BABCOCK RANCH COMMUNITY DRI
QUESTION 21. TRANSPORTATION

MASTER TRAFFIC STUDY UPDATE (2024)

August 14, 2025

Since 1978

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BABCOCK RANCH COMMUNITY
DEVELOPMENT OF REGIONAL IMPACT
QUESTION 21. TRANSPORTATION

MASTER TRAFFIC STUDY UPDATE (2024)

Introduction

The Babcock Ranch Community Master DRI (hereafter referred to as BRC or Project) is an existing new town development located east of and adjacent to SR 31 and extending from the Lee County Line to south of CR 74 in Charlotte County, Exhibit 21.A-1 (Map J).

As a self-sustained community, BRC is being developed to provide a wide range of residential, retail, office, industrial, public service and recreational uses so that BRC is as self-sustaining as possible. For transportation planning purposes, the current BRC anticipates a twenty-year buildout to 2045.

The purpose of the 2024 Master Traffic Study Update (MTSU) is to fulfill a requirement of the Master DRI Development Order.

Revised Traffic Study

The initial Master Traffic Study Update (2024) dated December 23, 2024 was submitted to the public agencies. In response to sufficiency review comments, the second submittal of the MTSU (2024) was dated March 14, 2025.

This document represents the third and final submittal of the MTSU (2024) and reflects the public agency review comments including the following (Appendix 21-I).

- FDOT Comments – E-mail (April 25, 2025)
- FDOT Comments – E-mail (August 4, 2025)
- BRC Response – E-mail (August 13, 2025)

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Executive Summary

The findings and conclusions of BRC DRI MTSU (2024) transportation assessment are as follows.

1. The Master DRI anticipates future improvement needs on the following road segments that are attributed to the Project coincident with buildout at year 2045.
    - SR 31 from SR 78 to Cook Brown Road
    - SR 78 from Prichett Parkway to SR 31

2. The Incremental DRI will continue to provide the detailed transportation assessment and the necessary proportionate share mitigation to fund the roadway needs are outlined in the Incremental Development Orders (IDO-1, 2 and 3).

3. Current and on-going roadway improvement efforts of the MPO LRTP include the following.
    - SR 31 PD&E Study (SR 78 to Cook Brown Road)
    - SR 31 PD&E Study (SR 80 to SR 78)
    - SR 78 PD&E Study (I-75 to SR 31)

4. BRC will continue its collaborative efforts with FDOT, Charlotte County and Lee County to pipeline mitigation monies towards the improvement of SR 31 and SR 78.

5. BRC will continue to provide for site-related improvements at the Project's planned access points on SR 31.

Overview

As part of the overall 91,000-acre Babcock Ranch, The Babcock Ranch Community (BRC) Master DRI encompasses approximately 13,630 acres. BRC was approved under the Application for Master Development Approval (AMDA) and Application for Incremental Development Approval (AIDA) process in accordance with the State of Florida Development of Regional Impact (DRI) rules and regulations. Despite the adoption of the 2018 Florida statutes that repealed the DRI process, BRC intends to continue to be developed under the guidance and framework established by the original Master/Incremental DRI Development Orders.

Master DRI

The original Master DRI Development Order (MDO) was approved on December 13, 2007 and last amended on May 23, 2023 (Charlotte County Resolution 2023-078, Appendix 21-A). The original buildout traffic assessment assumed the horizon year of 2030, with subsequent updates reflective of horizon years 2035, and 2040. The MDO specified that updates to the Master DRI

traffic study must be undertaken no later than every five years. As such, this third MTSU reflects the buildout traffic assessment in horizon year 2045.

Incremental DRI

The first Incremental Development Order (IDO) was approved on December 15, 2009. The most recent IDO amendments to BRC Increment 1, 2, and 3 were recently approved on May 23, 2023. The latest incremental DRI amendments (cumulative 1, 2, and 3) dated June 20, 2025 is currently pending approval.

Babcock MPD in Lee County

The portion of Babcock Ranch in Lee County (Babcock MPD) is not part of the Babcock Ranch Community DRI in Charlotte County. An amendment to the Babcock MPD is currently being processed in Lee County (DCI2023-00053) and will be reflected in this MTSU traffic assessment.

2024 MTSU – Approved and Proposed Development Parameters

A comparison summary of the approved and proposed Master DRI development parameters, are presented below.

Table 21-1
BRC MTSU (2024)
Master DRI Development Parameters Summary Comparison

Land Use Type	Unit	Approved [1] (2020) Master DRI	Proposed (2024) Master DRI	Difference
Total Residential	**d.u.**	**17,870**	**17,870**	**0**
Single-Family	d.u.	11,615	12,435	+ 820
Multifamily	d.u.	6,255	5,435	- 820
Total Non-Residential	**sq. ft.**	**5,910,000**	**6,000,000**	**+ 90,000**
Total Commercial (Retail + Office) [2]	**sq. ft.**	**4,425,500**	**4,515,500**	**+90,000**
Retail [1,2]	sq. ft.	1,400,000	2,330,000	+930,000
Office [1,2]	sq. ft.	3,025,500	2,185,500	-840,000
General	sq. ft.	2,338,710	1,083,840	-1,254,870
Medical	sq. ft.	580,900	1,015,500	+434,600
Civic	sq. ft.	105,890	86,160	-19,730
Hotel [1,2,3]	rooms sq. ft.	600 360,000	600 360,000	0 0
Industrial [1,2]	sq. ft.	650,000	650,000	0
Hospital [1,2,4]	beds sq. ft.	177 265,500	177 265,500	0 0
ALF [1,2,5]	beds sq. ft.	418 209,000	418 209,000	0 0
Golf Course	holes	54	54	0
Elementary School	students	1,162	1,536	+ 374
Middle School	students	643	330	- 313
High School	students	911	600	- 311
Church	sq. ft.	120,000	168,000	+ 48,000
Library	sq. ft.	24,000	12,000	- 12,000
Park	acres	256	225	- 31
Recreation Center	sq. ft.	100,000	80,600	- 19,400

Footnotes:
(1) Babcock Ranch Community, Master Development of Regional Impact, Master DRI Development Order (Amended May 23, 2023 – Charlotte County Resolution No. 2023-078.
(2) Per Lee County DCI2023-00053. Commercial uses permitted in the Babcock MPD in Lee County may not exceed 1,170,000 square feet. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.
(3) Assumes 600 sq. ft. per hotel room.
(4) Assumes 1,500 sq. ft. per hospital bed.
(5) Assumes 500 sq. ft. per ALF bed.

MTSU Objectives

In accordance with Section 5.B.(2)(a) of the MDO, the Master Traffic Study Update (MTSU) is intended to address the following.

A. Utilize the current FDOT District 1 - D1RPM travel model (2045 horizon year).
B. Reassess the internal and community capture and external trips.
C. Estimate pass-by trips.
D. Revise Exhibit F of the MDO (significantly and adversely impacted roadways).

More significantly, this MTSU buildout assessment is inclusive of the Babcock MPD located within Babcock Ranch in Lee County.

The BRC Master DRI and the MTSU is not subject to transportation mitigation as all transportation mitigation is assessed at the incremental stages. Therefore, the main objective of the MTSU is to provide a buildout snapshot of potential future transportation needs of the area and to assist with the MPO Long-Range Transportation Plan.

Methodology

This BRC MTSU (2024) transportation assessment was prepared consistent with the conditions and requirements established by: 1) Babcock Ranch Community DRI MDO; 2) Babcock MPD (Lee County) zoning resolution; and 3) Consensus of methodology between the applicant and the public agencies. The final agreed upon transportation methodology is documented in Appendix 21-B.

Study Area

Consistent with Exhibit F of the MDO, the study area for the Master Traffic Study Update is generally described below.

Master Study Area

East	-	Glades and Hendry County Lines
South	-	Veteran's Parkway/Colonial Boulevard/Lee Boulevard
West	-	Burnt Store Road
North	-	Peace River and Desoto County Line

The roadway segments analyzed within the study area includes segments that are subject to DRI 5% significance plus one additional link to show that the additional link falls below the DRI 5% significance. This is measured under the Lee and Charlotte County existing plus committed roadway network. The "committed" status reflects the construction of facility improvements identified within the first three years of the Capital Improvement Program (CIP) of the local jurisdiction and within the first three years of the FDOT Five-Year Work Program.

Transportation Assessment

The traffic analysis in support of the Master Traffic Study Update includes two scenarios.

- **Future Year 2045 Conditions Without BRC DRI** – Assumes no BRC DRI as required for a "cumulative" analysis. The pending approval of the proposed Babcock MPD in Lee County is reflected with its full entitlement. All supporting analysis for the "Without BRC DRI" including development allocation and trip generation are provided in Appendix 21-C.
- **Future Year 2045 Conditions With BRC DRI –** Assumes the full Master DRI development. In this scenario, the Babcock MPD is reflected with 384,500 square feet of combined retail and office use representing the remaining balance of the maximum 4.9 million square feet and total combined retail and office between the DRI and the MPD.

Development Parameters Without Master DRI

The future traffic analysis "Without BRC DRI" will reflect the absence of the BRC DRI development and assumes the buildout of the approved Babcock MPD in Lee County. The development parameters for this scenario are as follows.

Table 21-2
BRC MTSU (2024)
Without BRC DRI
Development Parameters Summary

Land Use Type	Unit	Master DRI	Babcock MPD [2]
Total Residential [1]	**d.u.**	**0**	**1,990**
Single-Family	d.u.	0	1,630
Multifamily	d.u.	0	360
Total Non-Residential [1]	**sq. ft.**	**0**	**1,495,000**
Total Commercial (Retail + Office) [2]	**sq. ft.**	**0**	**1,170,000**
Retail [1,2]	sq. ft.	0	1,170,000
Office [1,2]	sq. ft.	0	0
General	sq. ft.	0	0
Medical	sq. ft.	0	0
Civic	sq. ft.	0	0
Hotel [1,3]	rooms sq. ft.	0 0	250 150,000
Industrial [1]	sq. ft.	0	0
Hospital [1,4]	beds sq. ft.	0 0	0 0
ALF [1,5]	beds sq. ft.	0 0	350 175,000
Golf Course	holes	0	0
Elementary School	students	0	0
Middle School	students	0	0
High School	students	0	0
Church	sq. ft.	0	0
Library	sq. ft.	0	24,000
Park	acres	0	48
Recreation Center	sq. ft.	0	0

Footnotes:

(1) Subject to BRC Master DRI Development Order (MDO) – Exhibit B. Development of the subject property shall not exceed: 17,870 dwelling units and 6,000,000 square feet of non-residential uses, including commercial/ office/ retail space, light industrial, government/civic space (not including schools, places of worship, libraries, or parks), assisted living units, hospital beds, and hotel rooms.

(2) Per Lee County DCI2023-00053. Commercial uses permitted in the Babcock MPD in Lee County may not exceed 1,170,000 square feet. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.

(3) Assumes 600 sq. ft. per hotel room.

(4) Assumes 1,500 sq. ft. per hospital bed.

(5) Assumes 500 sq. ft. per ALF bed.

Development Parameters With Master DRI

The level of commercial development of the BRC DRI and Babcock MPD is limited to the cumulative maximum threshold established for Babcock Ranch. While the DRI and MPD can each build up to their maximum commercial entitlement, the cumulative threshold would not allow both to reach that level (The Babcock MPD traffic assessment reflected the maximum commercial entitlement in the MPD). To avoid the double counting of the commercial trip generation, the maximum commercial entitlement will be shifted from the Babcock MPD and placed in the BRC DRI for purposes of the traffic analysis. The development parameters for this scenario are as follows.

Table 21-3
BRC MTSU (2024)
With BRC DRI
Development Parameters Summary

Land Use Type	Unit	Master DRI	Babcock MPD (2)
Total Residential (1)	**d.u.**	**17,870**	**1,990**
Single-Family	d.u.	12,435	1,630
Multifamily	d.u.	5,435	360
Total Non-Residential (1)	**sq. ft.**	**6,000,000**	**709,500**
Total Commercial (Retail + Office) (2)	**sq. ft.**	**4,515,500**	**384,500**
Retail (1,2)	sq. ft.	2,330,000	384,500
Office (1,2)	sq. ft.	2,185,500	0
General	sq. ft.	1,083,840	0
Medical	sq. ft.	1,015,500	0
Civic	sq. ft.	86,160	0
Hotel (1,3)	rooms sq. ft.	600 360,000	250 150,000
Industrial (1)	sq. ft.	650,000	0
Hospital (1,4)	beds sq. ft.	177 265,500	0 0
ALF (1,5)	beds sq. ft.	418 209,000	350 175,000
Golf Course	holes	54	0
Elementary School	students	1,536	0
Middle School	students	330	0
High School	students	600	0
Church	sq. ft.	168,000	0
Library	sq. ft.	12,000	24,000
Park	acres	225	48
Recreation Center	sq. ft.	80,600	0

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Footnotes:

(1) Subject to BRC Master DRI Development Order (MDO) – Exhibit B. Development of the subject property shall not exceed: 17,870 dwelling units and 6,000,000 square feet of non-residential uses, including commercial/ office/ retail space, light industrial, government/civic space (not including schools, places of worship, libraries, or parks), assisted living units, hospital beds, and hotel rooms.
(2) Per Lee County DCI2023-078. Commercial uses permitted in the Babcock MPD in Lee County may not exceed 1,170,000 square feet. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.
(3) Assumes 600 sq. ft. per hotel room.
(4) Assumes 1,500 sq. ft. per hospital bed.
(5) Assumes 500 sq. ft. per ALF bed.

DRI Amendment Process

All BRC Master Traffic Study Updates will be submitted and reviewed through the DRI Amendment (p.k.a. DRI NOPC - Notice of Proposed Change) process. For consistency, the Master Traffic Study Update is presented in the DRI Question 21. Transportation - Chapter 380.06, F.S. format.

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A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.

Existing Road Network

The existing road network in the vicinity of the Project is shown in Map J as Exhibit 21.A-1. The major north-south road is SR 31. The major east-west roads are SR 78 (Bayshore Road), CR 78 (North River Road) and SR 80 (Palm Beach Boulevard).

Existing Roadway Conditions

The existing traffic conditions analysis is not required for the Master Traffic Study Update. Existing traffic conditions is a standard requirement of the Incremental DRI process and will be addressed at the time of the AIDA submittals.

Intersection Analysis

As an AMDA, intersection analysis is not required. The AIDA will, however, include the appropriate intersection capacity analysis at the time of each increment and related AIDA submittal.

Committed Road Improvements

Roadway improvements identified in the first three (3) years of the current Charlotte County Capital Improvement Program, and the FDOT work program will be considered to be committed. improvements under the Existing plus Committed (E+C) roadway network (Exhibit 21.A-2). In Lee County, the first five (5) years of the current Lee County Capital Improvement Program will be considered to be committed improvements, inclusive of the Alico Road Extension in south Lee County.

SR 31

The current widening of SR 31 from SR 78 (Lee County) to Horseshoe Road/Lake Babcock Drive (Charlotte County) is included in the roadway network.

Existing plus Committed Roadway Network

The Existing plus Committed (E+C) roadway network will rely on the 2024 E+C network provided in the D1RPM (v2.1) travel model as a base. The before-mentioned committed improvements will be updated in the base 2024 E+C network within the BRC study area to year 2028.

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B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the preapplication conference stage.

Project Development Parameters

The purpose of this Master Traffic Study Update is to assess the traffic impacts at the proposed buildout of the entire DRI, coincident with the horizon year 2045. The Community's buildout development parameters are as follows.

Table 21.B-1
BRC MTSU (2024)
Master Development Parameters Summary

Land Use Type	Unit	Master DRI
Total Residential	**d.u.**	**17,870**
Single-Family	d.u.	12,435
Multifamily	d.u.	5,435
Total Non-Residential	**sq. ft.**	**6,000,000**
Total Commercial (Retail + Office) (2)	**sq. ft.**	**4,515,500**
Retail (1,2)	sq. ft.	2,330,000
Office (1,2)	sq. ft.	2,185,500
General	sq. ft.	1,083,840
Medical	sq. ft.	1,015,500
Civic	sq. ft.	86,160
Hotel (1,2,3)	rooms sq. ft.	600 360,000
Industrial (1,2)	sq. ft.	650,000
Hospital (1,2,4)	beds sq. ft.	177 265,500
ALF (1,2,5)	beds sq. ft.	418 209,000
Golf Course	holes	54
Elementary School	students	1,536
Middle School	students	330
High School	students	600
Church	sq. ft.	168,000
Library	sq. ft.	12,000
Park	acres	225
Recreation Center	sq. ft.	80,600

Footnotes:
(1) Subject to BRC Master DRI Development Order (MDO) – Exhibit B. Development of the subject property shall not exceed: 17,870 dwelling units and 6,000,000 square feet of non-residential uses, including commercial/ office/ retail space, light industrial, government/civic space (not including schools, places of worship, libraries, or parks), assisted living units, hospital beds, and hotel rooms.
(2) Per Lee County DCI2023-078. Commercial uses permitted in the Babcock MPD in Lee County may not exceed 1,170,000 square feet. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.
(3) Assumes 600 sq. ft. per hotel room.
(4) Assumes 1,500 sq. ft. per hospital bed.
(5) Assumes 500 sq. ft. per ALF bed.

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The above land uses are allocated to development tracts within the Community. The location of the development tracts is depicted in Exhibit 21.B-1. The development parameters allocated to the tracts are presented in Exhibit 21.B-2.

Trip Generation

The Project's trip generation was established based on the trip rates from the Institute of Transportation Engineers (ITE), Trip Generation (10th Edition), Appendix 21-D.

First, the trip generation estimate of the cumulative DRI parameters was calculated. A TAZ was assigned for each of the ten (10) individual BRC development tracts. Based on the proportion of development represented by each TAZ, a percentage was applied (by land use) to the cumulative DRI trip generation estimates to derive each tract's raw trip generation. As an example, Village II P1-P3 (C2-TAZ 4953) is allocated 1,335 single-family residential units of the cumulative DRI's 12,435 single-family units; therefore, the trip generation associated with the Village II single-family units is approximately 10.7% of the cumulative DRI's single-family trip generation. This is performed separately for each land use type and TAZ within the DRI.

The raw DRI trip generation estimate (Daily and PM Peak Hour basis) for each development tract is summarized below.

Table 21.B-2
BRC MTSU (2024)
ITE Trip Generation Estimate at Buildout

Tract			PM Peak Hour			
ID	**Name**	**TAZ**	**In**	**Out**	**Total**	**Daily**
C1	Town Center	4598	3,152	4,600	7,752	82,915
C2	Village II P1-P3	4953	626	367	993	9,158
C3	Village II P4-P7	4954	557	327	884	8,156
C4	Mid Town	4955	3,124	3,512	6,636	77,277
C5	Village III	4956	615	369	984	11,040
C6	Hamlet I	4957	1,401	831	2,232	23,767
C7	Hamlet II	4958	1,334	1,106	2,440	28,007
C8	Hamlet III	4959	381	224	605	5,570
C9	Hamlet IV	4960	935	789	1,721	18,605
C10	Hamlet V	4961	100	80	180	2,425
Total			12,225	12,202	24,427	266,920

The complete ITE trip generation calculation worksheet for each land use within each TAZ is provided in Appendix 21-E of this document. Appendix 21-E also documents the trip generation estimates for the Babcock MPD, which is considered a component of background traffic.

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Substantial Deviation Presumption Rebuttal

Per Condition 5.B.(2)(a) of the MDO, the initial Master Traffic Study Update shall be approved through the Amendment/NOPC process as a non-substantial deviation, in accordance with Section 5.B.(2)(d), with resulting amendments, if any, to the MDO to be processed as an Amendment/ NOPC.

Further, as an Amendment/NOPC, the originally approved ITE trip generation of the AMDA was compared with the ITE trip generation of this Master Traffic Study Update in order to rebut the DRI substantial deviation presumption.

Table 21.B-3
BRC MTSU (2024)
Substantial Deviation Rebuttal
Trip Generation Comparison

Trip Type	AMDA (1)	Amendment/ NOPC (2)	Trip Diff.	% Diff.
Daily	302,258	266,920	-35,338	-11.7%
PM Peak Hour	29,627	24,427	-5,200	-17.6%

Footnotes:
(1) The Babcock Ranch Community Application for Master Development Approval – Sufficiency Response #2 (2007).
(2) Master Traffic Study Update (2024),

As shown above, the ITE trip generation in this Master Traffic Study Update is 11.7% and 17.6% lower than that of the originally approved AMDA on a daily and PM peak hour basis, respectively. Therefore, it is concluded that this Amendment/NOPC has rebutted the DRI substantial deviation presumption.

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C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project.

Because of the size of the Babcock Ranch Community, a wide variety of uses will be provided within the DRI. The planning of subdivisions, villages, hamlets, town centers, and free-standing facilities will be linked through a series of multi-use paths/trails (pedestrians, bicycles and golf carts etc.) and internal roadways of varying functional classifications. In addition, an internal tram/trolley system including autonomous vehicles is envisioned to link the villages, hamlets, town centers and other uses and provide a linkage to the external road network, where a public/para transit connection is envisioned in the future.

Condition 5.B.(2)(a)(2) of the MDO describes a two-tiered community trip capture methodology for the Master Traffic Update. The first tier is calculated based on the ITE mixed-use capture methodology for mixed-use development within each development tract (intrazonal). The second tier is dependent on the travel model to establish the interzonal (TAZ-to-TAZ) distribution of trips between the development tracts. The two-tiered approach represents the overall community capture for BRC.

The two-tiered community capture methodology is further described below.

ITE Mixed-Use Capture

The ITE mixed-use capture methodology is explained below and depicted in Exhibit 21.C-1.

A. Each of the ten (10) BRC development tracts was assigned one traffic analysis zone (TAZ). Each tract contains a range of land uses that simulates a typical small-scale mixed-use development.

B. Trip generation estimates for all land uses within the DRI were then calculated based on the trip rates (equations, where applicable) from the ITE, Trip Generation, (11th Edition). The trip generation was then allocated to the individual tracts reflective of the development plan.

C. Given the land uses and trip generation estimates of each tract, the mixed-use trip capture methodology from ITE, Trip Generation Handbook, 3rd Edition, were calculated.

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D. For each non-standard land use categories (those land uses not reflected in the ITE trip generation handbook) such as recreational amenities, the capture rates were assumed consistent with previous BRC studies.

The complete mixed-use capture calculations are provided in Appendix 21-E. The resultant Tier 1, mixed-use development trip capture by tract (intrazonal), is summarized as follows.

Table 21.C-1
BRC MTSU (2024)
Tier 1 - ITE Mixed-Use Trip Capture (Intrazonal)

Tract			PM Peak Hour			
ID	**Name**	**TAZ**	**In**	**Out**	**Total**	**Daily**
C1	Town Center	4598	415	415	830	9,852
C2	Village II P1-P3	4953	0	0	0	0
C3	Village II P4-P7	4954	0	0	0	0
C4	Mid Town	4955	957	957	1,914	21,106
C5	Village III	4956	26	26	52	548
C6	Hamlet I	4957	27	27	54	548
C7	Hamlet II	4958	254	254	508	6,228
C8	Hamlet III	4959	0	0	0	0
C9	Hamlet IV	4960	179	179	358	4,108
C10	Hamlet V	4961	8	8	16	176
Total			1,866	1,866	3,732	42,566
Intrazonal Capture %					15%	16%

Net ITE Trip Generation Replication by Model

The intrazonal portion of community capture trips are calculated external to the model. The resultant external trips of each development TAZ are to be replicated in the model for the interzonal trip capture calculation.

The BRC development parameters were entered into the D1RPM model in the ZONEDATA input file. The D1RPM model was then run and adjustments made to the model derived daily trip generation utilizing special generators (SPECGEN_A and SPECGEN_P) for each BRC TAZ. The model was then rerun and the special generators were readjusted in an iterative process until the model derived BRC cumulative daily trip generation was within five (5) percent of the ITE daily net trip estimate (post intrazonal trip capture) for each tract.

The replication of the daily trip loading (TAZ/centroid connectors) in the travel model is summarized below. As shown, the resultant D1RPM model replication achieved an approximate 0.2% difference overall as compared to ITE.

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Table 21.C-2 BRC MTSU (2024) TAZ External Trips Comparison of ITE vs. D1RPM Replication						
Tract			Daily			
ID	Name	TAZ	ITE	D1RPM	Trip Diff.	% Diff.
C1	Town Center	4598	73,063	72,276	-787	-1.1%
C2	Village II P1-P3	4953	9,158	9,165	7	0.1%
C3	Village II P4-P7	4954	8,156	8,168	12	0.1%
C4	Mid Town	4955	56,171	56,216	45	0.1%
C5	Village III	4956	10,492	10,512	20	0.2%
C6	Hamlet I	4957	23,219	23,275	56	0.2%
C7	Hamlet II	4958	21,779	21,802	23	0.1%
C8	Hamlet III	4959	5,570	5,583	13	0.2%
C9	Hamlet IV	4960	14,497	14,531	34	0.2%
C10	Hamlet V	4961	2,249	2,361	112	5.0%
Total			224,354	223,889	-465	-0.2%

Interzonal Capture

The calculations for the interzonal capture within Babcock Ranch relies on the D1RPM model to establish the zonal interaction between the tracts/TAZ within the DRI boundaries as shown in Exhibit 21.C-2. Interzonal capture rates for each TAZ were calculated based on the model's daily volume (PSWADT) interactions and were applied to the ITE external trip estimates. The interzonal capture calculations for the ITE daily and PM peak hour were balanced in a manner similar to the intrazonal capture calculations (Trip Generation Handbook methodology).

The complete interzonal capture calculations (including the Babcock Ranch interzonal trip matrix) are provided in Appendix 21-E, and summarized as follows.

Table 21.C-3 BRC MTSU (2024) Tier 2 - D1RPM Interzonal Capture						
Tract			PM Peak Hour			
ID	Name	TAZ	In	Out	Total	Daily
C1	Town Center	4598	1,315	1,753	3,068	35,730
C2	Village II P1-P3	4953	348	288	636	7,409
C3	Village II P4-P7	4954	304	249	553	6,400
C4	Mid Town	4955	1,486	1,702	3,188	39,699
C5	Village III	4956	356	248	604	7,560
C6	Hamlet I	4957	931	675	1,606	19,453
C7	Hamlet II	4958	804	719	1,523	18,615
C8	Hamlet III	4959	212	183	395	4,672
C9	Hamlet IV	4960	485	439	924	10,999
C10	Hamlet V	4961	78	63	141	1,975
Total			6,319	6,319	12,638	152,512
Interzonal Capture %					52%	57%

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Total Community Capture

In short, the combination of the ITE mixed-use trip capture (Tier 1) and the model-derived interzonal trip distribution (Tier 2) established the total BRC community trip capture as summarized below and presented in Exhibits 21.C-3.

The FSUTMS derived trip matrix depicting the interzonal trip distribution for all TAZs within BRC is found in Appendix 21-E.

Table 21.C-4
BRC MTSU (2024)
Total Community Capture

Tract			PM Peak Hour			
ID	**Name**	**TAZ**	**In**	**Out**	**Total**	**Daily**
C1	Town Center	4598	1,730	2,168	3,898	45,582
C2	Village II P1-P3	4953	348	288	636	7,409
C3	Village II P4-P7	4954	304	249	553	6,400
C4	Mid Town	4955	2,443	2,659	5,102	60,805
C5	Village III	4956	382	274	656	8,108
C6	Hamlet I	4957	958	702	1,660	20,001
C7	Hamlet II	4958	1,058	973	2,031	24,843
C8	Hamlet III	4959	212	183	395	4,672
C9	Hamlet IV	4960	664	618	1,282	15,107
C10	Hamlet V	4961	86	71	157	2,151
Total			8,185	8,185	16,370	195,078
Community Capture %					67%	73%

Retail Pass-by Trips

Total pass-by trips generated by retail uses at Babcock Ranch were estimated based on average rates from the ITE, Trip Generation Handbook (3rd Edition). Consistent with the ITE Trip Generation Handbook (3rd Edition) and the FDOT Multimodal Transportation Site Impact Handbook, July 2023 two level of retail pass-by trips were estimated: internal to BRC and external to BRC.

Internal retail pass-by trips will be generated from within BRC, in a similar manner as those typical pass-by trips that occur on the roadways within the City of Punta Gorda or City of Fort Myers. The internal retail pass-by trips are considered to be a component of the interzonal capture; the model derived interzonal capture rates were applied to total external trips (not net new external trips) by TAZ. Therefore, the internal retail pass-by trips are not deducted again to derive the total trip assignment at the SR 31 entrances.

In Increment 3 (2022), retail uses are being developed along the Cypress Parkway corridor adjacent to SR 31 and are anticipated to capture existing volumes on SR 31 (pass-by trips external to BRC). The estimated external pass-by trips generated along SR 31 was referenced from the Babcock Ranch Community Question 21. Transportation – Increment 3 (2022), and dated November 30,

2022 (Appendix 21-G). A modest external pass-by trip deduction of 30 external trips was assumed during the PM peak hour for the retail component. The retail pass-by traffic assumed does not exceed 10% of the passing traffic on SR 31.

Table 21.C-5
BRC MTSU (2024)
Retail Pass-by Trips

Tract			PM Peak Hour			
ID	**Name**	**TAZ**	**In**	**Out**	**Total**	**Daily**
C1	Town Center	4598	60	59	119	1,466
C2	Village II P1-P3	4953	0	0	0	0
C3	Village II P4-P7	4954	0	0	0	0
C4	Mid Town	4955	222	221	443	5,634
C5	Village III	4956	0	0	0	0
C6	Hamlet I	4957	0	0	0	0
C7	Hamlet II	4958	56	56	112	1,393
C8	Hamlet III	4959	0	0	0	0
C9	Hamlet IV	4960	56	56	112	1,396
C10	Hamlet V	4961	0	0	0	0
Total Pass-by			394	392	786	9,899
External Pass-by on SR 31 (1)			15	15	30	300
Internal Pass-by (2)			379	377	756	9,566

Footnotes:
(1) Referenced from the Babcock Ranch Community DRI Increment 1 NOPC Traffic Study, March 11, 2019.
(2) Internal pass-by is considered a component of interzonal capture trips.

The retail pass-by trips estimated by ITE, Trip Generation, 11th Edition is provided in Appendix 21-E.

Net New External Trips To/From Non-DRI TAZs

The net new external trips are the result of the ITE trip generation less the total community capture and external pass-by trips of the DRI. These trips represent the trips that are distributed and assigned by the travel model to the external roadway network outside of the DRI boundaries.

Table 21.C-6 BRC MTSU (2024) Net New External Trips						
Tract			PM Peak Hour			
ID	Name	TAZ	In	Out	Total	Daily
C1	Town Center	4598	1,407	2,417	3,824	37,033
C2	Village II P1-P3	4953	278	79	357	1,749
C3	Village II P4-P7	4954	253	78	331	1,756
C4	Mid Town	4955	681	853	1,534	16,472
C5	Village III	4956	233	95	328	2,932
C6	Hamlet I	4957	443	129	572	3,766
C7	Hamlet II	4958	276	133	409	3,164
C8	Hamlet III	4959	169	41	210	898
C9	Hamlet IV	4960	271	168	439	3,498
C10	Hamlet V	4961	14	9	23	274
Total			4,025	4,002	8,027	71,542

Trip Generation Summary

The resultant BRC trip generation on a daily and PM peak hour basis is presented in Exhibits 21.C-3, respectively, and summarized as follows.

Table 21.C-7 BRC MTSU (2024) Trip Generation Summary					
	ITE				D1RPM
	PM Peak Hour				
Trip Type	In	Out	Total	Daily	Daily
Total Trips	12,225	12,202	24,427	266,920	266,549
Total Intrazonal (Internal) Capture Trips	1,866	1,866	3,732	42,566	42,658
NCHRP Intrazonal (Internal) Capture Trips	1,491	1,491	2,982	33,480	N/A
Non-NCHRP Intrazonal (Internal) Capture Trips	375	375	750	9,086	N/A
Total Interzonal (External) Trips	10,359	10,336	20,695	224,354	223,891 (1)
Interzonal Capture Within DRI	6,319	6,319	12,638	152,512	152,969
Internal Retail Pass-By Trips (2)	379	377	756	9,589	N/A
Community Capture Within DRI	8,185	8,185	16,370 (67%)	195,078 (73%)	195,627
Interzonal (External) Trips To/From Non-DRI TAZs	4,040	4,017	8,057	71,842	70,922
Interzonal Trips To/From MPD TAZs Via Internal Road Network	499	575	1,074	12,390	12,399
Interzonal Trips To/From MPD TAZs	570	656	1,226	14,144	14,153
Interzonal Trips To/From MPD TAZs Via SR 31 (DRI Trip Ends)	71	81	152	1,754	1,754
Interzonal Trips To/From MPD TAZs Via SR 31 (Trips Assigned at Entrances)	152	152	304	3,508	3,509
Interzonal (External) Trips To/From Non-Babcock Ranch (Non-DRI/MPD) TAZs	3,470	3,361	6,831	57,698	56,768
Interzonal (External) Trips Assigned to SR 31 Entrances	3,622	3,513	7,135	61,206	60,277
External Retail Pass-By Trips	15	15	30	300	N/A
Net New Interzonal (External) Trips To/From Non-Babcock Ranch (Non-DRI/MPD) TAZs	3,455	3,346	6,801	57,398	N/A
Net New Interzonal (External) Trips Assigned to SR 31 Entrances	3,607	3,498	7,105	60,906	N/A

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Footnotes:
(1) D1RPM model run replicated total external trips.
(2) Internal pass-by is considered a component of interzonal capture trips.
(3) Referenced from the Babcock Ranch Community DRI Increment 1 NOPC Traffic Study dated March 11, 2019.

As shown above, the community trip capture rate estimated for the Babcock Ranch Community is approximately 73% on a daily basis and approximately 67% on a PM peak hour basis.

Additionally, the ITE daily trip assignment (post-processed for interzonal capture) at the SR 31 entrances (61,206) has a difference of less than 2% when compared to the D1RPM trip assignment (60,277); this confirms the validity of the post-processing methods to the ITE trip generation estimates and that no "double-counting" of internal trips is being performed.

The detailed BRC trip generation calculations are presented in Appendix 21-E.

Check of Reasonableness for Community Capture

The estimated 73% daily and 67% PM peak hour community capture rates at buildout were checked for reasonableness based on the following:

- The estimated 60,904 BRC external daily trips reflective of the 73% community capture rate compares favorably with the external trip volumes of 269,700 (based on FDOT 2019 AADT counts) generated by the City of Cape Coral, Florida. The City of Cape Coral is characterized as a "bedroom community" with a population of approximately 190,000 in 2019. In comparison, BRC is a planned community that promotes balanced land uses and an anticipated population of 42,000.

Table 21.C-8
BRC MTSU (2024)
Check of Reasonableness for Community Capture

Attributes	City of Cape Coral (1)	BRC Master DRI (5)
Population (persons)	190,000	42,000
Non-Residential (sq. ft.)	20,000,000	6,000,000
ITE Trip Generation (Daily Trips)	1,132,500 (2)	266,920 (6)
External Trips	269,700 (3)	60,904
Community Capture	862,800 (4)	195,078
Community Capture Rate	76%	73%
External Trip to Population Ratio	1.42	1.45

Footnotes:
(1) As of 2019.
(2) ITE, Trip Generation, 10th Edition.
(3) FDOT – Florida Traffic Online (2019). Adjusted AADT volumes to Peak Season.
(4) ITE less External = Community Capture.
(5) MTSU (2024) estimate.
(6) ITE, Trip Generation, 11th Edition.

Even with an estimated 73% daily community capture rate, the Babcock Ranch Community is generating a higher external trip per person ratio of 1.45 as compared with the City of Cape Coral of 1.42.

