D T Provided $1,220$ 1,350 $**$ 6 $3,130$ 5,040 5,950 $3,670$ 6 Divided $*$ 4,300 4,350 $**$ 6 $5,130$ 7,250 8,670 1,380 $7,250$ 8,670 $3,670$ 8 6 Divided $*$ 4,300 4,350 $**$ 8 $6,600$ 9,490 11,380 $**$ 6 $5,130$ $7,250$ 8,670 $3,670$ $3,70$ $3,700$ $3,700$ $3,700$ $3,700$ $3,700$ $3,700$ $3,700$ $3,700$ $3,70$							
2 Undivided * 1,220 1,350 ** 4 3,650 5,040 5,950 6 Divided * 4,300 ** 6 Divided * 4,300 ** Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent)) Non-State Signalized Roadways - 10% Non-State Signalized Roadways - 10% Median & Turn Lane Adjustments Exclusive Exclusive Adjustments 2 Divided Yes + 5% 4 Divided Yes + 1,800 Median & Turn Lane Adjustments Exclusive Exclusive Adjustments 2 Divided Yes + 5% 6 Divided Yes + 5% One-Way Facility Adjustment Multiply the corresponding two-directional volumes.) BiCYCLE MODE ² Matiat Verkies Divided Yes + 5% Median B C D Divided 4,450 6,420 7,930 C Do evolpeed Areas Paved Shoulder/Bicycle Lane Coverage B C D E	Е						
6 Divided 2,790 2,890 ** 6 Divided • 4,300 4,350 ** 8 6,600 9,490 11,380 Non-State Signalized Roadway Adjustments (Mer corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10% Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800 Median & Carl Lanes Right Lanes Factors Present in Both Directions + 1,800 Undivided Yes 2 No -20% No 2 Undivided Yes No -20% + 1,800 3 Divided Yes No -20% + 1,800 Median Left Lanes Right Lanes Factors Present in Both Directions + 1,800 Multi Undivided Yes Divided 440 820 1,330 Multi Undivided Xes Auxiliary Lanes Median B C D Dre-Way Facility Adjustment Multiply the corresponding two-wite woll and the state by 0.6 BirCYCLE MODE ² Mared C D D Checking B C D E 0-49% 120 190 300 1,010 85-100% 250 370 1,760 Paved	6,640						
6 Divided * 4,300 4,350 ** 8 6,600 9,490 11,380 Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent)) Non-State Signalized Roadways - 11,380 Non-State Signalized Roadways - Median & Turn Lane Adjustments Exclusive Adjustments Austiliary Lanes Present in Both Directions + 1,300 Lanes Median Left Lanes Right Lanes Fastel 2 Divided Yes Yes 2 Undivided Yes No	9,950						
Non-State Signalized Roadways Adjustments (Alter corresponding state volumes by the indicated percent) Non-State Signalized Roadways - 10% Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800 Median & Turn Lane Adjustments 2 Exclusive Median Left Lanes Kight Lanes Factors 2 Adjustment Factors 2 UNINTERRUPTED FLOW HIGHWAN Non-State Signalized Roadways - 10% Median Left Lanes Kight Lanes 2 Exclusive Lanes Median Deft Lanes Kight Lanes Multi Undivided No Auxiliary Lanes Factors 4 Non-State Signalized Roadways 4 Diveloced Lanes 2 Developed Lanes 4 Developed Lanes 4 Non-State Signalized Roadways 4 Divided 2,060 A270 5,230 Multi Undivided Volumes in this table by 0.6 One-Way Facility Adjustment Multiply whice volumes how below by number of directional roadway hase to determine two-way maximum service volumes): Note New 2 Signalized Adjustments Multi Undivided Yes - 55 Multi Undivided Yes - 55 Mult	13,270						
Median & Turn Lane Adjustments ExclusiveExclusiveAdjustments ExclusiveLanesMedian & YesNo 45% 2 UNINTERRUPTED FLOW HIGHWAY2DividedYesNo 45% 4 20% Divided 40% 2UndividedYesNo 5% 4 20% $1,330$ MultiUndividedNo 22% $1,330$ $2,590$ 4.20 $1,330$ Multi UndividedNo 25% 4 $1,010$ $2,960$ $4,270$ $5,290$ One-Way Facility AdjustmentMultiply the coresponding two-directional volumes in this table by 0.6 100% $2,780$ $4,020$ $5,130$ BICYCLE MODE ² Multi UndividedYes 410% $2,780$ $4,020$ $5,130$ Multi UndividedYes 45% 410% $2,780$ $4,020$ $5,130$ BICYCLE MODE ² Image Show below by number of directional roadway lanes to determinit two-way maximum service volumes. 25% 210% 100% Rural UndevelopedExclusive left lanes 20% 20% 210% 210% PavedSoulder/BicycleImage Show are presented are advaluable used for maximic anglications of the Hale and drive for earbitight stated. This table is during applications of the HAL and the Hale and drive for earbitight stated. This table is during applications of the HAL and the Hale and drive for the automobilic/reck models for here the high way segment lengthBICYCLE MODE ² Developed Areas 22% 100%	Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800						