- The estimated 67% PM peak hour community capture rate assumed for BRC compares favorably with the other planned communities in Florida of similar size such as the City of Wellington and the City of Weston. The FLITE (Florida ITE) September 2005 article titled, Traditional Development Trip Generation Characteristics, suggests that greater than 50% community capture for a community such as BRC would be reasonable.

- The estimated 67% PM peak hour capture rate assumed for BRC compares favorably with the Town of Ave Maria located in Collier County, Florida. The approved community capture rate for Ave Maria was 62%, pending traffic monitoring.

Given the above comparisons, it is concluded that the estimated BRC community capture rates of 73% daily and 67% PM peak hour reflective of the ITE trip generation are reasonable and are supported by empirical data.

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D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase end year. Describe how these conclusions were reached.

Travel Model

The current release of FDOT - District 1 Regional Planning Model (D1RPM_v2.1) was utilized to develop future traffic volumes.

The existing plus committed (2024 E+C) network and year 2045 socio-economic input data was utilized as part of the D1RPM_v2.1 travel model. The E+C network was updated within a 10-mile radius of BRC to reflect committed improvements to Year 2024-2028, Exhibit 21.A-2.

Adjustments to the network to reflect the Babcock Ranch Master Concept Plan included the interconnections between the Charlotte County and Lee County portions of Babcock Ranch via the internal road system.

Multiple traffic analysis zones were established to represent the Babcock Ranch tracts in the E+C Plan Network, Exhibit 21.B-1.

The D1RPM_v2.1 travel model input and output files are available for download upon request to Charlotte County.

Model Segment Volumes

A roadway segment is typically comprised of multiple links (nodes and connectors) in the travel model. Generally, the selection of the link volume to represent the roadway segment volume is determined by the link located nearest to the Project. It should be acknowledged that requests by the public agencies to select alternate roadway links to better represent the segment volumes have been reflected.

Babcock Ranch Trip Distribution/Assignment

Based on the select zone data sets, Babcock Ranch PSWADT assignment on the E+C road network will determine the DRI trip percentage on a segment basis. The estimated ITE PM peak hour, net new, directional trip generation will then be applied to the model assigned DRI trip percentages.

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E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase end year, the DRI traffic on each link of the then existing network within the study area. Include peak hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/ total peak hour directional trips and in terms of peak hour directional DRI trips/ existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

The traffic impact analysis summarizes the total traffic with the Project and the Project's peak hour traffic volume by road segment for the year 2045. Also included is the Project's traffic as a percent of the roadway service volume at the adopted level of service standard.

The roadway segments analyzed within the study area include segments that are subject to DRI 5% significance plus one additional link to show that the additional link falls below the DRI 5% significance. The BRC DRI is deemed to have significant impact on a roadway segment if the Project's consumption of the E+C roadway service volume is five percent (5%) or greater.

Future 2045 Traffic Volumes

A roadway segment is typically comprised of multiple links (nodes and connectors) in the travel model. The selection of the link volume to represent the roadway segment volume was determined by the link located nearest to the Project. It should be acknowledged that requests by the public agencies to select alternate roadway links to better represent the segment volumes have been reflected.

The establishment of future traffic volumes on the study area roadway segments followed the methodology described below.

D1RPM AADT Volumes

The various components of the D1RPM AADT volumes were established as follows.

- Total AADT for each roadway segment was extracted from the travel model.
- DRI AADT for each roadway segment was extracted from the travel model using the "Select Zone" sub-routine.
- MPD AADT for each roadway segment was extracted from the travel model using the "Select Zone" sub-routine.
- Background (Non-Babcock) AADT was established by subtracting DRI and MPD AADT from the total AADT.

Background (Non-Babcock) Peak Hour Traffic

Traffic data and conversion factors for FDOT, Charlotte County and Lee County maintained facilities were compiled from the following sources and are provided in Appendix 21-G.

- FDOT District 1 2023 LOS Report / FDOT Florida Traffic Online (2023)
- Charlotte County 2023 Roadway Level of Service Data
- 2023 Lee County Traffic Count Report / Traffic Data

The Background (Non-Babcock) AADT was then converted to peak hour, peak season, peak direction volumes using the standard K and D factors reflective of the appropriate FDOT count locations for all state facilities.

For Charlotte County roadways, K factors were based on Charlotte County Roadway LOS Data while D factors are reflective of nearby FDOT count stations.

While the FDOT database indicates D factor values, it does not explicitly indicate the actual peak direction (i.e., NB, SB, EB or WB). Where available, the FDOT site synopsis reports were relied on to establish the peak direction for non-Babcock traffic.

For Lee County roadways, the K and D factors were based on the appropriate permanent count station (PCS) data provided in the 2023 Lee County Traffic Count Report / Traffic Data.

DRI Peak Hour Traffic

Based on the select zone data sets, the BRC DRI AADT assignment on the E+C road network determined the DRI trip distribution percentage on a segment basis. The estimated ITE PM peak hour, net new, directional trip generation was applied to the model assigned DRI trip percentages.

The BRC DRI is deemed to have significant impact on a roadway segment if the Project's consumption of the E+C roadway service volume is five percent (5%) or greater.

MPD Peak Hour Traffic

Based on the select zone data sets, the Babcock Ranch MPD AADT assignment on the E+C road network determined the MPD trip distribution percentage on a segment basis. The estimated ITE PM peak hour, net new, directional trip generation was applied to the model assigned MPD trip percentages.

Traffic generated by the Babcock Ranch MPD is considered to be background traffic for purposes of the DRI traffic assessment.

Total Peak Hour Traffic

The background (non-Babcock), BRC DRI, and Babcock Ranch MPD peak hour, peak direction volumes were added together to establish total directional peak hour segment volumes.

The total peak hour, peak direction traffic volumes determined the level of service for the roadways under study.

Roadway Service Volumes

For purposes of the future road segment analysis, service volumes for FDOT, Charlotte County and Lee County maintained facilities were compiled from the following sources and are provided in Appendix 21-H.

- For State Roads: FDOT District 1 2023 LOS Report and 2023 Quality/Level of Service Handbook
- For Charlotte County Roads: Charlotte County 2023 Roadway Level of Service Data and FDOT 2023 Quality/Level of Service Handbook
- For Lee County Roads: Lee County Generalized Peak Hour Directional Service Volumes

For State roads, the roadway LOS facility type, which identifies the roadway area type (i.e., urbanized/transitional/rural), functional classification, and other characteristics that determine service volume adjustments, is based on FDOT's District 1 2023 LOS Report spreadsheets. The peak hour, directional service volumes for a given LOS facility type are based on those provided in FDOT's District 1 2023 LOS Report (sheet "GSV_Database"). The service volumes provided in the 2023 District 1 LOS Report are consistent with those identified in the FDOT 2023 Quality/Level of Service Handbook.

From the Charlotte County Roadway Level of Service Data, the service volumes are expressed as peak hour, two-way. The FDOT 2023 Quality/Level of Service Handbook, "Generalized Peak Hour Directional Service Volumes" was applied to derive the peak hour, directional service volumes, using adjustments consistent with the Charlotte County Roadway Level of Service Data.

Consistent with Lee County requirements, roadway directional service volumes under future conditions (greater than 5 years) were based on Lee County Generalized Peak Hour Directional Service Volumes.

For purposes of the MTSU analysis, it was recognized by FDOT that the roadway characteristics for state facilities will change over time. As such, the recommended needs of future roadway improvements assume the content re-classification of those same state facilities established by FDOT for year 2045.

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F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

Segment Analysis - Future Traffic Conditions Without BRC DRI

Future roadway conditions "without BRC DRI" and reflective of the E+C network, for the horizon year 2045, are reported in Exhibits 21.F-1a and 1b. All components of the segment analysis are provided including background (non-Babcock) traffic, MPD traffic, services volumes, levels of service, and recommended number of lanes to maintain LOS standard.

Pursuant to Chapter 163.3180, F.S., roadway segments that are projected at below the adopted level of service standard without the BRC DRI are deemed to be "transportation deficient". As reported in Exhibits 21.F-1a and 1b, the following roadway segments (and corresponding improvements) are transportation deficient, coincident with the 2045 buildout of the BRC DRI.

Table 21.F-1
BRC MTSU (2024)
Without BRC DRI
Year 2045 - Needed Improvements for Transportation Deficient Roadways [1]

Charlotte County			
Roadway	**From**	**To**	**Improvement**
US 41 – Northbound	E. Retta Esplanade	Melbourne St.	Widen From 2L to 3L
US 41 – Southbound	US 41 (Tamiami Trail)	W. Retta Esplanade	Widen From 2L to 3L
SR 31	Cook Brown Rd.	CR 74	Widen From 2L to 4L
SR 31 [2]	CR 763 (Farms Rd.)	CR 760A	Widen From 2L to 4L
	CR 760A	N. of CR 760	Widen From 2L to 4L
US 17 – Eastbound (Olympia Ave.)	US 41 (Cross St.)	Taylor St.	Widen From 2L to 3L
I-75	Lee County Line	CR 762 (Tuckers Grade)	Widen From 6L to 8L
SR 70 [2]	E. of Ford Dealer	SR 31	Widen From 4L to 6L
Lee County			
Roadway	**From**	**To**	**Improvement**
Broadway St.	SR 80	North River Rd.	Widen From 2L to 4L
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	Widen From 2L to 4L
	Orange River Blvd.	SR 80	Widen From 2L to 4L
Colonial Blvd.	Dynasty Dr.	SR 82	Widen From 6L to 8L
Joel Blvd.	18th St.	SR 80	Widen From 2L to 4L
Lee Blvd.	SR 82	Alvin Ave.	Widen From 6L to 8L
	Alvin Ave.	Gunnery Rd.	Widen From 6L to 8L
	Gunnery Rd.	Homestead Rd.	Widen From 8L to 10L
Littleton Rd.	Corbett Rd.	US 41	Widen From 2L to 4L
Orange River Blvd.	SR 80	Staley Rd.	Widen From 2L to 4L
	Staley Rd.	Buckingham Rd.	Widen From 2L to 4L

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Table 21.F-1 (Continued) BRC MTSU (2024) Without BRC DRI Year 2045 - Needed Improvements for Transportation Deficient Roadways [1]			
Lee County			
Roadway	**From**	**To**	**Improvement**
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	Widen From 4L to 6L
USB 41 (N. Tamiami Trail)	N. End of Edison Bridge	Pondella Rd./CR 78A	Widen From 6L to 10L
	US 41 SB	SR 45/US41	Widen From 1L to 2L
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd	Widen From 4L to 6L
	Fowler St.	SR 739 (Metro Pkwy.)	Widen From 6L to 10L
	SR 45/US 41	0.195 miles W. Solomon Blvd	Widen From 4L to 6L
	Fowler St	SR 739 (Metro Pkwy)	Widen From 6L to 10L
	SR 739 (Metro Pkwy)	Challenger Blvd	Widen From 6L to 8L
	Winkler Ave	CR 865/Ortiz Ave/6M Cypress Pkwy	Widen From 6L to 12L
	CR 865/Ortiz Ave/6M Cypress Pkwy	I-75	Widen From 6L to 12L
	I-75	400 Ft E. of Dynasty Dr	Widen From 6L to 12L
US 41	Edison Ave/Cortez Blvd	Johnson St	Widen From 6L to 8L
	Johnson St	SR 82/CR 867	Widen From 4L to 8L
	SR 82/CR 867	SR 80/First St	Widen From 4L to 10L
	SR 80/First St	Hancock Bridge Pkwy	Widen From 4L to 10L
	Hancock Bridge Pkwy	CR 78A/Pondella Rd	Widen From 4L to 6L
	SR 78 (Pine Island Rd)	Littleton Rd	Widen From 4L to 6L
	Westberry Ct	Del Prado Blvd	Widen From 4L to 6L
	Del Prado Blvd	Sun Seekers RV Park Entrance	Widen From 4L to 10L
SR 80 (First St.)	SR 739/US 41 Bus (Fowler St)	SR 80/Seaboard St	Widen From 2L to 4L
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St	Veronica Shoemaker Blvd	Widen From 2L to 4L
	SR 31 (Arcadia Rd)	CR 80A/Buckingham Rd/Old Olga Rd	Widen From 4L to 6L
	Hickey Creek Rd	Broadway St/CR 78	Widen From 4L to 6L
	Broadway St/CR 78	CR 884 (Joel Blvd)	Widen From 4L to 6L
	CR 884 (Joel Blvd)	Hendry County Line	Widen From 4L to 6L
SR 80 (SR 80/Second St.)	Woodford Ave	SR 739 (Park Ave)	Widen From 2L to 4L
	SR 739 (Park Ave)	Michigan Ave	Widen From 2L to 4L
	Michigan Ave	SR 80 (Palm Beach Blvd)	Widen From 2L to 4L
SR 78 (Pine Island Rd.)	Santa Barbara Blvd	E of NE 15th Ave	Widen From 4L to 6L
	E of 15th Ave	Del Prado Blvd	Widen From 4L to 6L
	Del Prado Blvd	W of CR 78A/Pondella Rd	Widen From 4L to 6L
	E of Barrett Rd	SR 45/US 41 (Cleveland Ave)	Widen From 4L to 6L
SR 78 (Bayshore Rd.)	SR 739/US 41 Bus	New Post Rd/Hart Rd	Widen From 4L to 6L
	New Post Rd/Hart Rd	Coon Rd/Slater Rd	Widen From 4L to 6L
	W of Pritchett Pkwy	Pritchett Pkwy	Widen From 4L to 6L
SR 82 (Dr. M. L. King Jr. Blvd.)	US 41B (Evans St)	Palm Ave	Widen From 4L to 6L
	Palm Ave	Veronica S Shoemaker Blvd	Widen From 4L to 6L
	Veronica S Shoemaker Blvd	Michigan Link Ave	Widen From 4L to 6L
	Michigan Link Ave	W of Benchmark Ave	Widen From 5L to 8L
	W of Benchmark Ave	0.2 miles W of CR 865/Ortiz Ave	Widen From 5L to 8L
	0.2 miles W of CR 865/Ortiz Ave	CR 865/Ortiz Ave	Widen From 6L to 8L
	CR 865/Ortiz Ave	Park 82 Dr	Widen From 6L to 10L
	Park 82 Dr	W of Teter Rd/I-75 NB On Ramp	Widen From 6L to 10L
SR 82 (Immokalee Rd.)	W of Teter Rd/I-75 NB On Ramp	Buckingham Rd	Widen From 6L to 10L

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Table 21.F-1 (Continued) BRC MTSU (2024) Without BRC DRI Year 2045 - Needed Improvements for Transportation Deficient Roadways [1]			
Lee County			
Roadway	**From**	**To**	**Improvement**
	CR 884/Colonial Blvd/Lee Blvd	Gateway Blvd	Widen From 6L to 8L
SR 93/I-75	Terminal Access Rd	Daniels Pkwy	Widen From 6L to 8L
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78 (Bayshore Rd)	Widen From 2L to 4L
	CR 78/N River Rd./Old Bayshore Rd.	Shirley Ln.	Widen From 4L to 6L
	Shirley Ln.	Fox Hill Rd.	Widen From 4L to 6L

Footnote:
(1) Transportation Deficient per Chapter 163.3180, F.S.
(2) Desoto County

The roadway improvements needed to address the transportation deficiencies identified above are depicted in Exhibit 21.F-2. In accordance with Chapter 163.3180, F.S., the improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The Project is not responsible to help improve or eliminate deficiencies that are projected "without" the BRC DRI.

Segment Analysis - Future Traffic Conditions With BRC DRI

Under future conditions "With BRC DRI", the segment analysis coincident with Year 2045 is presented Exhibit 21.F-3a and 3b. As shown, all components of the segment analysis are provided including background traffic, MPD traffic, Master DRI traffic, significant and adverse impacts, services volumes, LOS and recommended number of lanes to maintain LOS standard.

Trip Distribution/Assignment With BRC DRI

The cumulative DRI trip distribution and assignment based on the D1RPM model is detailed in Exhibit 21.F-4.

Significantly Impacted Roadways

The BRC DRI is deemed to have significant impact on a roadway segment if the Project's consumption of the E+C roadway service volume is five percent (5%) or greater (Exhibit 21.F-5). For purposes of the traffic study, the Lee County MPD is considered a portion of the background traffic.

The BRC DRI is expected to have significant impact on the following roadways.

Table 21.F-2 BRC MTSU (2024) With Master BRC DRI Year 2045 – BRC DRI Significant Impact		
Charlotte County		
Roadway	**From**	**To**
Bermont Rd.	US 17	Happy Hollow Rd.
	Happy Hollow Rd.	SR 31
	SR 31	Glades County Line
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.
	Cypress Pkwy.	Lake Babcock Dr.
	Lake Babcock Dr.	Cook Brown Rd.
	Cook Brown Rd.	CR 74
	CR 74	DeSoto County Line
SR 31 (1)	Charlotte County Line	CR 763 (Farms Rd.)
	CR 763 (Farms Rd.)	CR 760 A
	CR 760 A	N. of CR 760
	N. of CR 760	SR 70
SR 70 (1)	SR 31	Roger Ave./Oak St.
SR 70 EB (Magnolia St.) (1)	SR 70/Hickory St.	Roger Ave./Oak St.
SR 70 WB (Hickory St.) (1)	SR 70/Roger Ave.	SR 70/Magnolia St.
Lee County		
Roadway	**From**	**To**
Broadway St.	SR 80	North River Rd.
Buckingham Rd.	Gunnery Rd.	Cemetery Rd.
	Cemetery Rd.	Orange River Blvd.
	Orange River Blvd.	SR 80
Gunnery Rd.	Lee Blvd.	Buckingham Rd.
Joel Blvd.	18th St.	SR 80
N River Rd.	SR 31	Franklin Lock Rd.
	Franklin Lock Rd.	Broadway Rd.
	Broadway Rd.	County Line
SR 80 (Palm Beach Blvd.)	CR 80B (Ortiz Ave.)	I-75
	I-75	SR 31 (Babcock Ranch Rd.)
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.
	Broadway St/CR 78	CR 884 (Joel Blvd.)
	CR 884 (Joel Blvd.)	County Line
SR 80 (Second St.)	SR 739 (Park Ave.)	Michigan Ave.
	Michigan Ave.	SR 80 (Palm Beach Blvd.)
SR 78 (Pine Island Rd.)	E. of Baarrett Rd.	SR 45/US 41 (Cleveland Ave.)
	SR 45/US 41 (Cleveland Ave.)	SR 739/US 41 Bus
SR 78 (Bayshore Rd.)	SR 739/US 41 Bus	New Post Rd./Hart Rd.
	New Post Rd./Hart Rd.	Coon Rd./Slater Rd.
	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.
	W. of Pritchett Pkwy.	Pritchett Pkwy.
	Pritchett Pkwy.	Old Bayshore Rd.
	Old Bayshore Rd.	SR 31
SR 93/I-75	SR 82/Immokalee Rd.	Luckett Rd.
	Luckett Rd.	SR 80
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78 (Bayshore Rd.)
	SR 78 (Bayshore Rd.)	Old Rodeo Dr.
	Old Rodeo Dr.	CR 78/N River Rd./Old Bayshore Rd.
	CR 78/N River Rd./Old Bayshore Rd.	Shirley Ln.
	Shirley Ln.	Fox Hill Rd.
	Fox Hill Rd.	Busbee Ln.
	Busbee Ln.	Charlotte County Line

Footnote:
(1) Transportation Deficient per Chapter 163.3180, F.S.

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Significantly and Adversely Impacted Roadways

The DRI is deemed to have significant and adverse impact on a roadway segment if the Project's consumption of the roadway service volume is five percent (5%) or greater and the total directional volume exceeds the roadway service volume, respectively. The BRC DRI is expected to have significant and adverse impact on the following roadways.

Table 21.F-3
BRC MTSU (2024)
With Master BRC DRI
Year 2045 – BRC DRI Significant and Adverse Impact

Charlotte County		
Roadway	**From**	**To**
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.
	Lake Babcock Dr.	Cook Brown Rd.
	Cook Brown Rd.	CR 74
	CR 74	Desoto County Line
SR 31 (1)	Charlotte County Line	CR 763 (Farms Rd.)
	CR 763 (Farms Rd.)	CR 760 A
	CR 760 A	N. of CR 760
Lee County		
Roadway	**From**	**To**
Broadway St.	SR 80	North River Rd.
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.
	Orange River Blvd.	SR 80
Gunnery Rd.	Lee Blvd.	Buckingham Rd.
Joel Blvd.	18th St.	SR 80
SR 80 (Palm Beach Blvd.)	I-75	SR 31 (Babcock Ranch Rd.)
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.
	Broadway St./CR 78	CR 884/Joel Blvd.
SR 78 (Bayshore Rd.)	SR 739/US 41 Bus	New Post Rd./Hart Rd.
	New Post Rd./Hart Rd.	Coon Rd./Slater Rd.
	W. of Pritchett Pkwy.	Pritchett Pkwy.
	Pritchett Pkwy.	Old Bayshore Rd.
	Old Bayshore Rd.	SR 31
SR 93/I-75	SR 82/Immokalee Rd.	Luckett Rd.
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78 (Bayshore Rd.)
	SR 78 (Bayshore Rd.)	Old Rodeo Dr.
	Old Rodeo Dr.	CR 78/N River Rd./Old Bayshore Rd.
	CR 78/N River Rd./Old Bayshore Rd.	Shirley Ln.
	Shirley Ln.	Fox Hill Rd.
	Fox Hill Rd.	Busbee Ln.
	Busbee Ln.	Charlotte County Line

Footnote:
(1) Desoto County

The significantly and adversely impacted roadways are reported in Exhibits 21.F-3a and 3b. A map depicting the significantly and adversely impacted roadways is shown in Exhibit 21.F-5.

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Potential Long-Range Needs With BRC DRI

The potential long-range roadway improvements needed to accommodate area-wide traffic with the Master BRC DRI coincident with horizon year 2045 are depicted in Table 21.F-4 below and in Exhibit 21.F-6.

These long-range needs are similar to the MPO 2045 Needs Assessment and are based on LOS measurements using Generalized Service Volumes as a first-level analysis. Consistent with the guidance provided by the FDOT Traffic Analysis Handbook, the next level of analysis (i.e., arterial analysis) would be relied on to more accurately establish the actual needs of these future deficiencies during the Incremental DRI traffic analysis.

Recommended Roadway Improvements With BRC DRI

The roadway improvements needed to accommodate area-wide traffic with the Master BRC DRI coincident with horizon year 2045 are compared to the long-range potential needs in Table 21.F-4 and depicted in Exhibit 21.F-7.

Table 21.F-4
BRC MTSU (2024)
With Master BRC DRI
Year 2045 – Potential Long-Range Needs and Recommended Improvements for Roadways

Charlotte County				
Roadway	**From**	**To**	**Potential Long-Term Needs**	**Recommended Improvements**
SR 31	Lee County Line	Cypress Pkwy.	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road (1,2,3,8)	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road (1,2,3,8)
	Cypress Pkwy.	Lake Babcock Dr.	New 4L Construction (1,3)	New 4L Construction (1,3)
	Lake Babcock Dr.	Cook Brown Rd.	Widen From 2L to 4L (1,3)	Widen From 2L to 4L (1,3)
	Cook Brown Rd.	CR 74	Widen From 2L to 4L (1)	Intersection Improvements (1)
	CR 74	DeSoto County Line	Widen From 2L to 4L (4)	Intersection Improvements (1)
SR 31 (5)	Charlotte County Line	CR 763 (Farms Rd.)	SR 31 Extension PD&E Study (5)	SR 31 Extension PD&E Study (5)
	CR 763 (Farms Rd.)	CR 760 A	SR 31 Extension PD&E Study (5)	SR 31 Extension PD&E Study (5)
	CR 760 A	N. of CR 760	SR 31 Extension PD&E Study (5)	SR 31 Extension PD&E Study (5)
SR 70 (5)	SR 31	Roger Ave./Oak St.	SR 31 Extension PD&E Study (5)	SR 31 Extension PD&E Study (5)
Lee County				
Roadway	**From**	**To**	**Potential Long-Term Needs**	**Recommended Improvements (2)**
Broadway St.	SR 80	North River Rd.	Widen From 2L to 4L (1)	Widen From 2L to 4L (1)
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	Widen From 2L to 4L (1)	Widen From 2L to 4L (1)
	Orange River Blvd.	SR 80	Widen From 2L to 4L (1)	Widen From 2L to 4L (1)
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	Widen From 2L to 4L (4)	Widen From 2L to 4L (4)
Joel Blvd.	18th St.	SR 80	Widen From 2L to 4L (1)	Widen From 2L to 4L (1)

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Table 21.F-4 (Continued) BRC MTSU (2024) With Master BRC DRI Year 2045 – Potential Long-Range Needs and Recommended Improvements for Roadways				
Lee County				
Roadway	**From**	**To**	**Potential Long-Term Needs**	**Recommended Improvements [2]**
SR 80 (Palm Beach Blvd.)	I-75	SR 31 (Babcock Ranch Rd.)	Widen From 6L to 8L [4]	None Beyond 6L [4]
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.	Widen From 4L to 6L [1]	Widen From 4L to 6L [1]
	Broadway St./CR 78	CR 884 (Joel Blvd.)	Widen From 4L to 6L [1]	Widen From 4L to 6L [1]
SR 78 (Bayshore Rd.)	SR 739/US 41 Bus	New Post Rd./Hart Rd.	Widen From 4L to 6L [1]	Widen From 4L to 6L [1]
	New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	Widen From 4L to 6L [1]	Widen From 4L to 6L [1]
	W. of Pritchett Pkwy.	Pritchett Pkwy.	Widen From 4L to 6L [1,5]	Widen From 4L to 6L [1,5]
	Pritchett Pkwy.	Old Bayshore Rd.	Widen From 2L to 4L [4,6,7]	Widen From 2L to 4L [4,6,7]
	Old Bayshore Rd.	SR 31	Widen From 2L to 4L [6]	Widen From 2L to 4L [6]
SR 93/I-75	SR 82/Immokalee Rd.	Luckett Rd.	Widen From 6L to 8L [1]	Widen From 6L to 8L [1]
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	Widen From 2L to 6L [1,3,4]	Widen From 2L to 6L [1,3,4]
	SR 78	Old Rodeo Dr.	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road [1,2,3,8]	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road [1,2,3,8]
	Old Rodeo Dr.	CR 78/N River Rd./ Old Bayshore Rd.		
	CR 78/N River Rd./ Old Bayshore Rd.	Shirley Ln.		
	Shirley Ln.	Fox Hill Rd.		
	Fox Hill Rd.	Busbee Ln.		
	Busbee Ln.	Charlotte County Line		

Footnotes:
(1) Includes Transportation Deficient improvements per Chapter 163.3180, F.S.
(2) New 4L road expandable to 6L from SR 78 to Cypress Parkway under construction funded by BRC DRI.
(3) Subject to FDOT SR 31 PD&E Study(s).
(4) Lane needs based on Generalized Service Volume. Subject to Arterial Analysis for LOS verification as part of the incremental analysis.
(5) Desoto County – FDOT SR 31 Extension PD&E Study from SR 70 to
(6) Subject to FDOT SR 78 PD&E Study.
(7) Lee County MPO 2045 Needs Assessment.
(8) Per FDOT & BRC Master Roadway Agreement / Roadway Design and Construction Agreement.

Project-Related Improvements

The project-related improvements for BRC are reflected in the Master Development Order and Incremental Development Orders. For purposes of the MTSU, the recommended improvements and the project-related improvements are depicted in Exhibit 21.F-8 and summarized in the following, Table 21.F-5.

The Recommended and Project-related improvements are for planning purposes only. The identified list of project-related improvements should not be misconstrued as DRI commitments and do not represent any Master DRI proportionate hare or mitigation plan.

Table 21.F-5
BRC MTSU (2024)
With Master BRC DRI
Year 2045 - Recommended Improvements and Project-related Improvements for Roadways

Charlotte County				
Roadway	**From**	**To**	**Recommended Improvements**	**Project-Related Improvements [1]**
SR 31	Lee County Line	Cypress Pkwy.	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road [2,3,4,5]	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road [2,3,4,5]
	Cypress Pkwy.	Lake Babcock Dr.	New 4L Construction [1,3]	New 4L Construction [1,3]
	Lake Babcock Dr.	Cook Brown Rd.	Widen From 2L to 4L [2,4]	Widen From 2L to 4L [2,4]
	Cook Brown Rd.	CR 74	Intersection Improvements [2,6]	None [2]
	CR 74	DeSoto County Line	Intersection Improvements [6]	None [7]
Lee County				
Roadway	**From**	**To**	**Recommended Improvements**	**Project-Related Improvements [1]**
Broadway St.	SR 80	North River Rd.	Widen From 2L to 4L [2]	None [2]
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	Widen From 2L to 4L [2]	None [2]
	Orange River Blvd.	SR 80	Widen From 2L to 4L [2]	None [2]
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	Widen From 2L to 4L [7]	None [7]
Joel Blvd.	18th St.	SR 80	Widen From 2L to 4L [2]	None [2]
SR 80 (Palm Beach Blvd.)	I-75	SR 31 (Babcock Ranch Rd.)	Intersection Improvements [4,7,10]	None [4,7,10]
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.	Widen From 4L to 6L [2]	None [2]
	Broadway St./CR 78	CR 884 (Joel Blvd.)	Widen From 4L to 6L [2]	None [2]
SR 78 (Bayshore Rd.)	SR 739/US 41 Bus	New Post Rd./Hart Rd.	Widen From 4L to 6L [2]	None [2]
	New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	Widen From 4L to 6L [2]	None [2]
	W. of Pritchett Pkwy.	Pritchett Pkwy.	Widen From 4L to 6L [2,5]	None [2,5]
	Pritchett Pkwy.	Old Bayshore Rd.	Widen From 2L to 4L [7,8,9]	Widen From 2L to 4L [7,8,9]
	Old Bayshore Rd.	SR 31	Widen From 2L to 4L [7,8,9]	Widen From 2L to 4L [7,8,9]
SR 93/I-75	SR 82/Immokalee Rd.	Luckett Rd.	Widen From 6L to 8L [9]	None [9]
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	Widen From 2L to 6L [2,4,7]	None [2,4,7]
	SR 78	Old Rodeo Dr.	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road [2,3,4,5]	New 4L Construction, Expand to 6L Plus Existing 2L Frontage Road [2,3,4,5]
	Old Rodeo Dr.	CR 78/N River Rd./ Old Bayshore Rd.		
	CR 78/N River Rd./ Old Bayshore Rd.	Shirley Ln.		
	Shirley Ln.	Fox Hill Rd.		
	Fox Hill Rd.	Busbee Ln.		
	Busbee Ln.	Charlotte County Line		

Footnotes:
(1) Needed improvements attributed to the DRI. For planning purposes only and does not represent actual mitigation, proportionate share calculation, or pipelining of improvements.
(2) Includes Transportation Deficient improvements per Chapter 163.3180, F.S.
(3) New 4L road expandable to 6L from SR 78 to Cypress Parkway under construction funded by BRC DRI.
(4) Subject to FDOT SR 31 PD&E Study(s).
(5) Per FDOT & BRC Master Roadway Agreement / Roadway Design and Construction Agreement.
(6) FDOT Intersection Improvements – SR 31 & CR 74 Roundabout.
(7) Lane needs based on Generalized Service Volume. Subject to Arterial Analysis for LOS verification as part of the incremental analysis.
(8) Subject to FDOT SR 78 PD&E Study.
(9) Lee County MPO 2045 Needs Assessment.
(10) SR 80 & SR 31 Intersection Improvements and/or SR 80 & I-75 Interchange Ramp Retiming.

Intersection Analysis

As an AMDA, intersection analysis is not required. The AIDA will, however, include the appropriate intersection capacity analysis at the time of each increment and related AIDA submittal.

Traffic Mitigation

In addition to providing site-related improvements, the Project will pay its proportionate share of needed improvements. That proportionate share amount and the Project's traffic mitigation will be established through the incremental DRI review.

The Master Traffic Study Update focuses on a road segment evaluation of the entire development at buildout. The Master Traffic Study Update identifies the following:

- The study area for the entire development.
- The Project's area of significant impacts.
- The road improvements anticipated to be transportation deficient without the DRI.
- The road improvements anticipated to be needed to support the entire development through buildout.

It is anticipated that the Counties and the MPOs will use the results of the Master Traffic Study Updates to assist them in the planning and implementation of each County's long-range transportation plan. The results will be used by the Babcock Ranch Community in the planning of the road network to support the ultimate development, assist in the phasing of the development, and help allocate the ultimate traffic mitigation costs of the overall development to the various components.

Subsequent Master Traffic Study Updates

In accordance with the Master Development Order, BRC will submit its next master traffic study update within five (5) years of the most recently approved study.

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G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.

As shown in Exhibit 21.G-1, BRC is served by three (3) primary external access points located on the east side of SR 31 in Charlotte County. Two access points are aligned with Cook Brown Road (Access B-B/Greenway Boulevard) and Horseshoe Road (Access C-C/Lake Babcock Drive). The southernmost access is located south of Horseshoe Road and just north of the Lee County Line (Access D-D/ Cypress Parkway). A fourth access point (A-A) is located north of Cook Brown Road for purposes of utilities/services operations. Furthermore, the Babcock Ranch master plan includes a comprehensive internal road system that will provide the critical linkage between Charlotte County and Lee County.

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dpa Since 1978

H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right of way dedication, building setbacks, etc.

This question is not applicable.

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I. What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.

The Project will continue to accommodate requirements for transit stops, sidewalks, and bicycle paths established by Charlotte County. Sidewalks and multi-use paths and shuttles/para-transit, as needed, will be provided internal to the Project to support the internal interaction of trips. The Project is committed to promoting efficient multi-modal movements within the Community.

The commercial and office uses in the DRI will discourage external trip making for the residential uses and other uses on-site. The commercial and office uses will also provide retail and office establishments and opportunities to capture those external trips that would otherwise be making longer distance trips on the external road network of SR 31.

The DRI will support local and/or express transit service, if established by Lee or Charlotte County. The DRI will help support expanded transit service in the area by increasing ridership opportunities and working with the transit authority to provide linkages at the Community.

Finally, the Babcock Ranch Community will explore, and, if feasible, implement a tram/trolley system internal to the Community to improve access to the various activity centers, hamlets, villages and town center within the Babcock Ranch Community.

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SWFRPC Supplemental Questions and Clarification

A. The initial applicant analysis should be based on the existing plus committed (E+C) road network. Any improvements required in addition to the E+C network should be addressed in answer to DRI Question 12.F.

Please refer to response to Question 21.A and Question 21.F.

B. The peak hour and daily analysis should be based o annual average conditions and any traffic counts should be appropriately adjusted to reflect these conditions.

Please refer to response to Question 21.A and Question 21.D.

C. Please provide a table showing the phased breakdown of the DRI land uses, the trip generation rates, and the cumulative trips employed in the transportation analysis. The applicant's analysis should assume 100 percent occupancy of all DRI land uses.

Please refer to response to Question 21.B and Question 21.C.

D. Passerby capture should not be used when a regional systems model is used. When a regional systems model is not used, passerby capture should not exceed 10% of adjacent roadway traffic and 25% of project external trip potential.

Please refer to response to Question 21.C.

E.1. Indicate the peak hour trips and ADT's by phase for major internal DRI roads.

Please refer to response to Question 21.E and the intersection capacity analysis.

E.2. Describe fully the methodology used to distribute and assign traffic to the highway network.

Please refer to response to Question 21.C.

F.1. At a minimum, a 1985 HCM operational analysis should be performed for significantly impacted intersections during the first five years. A planning analysis of impacted intersections should be performed for phases beyond five years and intersections projected to be near capacity or over capacity should be indicated. The use of the Critical Movements Analysis in Circular 212 is not acceptable. The applicant should provide worksheets showing existing conditions, and the projected conditions without the DRI and with DRI traffic, indicating what improvements will be necessary.

Please refer to response to Question 21. Introduction, Question 21.D and Question 21.F.

F.2. The standard used to determine regional significant of DRI impacts is 5% of daily level of service "C" capacity for road segments, 5% of peak-hour LOS C for rural intersections, and 5% of peak-hour LOS D for urban intersections.

Please refer to response to Question 21. Introduction and Question 21.D.

F.3. Please indicate whether the planned improvements or new facilities made necessary in whole of in part, as a result of this project, have an existing funding source.

Please refer to response to Question 21.F.

F.4. Please indicate, for those improvements which will be required due to the DRI and which are not currently funded in a recognized transportation planning program, to what extent the applicant will commit to fund the needed improvements.

Please refer to Question 21.A.

G. If a bikeway system is proposed, please indicate its route.

Please refer to response to Question 21.G and Question 21.I and also Question 12.

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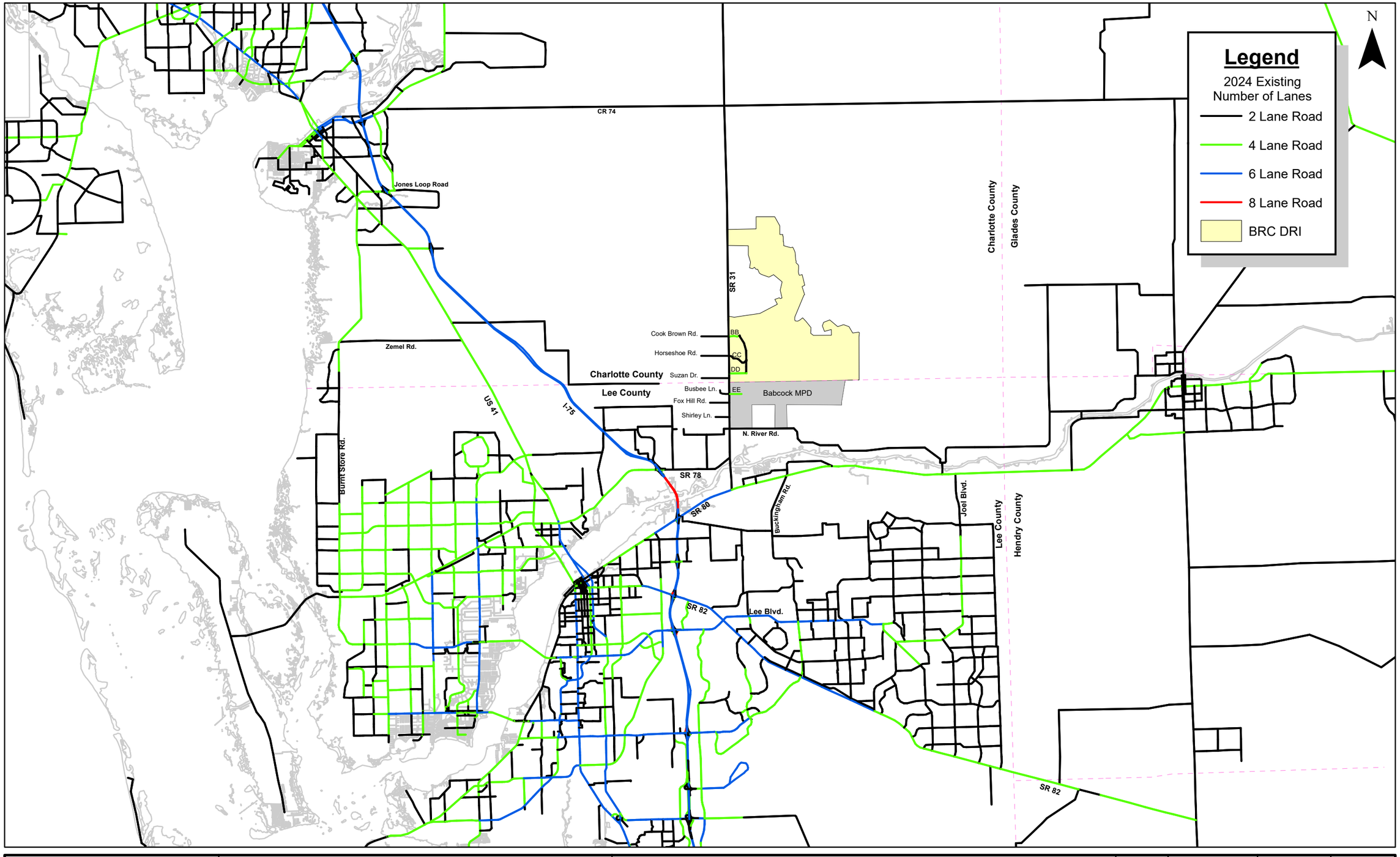
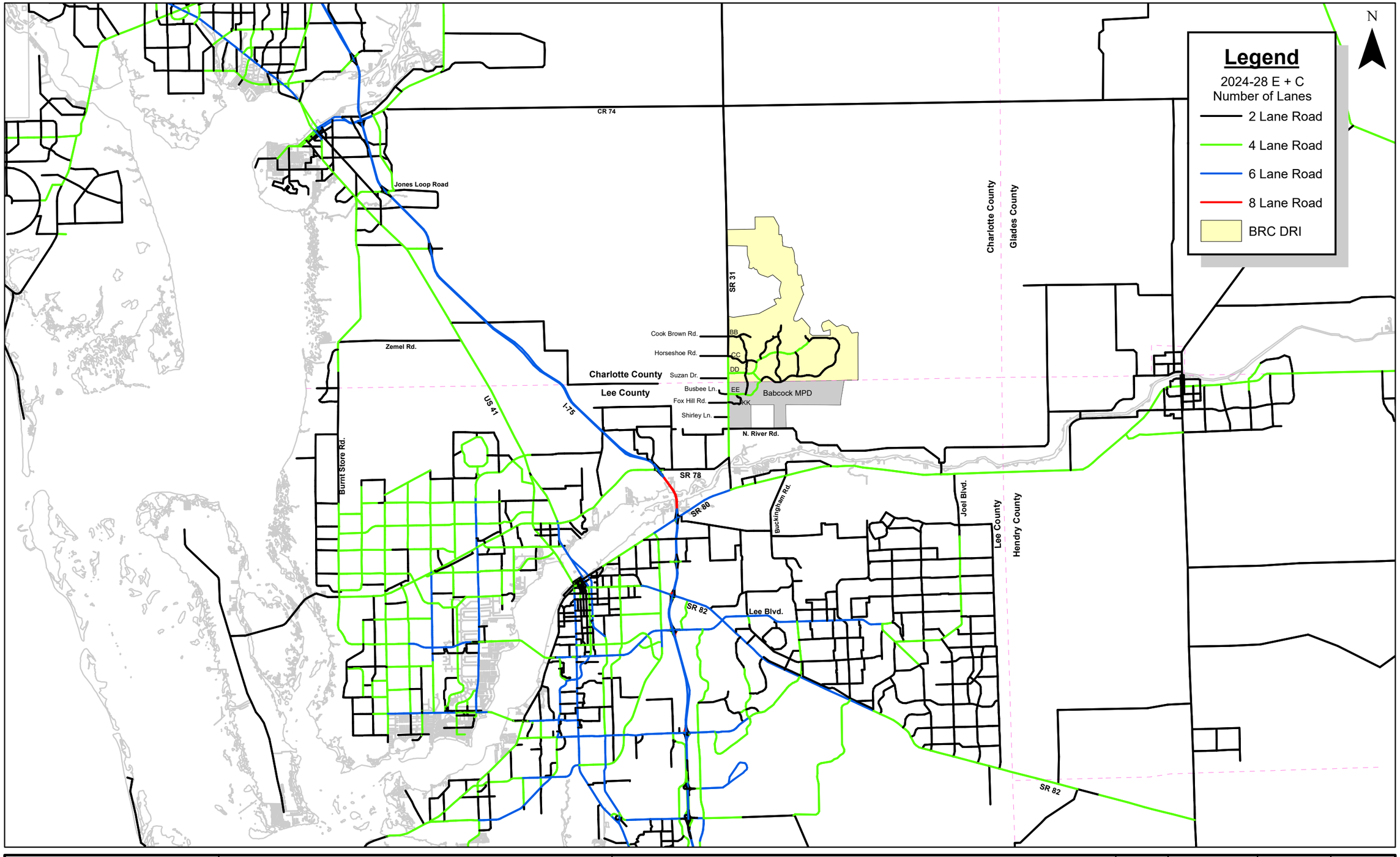
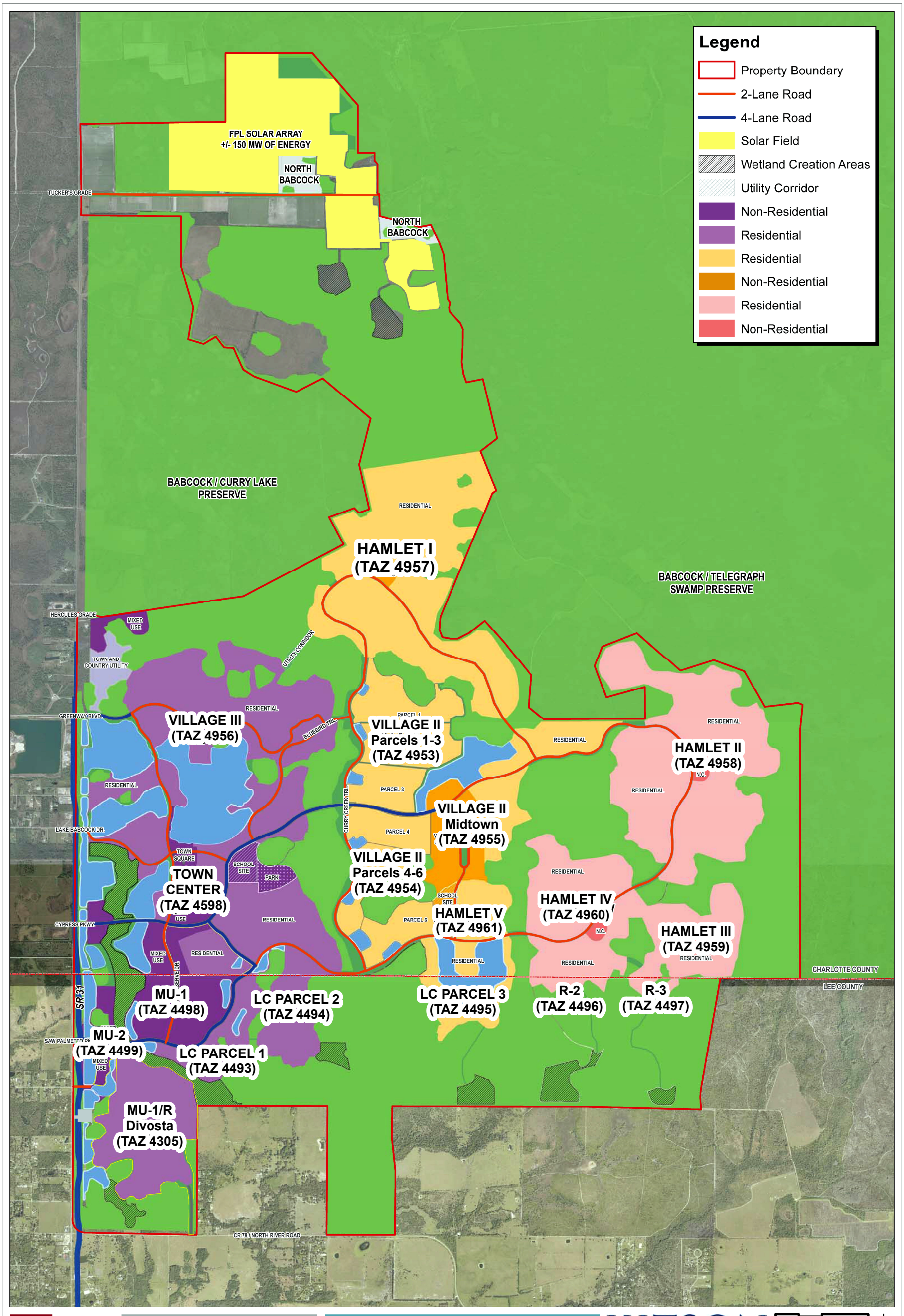


dpa KITSON & PARTNERS	**Babcock Ranch Community Master Traffic Study Update (2024)**	**Map J Existing Road Network**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			12/24	24504	A-1/122024	**21.A-1**



dpa KITSON & PARTNERS	**Babcock Ranch Community Master Traffic Study Update (2024)**	**2024-28 Existing Plus Commited (E + C) Road Network**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			12/24	24504	A-2/122024	**21.A-2**



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BABCOCK RANCH
FLORIDA

MASTER LAND PLAN
08/02/2021 • CONTACT: AMY WICKS, P.E., LEED AP (239) 271-2650

KITSON & PARTNERS

Kimley»Horn

dpa KITSON & PARTNERS	Babcock Ranch Community MTSU (2024)	Babcock Ranch Master Concept Plan Development Tracts	DATE	PROJECT NO.	FILE NO.	EXHIBIT
			12/24	24504	B-1/122024	21.B-1

EXHIBIT 21.B-2

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
DEVELOPMENT PARAMETERS BY TRACT

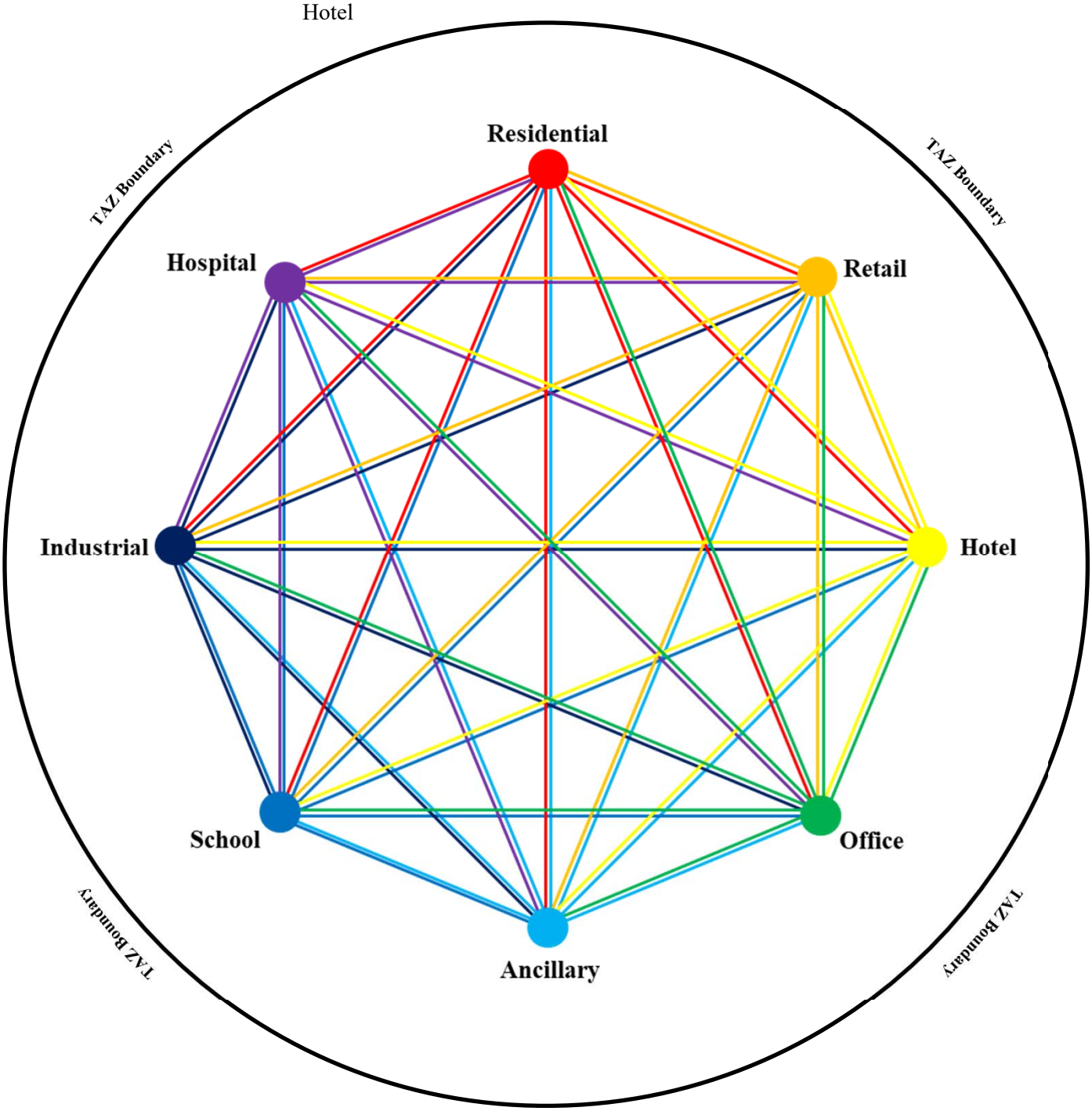
Land Use	Town Center	Village II Parcels 1-3	Village II Parcel 4-6	Village II Midtown	Village III	Hamlet I	Hamlet II	Hamlet III	Hamlet IV	Hamlet V	Charlotte DRI Total
Residential	3,214	1,335	1,189	2,726	1,579	3,467	2,135	812	1,223	190	17,870
Single-Family (d.u.)	2,424	1,335	1,189	1,301	801	2,177	1,290	812	1,066	40	12,435
Multifamily (d.u.)	790	0	0	1,425	778	1,290	845	0	157	150	5,435
Non-Residential (sq. ft.)	2,532,729	0	0	2,564,771	0	0	541,000	0	361,500	0	6,000,000
Total Commercial - Retail + Office (sq. ft.)	1,747,229	0	0	2,035,271	0	0	371,500	0	361,500	0	4,515,500
Retail (sq. ft.)	350,229	0	0	1,336,771	0	0	321,500	0	321,500	0	2,330,000
Office (sq. ft.)	1,397,000	0	0	698,500	0	0	50,000	0	40,000	0	2,185,500
General Office (sq. ft.)	543,840	0	0	500,000	0	0	20,000	0	20,000	0	1,083,840
Medical Office (sq. ft.)	825,500	0	0	150,000	0	0	20,000	0	20,000	0	1,015,500
Civic Office (sq. ft.)	27,660	0	0	48,500	0	0	10,000	0	0	0	86,160
Hotel (rooms)	0	0	0	600	0	0	0	0	0	0	600
Hotel (sq. ft.) [1]	0	0	0	360,000	0	0	0	0	0	0	360,000
Industrial (sq. ft.)	450,000	0	0	100,000	0	0	100,000	0	0	0	650,000
Hospital (beds)	177	0	0	0	0	0	0	0	0	0	177
Hospital (sq. ft.) [2]	265,500	0	0	0	0	0	0	0	0	0	265,500
ALF (units)	140	0	0	139	0	0	139	0	0	0	418
ALF (sq. ft.) [3]	70,000	0	0	69,500	0	0	69,500	0	0	0	209,000
Golf Course (holes)	0	0	0	0	18	18	18	0	0	0	54
Ancillary/Community											
Elementary School (students)	536	0	0	0	0	0	500	0	0	500	1,536
Middle School (students)	330	0	0	0	0	0	0	0	0	0	330
High School (students)	600	0	0	0	0	0	0	0	0	0	600
Church (sq. ft.)	24,000	0	0	72,000	0	0	72,000	0	0	0	168,000
Library (sq. ft.)	0	0	0	12,000	0	0	0	0	0	0	12,000
Parks (acres)	58	0	0	60	0	0	7	0	50	50	225
Recreation Center (sq. ft.)	40,600	0	0	30,000	0	0	10,000	0	0	0	80,600

Footnotes
1) Assumes 600 sq. ft. per hotel room.
2) Assumes 1,500 sq. ft. per hospital bed.
3) Assumes 500 sq. ft. per ALF unit.

Tier 1 Capture – Within TAZ (Intrazonal)

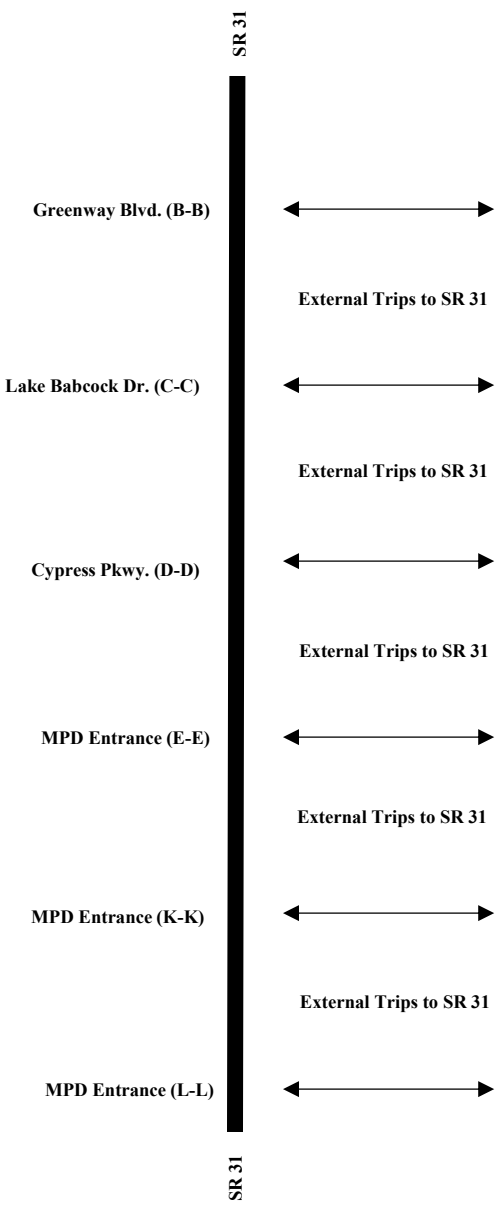
NCHRP 684/ITE Handbook Land Use Categories
Office
Retail
Restaurant (Not Applicable for BRC)
Cinema/Entertainment (Not Applicable for BRC)
Residential
Hotel

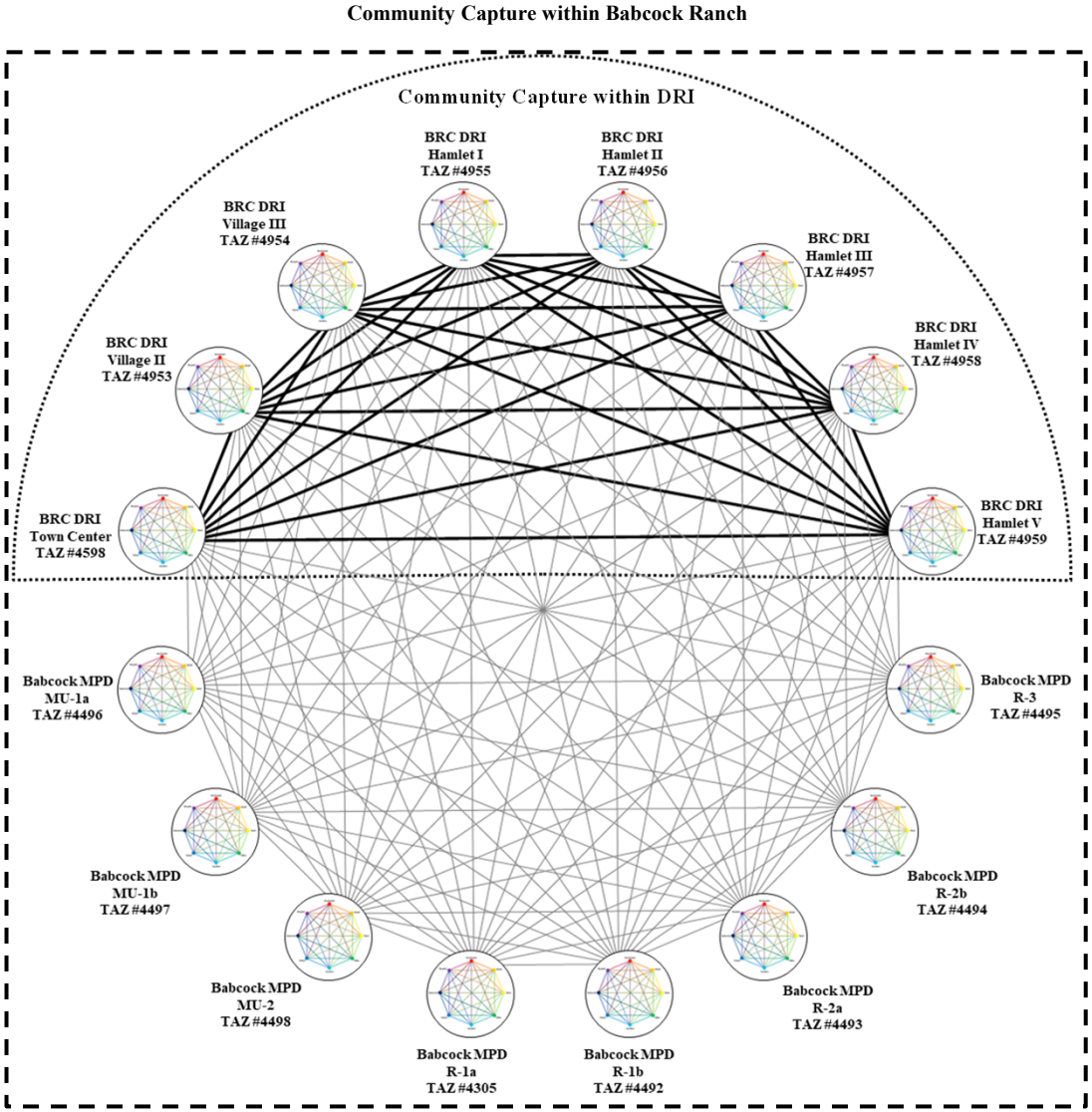
Non-NCHRP Land Use Categories
Ancillary
School
Industrial
Hospital



dpa	Babcock Ranch Community Master Traffic Study Update (2024)	Community Capture Methodology Tier 1 – Intrazonal Trip Capture	24504/1224 Exhibit 21.C-1

Tier 2 Capture – Interzonal Capture Within Babcock Ranch





dpa	Babcock Ranch Community Master Traffic Study Update (2024)	Community Capture Methodology Tier 2 – Interzonal Trip Capture
		24504/1224
		Exhibit 21.C-2

EXHIBIT 21.C-3

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
DRI TRIP GENERATION AND DISTRIBUTION SUMMARY

DRI TAZ TRIP GENERATION / DISTRIBUTION	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR %	DAILY TOTAL	DAILY %		Ref. #
C1 - DRI TOWN CENTER (TAZ 4598)								
TOTAL TRIPS	**3,152**	**4,600**	**7,752**	**100%**	**82,915**	**100%**		1
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**415**	**415**	**830**	**11%**	**9,852**	**12%**		2
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	278	278	556	7%	6,304	8%		3
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	137	137	274	4%	3,548	4%		4
TOTAL INTERZONAL (EXTERNAL) TRIPS	**2,737**	**4,185**	**6,922**	**89%**	**73,063**	**88%**		5
TOTAL RETAIL PASS-BY TRIPS	**60**	**59**	**119**	**2%**	**1,466**	**2%**		6
EXTERNAL RETAIL PASS-BY TRIPS	15	15	30	0%	300	0%		7
INTERNAL RETAIL PASS-BY TRIPS	45	44	89	1%	1,166	1%		8
NET NEW INTERZONAL (EXTERNAL) TRIPS	**2,677**	**4,126**	**6,803**	**88%**	**71,597**	**86%**		9
INTERZONAL CAPTURE WITHIN DRI	**1,315**	**1,753**	**3,068**	**40%**	**35,730**	**43%**		10
INTERZONAL CAPTURE - 4598/4953	93	143	236	3%	2,462	3%		11
INTERZONAL CAPTURE - 4598/4954	87	133	220	3%	2,296	3%		12
INTERZONAL CAPTURE - 4598/4955	511	520	1,031	13%	13,472	16%		13
INTERZONAL CAPTURE - 4598/4956	93	160	253	3%	2,846	3%		14
INTERZONAL CAPTURE - 4598/4957	234	393	627	8%	6,768	8%		15
INTERZONAL CAPTURE - 4598/4958	148	193	341	4%	3,899	5%		16
INTERZONAL CAPTURE - 4598/4957	38	58	96	1%	1,002	1%		17
INTERZONAL CAPTURE - 4598/4958	104	144	248	3%	2,753	3%		18
INTERZONAL CAPTURE - 4598/4961	7	9	16	0%	232	0%		19
COMMUNITY CAPTURE WITHIN DRI	**1,730**	**2,168**	**3,898**	**50%**	**45,582**	**55%**		20
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**1,407**	**2,417**	**3,824**	**49%**	**37,033**	**45%**		21
INTERZONAL TRIPS TO/FROM MPD TAZs	**236**	**335**	**571**	**7%**	**6,280**	**8%**		22
INTERZONAL CAPTURE - 4598/4305	70	106	176	2%	1,836	2%		23
INTERZONAL CAPTURE - 4598/4498	66	91	157	2%	1,756	2%		24
INTERZONAL CAPTURE - 4598/4499	54	65	119	2%	1,446	2%		25
INTERZONAL CAPTURE - 4598/4493	17	27	44	1%	460	1%		26
INTERZONAL CAPTURE - 4598/4494	11	17	28	0%	290	0%		27
INTERZONAL CAPTURE - 4598/4495	17	27	44	1%	460	1%		28
INTERZONAL CAPTURE - 4598/4496	1	2	3	0%	32	0%		29
INTERZONAL CAPTURE - 4598/4497	0	0	0	0%	0	0%		30
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**1,171**	**2,082**	**3,253**	**42%**	**30,753**	**37%**		31
C2 - VILLAGE II Parcels 1-3 (TAZ 4953)								
TOTAL TRIPS	**626**	**367**	**993**	**100%**	**9,158**	**100%**		35
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		36
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		37
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		38
TOTAL INTERZONAL (EXTERNAL) TRIPS	**626**	**367**	**993**	**100%**	**9,158**	**100%**		39
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		40
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		41
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		42
NET NEW INTERZONAL (EXTERNAL) TRIPS	**626**	**367**	**993**	**100%**	**9,158**	**100%**		43
INTERZONAL CAPTURE WITHIN DRI	**348**	**288**	**636**	**64%**	**7,409**	**81%**		44
INTERZONAL CAPTURE - 4953/4598	143	93	236	24%	2,462	27%		45
INTERZONAL CAPTURE - 4953/4954	7	7	14	1%	172	2%		46
INTERZONAL CAPTURE - 4953/4955	108	92	200	20%	2,379	26%		47
INTERZONAL CAPTURE - 4953/4956	8	9	17	2%	234	3%		48
INTERZONAL CAPTURE - 4953/4957	23	27	50	5%	664	7%		49
INTERZONAL CAPTURE - 4953/4958	32	33	65	7%	830	9%		50
INTERZONAL CAPTURE - 4953/4959	4	4	8	1%	94	1%		51
INTERZONAL CAPTURE - 4953/4960	18	17	35	4%	430	5%		52
INTERZONAL CAPTURE - 4953/4961	5	6	11	1%	144	2%		53
COMMUNITY CAPTURE WITHIN DRI	**348**	**288**	**636**	**64%**	**7,409**	**81%**		54
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**278**	**79**	**357**	**36%**	**1,749**	**19%**		55
INTERZONAL TRIPS TO/FROM MPD TAZs	**22**	**18**	**40**	**4%**	**458**	**5%**		56
INTERZONAL CAPTURE - 4953/4305	3	3	6	1%	68	1%		57
INTERZONAL CAPTURE - 4953/4498	10	7	17	2%	182	2%		58
INTERZONAL CAPTURE - 4953/4499	6	5	11	1%	130	1%		59
INTERZONAL CAPTURE - 4953/4493	1	1	2	0%	24	0%		60
INTERZONAL CAPTURE - 4953/4494	1	1	2	0%	14	0%		61
INTERZONAL CAPTURE - 4953/4495	1	1	2	0%	36	0%		62
INTERZONAL CAPTURE - 4953/4496	0	0	0	0%	4	0%		63
INTERZONAL CAPTURE - 4953/4497	0	0	0	0%	0	0%		64
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**256**	**61**	**317**	**32%**	**1,291**	**14%**		65
C3 - VILLAGE II Parcels 4-6 (TAZ 4954)								
TOTAL TRIPS	**557**	**327**	**884**	**100%**	**8,156**	**100%**		69
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		70
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		71
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		72
TOTAL INTERZONAL (EXTERNAL) TRIPS	**557**	**327**	**884**	**100%**	**8,156**	**100%**		73
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		74
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		75
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		76
NET NEW INTERZONAL (EXTERNAL) TRIPS	**557**	**327**	**884**	**100%**	**8,156**	**100%**		77
INTERZONAL CAPTURE WITHIN DRI	**304**	**249**	**553**	**63%**	**6,400**	**78%**		78
INTERZONAL CAPTURE - 4954/4598	133	87	220	25%	2,296	28%		79
INTERZONAL CAPTURE - 4954/4953	7	7	14	2%	172	2%		80
INTERZONAL CAPTURE - 4954/4955	92	78	170	19%	2,024	25%		81
INTERZONAL CAPTURE - 4954/4956	6	8	14	2%	192	2%		82
INTERZONAL CAPTURE - 4954/4957	18	20	38	4%	508	6%		83
INTERZONAL CAPTURE - 4954/4958	22	23	45	5%	568	7%		84
INTERZONAL CAPTURE - 4954/4959	4	4	8	1%	92	1%		85
INTERZONAL CAPTURE - 4954/4960	18	17	35	4%	424	5%		86
INTERZONAL CAPTURE - 4954/4961	4	5	9	1%	124	2%		87
COMMUNITY CAPTURE WITHIN DRI	**304**	**249**	**553**	**63%**	**6,400**	**78%**		88
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**253**	**78**	**331**	**37%**	**1,756**	**22%**		89
INTERZONAL TRIPS TO/FROM MPD TAZs	**23**	**20**	**43**	**5%**	**496**	**6%**		90
INTERZONAL CAPTURE - 4954/4305	3	3	6	1%	78	1%		91
INTERZONAL CAPTURE - 4954/4498	10	7	17	2%	180	2%		92
INTERZONAL CAPTURE - 4954/4499	7	6	13	1%	148	2%		93
INTERZONAL CAPTURE - 4954/4493	1	1	2	0%	30	0%		94
INTERZONAL CAPTURE - 4954/4494	1	1	2	0%	18	0%		95
INTERZONAL CAPTURE - 4954/4495	1	2	3	0%	38	0%		96
INTERZONAL CAPTURE - 4954/4496	0	0	0	0%	4	0%		97
INTERZONAL CAPTURE - 4954/4497	0	0	0	0%	0	0%		98
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**230**	**58**	**288**	**33%**	**1,260**	**15%**		99