ExclusiveExclusiveAdjustmentUNINTERRUPTEDFLOWHIGHWAY2DividedYesNo $+5\%$ LanesMedianBCD2UndividedYesNo -20% 4Divided4408201,330MultiUndividedYesNo -25% 4Divided2,9604,2705,290Yes $+5\%$ 6Divided2,9604,2705,290Yes $+5\%$ 6Divided4,4506,4207,930One-Way Facility AdjustmentMultiply the corresponding two-directional volumes in this table by 0.6-EuresMedianBCDUndividedYes $-7,710$ 6Divided4,4506,0407,710Guidept vehicle volumes shown below by number of directional roadway lases to determine two-way maximum service volumes.)Highway segment lengthRural UndevelopedE2DividedYes -55 MultiUndividedYes -55 MultiUndividedYes -55 Multi UndividedYes -55 MultiUndividedYes -55 Multi Didept vehicle volumes shown below by number of directional roadway lases to determine two-way maximum service 2 Divided 2 Bic YCLEMoleDDDividedYes -55 Multi UndividedYes -55 Multi UndividedYes -55 Boulder//BicycleLanesC	VO						
Lanes Median Left Lanes Right Lanes Factors 2 2 Divided Yes No +5% 2 Undivided No No -20% Multi Undivided Yes No -5% Multi Undivided Yes No -5% Multi Undivided Yes No -5% Multi Undivided Yes No -5% 6 Divided 2,960 4,270 5,290 7 Yes +5% 6 Divided 2,960 4,270 5,290 7 Yes +5% 6 Divided 4,450 6,420 7,930 7 Yes +5% 6 Divided 2,780 4,020 5,130 6 Divided 9,180 6,040 7,710 2 Undivided 9,180 6,040 7,710 2 Undivided 9,180 6,040 7,710 2 Undivided Yes -4,180 6,040 7,710 2 Divided 9,180 6,040 7,710 7	YS						
2 Divided Yes No +5% Multi Undivided No No -20% Multi Undivided Yes No -5% Multi Undivided Yes No -5% Multi Undivided Yes No -5% Multi Undivided Yes No -25% Cone-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 BICYCLE MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service Newed Shoulder/Bicycle Lane Coverage B C D E 0-49% * 120 190 300 50-84% 100 200 310 1,010 85-100% 250 370 1,760 >1,760 Developed Areas Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 120 190 300 50-84% 100 200 310 1,010 85-100% 250 370 1,760 >1,760 Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 120 190 300 50-84% 100 200 310 1,010 85-100% 250 370 1,760 >1,760 Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 120 190 300 50-84% 170 430 1,277 >1,760 Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 120 190 300 50-84% 170 430 1,277 >1,760 Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 220 460 1,480 So-84% 170 430 1,277 >1,760 Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 220 460 1,480 So-84% 170 430 1,277 >1,760 Paved Shoulder/Bicycle Lane Coverage B C D E 0-49% * 220 460 1,480 So-84% 170 430 1,277 >1,760 Neveloped Areas Paved Shoulder/Bicycle C Lane Coverage B C D E 0-49% * 200 460 1,480 So-84% 170 430 1,277 >1,760 Notice, not number of bicycle and pedatrian modes in this table is based or planning applications. The table and deriving computer models found the Transit Capacity and Cap							
2 Undivided No -20% Multi Undivided No -5% Multi One-Way Facility Adjustment Divided 4,450 6,420 7,930 Developed Areas Lanes Median B C D 2 Undivided 980 1,490 2,020 4 Divided 4,180 6,040 7,710 Paved Multi Undivided Yes -5% Multi Undivided Yes	Е						
MultiUndividedYesNo -25% MultiUndividedNo -25% $MultiUndividedNo-25\%MultiUndivided2,9604,2705,290MultiUndivided4.506,4207,930MultiMultiply the corresponding two-directionalvolumes in this table by 0.64Divided4.506,4207,930Developed AreasBICYCLE MODE2(Multiply vehicle volumes shown below by number ofdirectional roadway lanes to determine two-way maximum servicevolumes.)MultiDivided2,7804,0205,130Rural UndevelopedPavedRural UndevelopedE2DividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55MultiUndividedYes-55$	2.710						
Multi Undivided No No 225% i Divided A450 6,420 7,930 $(-2,2)$ $($	5 960						
Image: Description of the section of the section of the section of the the the section of the the the the section of the the the section of the the the the section of the the the the the section of the the the the section of the the the the the section of the	8 950						
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