EXHIBIT 21.C-3

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
DRI TRIP GENERATION AND DISTRIBUTION SUMMARY

DRI TAZ TRIP GENERATION / DISTRIBUTION	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR %	DAILY TOTAL	DAILY %		Ref. #
C4 - VILLAGE II Midtown (TAZ 4955)								
TOTAL TRIPS	**3,124**	**3,512**	**6,636**	**100%**	**77,277**	**100%**		103
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**957**	**957**	**1,914**	**29%**	**21,106**	**27%**		104
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	853	853	1,706	26%	18,760	24%		105
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	104	104	208	3%	2,346	3%		106
TOTAL INTERZONAL (EXTERNAL) TRIPS	**2,167**	**2,555**	**4,722**	**71%**	**56,171**	**73%**		107
TOTAL RETAIL PASS-BY TRIPS	**222**	**221**	**443**	**7%**	**5,634**	**7%**		108
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		109
INTERNAL RETAIL PASS-BY TRIPS	222	221	443	7%	5,634	7%		110
NET NEW INTERZONAL (EXTERNAL) TRIPS	**1,945**	**2,334**	**4,279**	**64%**	**50,537**	**65%**		111
INTERZONAL CAPTURE WITHIN DRI	**1,486**	**1,702**	**3,188**	**48%**	**39,699**	**51%**		112
INTERZONAL CAPTURE - 4955/4598	520	511	1,031	16%	13,472	17%		113
INTERZONAL CAPTURE - 4955/4953	92	108	200	3%	2,379	3%		114
INTERZONAL CAPTURE - 4955/4954	78	92	170	3%	2,024	3%		115
INTERZONAL CAPTURE - 4955/4956	80	112	192	3%	2,462	3%		116
INTERZONAL CAPTURE - 4955/4957	244	321	565	9%	7,053	9%		117
INTERZONAL CAPTURE - 4955/4958	262	309	571	9%	6,794	9%		118
INTERZONAL CAPTURE - 4955/4959	61	72	133	2%	1,576	2%		119
INTERZONAL CAPTURE - 4955/4960	134	158	292	4%	3,463	4%		120
INTERZONAL CAPTURE - 4955/4961	15	19	34	1%	476	1%		121
COMMUNITY CAPTURE WITHIN DRI	**2,443**	**2,659**	**5,102**	**77%**	**60,805**	**79%**		122
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**681**	**853**	**1,534**	**23%**	**16,472**	**21%**		123
INTERZONAL TRIPS TO/FROM MPD TAZs	**126**	**150**	**276**	**4%**	**3,306**	**4%**		124
INTERZONAL CAPTURE - 4955/4305	33	39	72	1%	868	1%		125
INTERZONAL CAPTURE - 4955/4498	32	38	70	1%	826	1%		126
INTERZONAL CAPTURE - 4955/4499	20	24	44	1%	520	1%		127
INTERZONAL CAPTURE - 4955/4493	12	15	27	0%	330	0%		128
INTERZONAL CAPTURE - 4955/4494	8	9	17	0%	206	0%		129
INTERZONAL CAPTURE - 4955/4495	19	23	42	1%	512	1%		130
INTERZONAL CAPTURE - 4955/4496	2	2	4	0%	44	0%		131
INTERZONAL CAPTURE - 4955/4497	0	0	0	0%	0	0%		132
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**555**	**703**	**1,258**	**19%**	**13,166**	**17%**		133
C5 - VILLAGE III (TAZ 4956)								
TOTAL TRIPS	**615**	**369**	**984**	**100%**	**11,040**	**100%**		137
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**26**	**26**	**52**	**0%**	**548**	**0%**		138
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		139
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	26	26	52	0%	548	0%		140
TOTAL INTERZONAL (EXTERNAL) TRIPS	**589**	**343**	**932**	**100%**	**10,492**	**100%**		141
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		142
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		143
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		144
NET NEW INTERZONAL (EXTERNAL) TRIPS	**589**	**343**	**932**	**100%**	**10,492**	**100%**		145
INTERZONAL CAPTURE WITHIN DRI	**356**	**248**	**604**	**63%**	**7,560**	**78%**		146
INTERZONAL CAPTURE - 4956/4598	160	93	253	25%	2,846	28%		147
INTERZONAL CAPTURE - 4956/4953	9	8	17	2%	234	2%		148
INTERZONAL CAPTURE - 4956/4954	8	6	14	19%	192	25%		149
INTERZONAL CAPTURE - 4956/4955	112	80	192	2%	2,462	2%		150
INTERZONAL CAPTURE - 4956/4957	29	27	56	4%	824	6%		151
INTERZONAL CAPTURE - 4956/4958	21	18	39	5%	546	7%		152
INTERZONAL CAPTURE - 4956/4959	2	2	4	1%	60	1%		153
INTERZONAL CAPTURE - 4956/4960	12	10	22	4%	292	5%		154
INTERZONAL CAPTURE - 4956/4961	3	4	7	1%	104	2%		155
COMMUNITY CAPTURE WITHIN DRI	**382**	**274**	**656**	**63%**	**8,108**	**78%**		156
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**233**	**95**	**328**	**37%**	**2,932**	**22%**		157
INTERZONAL TRIPS TO/FROM MPD TAZs	**31**	**21**	**52**	**5%**	**646**	**6%**		158
INTERZONAL CAPTURE - 4956/4305	5	4	9	1%	118	1%		159
INTERZONAL CAPTURE - 4956/4498	11	7	18	2%	210	2%		160
INTERZONAL CAPTURE - 4956/4499	12	8	20	1%	250	2%		161
INTERZONAL CAPTURE - 4956/4493	1	1	2	0%	26	0%		162
INTERZONAL CAPTURE - 4956/4494	1	0	1	0%	14	0%		163
INTERZONAL CAPTURE - 4956/4495	1	1	2	0%	26	0%		164
INTERZONAL CAPTURE - 4956/4496	0	0	0	0%	2	0%		165
INTERZONAL CAPTURE - 4956/4497	0	0	0	0%	0	0%		166
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**202**	**74**	**276**	**33%**	**2,286**	**15%**		167
C6 - HAMLET I (TAZ 4957)								
TOTAL TRIPS	**1,401**	**831**	**2,232**	**100%**	**23,767**	**100%**		171
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**27**	**27**	**54**	**2%**	**548**	**2%**		172
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		173
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	27	27	54	2%	548	2%		174
TOTAL INTERZONAL (EXTERNAL) TRIPS	**1,374**	**804**	**2,178**	**98%**	**23,219**	**98%**		175
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		176
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		177
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		178
NET NEW INTERZONAL (EXTERNAL) TRIPS	**1,374**	**804**	**2,178**	**98%**	**23,219**	**98%**		179
INTERZONAL CAPTURE WITHIN DRI	**931**	**675**	**1,606**	**72%**	**19,453**	**82%**		180
INTERZONAL CAPTURE - 4957/4598	393	234	627	28%	6,768	28%		181
INTERZONAL CAPTURE - 4957/4953	27	23	50	2%	664	3%		182
INTERZONAL CAPTURE - 4957/4954	20	18	38	2%	508	2%		183
INTERZONAL CAPTURE - 4957/4955	321	244	565	25%	7,053	30%		184
INTERZONAL CAPTURE - 4957/4956	27	29	56	3%	824	3%		185
INTERZONAL CAPTURE - 4957/4958	98	87	185	8%	2,508	11%		186
INTERZONAL CAPTURE - 4957/4959	7	6	13	1%	168	1%		187
INTERZONAL CAPTURE - 4957/4960	29	24	53	2%	680	3%		188
INTERZONAL CAPTURE - 4957/4961	9	10	19	1%	280	1%		189
COMMUNITY CAPTURE WITHIN DRI	**958**	**702**	**1,660**	**74%**	**20,001**	**84%**		190
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**443**	**129**	**572**	**26%**	**3,766**	**16%**		191
INTERZONAL TRIPS TO/FROM MPD TAZs	**45**	**33**	**78**	**3%**	**956**	**4%**		192
INTERZONAL CAPTURE - 4957/4305	5	5	10	0%	138	1%		193
INTERZONAL CAPTURE - 4957/4498	22	14	36	2%	404	2%		194
INTERZONAL CAPTURE - 4957/4499	13	9	22	1%	262	1%		195
INTERZONAL CAPTURE - 4957/4493	2	2	4	0%	54	0%		196
INTERZONAL CAPTURE - 4957/4494	1	1	2	0%	30	0%		197
INTERZONAL CAPTURE - 4957/4495	2	2	4	0%	64	0%		198
INTERZONAL CAPTURE - 4957/4496	0	0	0	0%	4	0%		199
INTERZONAL CAPTURE - 4957/4497	0	0	0	0%	0	0%		200
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**398**	**96**	**494**	**22%**	**2,810**	**12%**		201

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BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
DRI TRIP GENERATION AND DISTRIBUTION SUMMARY

DRI TAZ TRIP GENERATION / DISTRIBUTION	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR %	DAILY TOTAL	DAILY %		Ref. #
C7 - HAMLET II (TAZ 4957)								
TOTAL TRIPS	**1,334**	**1,106**	**2,440**	**100%**	**28,007**	**100%**		205
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**254**	**254**	**508**	**21%**	**6,228**	**22%**		206
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	184	184	368	15%	4,360	16%		207
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	70	70	140	6%	1,868	7%		208
TOTAL INTERZONAL (EXTERNAL) TRIPS	**1,080**	**852**	**1,932**	**79%**	**21,779**	**78%**		209
TOTAL RETAIL PASS-BY TRIPS	**56**	**56**	**112**	**5%**	**1,393**	**5%**		210
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		211
INTERNAL RETAIL PASS-BY TRIPS	56	56	112	5%	1,393	5%		212
NET NEW INTERZONAL (EXTERNAL) TRIPS	**1,024**	**796**	**1,820**	**75%**	**20,386**	**73%**		213
INTERZONAL CAPTURE WITHIN DRI	**804**	**719**	**1,523**	**62%**	**18,615**	**66%**		214
INTERZONAL CAPTURE - 4958/4598	193	148	341	14%	3,899	14%		215
INTERZONAL CAPTURE - 4958/4953	33	32	65	3%	830	3%		216
INTERZONAL CAPTURE - 4958/4954	23	22	45	2%	568	2%		217
INTERZONAL CAPTURE - 4958/4955	309	262	571	23%	6,794	24%		218
INTERZONAL CAPTURE - 4958/4956	18	21	39	2%	546	2%		219
INTERZONAL CAPTURE - 4958/4957	87	98	185	8%	2,508	9%		220
INTERZONAL CAPTURE - 4958/4959	40	39	79	3%	1,002	4%		221
INTERZONAL CAPTURE - 4958/4960	92	86	178	7%	2,190	8%		222
INTERZONAL CAPTURE - 4958/4961	9	11	20	1%	278	1%		223
COMMUNITY CAPTURE WITHIN DRI	**1,058**	**973**	**2,031**	**83%**	**24,843**	**89%**		224
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**276**	**133**	**409**	**17%**	**3,164**	**11%**		225
INTERZONAL TRIPS TO/FROM MPD TAZs	**35**	**32**	**67**	**3%**	**800**	**3%**		226
INTERZONAL CAPTURE - 4958/4305	6	6	12	0%	160	1%		227
INTERZONAL CAPTURE - 4958/4498	10	8	18	1%	198	1%		228
INTERZONAL CAPTURE - 4958/4499	7	6	13	1%	146	1%		229
INTERZONAL CAPTURE - 4958/4493	3	3	6	0%	66	0%		230
INTERZONAL CAPTURE - 4958/4494	2	2	4	0%	48	0%		231
INTERZONAL CAPTURE - 4958/4495	6	6	12	0%	160	1%		232
INTERZONAL CAPTURE - 4958/4496	1	1	2	0%	22	0%		233
INTERZONAL CAPTURE - 4958/4497	0	0	0	0%	0	0%		234
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**241**	**101**	**342**	**14%**	**2,364**	**8%**		235
C8 - HAMLET III (TAZ 4959)								
TOTAL TRIPS	**381**	**224**	**605**	**100%**	**5,570**	**100%**		239
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		240
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		241
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		242
TOTAL INTERZONAL (EXTERNAL) TRIPS	**381**	**224**	**605**	**100%**	**5,570**	**100%**		243
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		244
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		245
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		246
NET NEW INTERZONAL (EXTERNAL) TRIPS	**381**	**224**	**605**	**100%**	**5,570**	**100%**		247
INTERZONAL CAPTURE WITHIN DRI	**212**	**183**	**395**	**65%**	**4,672**	**84%**		248
INTERZONAL CAPTURE - 4959/4598	58	38	96	16%	1,002	18%		249
INTERZONAL CAPTURE - 4959/4953	4	4	8	1%	94	2%		250
INTERZONAL CAPTURE - 4959/4954	4	4	8	1%	92	2%		251
INTERZONAL CAPTURE - 4959/4955	72	61	133	22%	1,576	28%		252
INTERZONAL CAPTURE - 4959/4956	2	2	4	1%	60	1%		253
INTERZONAL CAPTURE - 4959/4957	6	7	13	2%	168	3%		254
INTERZONAL CAPTURE - 4959/4958	39	40	79	13%	1,002	18%		255
INTERZONAL CAPTURE - 4959/4960	23	22	45	7%	554	10%		256
INTERZONAL CAPTURE - 4959/4961	4	5	9	1%	124	2%		257
COMMUNITY CAPTURE WITHIN DRI	**212**	**183**	**395**	**65%**	**4,672**	**84%**		258
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**169**	**41**	**210**	**35%**	**898**	**16%**		259
INTERZONAL TRIPS TO/FROM MPD TAZs	**11**	**9**	**20**	**3%**	**248**	**4%**		260
INTERZONAL CAPTURE - 4959/4305	1	1	2	0%	36	1%		261
INTERZONAL CAPTURE - 4959/4498	5	3	8	1%	84	2%		262
INTERZONAL CAPTURE - 4959/4499	3	3	6	1%	64	1%		263
INTERZONAL CAPTURE - 4959/4493	1	1	2	0%	16	0%		264
INTERZONAL CAPTURE - 4959/4494	0	0	0	0%	10	0%		265
INTERZONAL CAPTURE - 4959/4495	1	1	2	0%	34	1%		266
INTERZONAL CAPTURE - 4959/4496	0	0	0	0%	4	0%		267
INTERZONAL CAPTURE - 4959/4497	0	0	0	0%	0	0%		268
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**158**	**32**	**190**	**31%**	**650**	**12%**		269
C9 - HAMLET IV (TAZ 4960)								
TOTAL TRIPS	**935**	**786**	**1,721**	**100%**	**18,605**	**100%**		273
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**179**	**179**	**358**	**21%**	**4,108**	**22%**		274
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	176	176	352	20%	4,056	22%		275
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	3	3	6	0%	52	0%		276
TOTAL INTERZONAL (EXTERNAL) TRIPS	**756**	**607**	**1,363**	**79%**	**14,497**	**78%**		277
TOTAL RETAIL PASS-BY TRIPS	**56**	**56**	**112**	**7%**	**1,396**	**8%**		278
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		279
INTERNAL RETAIL PASS-BY TRIPS	56	56	112	7%	1,396	8%		280
NET NEW INTERZONAL (EXTERNAL) TRIPS	**700**	**551**	**1,251**	**73%**	**13,101**	**70%**		281
INTERZONAL CAPTURE WITHIN DRI	**485**	**439**	**924**	**54%**	**10,999**	**59%**		282
INTERZONAL CAPTURE - 4960/4598	144	104	248	14%	2,753	15%		283
INTERZONAL CAPTURE - 4960/4953	17	18	35	2%	430	2%		284
INTERZONAL CAPTURE - 4960/4954	17	18	35	2%	424	2%		285
INTERZONAL CAPTURE - 4960/4955	158	134	292	17%	3,463	19%		286
INTERZONAL CAPTURE - 4960/4956	10	12	22	1%	292	2%		287
INTERZONAL CAPTURE - 4960/4957	24	29	53	3%	680	4%		288
INTERZONAL CAPTURE - 4960/4958	86	92	178	10%	2,190	12%		289
INTERZONAL CAPTURE - 4960/4959	22	23	45	3%	554	3%		290
INTERZONAL CAPTURE - 4960/4961	7	9	16	1%	213	1%		291
COMMUNITY CAPTURE WITHIN DRI	**664**	**618**	**1,282**	**74%**	**15,107**	**81%**		292
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**271**	**168**	**439**	**26%**	**3,498**	**19%**		293
INTERZONAL TRIPS TO/FROM MPD TAZs	**38**	**35**	**73**	**4%**	**854**	**5%**		294
INTERZONAL CAPTURE - 4960/4305	8	8	16	1%	200	1%		295
INTERZONAL CAPTURE - 4960/4498	11	9	20	1%	218	1%		296
INTERZONAL CAPTURE - 4960/4499	8	7	15	1%	164	1%		297
INTERZONAL CAPTURE - 4960/4493	3	3	6	0%	78	0%		298
INTERZONAL CAPTURE - 4960/4494	2	2	4	0%	50	0%		299
INTERZONAL CAPTURE - 4960/4495	5	5	10	1%	130	1%		300
INTERZONAL CAPTURE - 4960/4496	1	1	2	0%	14	0%		301
INTERZONAL CAPTURE - 4960/4497	0	0	0	0%	0	0%		302
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**233**	**133**	**366**	**21%**	**2,644**	**14%**		303

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BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
DRI TRIP GENERATION AND DISTRIBUTION SUMMARY

DRI TAZ TRIP GENERATION / DISTRIBUTION	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	PM PEAK HOUR %	DAILY TOTAL	DAILY %		Ref. #
C10 - HAMLET V (TAZ 4961)								
TOTAL TRIPS	**100**	**80**	**180**	**100%**	**2,425**	**100%**		307
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**8**	**8**	**16**	**9%**	**176**	**7%**		308
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	0%	0	0%		309
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	8	8	16	9%	176	7%		310
TOTAL INTERZONAL (EXTERNAL) TRIPS	**92**	**72**	**164**	**91%**	**2,249**	**93%**		311
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0%**	**0**	**0%**		312
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		313
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	0%	0	0%		314
NET NEW INTERZONAL (EXTERNAL) TRIPS	**92**	**72**	**164**	**91%**	**2,249**	**93%**		315
INTERZONAL CAPTURE WITHIN DRI	**78**	**63**	**141**	**78%**	**1,975**	**81%**		316
INTERZONAL CAPTURE - 4961/4598	9	7	16	9%	232	10%		317
INTERZONAL CAPTURE - 4961/4953	6	5	11	6%	144	6%		318
INTERZONAL CAPTURE - 4961/4954	5	4	9	5%	124	5%		319
INTERZONAL CAPTURE - 4961/4955	19	15	34	19%	476	20%		320
INTERZONAL CAPTURE - 4961/4956	4	3	7	4%	104	4%		321
INTERZONAL CAPTURE - 4961/4957	10	9	19	11%	280	12%		322
INTERZONAL CAPTURE - 4961/4958	11	9	20	11%	278	11%		323
INTERZONAL CAPTURE - 4961/4959	5	4	9	5%	124	5%		324
INTERZONAL CAPTURE - 4961/4960	9	7	16	9%	213	9%		325
COMMUNITY CAPTURE WITHIN DRI	**86**	**71**	**157**	**87%**	**2,151**	**89%**		326
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**14**	**9**	**23**	**13%**	**274**	**11%**		327
INTERZONAL TRIPS TO/FROM MPD TAZs	**3**	**3**	**6**	**3%**	**100**	**4%**		328
INTERZONAL CAPTURE - 4961/4305	0	0	0	0%	12	0%		329
INTERZONAL CAPTURE - 4961/4498	1	1	2	1%	20	1%		330
INTERZONAL CAPTURE - 4961/4499	1	1	2	1%	16	1%		331
INTERZONAL CAPTURE - 4961/4493	0	0	0	0%	4	0%		332
INTERZONAL CAPTURE - 4961/4494	0	0	0	0%	12	0%		333
INTERZONAL CAPTURE - 4961/4495	1	1	2	1%	32	1%		334
INTERZONAL CAPTURE - 4961/4496	0	0	0	0%	4	0%		335
INTERZONAL CAPTURE - 4961/4497	0	0	0	0%	0	0%		336
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**11**	**6**	**17**	**9%**	**174**	**7%**		337
DRI (CUMULATIVE TAZs)								
TOTAL TRIPS	**12,225**	**12,202**	**24,427**	**100%**	**266,920**	**100%**		341
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**1,866**	**1,866**	**3,732**	**15%**	**42,566**	**16%**		342
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	1,491	1,491	2,982	12%	33,480	13%		343
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	375	375	750	3%	9,086	3%		344
TOTAL INTERZONAL (EXTERNAL) TRIPS	**10,359**	**10,336**	**20,695**	**85%**	**224,354**	**84%**		345
INTERZONAL CAPTURE WITHIN DRI	**6,319**	**6,319**	**12,638**	**52%**	**152,512**	**57%**		346
INTERNAL RETAIL PASS-BY TRIPS	379	377	756	3%	9,589	4%		347
COMMUNITY CAPTURE WITHIN DRI	**8,185**	**8,185**	**16,370**	**67%**	**195,078**	**73%**		348
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**4,040**	**4,017**	**8,057**	**33%**	**71,842**	**27%**		349
INTERZONAL TRIPS TO/FROM MPD TAZs VIA INTERNAL ROAD NETWORK	**499**	**575**	**1,074**	**4%**	**12,390**	**5%**		350
INTERZONAL TRIPS TO/FROM MPD TAZs	570	656	1,226	5%	14,144	5%		351
INTERZONAL TRIPS TO/FROM MPD TAZs VIA SR 31 (DRI TRIP ENDS)	71	81	152	1%	1,754	1%		352
INTERZONAL TRIPS TO/FROM MPD TAZs VIA SR 31 (TRIPS ASSIGNED AT ENTRANCES)	152	152	304	1%	3,508	1%		353
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**3,470**	**3,361**	**6,831**	**28%**	**57,698**	**22%**		354
INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**3,622**	**3,513**	**7,135**	**29%**	**61,206**	**23%**		355
TOTAL RETAIL PASS-BY TRIPS	**394**	**392**	**786**	**3%**	**9,889**	**4%**		356
EXTERNAL RETAIL PASS-BY TRIPS	**15**	**15**	**30**	**0%**	**300**	**0%**		357
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**3,455**	**3,346**	**6,801**	**28%**	**57,398**	**22%**		358
NET NEW INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**3,607**	**3,498**	**7,105**	**29%**	**60,906**	**23%**		359

EXHIBIT 21.F-1a

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
FUTURE 2045 TRAFFIC CONDITIONS WITHOUT BRC DRI - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

| | ROADWAY | FROM | TO | A_Node | B_Node | A_Node | B_Node | (2) # of Lanes | (3) State/ County Roadway | (3) Count Station | (3) CC VV SNO | (4) E+C LOS Facility Type | (5) LOS Std. | BACKGROUND TRAFFIC: NON - BABCOCK TRAFFIC (6) Raw D1RPM AADT | (7) Adjusted AADT | (8) Non-Babcock AADT | (9) Babcock Volume Factor | (9) K Peak Hr Volume | (9) D Factor D | (9) High Dir | Non-Babcock Dir_Volume Dir1 NB/EB | Non-Babcock Dir_Volume Dir2 SB/WB | BACKGROUND TRAFFIC: BABCOCK MPD TRAFFIC (10) D1RPM MPD AADT | (10) % Distribution | (11) ITE Net New Peak Hr | (11) Inbound Direction | MPD Dir_Volume (12) Dir1 NB/EB | MPD Dir_Volume (12) Dir2 SB/WB | TOTAL BACKGROUND VOLUME Dir1 NB/EB | TOTAL BACKGROUND VOLUME Dir2 SB/WB | BRC DRI TRAFFIC (10) D1RPM DRI AADT | (10) % Distribution | (11) ITE Net New Peak Hr | (11) Inbound Direction | DRI Dir_Volume (12) Dir1 NB/EB | DRI Dir_Volume (12) Dir2 SB/WB | TOTAL TRAFFIC Total Dir_Volume Dir1 NB/EB | Total Dir_Volume Dir2 SB/WB | (13) Service Volume @ LOS Std. | 2045 LOS V/C Dir1 NB/EB | 2045 LOS V/C Dir2 SB/WB | 2045 LOS LOS Dir1 NB/EB | 2045 LOS LOS Dir2 SB/WB | Project Traffic As% of SV Dir1 NB/EB | Project Traffic As% of SV Dir2 SB/WB | Sig. & Adv. Impact @ 5% (14) Dir1 NB/EB | Sig. & Adv. Impact @ 5% (14) Dir2 SB/WB | Future LOS Facility Type | Future LOS Std. | 2L/1O | 4L/2O | 6L/3O | 8L/4O | 10L/5O | (13) Service Volume | # of Lanes Needed | Needed Improvement | |
|---|---|---

EXHIBIT 21.F-1b

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
FUTURE 2045 TRAFFIC CONDITIONS WITHOUT BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

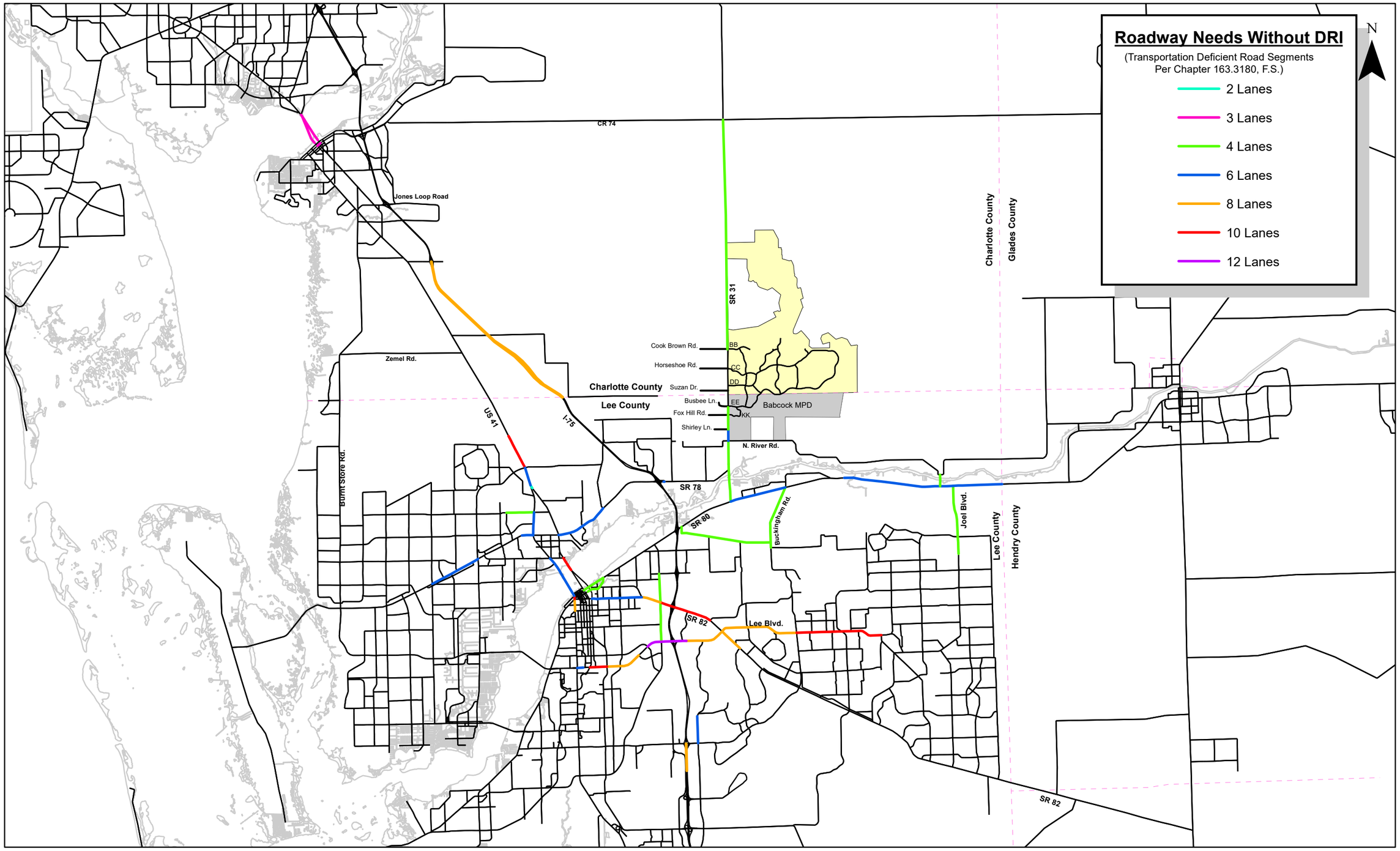
| | ROADWAY | FROM | TO | (1) DIRPM A1 Node | B Node | A2 Node | B2 Node | A1 Node | B1 Node | (2) # of Lanes | (3) State/ County Roadway | (3) Count Station | (3) VV SNO | (4) E+C LOS Facility Type | (5) LOS Std. | (6) Raw DIRPM AADT | (7) Adjusted AADT | BACKGROUND TRAFFIC NON - BABCOCK TRAFFIC (8) Non-Babcock AADT | (9) K | (9) D-Factor | (9) Dir | (9) High Dir | BABCOCK MPD TRAFFIC (8) Non-Babcock Dir. Volume Dir1 | Dir2 | NB/EB | SB/WB | (10) DIRPM MPD | (11) ITE % | (11) ITE Net New Distribution | (11) ITE Peak Hr Direction | MPD Dir. Volume (12) Inbound Dir1 | Dir2 | NB/EB | SB/WB | TOTAL BACKGROUND VOLUME Dir1 | Dir2 | NB/EB | SB/WB | (10) DIRPM DRI AADT | DRI Distribution | (11) ITE Net New Distribution | (11) ITE Peak Hr Direction | DRI Dir. Volume (12) Inbound Dir1 | Dir2 | NB/EB | SB/WB | Total Dir. Volume Dir1 | Dir2 | NB/EB | SB/WB | LOS A | LOS B | LOS C | LOS D | (13) Service Volume @ LOS Std. | 2045 LOS V/SV Dir1 | Dir2 | NB/EB | SB/WB | LOS Dir1 | Dir2 | NB/EB | SB/WB | Project Traffic At % of SV Dir1 | Dir2 | NB/EB | SB/WB | Sig. & Adv. Impact @ 8% (14) Dir1 | Dir2 | NB/EB | SB/WB | Future LOS Facility Type | Future LOS Std. | (13) Service Volume 2L/OU | 4L/SU | 6L/AU | 8L/60 | 10L/50 | # of Lanes Needed | Lanes Needed Improvement | |
|---|---|---

EXHIBIT 21.F-1b

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
FUTURE 2045 TRAFFIC CONDITIONS WITHOUT BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

| | | |



dpa KITSON & PARTNERS	**Babcock Ranch Community** **Master Traffic Study Update (2024)**	**Future 2045 Needed Roadway Improvements** **Without DRI**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			8/25	24504	F-2/082025	**21.F-2 Revised**

EXHIBIT 21.F-3a

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
FUTURE 2045 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

| | (1) D1RPM ROADWAY | FROM | TO | (2) # of Lanes | State/ County Roadway | (3) Count Station | (4) VV SNO | E=C LOS Facility Type | (5) LOS Std. | (6) D1RPM AADT | Raw AADT | (7) Adjusted AADT | BACKGROUND TRAFFIC: NON - BABCOCK TRAFFIC (8) Non-Babcock AADT | (9) Non-Babcock Peak Hr Factor | (9) Babcock Peak Hr Factor | (9) D Factor | Non-Babcock Dir. Volume NB/EB | Non-Babcock Dir. Volume SB/WB | BABCOCK MPD TRAFFIC (10) D1RPM MPD AADT | % Distribution | (11) ITE Net New Inbound Peak Hr | ITE Net New Direction | MPD Dir. Volume (12) Dir1 Dir2 NB/EB | MPD Dir. Volume (12) Dir1 Dir2 SB/WB | TOTAL BACKGROUND VOLUME: Dir1 Dir2 NB/EB | Dir1 Dir2 SB/WB | BRC DRI TRAFFIC (10) D1RPM DRI AADT | % Distribution | (11) ITE Net New Inbound Peak Hr | ITE Net New Direction | DRI Dir. Volume (12) Dir1 Dir2 NB/EB | DRI Dir. Volume (12) Dir1 Dir2 SB/WB | TOTAL TRAFFIC: Total Dir. VOLUME Dir1 Dir2 NB/EB | Dir1 Dir2 SB/WB | LOS A | LOS B | LOS C | LOS D | LOS E | (13) Service Volume @ LOS Std. | 2045 LOS V/SV Dir1 Dir2 NB/EB | 2045 LOS V/SV Dir1 Dir2 SB/WB | 2045 LOS LOS Dir1 Dir2 NB/EB | 2045 LOS LOS Dir1 Dir2 SB/WB | Project Traffic As % of SV @ 5% (14) Dir1 Dir2 NB/EB | Project Traffic As % of SV @ 5% (14) Dir1 Dir2 SB/WB | Sig. & Adv. Impact Dir1 Dir2 NB/EB | Sig. & Adv. Impact Dir1 Dir2 SB/WB | Future LOS Facility Type | Future LOS Std. | 2L/1O | 4L/2O | 6L/3O | 8L/4O | 10L/5O | Service Volume Needed | # of Lanes Needed | Improvement | |
|---|---|---

EXHIBIT 21.F-3b

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
FUTURE 2045 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

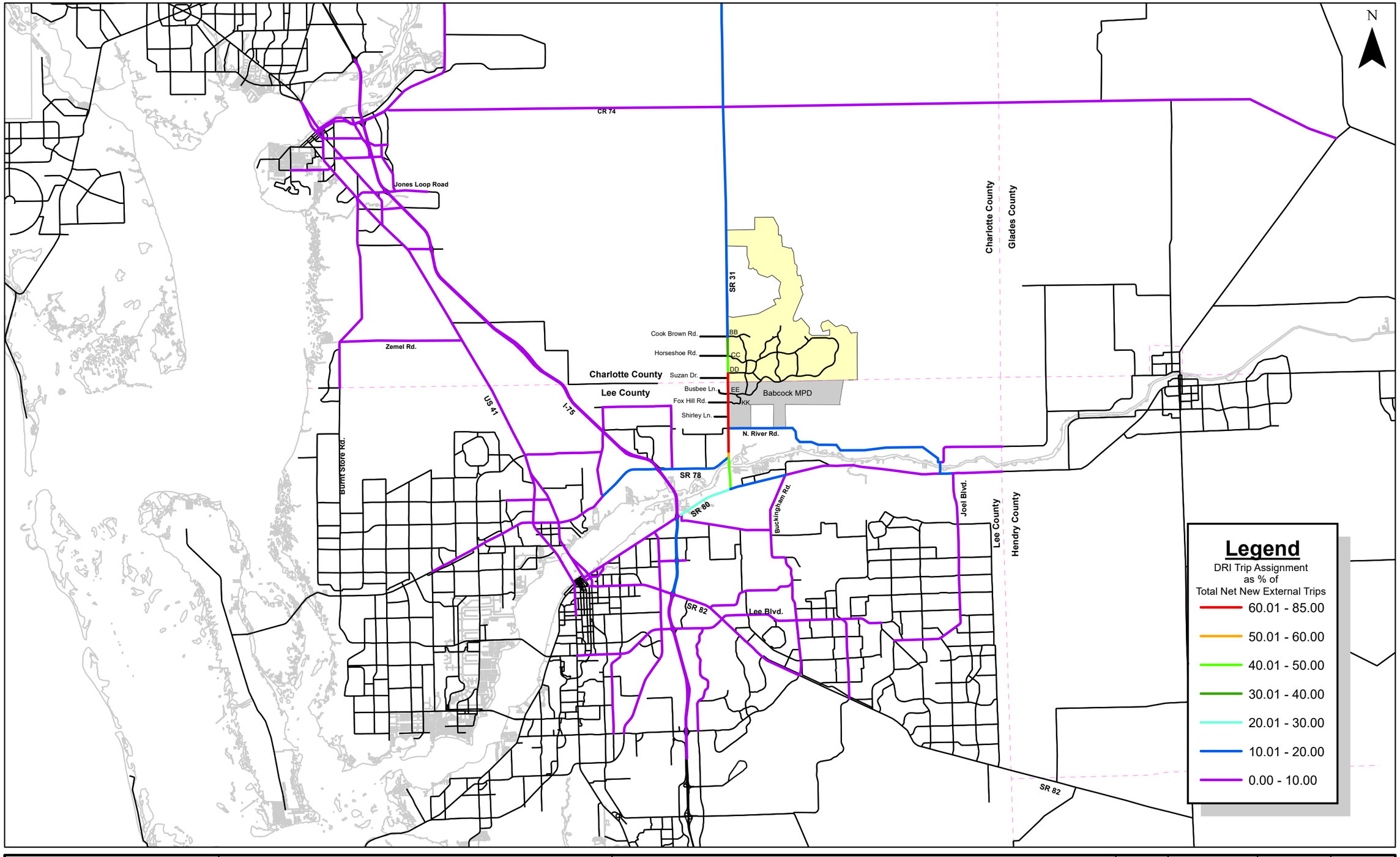
| | ROADWAY | FROM | TO | (1) A1 Node | (1) B1 Node | (1) D1RPM A2 Node | (1) D1RPM B2 Node | (2) # of Lanes | (2) State/ County Roadway | (3) Count Station | (3) CC VY SNO | (4) E+C LOS Facility Type | (5) LOS Std. | (6) Raw D1RPM AADT | (7) Adjusted D1RPM AADT | BACKGROUND TRAFFIC: NON - BABCOCK TRAFFIC (8) Non-Babcock Factor | (9) K | (9) D Factor | BABCOCK MPD TRAFFIC: Non-Babcock Dir. Volume Dir1 | Non-Babcock Dir. Volume Dir2 | (10) D1RPM MPD | (11) % Net New Distribution | (11) ITE Net New Peak Hr | (11) ITE Direction | MPD Dir. Volume (12) Dir1 | MPD Dir. Volume (12) Dir2 | TOTAL BACKGROUND VOLUME Dir1 | TOTAL BACKGROUND VOLUME Dir2 | BRC DRI TRAFFIC: (10) D1RPM AADT | (11) % Net New Distribution | (11) ITE Net New Peak Hr | (11) ITE Direction | DRI Dir. Volume (12) Dir1 | DRI Dir. Volume (12) Dir2 | TOTAL TRAFFIC: Total Dir. Volume Dir1 | Total Dir. Volume Dir2 | LOS A | LOS B | LOS C | LOS D | LOS E | (13) Service Volume @ LOS Std. | 2045 LOS V/SV | 2045 LOS LOS | Project Traffic At % of SV Dir1 | Project Traffic At % of SV Dir2 | Sig. & Adv. Inspect. @ 8% (14) Dir1 | Sig. & Adv. Inspect. @ 8% (14) Dir2 | Future LOS Facility Type | (13) Future Service Volume | # of Lanes | Needed Improvement | |
|---|---|---

EXHIBIT 21.F-3b

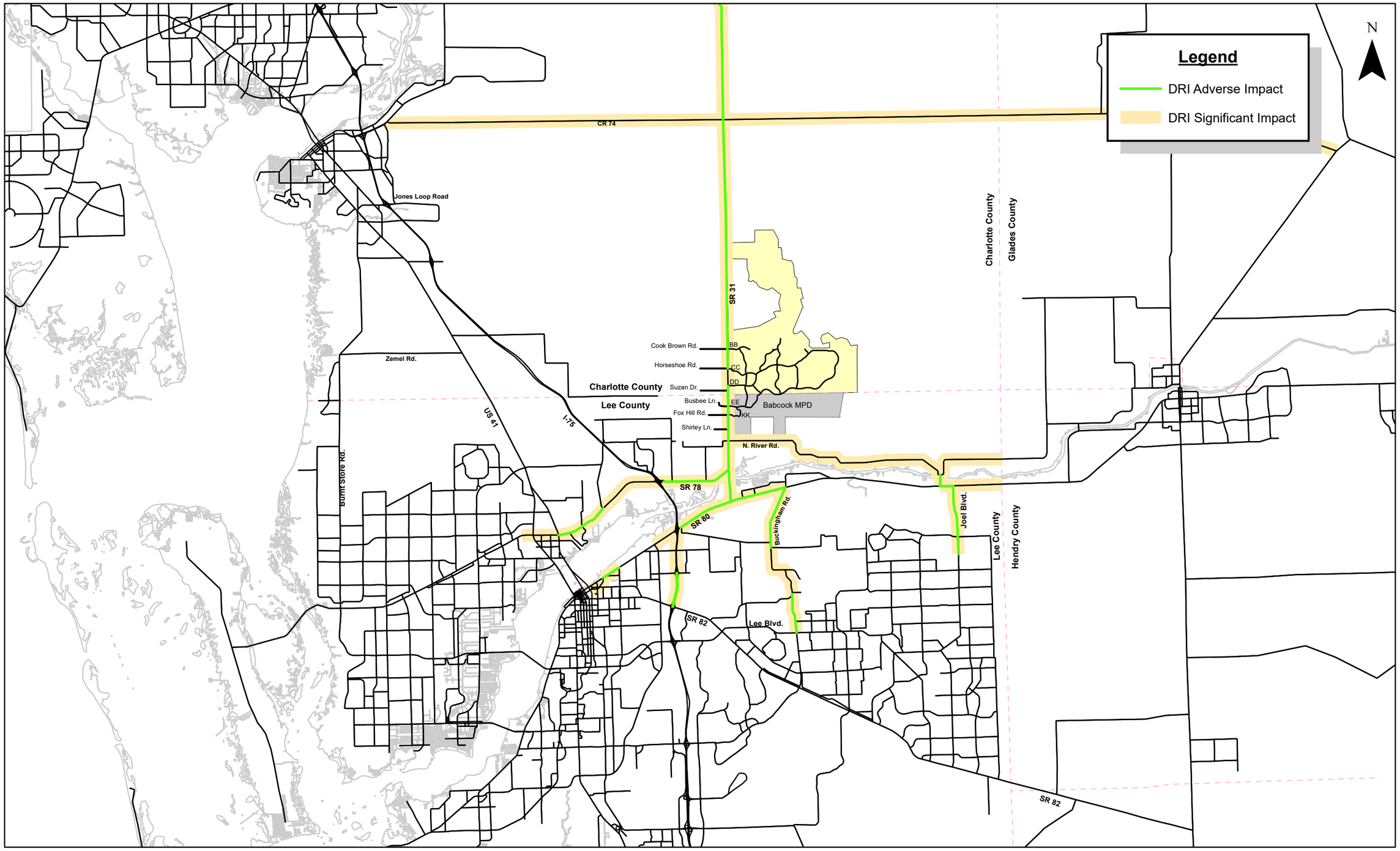
BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
FUTURE 2045 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

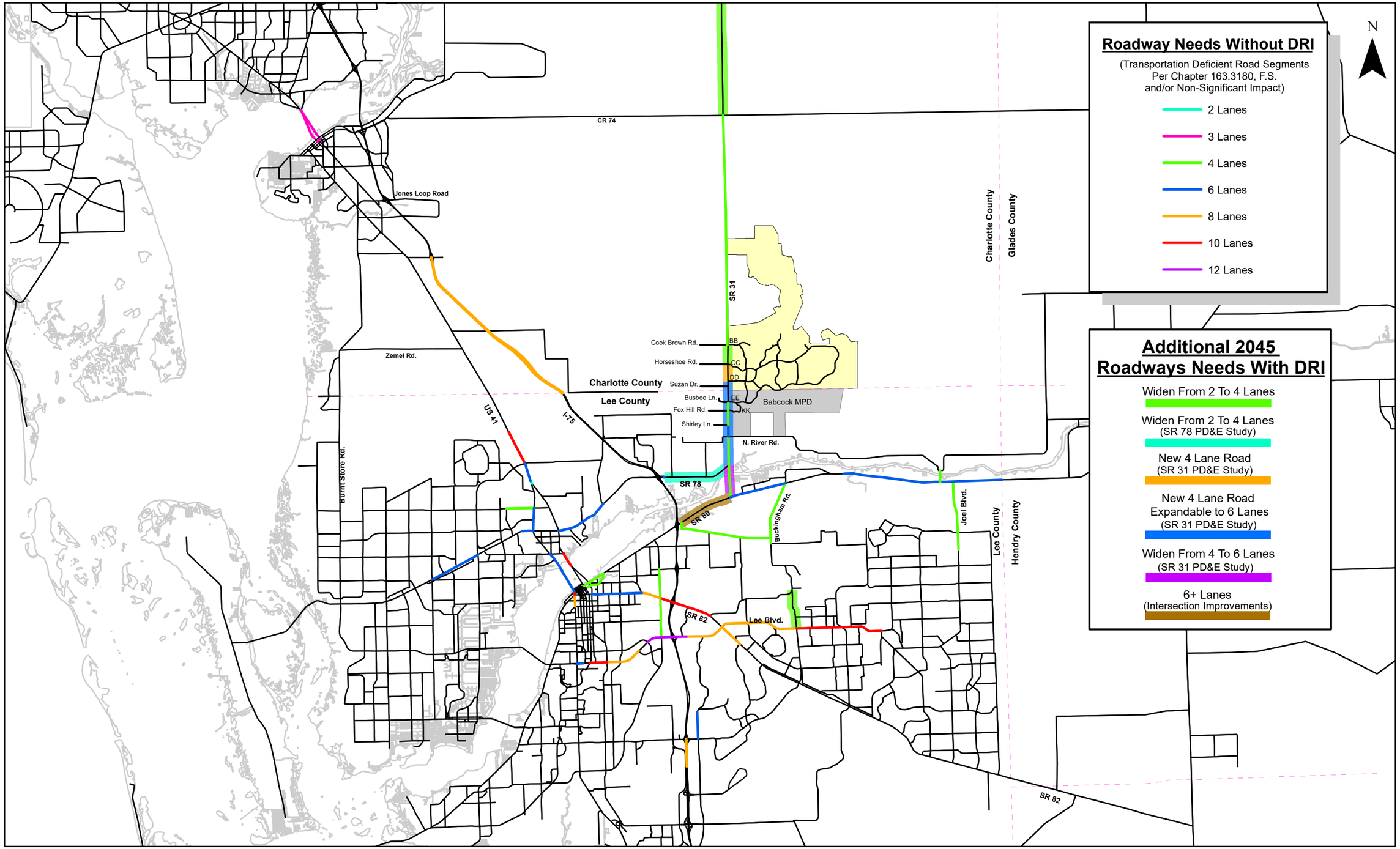
| | | |



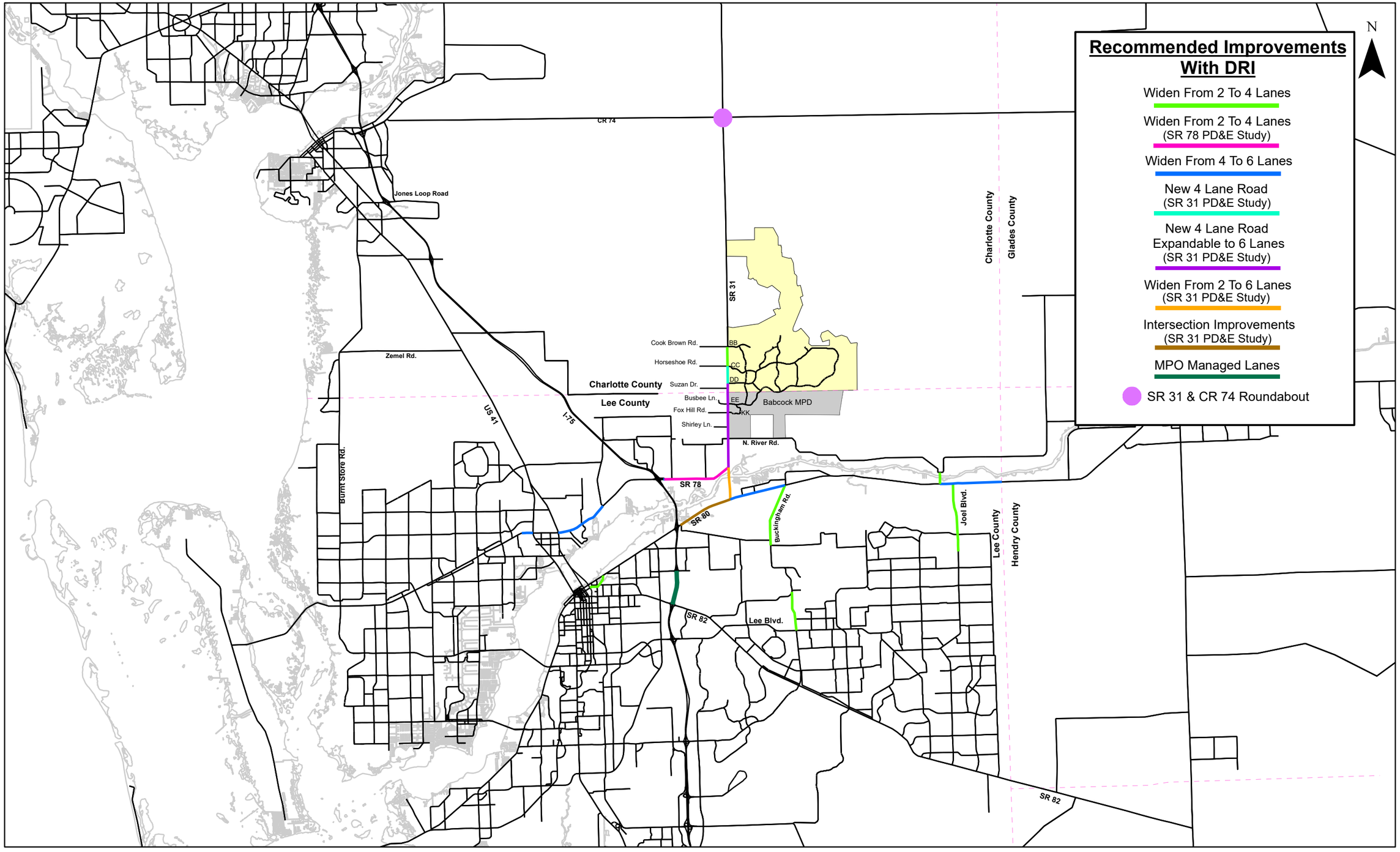
dpa KITSON & PARTNERS	**Babcock Ranch Community** **Master Traffic Study Update (2024)**	**BRC DRI** **Trip Assignment Percentage**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			12/24	24504	F-4/122024	**21.F-4 Revised**



dpa KITSON & PARTNERS	**Babcock Ranch Community** **Master Traffic Study Update (2024)**	**BRC DRI** **Significantly and Adversely Impacted Roadway**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			12/24	24504	F-5/122024	**21.F-5 Revised**



dpa KITSON & PARTNERS	**Babcock Ranch Community Master Traffic Study Update (2024)**	**Future 2045 Needed Roadway Improvements Without and With BRC DRI**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			08/24	24505	F-6/082025	**21.F-6 Revised**



dpa KITSON & PARTNERS	**Babcock Ranch Community Master Traffic Study Update (2024)**	**Recommended Improvements With BRC DRI**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			08/25	24504	F-7/082025	**21.F-7 Revised**

BRC DRI
Project-Related
Roadway Improvements

Widen From 2 To 4 Lanes

New 4 Lane Road
(SR 31 PD&E Study)

New 4 Lane Road
Expandable to 6 Lanes
(SR 31 PD&E Study)

Widen From 2 To 4 Lanes
(SR 78 PD&E Study)
Pipelined to SR 31 Improvement

NOTE: For planning purposes only and does not represent actual mitigation, proportionate share calculation, or pipelining of improvements

N

SR 31

Cook Brown Rd.

BB

Babcock DRI

Horseshoe Rd.

CC

DD

Suzan Dr.

Busbee Ln.

EE

Babcock MPD

Fox Hill Rd.

KK

Shirley Ln.

Charlotte County

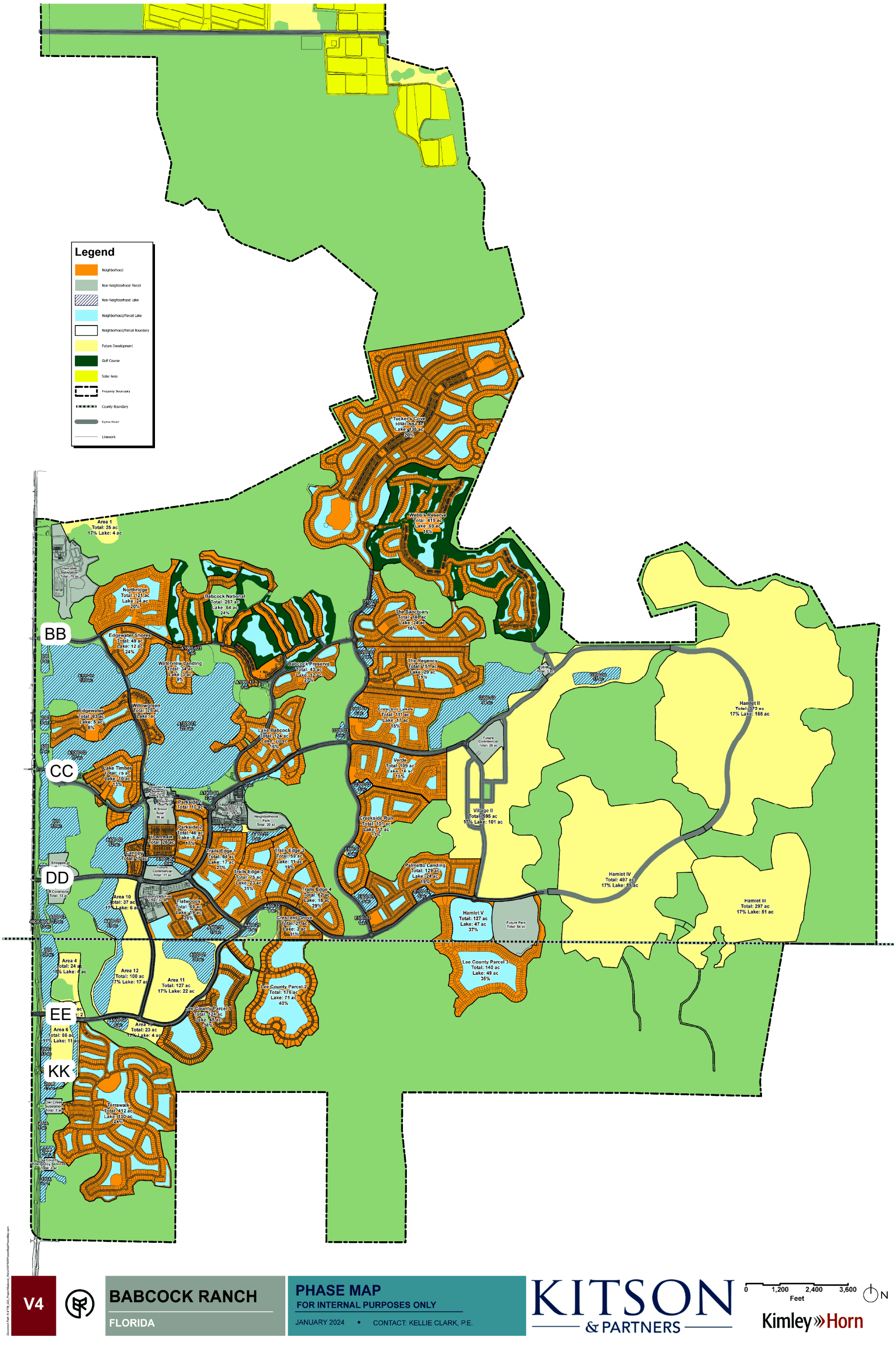
Lee County

I-75

N. River Rd.

SR 78

dpa KITSON & PARTNERS	**Babcock Ranch Community Master Traffic Study Update (2024)**	**BRC DRI Project-Related Improvements**	DATE	PROJECT NO.	FILE NO.	**EXHIBIT**
			08/25	24504	F-8/082025	**21.F-8 Revised**



KITSON & PARTNERS	Babcock Ranch Community Master Traffic Study Update (2024)	SR 31 ACCESS POINTS	DATE	PROJECT NO.	FILE NO. / EXHIBIT
			12/24	24504	G-1/1224 / 21.G-1

APPENDIX 21-A

BABCOCK RANCH COMMUNITY DRI
MASTER DEVELOPMENT ORDER

CHG
BCC

ROGER D. EATON, CHARLOTTE COUNTY CLERK OF CIRCUIT COURT
PAGE: 127
INSTR #: 3270177 Doc Type: GOV
Recorded: 05/25/2023 at 03:39 PM
Rec. Fee: RECORDING $1081.00

BABCOCK RANCH COMMUNITY

MASTER DEVELOPMENT OF REGIONAL IMPACT

MASTER DRI DEVELOPMENT ORDER

BOARD OF COUNTY COMMISSIONERS CHARLOTTE COUNTY, FLORIDA

AMENDED MAY 23, 2023

MIN

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RESOLUTION NO. 2023-078

AN AMENDMENT AND RECODIFICATION OF THE MASTER DEVELOPMENT ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA FOR THE BABCOCK RANCH COMMUNITY (CHARLOTTE COUNTY), A MASTER DEVELOPMENT OF REGIONAL IMPACT.

WHEREAS, on February 23, 2007, Babcock Property Holdings, LLC ("Developer"), by and through its authorized agent, WilsonMiller, Inc. (now known as Stantec Consulting Services Inc.), in accordance with Subsections 380.06(6) and (21), Florida Statutes (F.S.), filed an Application for Master Development Approval ("AMDA") of a Development of Regional Impact (DRI) known as the Babcock Ranch Community (hereinafter "BRC") with Charlotte County, Florida ("County") and the Southwest Florida Regional Planning Council ("SWFRPC"); and

WHEREAS, Developer, County, and the SWFRPC entered into a Master DRI Agreement on March 13, 2007 (fully executed March 16, 2007), as required by Section 380.06(21)(b), F.S. ("AMDA Agreement"); and

WHEREAS, the Babcock Ranch Community Independent Special District ("District") was established by the 2007 Session of the Florida Legislature to design, finance, construct, operate, and maintain various infrastructure elements within BRC; and

WHEREAS, on December 13, 2007, the Board of County Commissioners of Charlotte County, Florida ("Board") approved and adopted the Babcock Ranch Community Master Development of Regional Impact Master DRI Development Order ("MDO") under Resolution 2007-196; and

WHEREAS, the MDO was amended on June 17, 2008 under Resolution 2008-063 thereby giving the MDO an effective date of September 1, 2008; and subsequently amended on December 15, 2009 by Resolution 2009-283; on December 13, 2011 by Resolution 2011-485; on April 24, 2012 by Resolution 2012-024; on June 11, 2013 by Resolution 2013-033; on January 28, 2014 by Resolution 2014-047; on March 22, 2016 by Resolution 2016-034; on July 25, 2017 by Resolution 2017-187; ~~and~~ on June 12, 2018 by Resolution 2018-077; and on July 27, 2021 by Resolution 2021- 108; and

WHEREAS, the Developer has timely notified the County of the extension of the phase, expiration and buildout dates for the MDO, as well as the associated mitigation requirements, under Section 73, Chapter 2011-139 Laws of Florida, and in accordance with Section 252.363, F.S., so that all phase, expiration and buildout dates, as well as associated mitigation dates contained within the MDO were cumulatively extended as hereinafter provided; and

WHEREAS, the Developer has filed an application to amend the MDO; and

~~WHEREAS, the parties expressly acknowledge that recent amendments to the Florida Impact Fee Act, Section 163.31801 F.S., passed by the Florida State Legislature under House Bill 337 and signed into law on June 4, 2021, conflict with provisions within the MDO relating to impact fee reimbursements for dedication of sites for parks, libraries, fire/rescue/law enforcement and other facilities, as well as other agreements of record such as the Impact Fee Credit and Reimbursement Agreement for Babcock Ranch Community dated November 12, 2008 (County AGR 2008-054); and~~

~~WHEREAS, the parties have intentionally left unchanged those sections within the MDO related to impact fee reimbursements for sites and agree, prior to any conveyance~~

~~of a site to be dedicated for library, fire/rescue/law enforcement, extension services, or public facilities described in Exhibit "D," to negotiate and, unless otherwise agreed to by the Parties, within six months but no later than one year of date of recording of the amended MDO, execute any necessary amendments to the MDO or other agreements of record relating to impact fee credits provided by Section 163.31801 F.S.; and~~

WHEREAS, the Charlotte County Planning and Zoning Board has reviewed and considered the report and recommendations of the SWFRPC and held a public hearing to consider the amendments to the MDO on ~~July 12, 2021~~April 10, 2023; and WHEREAS, on ~~July 27, 2021~~May 23, 2023, the Board, at a public hearing in accordance with Section 380.06, F.S., considered the application for amendment to the MDO submitted by Developer, the report and recommendations of the SWFRPC, the documentary and oral evidence presented at the hearing before the Board, the report and recommendations of the Charlotte County Planning and Zoning Board, and the recommendations of County staff.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA THAT:

RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof and the MDO is amended to provide as follows.

FINDINGS OF FACT AND CONCLUSIONS OF LAW

1. The real property constituting the BRC in Charlotte County consists of approximately 13,630 acres and is legally described as set forth in Exhibit "A" attached hereto and made a part hereof ("Property" or "Community").

2. The AMDA is consistent with Subsections 380.06(6) and (21), F.S..

3. The Developer submitted to the County an AMDA in February, 2007 and responses to sufficiency questions in June, 2007 and in July, 2007. The representations and commitments of Developer which are made conditions of this development order are identified and set forth in the relevant provisions of this development order ("Representations and Commitments as Conditions").

4. According to Map #64, Landfalling Storm Surge Zones, included in the Supporting Policy and Analysis Map Series (SPAM) of the Charlotte 2050 Comprehensive Plan, portions of BRC are located within the Category 4/5 Storm Surge Zone, and the balance of the BRC is located outside of any listed storm surge zone.

5. The Developer proposes to develop BRC in accordance with the Babcock Master Concept Plan (Map "H") attached hereto as Exhibit "B" attached hereto and made a part hereof. Map "H" will be further revised as part of each Incremental development order. The development program authorized by this development order is as follows ("Development Program" or "Project" subject to utilizing the Land Use Equivalency Matrix"):

(i) 17,870 residential dwelling units (recreational vehicle park uses shall count as dwelling units. i.e., -each ~~on a one vehicle~~ rental or owned ~~r~~ vehicle equals one dwelling unit);~~,~~

(ii) RV Parks, per the Land Use Equivalency Matrix;

(iii) 1,400,000 square feet of retail~~,~~;

(iv) 3,500,000 square feet of office (general office; medical office; and civic~~),~~);

(v) 600 hotel rooms (assumes 360,000 square feet of building~~),~~);

(vi) 650,000 square feet of industrial~~,~~;

(vii) 177 hospital beds~~,~~;

(viii) 418 units of assisted living facilities~~,~~;

(ix) 54 golf holes~~,~~;

(x) ~~Ancillary~~Supporting community facilities such as the educational service center, schools, university facilities, libraries, places of worship, fire, EMS and Sheriff facilities, regional and community park ~~sites~~facilities, clubhouses and similar neighborhood amenities, and the necessary utility infrastructure including, but not limited to, water, wastewater and reuse water systems, electric, telephone and cable systems, will not be attributed to ~~other~~the development components set forth above, and will not count towards the maximum thresholds of development as established in thi~~s~~e Development Order and the Babcock Ranch Overlay District ("BROD") policies of the Charlotte 2050 Comprehensive Plan~~.~~;

(xi) All other ancillary facilities, together with the development components set forth above (excluding ~~i~~x) shall not exceed the maximum thresholds established in thi~~s~~e Development Order and the BROD policies of the Charlotte 2050 Comprehensive Plan;~~.~~

(xii) Temporary housing for construction workers and their families will not count against the residential dwelling units allowed by subsection (i) above;~~.~~ and

(xiii) The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of

worship, regional and community park sites, clubhouses and similar neighborhood amenities, which square footage will be additional. Notwithstanding the foregoing, the development within the DRI may exceed the development category thresholds listed above in accordance with the Land Use Equivalency Matrix attached as Exhibit "H".

6. The development is not in an area designated as an Area of Critical State Concern pursuant to the Provisions of Section 380.05, F.S., as amended.

7. The development of BRC is consistent with the current land development regulations and the Comprehensive Plan of County, as amended, adopted pursuant to Chapter 163, Part II, F.S..

8. The BRC development is consistent with the State Comprehensive Plan.

9. BRC is expected to be developed in increments pursuant to applications for incremental development approval ("AIDA's"). The DRI questions which must be addressed by those applications and the scopes of review of those applications are set forth in the pertinent provisions of this MDO~~development order~~ and are repeated in Exhibit "C" attached hereto and made a part hereof.

CONDITIONS

1. APPLICATIONS FOR INCREMENTAL DEVELOPMENT APPROVAL.

AIDA's shall be required to address only those application questions identified for increments or to provide the documentation described in Exhibit "C" attached hereto and made a part hereof.

2. GROSS RESIDENTIAL DENSITY CONDITION AND DEVELOPMENT PROGRAM.

~~C.~~A. Representations and Commitments as Conditions.

The gross residential density for the 13,630.6 acres is anticipated to be approximately 1.31 dwelling units per acre. The net density of the development areas is anticipated to be approximately 4.05 dwelling units per acre. The calculation for net density is based on the area of the development pods. The net densities within the development pods will increase consistent with the planning approach to cluster development. At buildout, densities will be permitted up to 16 units per acre in Villages and Hamlets, and up to 24 units per acre in the Town Center.

B. Other Conditions.

The Development Program is approved and may be adjusted by Developer in accordance with ~~an~~the Land Use Equivalency Matrix ~~to be adopted in an Incremental development order.~~attached as Exhibit "H".

C. Incremental Review.

(1) The BROD Summary Phasing Plan is subject to adjustment through the DRI, State and Federal permitting processes. Incremental Development Orders shall establish the phasing of development within an increment by determining the amount of residential and non-residential development within the Mixed Use/Residential/Commercial (MURC) development areas.

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3. AFFORDABLE HOUSING

A. Representations and Commitments as Conditions.

(1) Provide a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within the BRC. This would include the provision of affordable/workforce housing at a level of ten percent (10%) of the total number of residential housing units built within the BRC. Affordable housing is defined where monthly rents or mortgage payments for housing, including taxes, insurance and utilities do not exceed thirty (30%) percent of the gross annual income of the development's very low, low, and moderate income households as defined in Rule 73-C40.048(e), F.A.C. Workforce housing is defined as housing affordable to natural persons or families whose total annual household income does not exceed 140 percent of the area median income, adjusted for household size.

(2) The County recognizes that adequate housing should be provided only when a demonstrated need for housing among various income groups is clearly identified that can be directly attributed to the development and buildout of the BRC.

(3) A "Determination of Adequate Need" for housing in the BRC shall be assessed through the completion of a reliable affordable housing market analysis which evaluates the housing demand within the BRC and researches the available adequate housing supply reasonably accessible to the BRC, which is defined as a 10-mile radius or 20-

minute drive during peak hour, whichever is less, from the BRC, but may be adjusted with the agreement of the County.

(4) The Developer commits to undertaking the "Determination of Adequate Housing Need" analysis to assess the demand, supply, and need for affordable rentals and homes based on a market housing analysis at a point in time when the BRC has reached a significant non-residential buildout stage. That threshold is defined as the time when building permits have been issued for the 1.5 millionth square foot of non-residential construction.

(5) The Developer would be required to initiate the first housing needs analysis within 6 months from the time that the analysis is triggered.

(6) The housing needs analysis would evaluate the housing demand of the BRC employee households at very low, low, and moderate household income levels, and at the option of the Developer, could evaluate the housing demand for workforce income levels, the available supply of housing that is reasonably accessible for the very low, low, and moderate household income levels and determine if there is a significant need for housing for these defined income levels. At the option of the Developer, the analysis could evaluate the available housing supply for workforce income levels that is reasonably accessible to the BRC.

(7) The Developer, SWFRPC, and the County must agree upon the methodology utilized to conduct the Determination of Adequate

Housing Need analysis. The methodology may utilize a private affordable housing market study appraiser approved by the Florida Housing Finance Corporation. The market area assessed would conform to ECFRPC model, or another methodology as agreed upon by Developer, the SWFRPC and the County, which examines whether or not there is a significant housing demand for the very low, low, and moderate income groups and whether there is available adequate housing that is reasonably accessible to the BRC. At the option of the Developer, the analysis could evaluate the available housing demand and supply for workforce income levels that is reasonably accessible to the BRC.

(8) If the Determination of Adequate Housing Need analysis documents that there is a significant impact, defined as evidence that the BRC's cumulative adequate housing need for the very low, low, and moderate household income levels, at the time of the analysis, is projected to exceed five (5%) percent of the County's residential threshold calculation, or 50 units, whichever is larger, then the Developer shall be required to submit an amendment to the MDO to incorporate the findings of the analysis and the agreed upon mitigation.

(9) The Developer may choose to mitigate any significant impact identified by the analysis through a variety of options including, but not limited to: 1) incentivizing or building adequate housing onsite, or reasonably accessible to the site; 2) payment to an affordable housing trust fund

sufficient to meet the cost of rehabilitating existing units or construction of new units; or 3) dedicated rent or payment subsidies to the BRC's very low, low, and moderate income employees sufficient to satisfy the adequate housing need identified for each salary range. At the option of the Developer, workforce housing may be included at no more than twenty-five (25%) percent of the required mitigation unless the housing study determines there is not a significant need for the very-low, low and moderate income households.

(10) The mitigation strategy recommended by the BRC must be approved by the County and must be initiated within 6 months of approval as an amendment to the MDO.

(11) Requirements to undertake further housing needs assessments through methods described above shall occur at each additional 1.5 million sq. feet of permitted non-residential through buildout.

(12) Developer shall not be required to provide affordable and/or workforce housing mitigation in excess of ten (10%) percent of the total number of residential units constructed within the BRC.

(13) The County commits that affordable housing units shall be eligible for whatever incentives and/or programs that it may establish after the actual date of offering of said unit to the public by the Developer. The County shall use its best efforts to continue to develop and maintain incentives and programs specifically targeted at affordable units within the BRC. In accordance with Section 125.01055, F.S., incentives from

the County must fully offset all costs to the developer of its affordable housing contribution.

(14) The County shall include the needs of the BRC in its annual Local Housing Action Plan and, to the extent available, shall provide impact fee waivers, credits, deferrals, or other regulatory and financial incentives for affordable rental and home ownership programs to all qualified buyers, builders or developers within the BRC that may qualify for such credits or deferrals.

B. Other Conditions. – None.

C. Incremental Review. – None.

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4. STORMWATER MANAGEMENT AND FLOOD PLAINS

~~C.~~A. Representations and Commitments as Conditions.

(1) Silt fences or silt screens will be installed prior to land clearing to protect water quality and to identify areas to be protected from clearing activities and maintained for the duration of the project until all soil is stabilized.

(2) Floating turbidity barriers or other devices will be in place on flowing systems or in open water lake edges prior to initiation of earthwork and maintained for the duration of the project until all soil is stabilized.

(3) The installation of temporary erosion control barriers will be coordinated with the construction of the permanent erosion control features to the extent necessary to assure effective and continuous control of erosion and water pollution throughout the life of the construction phase.

(4) Turbidity resulting from construction dewatering will be managed using structural best management practices (BMPs) prior to discharge to receiving waters. Structural BMPs may include, but are not limited to, vegetated systems, detention systems (e.g., sedimentation basins), geotextiles, and other methods. Turbidity and other pollutants from construction dewatering on the Property will be reduced to meet the levels required by applicable State Water Quality Standards and as required by the National Pollutant Discharge Elimination System ("NPDES") general permit for

construction. Copies of any reports required by the NPDES permit will be maintained at the appropriate construction site.

(5) Clearing and grubbing will be so scheduled and performed such that grading operations can follow thereafter. Grading operations will be so scheduled and performed that permanent erosion control features can follow thereafter if conditions on the project permit, and not beyond the time limits established in the NPDES general construction permit.

(6) Exposed soils will be stabilized as soon as possible, especially slopes leading to wetlands. Stabilization methods include solid sod, seeding and mulching or hydromulching to provide a temporary or permanent grass cover.

(7) Energy dissipaters (such as rip rap, gravel beds, hay bales) shall be installed at the discharge point of pipes or swales if scouring is observed.

(8) Implementation of storm drain inlet protection (such as hay bales or gravel) to limit sedimentation within the stormwater system.

(9) The allowable discharge in a 25 year 3-day design event will be limited to the South Florida Water Management District ("SFWMD") permit for the site.

(10) The development within the FEMA floodplain will have finished floor elevations in each development pod which exceeds the 100 year 3-day design event for the adjacent water course as calculated by the

backwater profile for the respective conveyance. Compensating storage will be provided to replace lost storage as part of the SFWMD permit requirements. The SFWMD standard of head loss in a 25-year 3-day design event will be met at each water crossing.

(11) The proposed development will be designed such that the potential for offsite flooding of other private property will be mitigated. This will primarily be accomplished by maintaining the existing conveyances without additional control structures except for restoration efforts. Water management control will be accomplished primarily by structures off-line from these conveyances. Off-site discharges onto the property will be properly routed around and through the property to maintain or lessen off-site flooding.

(12) Open stormwater ponds will be used for the primary volume attenuation and wet detention of water quality in accordance with Best Management Practices as outlined in the current Southwest Florida Basin Rule criteria of the SFWMD for water quality improvement.

(13) On-site wetlands within the project may be incorporated into the stormwater management system. Those wetlands outside that system will continue to store and transmit water as they do today except where modifications are made to facilitate hydrologic restoration.

(14) The stormwater treatment will include a backbone system consisting of wet detention areas and dry detention areas. Dry detention areas will not be used as the primary detention/retention component, but may be utilized in combination with wet detention/retention facilities. The stormwater treatment system will be designed in accordance with the then current Southwest Florida Basin Rule Criteria of the SFWMD and will provide 50% more retention/detention water quality treatment above that required by Section 5.2.1(a) of the SFWMD Basis of Review. Best Management Practices will include reduced turf coverage, native landscaping, created wetlands, filter marshes, phyto-zones, extended hydraulic residence times and increased flow paths.

(15) The low edge of pavement for local roads is to be at or above the peak stage for the 5 year-1 day event. The arterials and collectors will have one lane above the 25 year-3-day event peak stage. Parking lots will be at or above the 5 year-1 day event. Minimum swale grades in urban and suburban areas will have a minimum longitudinal slope of 0.2%. Ditches may have flatter longitudinal slopes. The minimum longitudinal slope on roads with curb and gutter will be 0.3%.

(16) The perimeter berm elevation will be 0.3 feet above the peak stage for the 25 year-3-day event and the 100 year-1 day event.

(17) The treatment system will provide equal or greater post development storage volume for the 100 year-3-day event than provided by predevelopment conditions.

(18) There will be no increase in stream stage elevation offsite, except as permitted by the SFWMD.

(19) Finished floor elevations will be at least the 100 year-3-day event peak stage plus 0.5 feet.

(20) An Urban Water Management Plan will be developed for the site as part of the construction Environmental Resource Permit ("ERP") process and will address the handling of waste from equestrian facilities on the site. Water quality monitoring will be conducted pursuant to the SFWMD Conceptual ERP-.

~~D.~~B. Other Conditions.

~~(7)~~(1) All internal stormwater management lakes and ditches, and any on-site preserved/enhanced wetland areas, shall be set aside as platted and/or recorded drainage and/or conservation easements and/or tracts granted to the SFWMD, District, or other appropriate governmental entity with a compliance monitoring staff. Stormwater lakes shall include adequate maintenance easements around the lakes, with access to a paved roadway, as required by the appropriate governmental entity.

~~(8)~~(2) Any silt barriers and any anchor soil, as well as accumulated silt, shall be removed upon completion of construction. Either the

Developer or the entities responsible for the specific construction activities requiring these measures shall assume responsibility for having them removed upon completion of construction.

~~(9)~~(3) Any shoreline banks created along the on-site stormwater management system shall include littoral zones constructed on slopes consistent with SFWMD, Florida Department of Environmental Protection ("FDEP"), and County requirements and shall be planted in native emergent or submergent aquatic vegetation. The District shall ensure, by supplemental replanting as necessary, that at least 80% cover by native aquatic vegetation is established within the littoral zone planting areas for the duration of the project.

~~(10)~~(4) The District shall conduct annual inspections in accordance with the conditions of the approved SFWMD ERP~~,~~ of the BRC Master Stormwater Management System and any preserved/enhanced wetland areas on the project site so as to ensure that these areas are maintained in keeping with the final approved designs, and that the water management system is capable of accomplishing the level of stormwater storage and treatment for which it was intended.

~~(11)~~(5) The~~-~~ District or a master or neighborhood property owner's association (POA) shall undertake a regularly scheduled vacuum sweeping, as may be required by permit, of all common District or POA owned streets and District or POA owned parking areas within

the MURC. The Developer, District and POA shall encourage private parcel owners within the MURC to institute regularly scheduled vacuum sweeping of their respective streets and parking areas.

~~(12)~~(6) Design considerations will be given to ditch and swale slopes, where practicable, so that these facilities provide some additional water quality treatment prior to discharge. Treatment swales shall be planted with vegetation as reviewed and approved during the ERP approval process, and where practicable, landscape islands shall accommodate the detention of runoff. Design consideration will be given to the use of pervious construction materials for the surfaces of trails, walkways, and non-vehicular travel ways.

~~(13)~~(7) Any debris that may accumulate in project lakes, ditches or swales, or which may interfere with the normal flow of water through discharge structures and under drain systems, shall be cleaned from the detention/retention areas on a regular basis. Any erosion to banks shall be repaired.

~~(14)~~(8) Grease baffles shall be inspected and cleaned and/or repaired on a regular basis. In no instance shall the period between such inspections exceed eighteen months.

~~(15)~~(9) Isolated wading bird "pools" shall be constructed to provide aquatic habitat for mosquito larvae predators, such as *Gambusia affinis*, and foraging areas for wading bird species, such as wood stork, consistent with SFWMD, FDEP, and County requirements.

~~(16)~~(10) The open drainage system will be designed to provide additional water quality treatment prior to discharge. Design elements may include rainwater gardens, treatment swales planted with native vegetation, and entrainment systems. These will be reviewed and approved during the ERP approval process.

~~(17)~~(11) Stormwater runoff should be minimized through a variety of techniques that may include rainwater gardens, bottomless planter boxes, green roofs and pervious surfaces, as well as rainwater harvesting techniques that may include cisterns and rain barrels.

~~(18)~~(12) Landscape irrigation will be provided first through the use of reuse water, where reasonably available, and surface water from lakes.

~~(19)~~(13) The master stormwater management system will be maintained by District or a POA established by covenants and restrictions on the Property.

~~(20)~~(14) The SFWMD has issued Permit No. 08-00004-S-05 (Application No. ~~070330-5~~070330-5), as supplemented by Permit No. 08-105624-P (Application No. 200526-3536) to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Property. Developer will follow the authorizations and permit conditions, as- may be amended from time to time, which will be a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time

to time, will address mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

~~(21)~~(15) The United States Army Corps of Engineers ("USACOE") ~~has~~ issued Permit No. SAJ-2006-6656 (IP-MJD) in 2010 to Developer in accordance with its jurisdiction over such matters and the Property. Due to State assumption of Section 404 permitting by the Florida Department of Environmental Protection (FDEP) from the USACOE on December 23, 2020, FDEP State 404 Permit No. 396574-001 was obtained in November 2021 for a modified site plan east of the Curry Canal and an updated BRC Mitigation Plan. Development west of the Curry Canal remains consistent with impacts authorized by the referenced USACOE permit. Developer will follow the authorizations and permit conditions of each permit, as may be applicable, although through the referenced FDEP State 404 Permit, the FDEP now has Section 404 regulatory oversight of the entire BRC development and associated mitigation. Developer will follow the FDEP authorizations and permit conditions, as be amended from time to time, which is a

separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

~~(22)~~(16) As part of any AIDA phase that will discharge to Owl Creek, Trout Creek, and /or Telegraph Creek, 100-year three-day storm event calculations will be provided for the setting of finished floor elevation and the determination that the peak volume stored in the pre-development condition is equal or exceeded by that stored in the post development condition. (Complete)

~~(23)~~(17) The Developer shall reduce the introduction of fill material outside approved development pods into the 100-year flood plain where practical. Structures outside approved development pods, but built in the 100-year flood plain, should be built as elevated structures and not as monolithic slabs on fill soil.

~~E.~~C. Incremental Review.

~~(7)~~(1) Subsection A and B above in this provision 4 (Stormwater Management) constitute the "Stormwater Plan" for BRC.

~~(8)~~(2) The Incremental review will address compliance of the Increment with the Stormwater Plan and any changes to the adopted floodplain maps.

~~(9)~~(3) The Incremental review will include an assessment of any pertinent information developed pursuant to a condition of the MDO development order which has been developed since the MDO development order was issued in order to determine if that new information shows that a change in the Stormwater Plan is needed in order to provide the same level of protection, remediation, or mitigation that is contemplated in the MDO Development order.

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5. TRANSPORTATION

A. Representations and Commitments as Conditions. – None.

B. Conditions for Development Approval.

~~(7)~~(1) Master Traffic Study

(a) The Master Traffic Study is the analysis of the buildout of the Development Program and the horizon year traffic conditions in year 2040. It is a guide to the roadway network and improvements anticipated to be needed to support all area development including the BRC Development Program by the year 2040 and it is intended for use only with the BRC Development Program. As a long range "snapshot" of horizon year conditions, it is anticipated that the mobility network and area growth will change and be revised as the BRC develops. By way of background, the initial Master Traffic Study was prepared by the Developer ("Developer's Initial Master Traffic Study"), which was adequate for the "snapshot" purpose of the Master Development Order, recognizing that additional validation adjustments would be needed for use in Incremental Development Orders. At the time of initial approval of the Master Development Order, the Florida Department of Transportation ("FDOT") was working on a district-wide travel demand model, but it was not yet completed. On August 27, 2008, FDOT informed the

Developer, County and Lee County that the FDOT district-wide travel demand model ("FDOT D1 District-wide Model") was available for use for Babcock Ranch. FDOT, County, Lee County and the SWFRPC accepted the use of the FDOT D1 District-wide Model for Babcock Ranch, without sub-area or corridor model refinements for Increment 1-Phase 1. Recognizing that the FDOT D1 District-wide Model may require sub-area and/or corridor model refinements to be made within the transportation impact area of the BRC for future increments, refinements, if any, will be made consistent with the procedures outlined in Chapter 4 of the FDOT Project Traffic Forecasting Handbook.

(b) The Charlotte County Babcock Ranch Overlay District (the BROD), FLU Policy 6.4.~~20~~19, recognizes that the BROD is a mixed-use community with a compact urban form that contemplates commercial, office, industrial and institutional uses, and specifies that the community capture rate ("CCR") for the BRC shall be maximized, with a targeted internalization of between 50% - 70%. The Developer's Master Traffic Study Update reflects the mixed-use character of the Community and consequently maximizes the "community capture" elements, resulting in a trip capture rate for the buildout of the BRC of 66% on a peak hour basis. The 2040 roadway

network and candidate roadway improvements resulting from the Developer's Master Traffic Study Update based on that trip capture rate for the development components are set forth in Exhibit "F" attached hereto and made a part hereof by reference. Exhibit "F" also identifies, under 2040 conditions and the 66% CCR, those regionally and locally significant road segments that are projected to be significantly impacted by the BRC and for which a service deficiency is also projected ("Impacted Segments"). The Developer's Master Traffic Study Update also identifies the improvements which may be anticipated by 2040 under the 66% CCR to the Impacted Segments and may be subject to mitigation for Babcock's traffic impacts in order to maintain the adopted level of service (LOS) targets at the time of an incremental traffic assessment.

(c) A supplemental traffic assessment was also prepared for the Master Development Order by the Developer at the request of review agencies to identify the potential 2040 roadway conditions and candidate roadway improvements resulting from the MDO Traffic Study Update based on the initial internal capture rate ("ICR") of 22%, as mandated in the initial Master Traffic Study. The roadway network and candidate roadway improvements based on that 22% ICR also are set

forth in Exhibit "F" attached hereto and made a part hereof by reference. Exhibit "F" also identifies, under those 2040 conditions, the same information for the 22% ICR scenario as for the 66% CCR scenario, including those regionally and locally significant road segments that are projected to be significantly impacted by the BRC and for which a service deficiency is also projected ("Impacted Segments") and the improvements which may be anticipated by 2040 to the Impacted Segments under a 22% ICR in order to maintain the adopted level of service (LOS) targets. The road network presented in Exhibit "F" is a 2040 horizon year projection that will be updated periodically as set forth below in Condition 5.B.(2) to reflect changing conditions in the area. This 22% ICR is to be applied only for the First Increment and will not be used with future increments or Master Traffic Study Updates.

(d) The significant impacts, roadway network, and roadway improvements identified in Exhibit "F" hereto are provided for comparison purposes between the ICR and CCR scenarios described above. As specified under Conditions 5.B.(2)(a), (2)(b), (2)(c), and (2)(d) below, as data from the traffic monitoring program becomes available, as specified under Conditions 5.B.(3)(a) and 5.B.(3)(b) below, this data will be

incorporated into the Master Traffic Study Updates as described in Condition 5.B.(2) below. Exhibit "F" will then be re-evaluated and revised as specified in Condition 5.B.(2) below.

(e) For purposes of the First Increment, the 22% ICR portions of Exhibit "F" controlled the measurement of significant impact for the Incremental DRI traffic study. Future Increments shall use the revised Exhibit "F" as re-evaluated either under Condition 5.B.(2)(a) or B.(2)(b), as applicable.

~~(8)~~(2) Master Traffic Study Updates

(a) (1) The first update of the Master Traffic Study was approved~~,~~ by Resolution 2011-485 on December 13, 2011 ("Initial Master Traffic Study Update").

The 2020 Master Traffic Study Update is hereby approved through this Master Development Order Amendment.

(2) a. Each update of the Master Traffic Study will include a reassessment of the internal capture and external trips consistent with paragraph 5.B.(2)(a)(1) above, Trip Generation, the ITE Trip Generation Handbook, and the FDOT Site Impact Handbook, the FDOT D1 District-wide Model, as it may be adjusted pursuant to professionally accepted techniques applicable to communities of the size, location, mix of uses, and design of Babcock or other travel

demand modeling techniques and data that reflect the size, location, mix of uses, and "smart growth" design of the project, and with consideration of the cumulative impacts of previously evaluated increments and monitoring data up to the point of commencement of that particular Master Traffic Study Update.

b. Due to its size and mix of uses, the BRC will be divided into a number of traffic analysis zones (TAZs) and tracts, which are combinations of TAZs. The size, location and number of TAZs will be determined by the Developer. There shall be no minimum or maximum number of TAZs or tracts.

c. Adjustments to the FDOT D1 District-wide Model in accordance with 5.B.(2)(a)(2)(a) for estimating trip capture within a large-scale community like the BRC, the community capture and external trips for the BRC will be estimated using the following procedures.

(i) The total new trips generated by the BRC development as identified in the Master Traffic Study Update and based on accepted standard methods of calculation will be reduced as identified in the sections below.

(ii) There are standard mixed land uses (residential, office, retail) for the mixed-use development concepts of the ITE Trip Generation Handbook "Mixed Use Development". For those standard land uses, and using the tract as a single TAZ, calculate, using the methods of the ITE Trip Generation Handbook "Mixed Use Development", the internal capture within the tract.

(iii) For each non-standard land use (those land uses not included in the ITE Trip Generation Handbook methodology) within each tract, the trip capture for those non-standard land uses will be discussed at the methodology meeting.

(iv) Using the FDOT D1 District-wide Model, applicable at that time, determine the trip capture between the individual tracts within the BRC.

(v) Estimate the number of pass-by trips consistent with the then most recent editions of the ITE Trip Generation Handbook, and the FDOT Site Impact Handbook. Only those retail uses which are adjacent to the primary public roadways will

be eligible for external pass-by trips. Retail that is not adjacent, whether contained internally or substantially set back without direct access to the major public roadways will be discussed at the -methodology meeting.

(vi) The remaining net new trips are external to the BRC and will be assigned to the regional roadway network by the FDOT D1 District-wide Model, applicable at that time.

(vii) In the alternative, Developer may use an alternative methodology for estimating community capture rate if reviewed and approved by FDOT, County, Lee County, and SWFRPC.

(b) (1) Due to the long-term buildout of the Project (over 20 years) and potentially changing conditions in the study area, periodic updates of the Master Traffic Study are required and will use the most current, validated FDOT D1 District-wide Model in effect at the time of the commencement of the Master Traffic Study Update. After the Initial Master Traffic Study Update specified in Condition 5.B.(2)(a)(1), additional updates shall be conducted and submitted no later than five (5) years after the effective date of the most recent previous update.

The Developer may update the Master Traffic Study at any time during that five (5) year period. Each updated Master Traffic Study will be a complete update similar to the original Master Traffic Study and will result in a Revised Exhibit "F". The Master Traffic Study Update shall consider the possibility of a new east-west transportation corridor between SR 31 and I-75, and may consider related corridor studies and interchange justification reports, as determined appropriate in the transportation methodology meeting. A transportation methodology meeting will be held with County, Lee County, the SWFRPC and FDOT prior to the conduct of each Master Traffic Study Update.

(2) Each update of the Master Traffic Study will include a reassessment of the community capture and external trips consistent with paragraph 5.B.(2)(a)(1) above.

(c) Subsequent Increments, including phases, if applicable, will use the FDOT D1 District-wide Model or the most current, validated FDOT D1 District-wide Model in effect at the time. Two different model runs (without DRI and with DRI) will be used for each Master Traffic Study Update.

(d) The methodology for Master Traffic Study Updates will be coordinated through the SWFRPC and include County, Lee County and FDOT. Any amendments to the Master

Development Order resulting from a Master Traffic Study Update shall be processed as an amendment. The Master Traffic Study Update process will consist of the following steps and timeframes:

(i) Initial informal coordination meeting to discuss and establish the appropriate methodology, between the Developer and SWFRPC, County, Lee County and FDOT.

(ii) Submittal of proposed methodology by the Developer to the SWFRPC not less than 14 days in advance of the formal methodology meeting for distribution to the State and Regional review agencies.

(iii) Formal methodology meeting between the Developer and the State and Regional review agencies coordinated by the SWFRPC.

(iv) SWFRPC, within 35 days of the conclusion of the formal methodology meeting(s), will document the findings and agreements made by the participants including a summary of all assumptions agreed upon at the meeting.

(v) SWFRPC shall allow State and Regional review agencies not less than 14 days to agree or disagree in writing with the meeting summary.

(vi) If agreement cannot be reached with all the State and Regional Review agencies, the SWFRPC will designate a methodology in writing to be used by the Developer.

(vii) The Developer shall submit for approval the Master Traffic Study Update and revised MDO Exhibit "F" to the SWFRPC through the development order amendment process, for distribution to County, FDOT, and Lee County.

(viii) Public hearings will be conducted in accordance with the County's procedures for processing development order amendments in coordination with the SWFRPC.

~~(9)~~(3) Biennial Monitoring Program

On a biennial basis, the Developer shall submit a DRI traffic monitoring report to the following entities: County, FDOT, Lee County, and the SWFRPC. The first monitoring report shall be submitted two (2) years after the recorded date of the approval of the first AIDA Development Order, unless no buildings have been physically occupied by a permanent user. Once a building in Babcock is occupied by a permanent user the biennial traffic monitoring requirement will commence. For the purposes of growth management, the Biennial Monitoring will monitor the external trips

generated by occupied uses in Babcock. The traffic monitoring program must include the following.

(a) 2-hour AM peak hour and 4-hour PM peak hour turning movement counts and 72-hour machine traffic counts at the BRC's access points onto the external public road network external to the Property; the 72-hour traffic counts will be derived from the permanent traffic counters installed at Babcock's ingress/egress points as described in Condition 5.B.(~~7~~6) below.

(b) A comparison of the field-measured Project external trips to the Project's external trips estimated in the MDO –and the Incremental traffic studies.

(c) The level of service of all access points between the Project and the external road network.

(d) A summary of construction and development activities to date, using the categories of the Master Development Program.

(e) An estimate of the level of development expected to be added by the Project for the forthcoming year.

(f) The status of the mobility improvements required by any prior Incremental development program.

(g) The status of mobility improvements identified as committed in the Master Traffic Study or Incremental traffic studies.

(h) An estimate of the construction traffic at the Project's access points onto the public roadway network external to the Property.

~~(10)~~(4) The Developer shall promote efficient pedestrian and bicycle movement within and between the development's components and to adjacent properties. The Developer shall link the uses and subdivisions, hamlets, town centers and free-standing facilities through a series of sidewalks, bike paths, walking trails and internal roadways of various functional classifications. The Developer shall promote transit service through the inclusion of bus stops or other appropriate transit access points in site design, consistent with the County and Lee County Comprehensive Plans and transit plans, if any. The location of bus stops and transit access points shall be planned and integrated with the BRC bicycle and pedestrian plan.

~~(11)~~(5) The Developer shall prepare a transit feasibility study of providing public transportation to and from Babcock at the request of County. The transit feasibility study will evaluate, among other things, the feasibility of providing public transportation, timing of the implementation of the system, system routing, vehicle type, headways, funding sources, and capital and operating costs. In an effort to ensure sufficient population to support this type of transit service, the Developer shall coordinate the initiation of this study with transit representatives from County, Lee County, and the FDOT. The

Babcock development will be credited with an appropriate reduction in net external trips for the implementation of such a public transit component. The cost of the study may be credited against Developer's proportionate share mitigation.

~~(12)~~(6) The Developer installed permanent traffic count stations at the BRC ingress/egress points on the external road network at Greenway Boulevard, Lake Babcock Drive, and Cypress Parkway. Developer will work with FDOT and County to determine the location for relocating the existing FDOT traffic count station located south of the Charlotte/Lee County line on SR31 as part of the SR31 widening. The equipment located at Greenway Boulevard, Lake Babcock Drive and Cypress Parkway will be owned and maintained by the Developer or District. The equipment to be re-located south of the Charlotte/Lee County line on SR31 will be turned over to FDOT and FDOT will own and maintain the permanent count station equipment. The cost of the permanent count stations equipment will be credited against the DRI's traffic mitigation obligation. Data from the count stations shall be made available in a digital format on a periodic schedule agreed to by County and Developer and without any cost to Developer.

C. Incremental Review.

(1) Incremental Review Analyses.

Development within the BRC, as identified in the AMDA, will undergo a traffic review through an incremental process with traffic studies prepared for each Increment. A transportation methodology meeting will be held with County, Lee County, FDOT, and the SWFRPC prior to initiating this study. This will allow the study to address specific issues that may be related to any particular Increment. Each Incremental Traffic Study, other than the traffic studies for the initial Increment 1, will establish the trip capture rate for that Increment consistent with Condition 5.B.(2) which will determine the maximum number of PM peak hour trips external to the Property for that Incremental development program. Professionally accepted techniques and data, including FDOT's then current Site Impact Handbook (or its equivalent) and the then current Subdivision Traffic Study Guidelines for County may be considered in establishing the methodologies for the Incremental studies. If agreement cannot be reached with all the State and Regional Review agencies, the SWFRPC will designate a methodology in writing to be used by the Developer.

As a part of this effort, a traffic study will be prepared in support of that Increment. The Project's trip capture rate, estimated number of external PM peak hour trips, traffic impacts, proportionate share of needed improvements, pipelining of the proportionate share, and mitigation will be established for each Increment. A traffic study will

be prepared for each Incremental level of development. The traffic study in support of each Increment will estimate the trips external to the Property for that Incremental development program and will include the following.

(a) Road segment evaluation of those external road segments significantly impacted by the Incremental development program for the MDO significant impact area per Exhibit "F".

(b) Intersection evaluations of those external intersections significantly impacted by the Incremental development program.

(c) Identification of potential roadway and intersection improvements needed to support that level of development and all area growth coincident with buildout of that Incremental development program at the BRC for the MDO significant impact area per Exhibit "F".

(d) Identification of the Project's proportionate share of those needed roadway and intersection improvements. Proportionate share mitigation shall be limited to ensure that if Babcock meets the requirements of Section 163.3180, F.S., it shall not be responsible for the additional cost of reducing or eliminating backlogs. The project's proportionate share shall be directed (i.e. "pipelined") to one or more mobility improvements that benefit a regionally significant

transportation facility. The funding of one or more required mobility improvements that will benefit a regionally significant transportation facility consistent with Section 163.3180, F.S., satisfies concurrency requirements as mitigation of Babcock's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(e) Identification of the Project's traffic mitigation conditions to address its proportionate share of needed mobility improvements and any pipelining of that proportionate share, but not including mitigation for backlogged conditions. Mitigation for impacts to facilities on the State Strategic Intermodal System shall be made after consultation with and with the concurrence of FDOT. Traffic mitigation conditions would include, but not be limited to, commitments to construct or pay for certain mobility improvements, provision of right-of-way, provision of design plans in support of improvements, cash payments to County or applicable maintenance agency and/or combinations of the above, and a mitigation payment schedule.

(f) Each Incremental traffic study will include any previously evaluated Increment as Project traffic. Mitigation provided by any previously evaluated Increment shall be credited to the overall impact of the Project.

(g) An accounting system will be established so that if the field measured external trips at the end of the particular Increment are less than previously estimated for that Increment, the Developer would be entitled to credits which can be used by the Developer, sold to other parties or carried over to the next Increment. Alternatively, if the actual traffic for that particular Increment is greater than previously estimated, then the Developer will be required to mitigate those additional traffic impacts as part of the then under review Increment.

(h) The development approved in each Increment will be vested for traffic concurrency purposes through the scheduled payment of its mitigation requirements (proportionate share) for mobility improvements. The payment schedule and the details of that payment schedule must be established in an enforceable agreement with County or the applicable maintenance agency.

(i) As provided in the MDO Agreement, an Incremental traffic study may consider relevant information from previously approved studies or Increments, but no Incremental review will result in a requirement to revise any element or requirement of a previously approved Increment other than the provision in item 5.C.(g) above. Conditions identified in the most recently approved Incremental Development Order or

Amended Development Order will control for the purposes of transportation mitigation, unless otherwise noted in the Development Order.

(j) Attached as Exhibit "G" are the Babcock Ranch DRI Cumulative Incremental Transportation Conditions for all approved Incremental Development Orders.

(2) Site Plan and Subdivision Plan Approval Within ~~A~~an Increment. Site plan and subdivision plan approvals within an Increment will be evaluated for consistency with the Incremental traffic study as set forth below.

(a) Review the requested approval to verify that the development parameters of the requested approval, when combined with the parameters of any other requested approval already reviewed and approved within the Increment and reflective of any land use conversions, are consistent with the level of development evaluated during the Incremental traffic study.

(b) Review of the requested approval to verify that the projected external trips of the requested approval, when combined with the estimated external trips of any other requested approval already reviewed and approved within the Increment and reflective of any land use conversions, does not exceed the external trips evaluated during the Incremental traffic study.

(c) Review of the requested approval's access points onto the public roadway network external to the Property to determine if: 1) the proposed access points are consistent with the access established in the MDO; 2) the access point intersection will operate at acceptable levels of service coincident with the buildout of the requested approval; 3) identify needed improvements, including signalization, at the access point intersections to maintain acceptable levels of service; and 4) identify the estimated turn lane storage lengths for the needed turn lanes at the access point intersections.

(3) The Developer may, at its sole discretion, determine the size, boundaries, land uses, timing, and termination of each Increment. The Developer may file one or more AIDA's for concurrent, overlapping, or sequential increments. Provided, however, the entire project as reflected in this MDO may not be submitted in only one increment, and any one filing of one or more AIDA's will not include cumulatively among the filing more than fifty percent (50%) of the entire MDO Development Program.

(4)

(a) The Developer's proportionate share obligation, as established per each Increment, shall be directed or pipelined, pursuant to section 163.3180, F.S., to one or more required mobility improvements which may or may not be a part of the

AMDA roadway network, which benefit a regionally significant transportation facility and which can be funded by the Developer's proportionate share. The funding of one or more required mobility improvements that will benefit a regionally significant transportation facility consistent with Section 163.3180, F.S. satisfies concurrency requirements as a mitigation of Babcock's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(b) The Developer may also utilize proportionate fair-share mitigation, consistent with Section 163.3180, F.S., which may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the development and such improvements may address one or more modes of travel. Proportionate fair-share mitigation shall be limited to ensure that a development meeting the requirements of Section 163.3180, F.S., mitigates its impact on the transportation system but is not responsible for the additional cost of reducing or eliminating backlogs. The funding of any improvements that significantly benefit the impacted transportation system satisfies concurrency requirements as a mitigation of the development's impact

upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(5) In addition to, or in the alternative to the pipelining described in provisions 5.C.(1)(d) and 5.C.(4)(a) above, the developer may also mitigate its traffic impacts pursuant to 73C-40.045, F.A.C.

(6) Incremental Biennial Monitoring Controls.

(a) If the biennial traffic monitoring report for any two year period reveals that the Project's field measured external trips generated by occupied land uses is 80% or more of the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increments and the occupied land uses are less than 50% of the development program approved for approved, but uncompleted, Increment(s), the Developer shall, within 90 days of the date of the biennial traffic monitoring report, meet with County Public Works to determine if the most recently approved Incremental traffic study must be updated. If an updated traffic study is required, then an updated list of significantly and adversely impacted road segments and corresponding adjustments in the Increment's proportionate share which are needed to complete the most recently approved Increment will be identified in that updated study.

(b) If the biennial traffic monitoring report for any two-year period reveals that the Project's field measured external trips generated by occupied land uses exceed the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increment(s), the most recently approved Incremental traffic study will be updated within 120 days of the date of the biennial traffic monitoring report. For that most recently approved Increment, this may result in an updated list of significantly and adversely impacted road segments and a corresponding adjustment in the Increment's proportionate share with the additional proportionate share being directed to one or more mobility improvements as set forth in Condition 5.C.(4).

(c) Alternatively, if the Project's field measured external trips exceed the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increment(s), the Developer may declare the most recently approved Increment to be complete in terms of external trips and development program and may submit a new AIDA and Incremental traffic study which may include land area not used in the Increment deemed complete.

(d) If, at the buildout or completion of an Increment, the measured external trips are less than the maximum number of external trips established for the Increment, then the difference in the proportionate share represented by the difference in those external trips will be credited against the proportionate share projected to be produced by the next subsequent Increment(s).

(e) Every two years, the results of the traffic monitoring report will be compiled with the results of the previous reports. The data from these monitoring reports will be used with respect to the applicable components of the development program prepared for the next Increment, as well as the updates of the Master Traffic Study.

(f) Under Conditions 5.C.(6)(a), (b), and (d) above, development (including but not limited to: planned development, site plan, and sub-division approvals; building permits; construction; and certificates of occupancy) pursuant to Incremental approvals will not be suspended while the traffic study updates and any adjustments required by those provisions are being finalized.

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6. VEGETATION, WILDLIFE, AND WETLANDS

A. Representations and Commitments as Conditions.

(1) The exotic pest plant impacted areas and native plant communities (approximately 5000 acres) will be managed and incorporated into the final preservation areas and consolidated north-south flow-ways and east-west greenways.

(2) The upland preserve/conservation areas and the wetland preserves will have management that optimizes the value and function of these areas of native habitat.

(3) There will be an average 100-foot setback from the State Preserve and an average 50-foot setback adjacent to wetlands.

(4) Internal roadways will be used to inter-connect separate development pods and will be constructed with wildlife crossings in areas where they cross wildlife corridors. The designs, sizes, and locations of these crossings will be coordinated with County and coordinated and approved by staff from the Florida Fish and Wildlife Conservation Commission (FWC) and the US Fish and Wildlife Service (USFWS). Internal roadways may be constructed across and through primary flow-ways, as long as the hydrological and wildlife corridor functions are maintained through the crossings. The number of such roadways, not including pedestrian boardwalks and bike, electronic cart, hiking, and equestrian trails (paved or

otherwise), shall be the minimum necessary for safe and efficient public accessibility between development pods.

(5) Roadway layouts in the internal wildlife corridors will be designed to reduce traffic speeds and minimize the risk of vehicle/wildlife collisions. Traffic calming devices will be employed where appropriate, but will not serve as a substitute for wildlife under crossings or over crossings, unless approved by FWC and USFWS.

(6) Littoral shelves will be constructed within lake systems and will provide additional foraging areas for wildlife. Littoral shelves will be provided along a minimum of ten percent (10%) of the length of the shoreline of each such lake. Littoral shelves will be designed to mimic the functions of natural systems by establishing shorelines that are sinuous in configuration in order to provide increased length and diversity of the littoral zone. Where appropriate, specific littoral shelf planting areas will be established to provide feeding areas for water dependent avian species. Developer will ensure that recorded restrictions on the Property prohibit the removal of littoral shelf plants, unless replaced with similar plants.

(7) Site lighting standards will be modeled after the International Dark-Sky Association or similar guidelines. Street lighting will use mechanisms to reduce light pollution such as full shield cut-offs to prohibit light from shining upward, low intensity lighting and other acceptable techniques. Greenways, conservation areas and

undeveloped areas bordering these areas where there are unpaved trails will be unlit, or lit to the extent necessary for safety reasons only during periods of designated use.

(8) Golf courses will be designed to comply with the goals of the Audubon International Signature Program – Silver Level certification program, with best management practices developed by the Florida Department of Environmental Protection under Section 403.067, F.S. (2005), or with other equivalent certification programs or equivalent best management practices.

(9) During the construction process, appropriate measures will be taken to minimize impacts to preserved wetlands and to water quality. Wetland and upland buffer areas to be preserved will be clearly marked in the field to avoid damage of and intrusion into protected areas. Appropriate construction Best Management Practices will be employed. Prior to commencement of construction near preserved wetlands, including proposed water control structures, erosion control devices will be installed to control and reduce soil erosion, sediment transport and turbidity. Such devices (e.g., silt fencing, temporary sediment traps, impoundment areas to control excessive discharges, etc.) will remain in place throughout the duration of construction in an area until construction zones and surrounding areas are stabilized.

(10) Erosion control methods/devices used during construction will generally conform to applicable standards set forth in FDER's "The Florida Development Manual: A Guide to Sound Land and Water Management," Sections 6-301 through 6-500 of Chapter 6: "Storm Water and Erosion Control Best Management Practices for Developing Areas; Guidelines for Using Erosion and Sediment Control Practices," (ES BMP 1.011.67. FDER, Tallahassee, FL 1988).

(11) Freshwater marsh creation areas will be over excavated and backfilled to final grade with organic soils. Tree, shrub, and prairie planting areas will have topsoil furloughed from the grading area or organic mulch added to achieve final grade.

(12) Two hydrologic improvement projects are proposed, one in Curry Canal and one on the west side of Telegraph Swamp and southeast of Hamlet II. At a minimum, each project will have new or modified water control structure(s).

(13) The Developer has prepared an environmental sustainability plan for the Property which calls for protecting environmentally sensitive wetlands and uplands areas, providing for mitigation of certain disturbed areas, enhancing preservation areas, preserving agricultural areas, establishing Greenways and public recreation and environmental education programs. As part of the Developer's implementation plan, the Developer will utilize conservation

easements as set forth below. Areas in the Developer's plan identified for mitigation on the Property will be included in the ERP for placement under a conservation easement. Wetland Areas in the Developer's plan which are not impacted by the project will be protected by a conservation easement. Prior to the expiration date of this Development Order, existing agricultural uses located within the project but which are outside of the development areas shown on Map H will be placed under a conservation easement which will allow for the continuance of agricultural operations. The upland enhancement and preservation areas identified in the Developer's plan on the Property will be placed under conservation easements. Acreages referenced in the Developer's plan are subject to change based on future permitting considerations. All required easements will be granted to the SFWMD or other appropriate governmental entity with a compliance monitoring staff. Easements not required by a condition of an environmental permit may be granted to an appropriate governmental entity or to a non-profit charitable entity that exists for the purpose of holding land for conservation purposes with a compliance monitoring staff. The recording of the conservation easements will be phased concurrent with various AIDA's, construction, and plat approvals.

(14) (a) To the maximum extent reasonably practicable, above-ground and underground utility lines (e.g., water, sewer,

electric, gas, telephone, cable, electronic, etc.) will be located within or adjacent to roadway corridors on the Property. Where this is not practicable, Developer shall consult with County and the pertinent utility to establish a location which minimizes to the maximum degree reasonably practicable impacts on upland enhancement and preservation areas.

(b) With respect to the location of major utility transmission lines on the Property, Developer will consult with County and the pertinent utility prior to such location in an effort to minimize impacts from such lines on environmental resources located on the Property.

(c) Nothing herein shall preclude the location of utility or transmission lines within the north/south "Limited Transportation, Pedestrian and Utility Corridor" shown on Exhibit "B" hereto.

(15) BRC greenways will be maintained in their natural state and kept free of refuse and debris. Category I exotic pest plants as defined by the Florida Exotic Pest Plant Council (EPPC), in effect at time of permitting, will be controlled to ninety-five percent (95%) occurrence (except for torpedo grass, *Panicum repens,* and cogon grass, *Imperata cylindrica,* that will be controlled to a ninety percent (90%) occurrence) in non-agricultural greenway areas. Category II pest plants, as defined by the Florida Exotic Pest Plant Council (EPPC),

in effect at time of permitting, and other plants reaching a problematic, invasive level will also be controlled to reasonable and achievable levels in non-agricultural greenway areas. Maintenance of these preserve areas will be conducted in perpetuity consistent with state, local, and federal government environmental permit approvals.

(16) The prescribed fire plan for BRC will be a program that mimics the natural fire cycle for the various habitat types identified within the mitigation and preserve areas. Prescribed burning will be planned and carried out by a Certified Prescribed Burn Manager (as licensed by the Florida Division of Forestry) and experienced fire crew.

(17) The Developer shall dedicate a one (1) acre site and provide a 3,000 square ~~feet~~foot, pre-fabricated, shell building to County for mosquito control operations use pursuant to the schedule shown on Exhibit "D" hereto.

B. Other Conditions.

(1) Integrated Pest Management ("IPM") will be utilized in BRC. IPM will involve the monitoring of sites for pest related problems, determining when a problem needs attention and taking appropriate action with the least amount of environmental impact. IPM will maximize the use of biological controls (i.e., bat houses, etc.), organic pest control methods, insecticidal soaps, and fish oils beneficial to lowering the

environmental impact of pest control. Property and homeowner education will also be an IPM component within the Community.

(2) All USFWS and FWC threatened and endangered species management plans ("T&E Plans") for the documented listed species including Florida panther (*Puma concolor coryi*) (E), Florida bonneted bat (*Eumops floridanus*) (E), wood stork (*Mycteria americana*) (T), beautiful pawpaw (*Deeringothamnus pulchellus*) (E), Florida sandhill crane (*Gruscanadenis pratensis*) (T), Eastern indigo snake (*Drymarchon corais couperi*) (T), little blue heron (*Egretta caerulea*) (T), tricolored heron (*Egrettea tricolor*) (T), gopher tortoise (*Gopherus polyphemus*) (T), American alligator (*Aligator mississippiensis*) (T S/A), crested caracara (*Caracara cheriway*) (T), roseate spoonbill (*Platalea ajaja*) (T), and Florida burrowing owl (*Athene cunicularia floridana*) (T) approved at the time of issuance of this Development Order are incorporated by reference herein and made a part hereof. Any additional species which are listed after the issuance of this Development Order and which are documented in an AIDA shall have a T&E Plan developed and approved by USFWS and FWC and said plan shall be incorporated by reference as a condition of the particular incremental development order.

(3) The SFWMD issued Permit Number 08-00119-P on July 6, 2006, as supplemented by Permit No. 08-105624-P (Application No. 200526-3536) issued on September 23, 2021, which ~~includes~~include certain

authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as ~~it~~ may be amended from time to time, addresses mitigation of certain impacts of the BRC development. Such permit is issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its potential application to development which they may propose to undertake within BRC.

(4) The USACOE issued Permit Number SAJ-1992-264 (NW-TWM) on May 22, 2006, which includes certain authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency,

if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(5) The USACOE issued Permit No. SAJ-2006-6656 (IP-MJD) in 2010 which includes certain authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Due to State assumption of Section 404 permitting by the Florida Department of Environmental Protection (FDEP) from the USACOE on December 23, 2020, FDEP State 404 Permit No. 396574-001 was obtained in November 2021 for a modified site plan east of the Curry Canal and an updated BRC Mitigation Plan. Development west of the Curry Canal remains consistent with impacts authorized by the referenced USACOE permit. Developer will follow the authorizations and permit conditions of each permit, as may be applicable, although through the referenced FDEP State 404 Permit, the FDEP now has Section 404 regulatory oversight of the entire BRC development and associated mitigation. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is

subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(6) The SFWMD issued Permit No. 08-00004-S-05 (Application No. ~~070330-5)~~070330-5), as supplemented by Permit No. 08-105624-P (Application No. 200526-3536), to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Property. Developer will follow the authorizations and permit conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

C. Incremental Review.

(1) The threatened and endangered species management plan ("T&E Plan") is that plan for threatened and endangered species provided

for in the ERP and ~~USACOE~~FDEP State 404 Permit ~~("ACOEP")~~ for Babcock Charlotte, as may be amended from time to time.

(2) The incremental review will address compliance of the increment with the T&E Plan. It will also address the detailed plan to protect any wetlands in the increment or to mitigate for proposed impacts on such wetlands. Upland habitats of threatened and endangered species (not including species addressed in the Biological Opinion of the U.S. Fish and Wildlife Service for Babcock Charlotte) which are not addressed by the T&E Plan shall also be addressed in the AIDA to maintain such habitats to the extent practicable with the development planned for those areas, or to relocate affected listed species to other appropriate habitat.

(3) The incremental review will include an assessment of any pertinent information developed pursuant to a condition of the MDO which has been developed since the MDO was issued in order to determine if that new information shows that a change in the T&E Plan is needed in order to provide the same level of protection, remediation, or mitigation that is contemplated in the MDO.

(4) Each AIDA shall identify the number of acres to be contained in the Increment with respect to each of the following Greenway categories and the percentage of the total of each and shall include a companion map:

(a) Greenway acreage not under conservation easements

(i) agricultural lands

(ii) non-agricultural lands

(b) Greenway acreage under conservation easements

(i) wetland conservation

(ii) wetland enhancement

(iii) upland conservation

(iv) agriculture

(5) Each AIDA shall identify any conservation easements over wetlands and uplands which have been delivered.

(6) Each AIDA shall include a copy of any wildlife survey which has been conducted pursuant to an ERP or ~~ACOEP~~FDEP State 404 Permit since the last AIDA was filed.

(7) Each AIDA shall provide an updated Greenway Map.

(8) Each AIDA including roadway within a wildlife corridor will detail the roadway design features to be employed with regard to surface material, lighting, signage, access, and speed limits. The existing unpaved North/South road corridor located along the east Property line may serve as a transportation, pedestrian, and utility (e.g. wells, lift stations, transformers, pump stations, associated lines and infrastructure for water, wastewater, gas, electric, cable, electronic, etc.) corridor consisting of not more than 120 feet in width with a maximum speed limit of 20mph. The existing North/South road shall not be modified beyond its current existing maximum width, nor

paved, unless such modification has been considered in an AIDA review and approved in an Incremental development order or has been reviewed and approved pursuant to an amendment to a development order.

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7. WASTEWATER MANAGEMENT AND WATER SUPPLY

A. Representations and Commitments as Conditions

(1) Low Flow Fixtures: Low volume plumbing fixtures will be installed in all new homes and businesses. The plumbing fixtures will comply with the following maximum flow volumes at 80 psi:

Toilets: 1.28 gallons per flush

Shower heads: 2.5 gallons per minute

Faucets: 2.0 gallons per minute

(2) Customer billing by Town and Country Utilities Company will be based on the use of water conservation-based rate structures.

(3) Town and Country Utilities Company will distribute literature to households describing water conservation practices.

(4) Drought-Tolerant Landscaping: The use of native landscaping and the Florida Yards and Neighborhoods Program principles will be incorporated throughout the project site.

(5) Reuse Water: Irrigation water will utilize reclaimed water produced by the water reclamation facility. During times when irrigation demand exceeds reclaimed water supply, irrigation water will be derived from the on-site lake system. The lake system will be replenished with ground water.

(6) Leak Detection Program: Reports of water leaks will be directed to personnel during business hours. Site tours and routine maintenance personnel trips along water supply and distribution

lines will also be conducted. On a monthly basis, customer metered usage will be compared to the master meter reading.

(7) Irrigation System Design: Rain sensors and/or soil moisture sensors are required for irrigation systems within the project site in order to preclude irrigation during rainfall events. The project will install low flow irrigation systems for common areas where reasonably practicable.

(8) Fertilization Program: Written fertilization guidelines will be developed that establish standards for all common area fertilization and guidelines for individual property owners. The guidelines will comply with SWFRPC Resolution 2007-1 to the extent adopted by County and as it may be modified by County from time to time, except that reuse irrigation water may be applied within 25 feet of a wetland or water body. The program will be based on the results of soil samples, water sources, drainage patterns, and the landscape planned. This program will be designed to provide sufficient nutrition to sustain density and vigor for the landscape plantings intended for the Community that will enhance their resistance to disease, weeds, and insects. Education of residents and landscape maintenance contractors will be included in the program.

The program standards will include an annual schedule for applications of controlled release and slow release fertilizers. The program will also identify appropriate buffer requirements for all

areas on the site with respect to wetlands and all natural or created bodies of water. The above fertilization program does not eliminate the requirement of compliance with any County fertilizer ordinance.

(9) Various types of on-site wastewater treatment systems may be used permanently at –solar generating facilities, educational facilities located within the greenways, the North Babcock Area, restroom facilities in the project's trail system, and any plant nursery, sod, or agricultural operations facilities. Pursuant to F.S. 381.0065(4), as may be amended, an operating permit must be obtained prior to the use of any aerobic treatment unit or if the establishment generates commercial waste. Buildings or establishments that use an aerobic treatment unit or generate commercial waste will be subject to annual inspections by the State Department of Health to assure compliance with the terms of the operating permit. Any currently permitted uses of such systems may continue pursuant to existing, modified, and renewed permits.

(10) On-site wastewater treatment systems may be utilized at selected locations such as construction trailers, sales centers, and other non-residential facilities where centralized sewer is not currently available. Each of these non-permanent systems must be licensed as in paragraph (9) above and may continue to be used for five (5) years from the date of installation of each system and thereafter must be abandoned in accordance with state and County regulations.

Notwithstanding the foregoing, models, sales centers and associated construction trailers may be extended on an annual basis as needed and such consent by County shall not be unreasonably withheld.

(11) Bio-solids may be converted into a Class AA residual that may be used as a slow release fertilizer on the site, provided this use meets applicable permitting conditions for the site.

B. Other Conditions.

(1) The proposed water treatment and distribution and wastewater collection and treatment systems will be designed consistent with current industry standards in Southwest Florida.

(2) All potable water facilities, including any possible on-site potable water treatment plants, will be properly sized to supply average and peak day domestic demand, in addition to fire flow demand, at a flow rate approved by the County Fire Department.

(3) The lowest quality of water available and acceptable should be utilized for all non-potable water uses.

(4) Irrigation systems for new construction will comply with County's irrigation and landscaping ordinance, as may be amended from time to time.

(5) Town and Country Utilities Company or its successor or assigns will provide water, wastewater, and reclaimed water to BRC.

(6) SFWMD issued Permit Number 08-00122 W, in October 2007, which includes certain authorizations and permit conditions, in accordance

with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. Such permit is issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its potential application to development which they may propose to undertake within BRC.

(7) Developer may apply for a permit(s) from the SFWMD for non-potable (landscape irrigation) withdrawals, in accordance with its jurisdiction over such matters and the Property. Upon issuance, Developer will follow the authorizations and permit conditions, which will be a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of BRC development. Such permit will be issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the

conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit application and its potential application to development which they may propose to undertake within BRC.

C. Incremental Review.

(1) The AIDA which includes the North Babcock Area shall identify the water and wastewater treatment option(s) which will be employed in the North Babcock Area.

(2) Each AIDA shall include an updated Primary Utility Corridor map.

(3) Each AIDA shall identify the source of water for the Increment and the service provider.

(4) Each AIDA shall identify the service provider and the type(s) of wastewater treatment system(s) to be used in the Increment and their duration(s) of use.

(5) Wastewater treatment options in the North Babcock Area may include decentralized facilities.

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8. HISTORICAL AND ARCHEOLOGICAL SITES

A. Representations and Commitments as Conditions - No relevant provisions.

B. Other Conditions.

(1) A Cultural Resources Survey was prepared and approved by the Florida Department of State, Division of Historical Resources ("DHR"). No cultural resources eligible for listing on the National Register of Historic Places were identified within the BRC, and the development is unlikely to affect historic properties. If any archaeological/historical resources are discovered during the development activities, all work that might cause damage to such resources shall cease immediately, and the Developer shall contact the DHR, SWFRPC, and County so that a state-certified archaeologist can determine the significance of the findings and recommend appropriate preservation and mitigation actions, as necessary.

(2) When County establishes a local register of historical sites, any sites in BRC which qualify for listing on the local register will be listed. Any protection of such resources will be subject to agreement between Developer and County.

(3) By the end of the second DRI Increment, Developer will establish a permanent display of the history of the Babcock Ranch, including but not limited to the railroad and telegraph facilities.

C. Incremental Review. – None.

9. EDUCATION

A. Representations and Commitments as Conditions.

~~The Developer shall dedicate five school sites on the Property: three elementary schools (up to 20± acres each), one middle school (up to 30± acres), and one high school (up to 50± acres), and an educational service center (up to 25± acres). Site acreages are net developable acres exclusive of jurisdictional wetlands and listed species habitat areas. These sites will be delivered on the schedule set forth in Exhibit "D", attached hereto, as that schedule or site dedication requirements may be revised by agreement of Developer and the Charlotte County School Board.~~

The Developer shall comply with the Babcock Ranch School Site Dedication Agreement.

The Developer, District, County and the School Board of Charlotte County entered into an Addendum to the School Site Dedication Agreement on January 8, 2018 ("Agreement") addressing school concurrency for development. If the Agreement is not implemented to address school concurrency, the Developer and Charlotte County School Board shall amend the Agreement accordingly.

Age-restricted communities will not be subject to school concurrency requirements.

B. Other Conditions. Public facilities such as parks, libraries, and community centers shall be co-located with schools to the extent reasonably

practicable. Elementary schools shall be encouraged as focal points for neighborhoods.

C. Incremental Review. Developer shall provide anticipated student generation numbers as part of an AIDA using student generation rates contained in the Student Impact Analysis form.

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10. POLICE AND FIRE

A. Representations and Commitments as Conditions.

(1) Developer or District shall construct the shells of the law enforcement and fire/rescue buildings. The term "shell" means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, general building mechanical, electrical, plumbing, and fire (MEPF) systems, landscaping and exterior finishes to satisfy the Developer's architectural design standards. The building shells may be constructed in phases. The building shells shall be completed by Developer or District and turned over to County on the schedule set forth in Exhibit "D" attached hereto. Until the turnover to County, Developer or District shall be responsible for maintenance of the building shells and the associated building landscaping and any costs of operations elected by Developer or District to be incurred prior to said turnover(s). If the Developer or the District elects to operate any such buildings prior to turnover to County, County will consider an operational contract with District. The Developer or District shall be reimbursed from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design and construction costs of those buildings and the costs of all associated

infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs"), but not for the sites. Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by Exhibit "D".

(2) Site acreages are net developable acres exclusive of jurisdictional wetlands and listed species habitat areas. The sites shall be conveyed with exotic pest plants removed, infrastructure provided, and on a schedule set forth in Exhibit "D" attached hereto.

B. Other Conditions.

(1) The fire flows required for the BRC will be provided. Adequate system storage and pumping capacity will be installed to provide the required flows. Distribution system pipes will be sized to deliver the fire flows to the buildings to meet the requirements of the National Fire Protection Association.

(2) As the development of the project progresses, the Developer will coordinate with the Sheriff's Office prior to or during site plan review regarding security measures and features that will likely deter criminal activity in the BRC.

(3) Six sites totaling approximately 7.8± acres will be dedicated for police and/or fire rescue operations and for a communications tower. Site acreages are net developable acres exclusive of jurisdictional

wetlands and listed species habitat areas. Any additional acres requested by County for such operations will be subject to payment by County pursuant to a purchase contract negotiated between Developer and County.

(4) The Developer or the District shall provide funding to the County in the amount of one million two hundred thousand dollars ($1,200,000) for a ladder truck pursuant to the schedule in Exhibit "D". The housing of that vehicle will be the responsibility of County.

(5) The Developer has provided an interim fully operational double-wide trailer as the first Sheriff's Sub-Station pursuant to the schedule in Exhibit "D".

(6) The Developer ~~or the District shall provide~~has provided funding to the County for an EMS vehicle pursuant to the schedule in Exhibit "D"~~.~~". The housing of that vehicle ~~will be~~is the responsibility of County.

(7) The public purpose buildings and sites shall be subject to the land development regulations and architectural guidelines established for the Property.

(8) All law enforcement, fire, and EMS impact fees collected from the Development (not including any interest earned by County) shall be provided to Developer or District in the form of reimbursements.

(9) Babcock is intended to be a "Firewise" community and will employ "Firewise" principles where appropriate. The County's Office of

Emergency Management will cooperate with and assist the District in this endeavor.

C. Incremental Review.

(1) Each AIDA shall include an updated Exhibit "D" schedule.

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11. SOLID/HAZARDOUS/MEDICAL WASTE

A. Representations and Commitments as Conditions. – None.

B. Other Conditions.

(1) The project shall be bound by all applicable recycling requirements in effect in the County at the time of the development, and all solid waste shall be disposed of by a waste hauler licensed by the State of Florida.

(2) Any buildings where hazardous materials, or waste, is to be used, displayed, handled, generated or stored shall be constructed with impervious floors with adequate floor drains leading to separate impervious holding facilities that are adequate to contain and safely facilitate cleanups of any spill, leakage, or contaminated water.

(3) Discharge of hazardous waste effluent into the sewage system shall be prohibited unless approved by a permit issued by FDEP. There shall be no discharge of hazardous waste or of medical wastes from medical facilities into septic tanks.

(4) Any business within the BRC that generates hazardous waste will be responsible for the temporary storage, siting and proper disposal of the hazardous waste generated by such business. However, there will be no siting of hazardous waste storage facilities contrary to the County zoning regulations. There shall be no disposal of hazardous waste within the BRC.

(5) Any off-site disposal of hazardous waste will be the responsibility of the business that has generated the hazardous waste subject to all applicable local, state, and federal regulations.

(6) Restaurant operators will be required to comply with the County's grease trap ordinance that requires routine maintenance of the grease removal system.

(7) The responsibility for disposing of medical and hazardous waste lies with the waste generator in accordance with local, state and federal law.

(8) Any commercial operations that routinely handle extremely hazardous chemicals (such as the water and wastewater treatment facilities, hospitals and golf courses) will be required to comply with OSHA and NFPA fire and life safety requirements as well as all other local, state, and federal requirements.

(9) Natural gas is identified as a source of energy for the development. The Developer will meet with the Charlotte County Fire & Emergency Medical Services Department to advise it of the location of gas lines prior to installing such lines.

(10) All grease traps will be required to comply with local and state codes. The wastewater from these grease traps will be sent to a centrally located wastewater treatment facility, designed to comply with the applicable effluent quality requirements. The captured grease will be hauled off by a licensed hauler.

C. Incremental Review.

(1) Each AIDA will indicate whether or not the proposed Increment will be part of the County's Sanitation District, and if not, what other option will be used. Each AIDA will include a letter from the service provider that collection will be provided and a letter of availability regarding landfill capacity for the proposed Increment.

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12. AIR

A. Representations and Commitments as Conditions.

Dust prevention on development sites will employ wet or other suppression options consistent with applicable NPDES requirements. Unpaved roads will be watered as needed. Paving of roads will be performed as early in the construction schedule as is reasonably possible.

B. Other Conditions.

BRC shall comply with any applicable FDEP regulations regarding air quality.

C. Incremental Review. – None.

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13. HURRICANE PREPAREDNESS

A. Representations and Commitments as Conditions.

The Developer or District will build the shells of community center civic buildings and certain portions of public school buildings on the Property that will be used as shelters to hurricane building standards per local, state, and/or federal standards, as applicable, and ~~American Red Cross publication #4496, and~~ said buildings will be equipped with emergency generators.

B. Other Conditions.

(1) District or POA shall develop a hurricane preparation and shelter information program for the residents of the Property which will include annual awareness communications to residents. The appropriate County departments dealing with emergency preparedness will cooperate with and assist the District or POA in the development of this program. A copy of the information program was provided to County prior to the first residential closing.

Incremental Review. – None.

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14. OPEN SPACE, PARKS, AND LIBRARY

A. Representations and Commitments as Conditions.

(1) Developer agrees to provide a minimum of thirty-five (35%) percent of the gross acreage of the BRC as open space. "Open Space" shall consist of the Primary Greenway Plan, non-residential vegetated green space (including, but not limited to, community supported agriculture and community gardening), lakes and ponds not engineered for stormwater, lakes and ponds engineered for stormwater with general public access, hiking trails, greenways, bike paths, upland and wetland areas. Active uses such as ball fields, golf courses and other related recreation uses can be counted toward Open Space, but only 50% of the area can be utilized for calculation purposes.

(2) BRC will provide 200 acres of parks with a park points value of 715 points. Park points will be calculated in accordance with the County's Parks & Recreation Master Plan Update 2015-2050 or as otherwise agreed upon by the County and Developer as part of bi-annual meetings.

(3) One site totaling ~~4acres~~4 acres will be dedicated for a library pursuant to the schedule in Exhibit "D". Site acreage is net developable acres exclusive of jurisdictional wetlands and listed species habitat. Developer or District shall be required to fund the construction of a 12,000 square foot library shell building. The

County may desire to construct a library facility totaling 20,000 square feet. The County and the Developer or District agree to cooperate with respect to the design, construction and funding of this library facility. Developer or District shall fund the library shell building costs for 12,000 square feet and, if the County decides to construct the additional 8,000 square feet, the County shall fund the construction of the library shell building costs, in addition to the construction completion of the library facility herein. The library site shall be conveyed with exotic pest plants removed and infrastructure provided.

(4) Developer or District shall construct the shell of the library facility. The term "shell" means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, general building mechanical, electrical, plumbing, and fire (MEPF) systems, landscaping and exterior finishes to satisfy the Developer's architectural design standards–. The building shell shall be completed by Developer or District and turned over to County on the schedule shown on Exhibit "D" attached hereto. Until the turnover to County, Developer or District shall be responsible for maintenance of the building shell and the associated building landscaping and any costs of operations elected by Developer or District to be incurred prior to said turnover(s). If the

Developer or the District elects to operate any such buildings prior to turnover to County, County will consider an operational contract with Developer or District. The Developer or District shall be reimbursed for the park and library facilities from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design, construction, and permitting costs of those buildings and the costs of all associated infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs"), but not for the sites. Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by Exhibit "D".

(5) District or Developer shall prepare the master plans for the park sites in consultation with County and at no cost to the County.

(6) The library building and site shall be subject to the land development regulations and architectural guidelines established for the Property.

B. Other Conditions.

(1) All landscaped open space areas shall be replanted with native vegetation after construction.

(i) Ninety percent (90%) of the trees and ninety percent (90%) of the shrubs installed in public areas will be native plants.

(ii) Seventy-five percent (75%) of the total number of required trees and seventy-five percent (75%) of the shrubs installed in privately owned areas will be native plants.

(iii) One hundred percent (100%) of the trees and shrubs installed in primary greenways will be native plants.

(iv) All plants listed on the Florida Exotic Pest Plant Council's List of Invasive Plant Species Category I and II, are prohibited for use as landscaping material.

(v) Plant material used for landscaping must conform to the standards for Florida Number 1, or better as given in Grades and Standards for Nursery Plants (1998 or latest), and Grades and Standards for Nursery Plants Florida Department of Agriculture and Consumer Services, Tallahassee, Florida.

(2) General agricultural operations may be conducted in accordance with the Land Development Code.

(3) The library building shall be completed, staffed, and opened by County on the schedule shown on Exhibit "D" attached hereto.

(4) Public facilities such as parks, libraries and community centers will be co-located with schools to the extent reasonably practicable. Elementary schools will be encouraged as focal points for neighborhoods.

(5) All park and library impact fees collected from the Development (not including any interest earned by County) shall be provided to Developer or District in the form of reimbursements.

(6) The parks, common recreational areas and common open spaces will be owned, operated, and maintained by either a master property owner's association, a neighborhood association, a condominium association, the District, or a Chapter 190 Community Development District.

(7) Vegetated upland areas within conservation areas will be part of the extensive recreational open space system of BRC.

C. Incremental Review.

(1) Each AIDA shall provide the number of acres of Open Space to be provided in the Increment and the cumulative number with other approved Increments.

(2) Each AIDA shall include an updated Exhibit "D" schedule.

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15. HOSPITALS AND HEALTHCARE

A. Representations and Commitments as Conditions. – None.

B. Other Conditions.

Hospital beds and assisted living facilities may be provided within BRC subject to applicable licensing.

C. Incremental Review.

~~Each AIDA shall indicate whether or not a certificate of need has been, or will be, filed for hospital or other healthcare facilities in the proposed Increment.~~

None

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16. ENERGY

A. Representations and Commitments as Conditions.

(1) All community recreational facilities and businesses will be encouraged to have bicycle parking facilities located closer to the building entrances than non-handicapped parking spaces.

(2) Developer or District will evaluate internal transit options, and will implement options determined by the evaluation to be economically viable.

(3) Window design, as well as other design features such as building orientation, solar roof access, overhangs, shading through landscape or interior shades, porches, free standing walls, fences, louvers, awnings, or shutters will be considered to optimize energy efficiency.

(4) The material choices for streets, parking lots, sidewalks, and the trail system shall be selected to encourage the reduction of the heat island effect. Alternatives to impervious pavement, and the use of open areas, landscaping and shade trees will be an integral component of the design.

(5) Lighting for streets, parking, recreation and other public areas should include energy efficient fluorescent/electronic ballasts, photovoltaics, low voltage lighting, motion sensors and/or timers on lighting and full cut-off luminaries in fixtures that comply with the International Dark-Sky Association standards.

(6) Water closets will have a maximum water usage of 1.28 gallons/flush. Showerheads and faucets will have a maximum flow rate of 2.5 gallons/minute at 80 psi water pressure. Faucet aerators will limit flow rates to 0.5 gallons per minute.

(7) A primarily native plant pallet to reduce water consumption throughout the community will be used as referenced in Section 14, Open Space, Parks and Library, above. Additionally, Developer will strive to use innovative irrigation technology, such as drip irrigation, moisture sensors, and micro spray heads to reduce irrigation water use.

(8) All recreational areas as well as the integrated sidewalks, trails, and paths shall include shade trees where design allows.

B. Other Conditions.

(1) Commercial and residential buildings shall comply with the Florida Energy Efficiency Code for Building Construction.

(2) Site development shall comply with the Florida Green Building Coalition Certification Standards or equivalent green building standards.

(3) One Zero Energy Home ("ZEH") model will be built to feature and promote net zero energy efficient housing.

C. Incremental Review. – None.

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17. MINING OPERATIONS

A. Representations and Commitments as Conditions.

Due to the fact that mining operations have been phased out, mining lakes will be properly reclaimed pursuant to applicable permits.

B. Other Conditions. – None.

C. Incremental Review. – None.

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18. **CONSISTENCY WITH THE LOCAL COMPREHENSIVE PLAN**

For the purposes of this MDO, the County has determined that the BRC project is consistent with the County Comprehensive Plan.

19. **BIENNIAL REPORTS**

The Developer, or its successor(s)-in-title to the undeveloped portions of the Property, must submit a biennial report to the County. The Developer must inform successors-in-title to any undeveloped portion of the real property covered by this development order of this reporting requirement.

20. **CHANGED CONDITIONS**

If County, during the course of monitoring the development, can demonstrate that substantial changes in the conditions underlying the approval of the development order has occurred or that the development order was based on substantially inaccurate information provided by the Developer, resulting in additional substantial regional impacts, then a substantial deviation shall be deemed to have occurred.

21. **COMPLIANCE MONITORING**

The County Administrator, or his or her designee, shall be the local official responsible for assuring compliance with this development order. Monitoring procedures will include County's site plan review and code enforcement procedures, and the Biennial Reports.

22. **EXEMPTION FROM DOWNZONING AND DENSITY/INTENSITY REDUCTION**

Pursuant to Subsection 380.06(15)(c)3, F.S., this project is exempt from downzoning, intensity reduction, or unit density reduction until May 8, 2043, unless

County can demonstrate that substantial changes in the conditions underlying the approval of the development order have occurred or the development order was based on substantially inaccurate information provided by the Developer or that the change is clearly established by local government to be essential to the public health, safety, or welfare.

23. COMMENCEMENT OF DEVELOPMENT

Development shall commence in accordance with the deadline(s) established in the Incremental development orders.

24. PROJECTED BUILDOUT

The project is being built in Increments. Buildout of the final Increment is projected to occur on or about ~~May 24, 2050~~ February 28, 2053 ("Buildout Date").

25. EXPIRATION DATE

The expiration date for this Development Order is ~~November 21, 2051~~ September 9, 2055.

26. DEVELOPMENT PERMITS

Subsequent requests for development permits shall not require further review pursuant to Section 380.06, F.S., unless it is found by the Board of County Commissioners of Charlotte County ("Board"), after due notice and hearing, that one or more of the following items listed in Paragraphs A and B is present. Upon such a finding, the Board may take any action authorized by Subsection 380.06(19), F.S., pending issuance of an amended development order.

A. A substantial deviation from the terms or conditions of this development order, a failure to carry out conditions, commitments or mitigation

measures to the extent set forth herein or consistent with the timing schedules specified herein or substantial deviation from the approved development plans which create a reasonable likelihood of additional regional impacts or other types of regional impacts which were not previously reviewed by the SWFRPC; or

B. An expiration of this development order as provided herein.

27. GENERAL PROVISIONS

The approval granted by this development order is limited. Such approval shall not be construed to relieve the Developer of the duty to comply with all other applicable local, state or federal permitting regulations.

A. Developer and County shall work together in a cooperative manner to ensure that the necessary applications to County, the issuance of permits and the conduct of inspections occur expeditiously and that development is not impeded by unnecessary delays associated with such applications, permit issuances, and inspections.

B. It is understood that any reference herein to any governmental agency shall be construed to mean any future entity which may be created or be designated or succeed in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this development order.

C. Appropriate conditions and commitments contained herein may be assigned to or assumed by District.

D. If there is a conflict between a provision in this development order and a provision in an ERP, a Consumptive Use Permit ("CUP"), a FDEP 404

Permit, or ACOEP, the provision in the ERP, CUP, FDEP 404 Permit, or ACOEP shall prevail.

E. In the event that any portion or section of this development order is determined to be invalid, illegal, or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner, affect the remaining portions of this development order which shall remain in full force and effect.

F. This development order shall be binding upon the County and the Developer, its assignees or successors-in-interest.

G. This development order shall become effective as provided by law.

H. This Resolution shall be recorded in the Minutes of the Board.

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PASSED AND DULY ADOPTED this 23rd day of May, 2023

BOARD OF COUNTY COMMISSIONERS
OF CHARLOTTE COUNTY, FLORIDA

By: _____
William G. Truex, Chairman

ATTEST:
Roger D. Eaton, Clerk of the Circuit Court
and Ex-Officio Clerk to the
Board of County Commissioners

By: _____
Deputy Clerk

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: _____
Janette S. Knowlton, County Attorney
LR#2023-0105

EXHIBITS

Exhibit A	Legal Description
Exhibit B	Master Concept Plan (Map H)
Exhibit C	Questions to be addressed in AIDAs
Exhibit D	Updated Summary of Land Dedications and Facilities Construction
Exhibit E	RESERVED
Exhibit F	Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%
Exhibit G	Babcock Ranch DRI Cumulative Incremental Transportation Conditions
Exhibit H	Land Use Equivalency Matrix
Exhibit I	RESERVED
Exhibit J	Cumulative Future (2038) Traffic Conditions with Project Directional Peak Hour Peak Season
Exhibit K	Cumulative Future (2038) Traffic Conditions with Project Proportionate Share Calculation

EXHIBIT A

Legal Description

CHARLOTTE COUNTY PARCEL:
A parcel of land lying within Sections 29, 31 through 33, Township 41 South, Range 26 East, AND, Sections 4 through 10, Sections 15 through 17 and Sections 19 through 36, Township 42 South, Range 26 East, Charlotte County, Florida, being more particularly described as follows:
Commence at the Southwest corner of Section 31, Township 42 South, Range 26 East and run S89°41'45"E, along the South line of said Section 31, a distance of 50.00 feet to a point on the East right-of-way line of State Road No. 31, said point also being the Point of Beginning of the parcel of land herein described; Thence continue S89°41'45"E a distance of 5,189.75 feet to the Southwest corner of Section 32, Township 42 South, Range 26 East; Thence S89°41'45"E a distance of 5,306.08 feet to the Southeast corner of Section 32, Township 42 South, Range 26 East; Thence S89°37'16"E a distance of 5,289.11 feet to the Southwest corner of Section 34, Township 42 South, Range 26 East; Thence S89°35'44"E a distance of 5,294.60 feet to the Southeast corner of Section 34, Township 42 South, Range 26 East; Thence S89°35'44"E a distance of 5,294.60 feet to the Southwest corner of Section 36, Township 42 South, Range 26 East; Thence S89°35'44"E, along the South line of Section 36, Township 42 South, Range 26 East, a distance of 3,430.66 feet; Thence N00°00'40"W a distance of 10,185.53 feet; Thence N05°46'23"E a distance of 1,058.56 feet; Thence N66°40'38"W a distance of 200.62 feet; Thence S83°12'47"W a distance of 1,373.33 feet; Thence N30°17'33"W a distance of 1,686.63 feet; Thence N70°02'41"W a distance of 1,332.41 feet; Thence S72°42'44"W a distance of 1,430.81 feet; Thence N49°18'31"W a distance of 2,362.25 feet; Thence S69°00'57"W a distance of 1,518.19 feet; Thence S21°08'17"W a distance of 865.44 feet; Thence S20°29'11"E a distance of 1,376.91 feet; Thence N74°38'25"E a distance of 1,635.69 feet; Thence S00°18'50"E a distance of 1,309.92 feet; Thence S89°45'02"W a distance of 4,154.48 feet; Thence N51°39'36"W a distance of 782.53 feet; Thence N04°14'12"E a distance of 1,329.59 feet; Thence N39°20'59"W a distance of 1,779.16 feet; Thence N42°01'35"W a distance of 1,162.94 feet; Thence S52°01'16"W a distance of 818.34 feet; Thence S62°56'46"W a distance of 516.42 feet; Thence S89°59'33"W a distance of 307.20 feet; Thence N80°05'18"W a distance of 334.84 feet; Thence N20°54'51"W a distance of 336.86 feet; Thence N05°03'05"E a distance of 533.35 feet; Thence N22°47'49"E a distance of 5,490.82 feet; Thence N55°42'26"E a distance of 195.73 feet; Thence N21°59'06"W a distance of 1,739.17 feet; Thence N52°37'55"E a distance of 867.75 feet; Thence N13°36'57"W a distance of 2,507.33 feet; Thence S78°50'16"W a distance of 687.95 feet; Thence N19°48'25"W a distance of 366.25 feet; Thence N08°01'21"W a distance of 493.32 feet; Thence N03°43'40"E a distance of 687.22 feet; Thence N00°28'20"E a distance of 674.51 feet; Thence N25°12'33"W a distance of 261.13 feet; Thence N42°54'55"W a distance of 643.19 feet; Thence N07°19'37"W a distance of 171.40 feet; Thence N13°05'30"E a distance of 201.96 feet; Thence N32°40'01"W a distance of 186.12 feet; Thence N05°04'15"W a distance of 1,832.77 feet; Thence N19°47'08"W a distance of 527.20 feet; Thence N26°13'22"W a distance of 802.13 feet; Thence S79°05'55"W a distance of 475.20 feet; Thence N74°19'19"W a distance of 1,689.05 feet; Thence N01°26'06"W a distance of 897.42 feet; Thence N89°51'42"W a distance of 67.81 feet; Thence N00°00'03"W a distance of 1,218.37 feet; Thence N39°50'11"W a distance of 190.86 feet; Thence N00°00'29"W a distance of 324.62 feet; Thence N89°59'52"W a distance of 688.20 feet; Thence N00°00'00"E a distance of 1,967.22 feet; Thence N41°13'25"W a distance of 2,825.17 feet; Thence S89°59'57"W a distance of 3,566.80 feet; Thence S00°00'03"E a distance of 2,799.34 feet; Thence S89°11'17"W a distance of 5,960.98 feet to a point on the East right-of-way line for State Road No. 31; Thence along the East right-of-way line for State Road No. 31, the following courses and distances: S00°48'43"E a distance of 2,976.13 feet and S00°34'01"W a distance of 786.25 feet; Thence S89°25'59"E a distance of 4,104.32 feet; Thence S00°01'22"E a distance of 2,084.04 feet; Thence S16°46'15"E a distance of 1,740.24 feet; Thence S09°11'59"W a distance of 1,325.85 feet; Thence S73°15'18"E a distance of 661.15 feet; Thence N59°20'29"E a distance of 577.75 feet; Thence S38°10'48"E a distance of 551.46 feet; Thence S86°25'58"E a distance of 385.80 feet; Thence S24°01'11"E a distance of 975.12 feet; Thence S57°46'34"E a distance of 530.20 feet; Thence S70°04'12"E a distance of 1,843.47 feet; Thence N63°01'21"E a distance of 1,214.99 feet; Thence S50°03'22"E a distance of 2,565.56 feet; Thence S13°56'09"W a distance of 1,953.90 feet; Thence S12°51'59"E a distance of 1,862.33 feet; Thence S71°59'01"W a distance of 448.53 feet; Thence N45°00'57"W a distance of 266.60 feet; Thence S69°50'23"W a distance of 1,104.27 feet; Thence S28°10'55"E a distance of 1,272.60 feet; Thence S62°45'03"W a distance of 4,638.30 feet; Thence S82°12'01"W a distance of 711.48 feet; Thence S81°38'00"W a distance of 5,167.82 feet; Thence N77°54'41"W a distance of 707.32 feet; Thence N89°28'15"W a distance of 299.98 feet to a point on the East right-of-way line for State Road No. 31; Thence along the East right-of-way line for State Road No. 31, the following courses and distances: S00°31'45"W a distance of 4,197.71 feet, S00°26'10"W a distance of 5,282.33 feet and S00°36'46"W a distance of 5,337.00 feet to the Point of Beginning.
Containing 13,630.60 acres, more or less.
Dimensions and acreage shown are grid values.
Bearings hereinabove mentioned are based on the South line of Section 31, Township 42 South, Range 26 East to bear S89°41'45"E.

S:\20068201-01\Charlotte-Sketch and Description.dwg (11x14-P (3)), dp Oct 23, 2007 - 7:58am

JOHNSON ENGINEERING
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LABELLE, FLORIDA 33935
PHONE (863) 612-0594
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E.B. #642 & L.B. #642

Babcock Ranch Community
Sketch Of Description

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
January 2007	20056693-602	31-42-26	As Shown	3

EXHIBIT B

(Master Concept Plan – Map H)

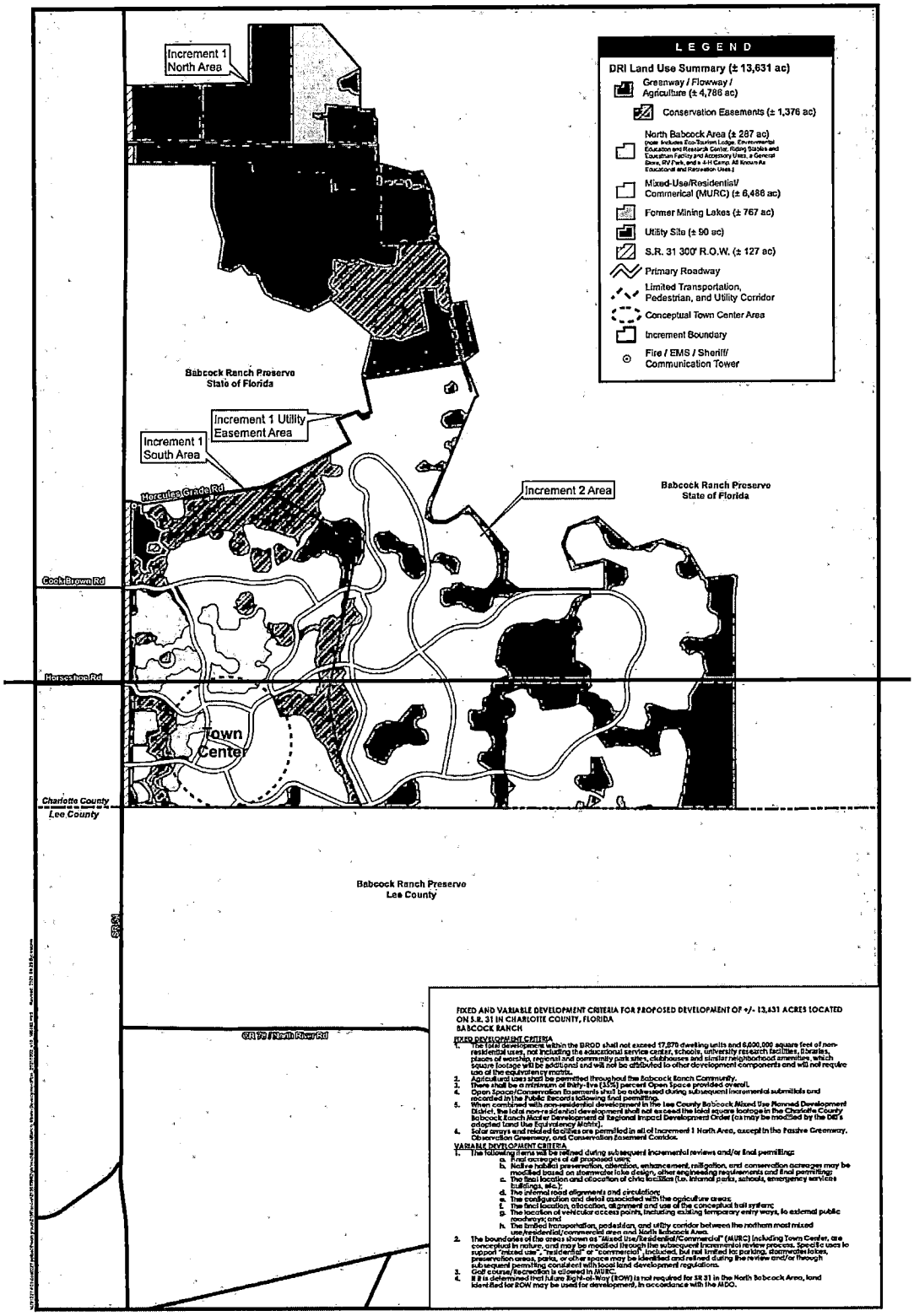

EXHIBIT B

(Master Concept Plan – Map H)

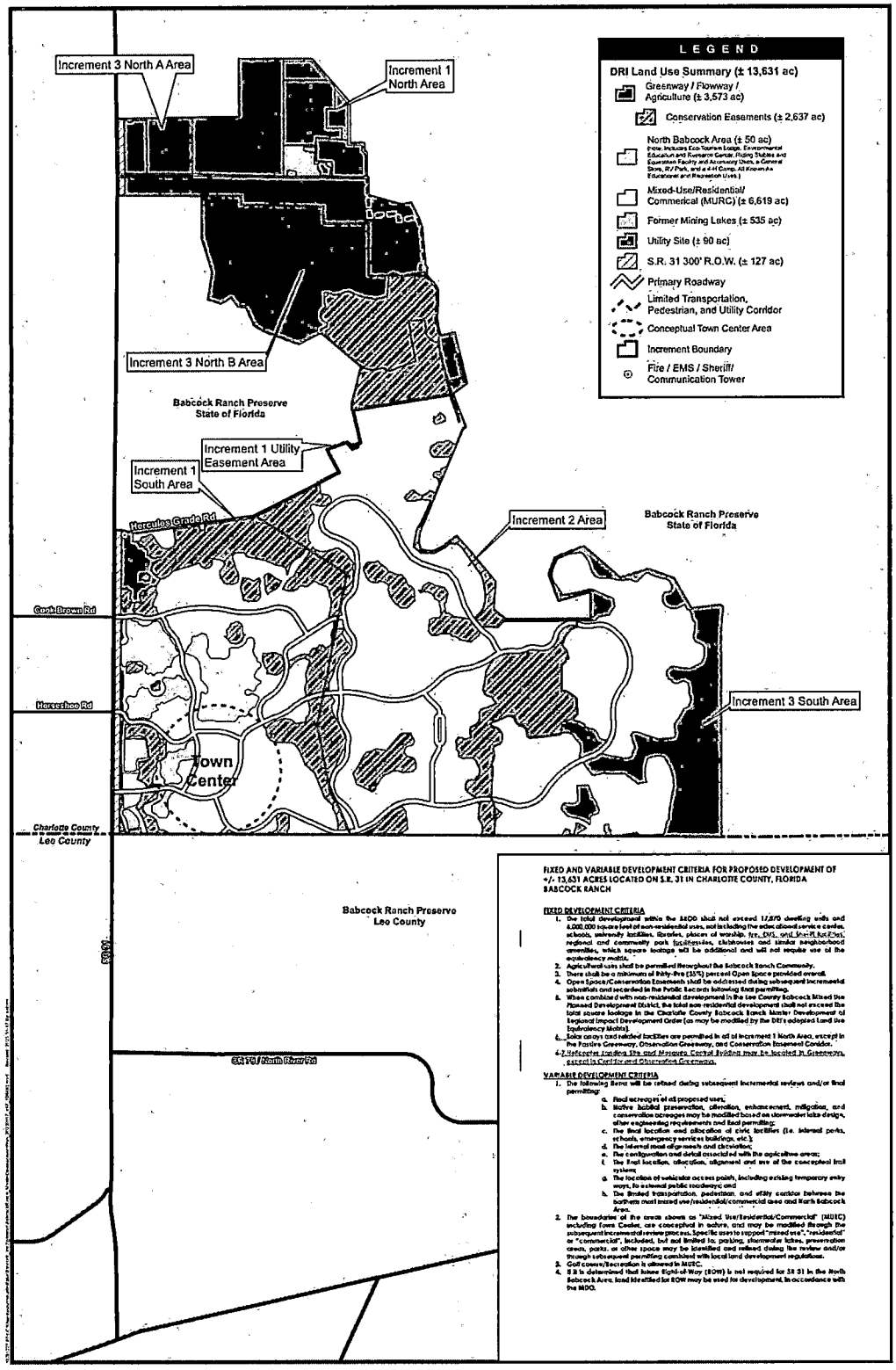

EXHIBIT B

(Expanded Fixed and Variable Criteria depicted on B-1 Master Concept Plan – Map H)

FIXED AND VARIABLE DEVELOPMENT CRITERIA FOR PROPOSED DEVELOPMENT OF +/- 13,630.6 ACRES LOCATED ON S.R. 31 IN CHARLOTTE COUNTY, FLORIDA
BABCOCK RANCH

FIXED DEVELOPMENT CRITERIA

1. The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of worship, fire, EMS, and Sheriff facilities, regional and community park ~~sites~~facilities, clubhouses and similar neighborhood amenities, which square footage will be additional and will not be attributed to other development components and will not require use of the equivalency matrix.
2. Agricultural uses shall be permitted throughout the Babcock Ranch Community.
3. There shall be a minimum of thirty-five (35%) percent Open Space provided overall.
4. Open Space/Conservation Easements shall be addressed during subsequent incremental submittals and recorded in the Public Records following final permitting.
5. When combined with non-residential development in the Lee County Babcock Mixed Use Planned Development District, the total non-residential development shall not exceed the total square footage in the Charlotte County Babcock Ranch Master Development of Regional Impact Development Order (as may be modified by the DRI's adopted Land Use Equivalency Matrix).
6. Solar arrays and related facilities are permitted in all of Increment 1 North Area, except in the Passive Greenway, Observation Greenway, and Conservation Easement Corridor.
7. Helicopter landing site and mosquito control building may be located in Greenways, except Corridor and Observation Greenways.

VARIABLE DEVELOPMENT CRITERIA

1. The following items will be refined during subsequent incremental reviews and/or final permitting:
   a. Final acreages of all proposed uses;
   b. Native habitat preservation, alteration, enhancement, mitigation, and conservation acreages may be modified based on stormwater lake design, other engineering requirements and final permitting;
   c. The final location and allocation of civic facilities (i.e. internal parks, schools, emergency services buildings, etc.);
   d. The internal road alignments and circulation;
   e. The configuration and detail associated with the agriculture areas;
   f. The final location, allocation, alignment and use of the conceptual trail system;
   g. The location of vehicular access points, including existing temporary entry ways, to external public roadways; and
   h. The limited transportation, pedestrian, and utility corridor between the northern most mixed use/residential/commercial area and North Babcock Area.
2. The boundaries of the areas shown as "Mixed Use/Residential/Commercial" (MURC) including Town Center, are conceptual in nature, and may be modified through the subsequent incremental review process. Specific uses to support "mixed use" "residential" or "commercial", included, but not limited to: parking, stormwater lakes, preservation areas, parks, or other space may be identified and refined during the review and/or through subsequent permitting consistent with local land development regulations.
3. Golf course/Recreation is allowed in MURC.
4. If it is determined that future Right-of-Way (ROW) is not required for SR 31 in the North Babcock Area, land identified for ROW may be used for development, in accordance with the MDO.

EXHIBIT C

The following indicates which application questions are to be addressed only in the MDO Application and which questions are to be addressed in both the AMDA ("Master") and the AIDA's ("Increment"). It also indicates those instances where only documentation required by the corresponding Incremental Review provision of this Master Development Order is to be provided ("Documentation").

AMDA and AIDA Questionnaire Responses

Question	1, Statement of Intent	Master, Increment
Questions	2, 3 Applicant Information	Master, Increment
Question	4, Notarized Authorization	Master, Increment
Question	5, Legal Description	Master, Increment
Question	6, Binding Letter Status	Master
Question	7, Local Government Jurisdiction	Master
Question	8, Permitting Status	Master, Increment
Question	9, Maps (All)	Master
Question	9, Maps B, F, G, H, I, J	Increment
Question	10, Part 1, Project Description	Master, Increment (Only Part 1A)
Question	10, Part 2, Comprehensive Plan	Master
Question	10, Part 3, Demographics	Master
Question	10, Part 4, Impact Summary	Master
Question	11, Revenue Generation	Master
Question	12, Vegetation and Wildlife (*MDO* **Condition 6**)	Master, Increment
Question	13, Wetlands (*MDO* **Condition 6**)	Master, Increment
Question	14, Water (*MDO* **Condition 4**)	Master, Increment
Question	15, Soils	Master
Question	16, Floodplains (*MDO* **Condition 4**)	Master, See Stormwater Management
Question	17, Water Supply (*MDO* **Condition 7**)	Master, Increment
Question	18, Wastewater Management (*MDO* **Condition 7**)	Master, Documentation
Question	19, Stormwater Management (*MDO* **Condition 4**)	Master, Increment
Question	20, Solid Waste (*MDO* **Condition 11**)	Master, Documentation
Question	20, Hazardous Waste (*MDO* **Condition 11**)	Master, Documentation
Question	21, Transportation (*MDO* **Condition 5**)	Master, Increment
Question	22, Air (*MDO* **Condition 12**)	Master

EXHIBIT C

AMDA and AIDA Questionnaire Responses, (continued)

Question	23, Hurricane Preparedness (*MDO* **Condition 13**)	Master~~, Documentation~~
Question	24, Housing (*MDO* **Condition 3**)	Master
Question	25, Police and Fire Protection (*MDO* **Condition 10**)	Master, Documentation
Question	26, Recreation/Open Space (*MDO* **Condition 14**)	Master, Documentation
Question	27, Education (*MDO* **Condition 9**)	Master
Question	28, Health Care (*MDO* **Condition 15**)	Master~~, Documentation~~
Question	29, Energy (*MDO* **Condition 16**)	Master~~, Documentation~~
Question	30, Historical/Archaeological (*MDO* **Condition 8**)	Master~~, Documentation~~
Question	33, Hospitals (*MDO* **Condition 15**)	Master~~, Documentation~~
Question	35, Mining Operations (*MDO* **Condition 17**)	Master~~, Documentation~~

EXHIBIT D

1

Exhibit D

SUMMARY OF LAND DEDICATION & FACILITIES CONSTRUCTION

Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations		SITE & BUILDING DEDICATION/CONSTRUCTION TIME LINE The criteria for determining public facility shell completion and/or land dedication shall be by population or residential certificate of occupancy ("C/O") referenced below.	
Community Services							
Parks	200 acres containing total park points of 715 ***1**	n/a	n/a	n/a			
Library Component	4	1	12,000 ***2** (8,000 optional County participation)	12,000 SF- prior to reaching 17,500 persons 8,000 SF optional County participation- prior to reaching 20,000 persons		12,000 SF ***10**	8,000 SF optional County participation ***10**
Extension Services							
Mosquito Control pre-fab building (shell only)	1	1	~~3000~~3,000 ***3**	Prior to reaching 12,500 persons		***10**	
Fire/Rescue/Law Enforcement							
Site #1 Sheriff	1.8	1	12,500	October 1, 2024		***10**	
Site #1 Fire	1.5	1	12,160	October 1, 2024		***10**	
One Ladder Truck ***4**	n/a	n/a	n/a	October 1, 2024			
One EMS Vehicle	n/a	n/a	n/a	500th C/O	COMPLETE		
One permanent helicopter landing site***5**	0.25	1	n/a	October 1, 2024		***10**	
Site #2 Fire	2	1	8,500	2nd Fire Station by 12,500 persons or 400,000 square feet of non-residential within Increment 2, whichever will be achieved first.		***10**	
Site #3 Fire	2	1	8,500	3rd Fire Station by 12,500 persons or 400,000 square feet of non-residential within Increment 3, whichever will be achieved first.		***10**	
Fire & Police Communications Tower Site	0.25+	1	n/a	Site identification and dedication by 1,500th C/O	COMPLETE		
Interim Sheriff's Sub-station Office Trailer and Site ***6**	n/a	1	24'W x 60' overall	The later of the issuance of the 100th residential C/O or upon written request of Sheriff's Dept.	COMPLETE		

EXHIBIT D

Interim EMS Sub-Station Site *7	n/a	1	n/a		COMPLETE
Public Facilities					
County Annex - "County Hall"	n/a	n/a	20,000	By 17,500 persons *8	*10

SUMMARY OF LAND DEDICATION & FACILITIES CONSTRUCTION

Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations
Schools *9				
~~Elementary Schools~~	~~Up to 60 (20 per school)~~	~~3~~	~~n/a *9~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~
~~Middle Schools~~	~~Up to 30.0~~	~~1~~	~~n/a~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~
~~High Schools~~	~~Up to 50.0~~	~~1~~	~~n/a~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~
~~Educational Service Center~~	~~25~~	~~1~~	~~n/a~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~

SITE & BUILDING DEDICATION TIME LINE

The criteria for determining public facility shell completion and/or land dedication shall be by residential certificate of occupancy ("C/O")

Notes to Exhibit 'D'

*1 Parks to be dedicated to ISD or a POA. Park acreage is not required to be allocated equally among the various increment boundaries or identified in a specific increment. Park points will be calculated in accordance with the Charlotte County Parks & Recreation Master Plan Update 2015-2050 or as otherwise agreed upon by the County and Developer as part of the bi-annual meetings referenced in Footnote 10 below.

*2 Phased Library option. The County and the Developer and/or District agree to cooperate with respect to the design, construction, and funding of this library facility. The Developer shall be required to fund the construction of a 12,000 SF library shell building. The County may desire to construct a library facility totaling 20,000 SF. If so, the Developer shall fund the library shell building costs for 12,000 SF and the County shall fund the construction of the library shell building costs for 8,000 SF in addition to the construction completion of the library facility described herein.

*3 Pre-fab building to include two offices, two bays for vehicle and equipment, and chemical storage. This facility shall be ADA compliant and shall include all required utilities, parking, and landscaping.

*4 Developer and/or District will provide funding up to one million two hundred thousand dollars ($1,200,000) towards the purchase of a ladder truck and County will be responsible for funding any remaining cost of the ladder truck.

*5 Helicopter landing site may also be used by mosquito control~~.~~ and co-located with the Mosquito Control pre-fab building (shell only).

*6 An interim sheriff's sub-station office trailer (24'W x 60' overall length) will be fully operational the later of the issuance of the 100th residential C/O or upon written request of Sheriff's Department and will be terminated upon the opening of the Sheriff's facility. COMPLETE

*7 Provide site work and utility connections for interim EMS station 9 expansion

*8 A County Annex building will be constructed on County owned land. This facility will be designed as a gathering place for community residents, and as County Commission and key staff satellite offices. Appropriate operations shall be served from this facility. The County, at its option, may increase the size of the County Annex and fund said expansion.

~~*9 School sites may be dedicated to a charter school(s), in accordance with the First Amendment to the Babcock Ranch School Site Dedication Agreement dated July 22, 2016. School sites will be located, based on appropriateness of site and anticipated demographic makeup of each increment. School site locations will be provided for the DRI, but are not~~

General Notes:

1) All dedications and construction, required under this schedule, shall be completed and turned over based on a population or residential dwelling unit certificate of occupancy use threshold required above or as otherwise agreed to by the parties.

2) The shell building construction required above shall be completed by the Developer one (1) year prior to the trigger referenced in the column entitled 'Commencement of Operations'.

EXHIBIT D

~~allocated to a specific increment.~~ *9 School Board criteria for land dedication per the School Site Dedication Agreement.

*10 County and Developer shall meet bi-annually to discuss the next five (5) years of development projections, such projections shall include the projected population and square footage for non-residential development, including but not limited to retail, office, industrial, ancillary facilities, etc. The population projection shall be based on 2.5 persons per unit. The development projections shall also be coordinated with the emergency response zones to meet the service requirements. The site and building dedication/construction timing for each public facility will be agreed upon in writing as part of the bi-annual meetings.

EXHIBIT F

Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 66%

EXHIBIT F
BABCOCK RANCH COMMUNITY MASTER TRAFFIC STUDY UPDATE (2020)
MASTER (BUILDOUT - 2040) ROADWAY NETWORK
Page 1 of 2

Initial Internal Capture Rate - 22%
(Transportation Condition B.(1)(c)) [1]

SIGNIFICANTLY AND ADVERSELY IMPACTED ROADWAYS			E+C # OF LANES	NEEDED IMPROVEMENTS FOR TRANSPORTATION DEFICIENCY WITHOUT BRC DRI [2]	RECOMMENDED IMPROVEMENTS WITH BRC DRI [3]	PROJECT-RELATED IMPROVEMENTS [3]
Roadway	From	To				
Charlotte County						
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	2	None	Widen From 2L to 10L	Widen From 2L to 10L
	Lake Babcock Dr./Horseshoe Rd.	Greenway Blvd./Cook Brown Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Greenway Blvd./Cook Brown Rd.	CR 74	2	None	Widen From 2L to 6L	Widen From 2L to 6L
	CR 74	DeSoto County Line	2	None	Widen From 2L to 4L	Widen From 2L to 4L
DeSoto County						
SR 31 (Babcock Ranch Rd.)	Charlotte County Line	CR 763 (Farm Rd.)	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	CR 763 (Farm Rd.)	CR 760 A	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	CR 760 A	N. of CR 760	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	N. of CR 760	SR 70	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Lee County						
Broadway St. (Alva)	SR 80	North River Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Buckingham Rd.	Gunnery Rd.	Cemetery Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Cemetery Rd.	Orange River Blvd.	2	None	Widen From 2L to 4L	None
	Orange River Blvd.	SR 80	2	None	Widen From 2L to 4L	None
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Joel Blvd.	18th St.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 6L	Widen From 4L to 6L
Littleton Rd.	Corbett Rd.	US 41	2	Widen From 2L to 4L	Widen From 2L to 4L	None
N. River Rd.	SR 31	Franklin Lock Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Franklin Lock Rd.	Broadway Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Orange River Blvd.	SR 80	Staley Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Ortiz Ave.	Colonial Blvd.	SR 82	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	SR 82	Luckett Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 884 (Colonial Blvd.)	CR 865/Ortiz Ave.	I-75	6	Widen From 6L to 10L	Widen From 6L to 12L	Widen From 10L to 12L
SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	None	Widen From 4L to 6L	Widen From 4L to 6L
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	None	Widen From 4L to 6L	Widen From 4L to 6L
	I-75	SR 31 (Babcock Ranch Rd.)	6	None	Widen From 6L to 8L	Widen From 6L to 8L
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	Broadway St/CR 78	CR 884 (Joel Blvd.)	4	None	Widen From 4L to 6L	Widen From 4L to 6L
SR 80 EB (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 78 (Pine Island Rd.)	Del Prado Blvd.	W. of CR 78A/Pondella Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 78 (Bayshore Rd.)	SR 45/US 41 (Cleveland Ave.)	New Post Rd./Hart Rd.	4	Widen From 4L to 6L	Widen From 4L to 8L	Widen From 6L to 8L
	New Post Rd./Hart Rd.	W. of Willow Stream Ln.	4	Widen From 4L to 6L	Widen From 4L to 8L	Widen From 6L to 8L
	W. of Willow Stream Ln.	W. of Pritchett Pkwy.	4	Widen From 4L to 6L	Widen From 4L to 8L	Widen From 6L to 8L
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	None	Widen From 4L to 6L	Widen From 4L to 6L
	Pritchett Pkwy.	Old Bayshore Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Old Bayshore Rd.	SR 31	2	None	Widen From 2L to 4L	Widen From 2L to 4L
SR 93/I-75	SR 884/Colonial Blvd.	SR 82/Immokalee Rd.	6	None	Widen From 6L to 8L	Widen From 6L to 8L
	SR 82/Immokalee Rd.	Luckett Rd.	6	None	Widen From 6L to 8L	Widen From 6L to 8L
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2	Widen From 2L to 4L	Widen From 2L to 8L	Widen From 4L to 8L
	SR 78	Old Rodeo Dr.	2	Widen From 2L to 4L	Widen From 2L to 10L	Widen From 4L to 10L
	Old Rodeo Dr.	CR 78/N. River Rd.	2	Widen From 2L to 4L	Widen From 2L to 10L	Widen From 4L to 10L
	CR 78/N. River Rd.	Shirley Ln.	2	Widen From 2L to 4L	Widen From 2L to 12L	Widen From 4L to 12L
	Shirley Ln.	Fox Hill Rd.	2	Widen From 2L to 4L	Widen From 2L to 12L	Widen From 4L to 12L
	Fox Hill Rd.	Busbee Ln.	2	Widen From 2L to 4L	Widen From 2L to 10L	Widen From 4L to 10L
	Busbee Ln.	Charlotte County Line	2	None	Widen From 2L to 10L	Widen From 2L to 10L

Footnotes:

(1) Roadway Network based on initial internal capture rate of 22% as mandated by the review agencies.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
Per AMDA Development Order, initial capture rate of 22% controls for first Increment and subsequent Increment until such time that Exhibit F is revised and updated.

(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.

(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.

(4) Roadway Network based on Developer's estimated community capture rate (Daily = 70%, Peak Hour = 66%) of a new town.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.

(5) Per FDOT SR 31 SEIR/PD&E Study.

dpa

EXHIBIT F

Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 66%

EXHIBIT F (Continued)
BABCOCK RANCH COMMUNITY MASTER TRAFFIC STUDY UPDATE (2020)
MASTER (BUILDOUT - 2040) ROADWAY NETWORK
Page 2 of 2

Developer's Estimated Community Capture Rate - 66%
(Transportation Condition B.(1)(b)) [4]

SIGNIFICANTLY AND ADVERSELY IMPACTED ROADWAYS			E+C # OF LANES	NEEDED IMPROVEMENTS FOR TRANSPORTATION DEFICIENCY WITHOUT BRC DRI [2]	RECOMMENDED IMPROVEMENTS WITH BRC DRI [3]	PROJECT-RELATED IMPROVEMENTS [3]
Roadway	From	To				
Charlotte County						
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	2	None	Widen From 2L to 6L [5]	Widen From 2L to 6L
	Cypress Pkwy.	Lake Babcock Dr./Horseshoe Rd.	2	None	Widen From 2L to 4L [5]	Widen From 2L to 4L
	Lake Babcock Dr./Horseshoe Rd.	Greenway Blvd./Cook Brown Rd.	2	None	Widen From 2L to 4L [5]	Widen From 2L to 4L
	Greenway Blvd./Cook Brown Rd.	CR 74	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Lee County						
Broadway St.	SR 80	North River Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	Orange River Blvd.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Joel Blvd.	18th St.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Orange River Blvd.	SR 80	Staley Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 80 EB (Second St.)	SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 78 (Pine Island Rd.)	W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 78 (Bayshore Rd.)	SR 45/US 41 (Cleveland Ave.)	New Post Rd./Hart Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	New Post Rd./Hart Rd.	W. of Willow Stream Ln.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	W. of Willow Stream Ln.	W. of Pritchett Pkwy.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	SR 78	Old Rodeo Dr.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Old Rodeo Dr.	CR 78/N. River Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	CR 78/N. River Rd.	Shirley Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Shirley Ln.	Fox Hill Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Fox Hill Rd.	Busbee Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Busbee Ln.	Charlotte County Line	2	None	Widen From 2L to 6L [5]	Widen From 2L to 6L

Footnotes:

(1) Roadway Network based on initial internal capture rate of 22% as mandated by the review agencies.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
Per AMDA Development Order, initial capture rate of 22% controls for first Increment and subsequent Increment until such time that Exhibit F is revised and updated.

(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.

(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.

(4) Roadway Network based on Developer's estimated community capture rate (Daily = 70%, Peak Hour = 66%) of a new town.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.

(5) Per FDOT SR 31 SEIR/PD&E Study.

EXHIBIT F

Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 66%

EXHIBIT F (Continued)
BABCOCK RANCH COMMUNITY MASTER TRAFFIC STUDY UPDATE (2020)
MASTER (BUILDOUT - 2040) ROADWAY NETWORK
Page 2 of 2

Developer's Estimated Community Capture Rate - 66%
(Transportation Condition B.(1)(b))[4]

SIGNIFICANTLY AND ADVERSELY IMPACTED ROADWAYS			E+C # OF LANES	NEEDED IMPROVEMENTS FOR TRANSPORTATION DEFICIENCY WITHOUT BRC DRI[2]	RECOMMENDED IMPROVEMENTS WITH BRC DRI[3]	PROJECT-RELATED IMPROVEMENTS[3]
Roadway	From	To				
Charlotte County						
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	2	None	Widen From 2L to 6L[5]	Widen From 2L to 6L
	Cypress Pkwy.	Lake Babcock Dr./Horseshoe Rd	2	None	Widen From 2L to 4L[5]	Widen From 2L to 4L
	Lake Babcock Dr./Horseshoe Rd	Greenway Blvd./Cook Brown Rd	2	None	Widen From 2L to 4L[5]	Widen From 2L to 4L
	Greenway Blvd./Cook Brown Rd	CR 74	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Lee County						
Broadway St.	SR 80	North River Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	Orange River Blvd.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Joel Blvd.	18th St.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Orange River Blvd.	SR 80	Staley Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 80 EB (Second St.)	SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 78 (Pine Island Rd.)	W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 78 (Bayshore Rd.)	SR 45/US 41 (Cleveland Ave.)	New Post Rd./Hart Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	New Post Rd./Hart Rd.	W. of Willow Stream Ln.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	W. of Willow Stream Ln.	W. of Pritchett Pkwy.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	SR 78	Old Rodeo Dr.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Old Rodeo Dr.	CR 78/N. River Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	CR 78/N. River Rd.	Shirley Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Shirley Ln.	Fox Hill Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Fox Hill Rd.	Busbee Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Busbee Ln.	Charlotte County Line	2	None	Widen From 2L to 6L[5]	Widen From 2L to 6L

Footnotes:

(1) Roadway Network based on initial internal capture rate of 22% as mandated by the review agencies.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
Per AMDA Development Order, initial capture rate of 22% controls for first Increment and subsequent Increment until such time that Exhibit F is revised and updated.
(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.
(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.
(4) Roadway Network based on Developer's estimated community capture rate (Daily = 70%, Peak Hour = 66%) of a new town.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
(5) Per FDOT SR 31 SEIR/PD&E Study.

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

A. Representations and Commitments as Conditions.

(1) Increments 1,2, and 3

In accordance with the MDO, each Incremental traffic study will include any previously evaluated Increment as Project traffic. Mitigation provided by any previously evaluated Increment shall be credited to the overall impact of the Project.

a. Developer shall be fully responsible for the required site-related roadway and intersection improvements associated with Increments 1, 2, and 3 as set forth herein. Site-related improvements include, but are not limited to, the following: site driveways and roads; median cuts made necessary by those driveways or roads; right-turn, left-turn, and deceleration or acceleration lanes leading to or from those driveways or roads; traffic control measures for those driveways or roads; and roads or intersection improvements whose primary purpose at the time of construction is to provide access to the development. The specific site-related improvements shall be subject to review and approval under the Site Plan Review process as provided in Section 3-9-7 of the Code of Laws and Ordinances of Charlotte County, Florida ("Code"), and coordination with FDOT. The cumulative site-related improvements for Increments 1, 2, and 3 are as follows:

a. SR 31 / Cypress Parkway (D-D)

- Signalization
- Widen SR 31 to 6L

- 1 NB Left-Turn Lane
- 1 NB Right-Turn Lane
- 1 SB Left-Turn Lane
- 1 EB Left/Thru/Right Turn Lane
- 3 WB Left-Turn Lanes
- 1 WB Thru/RT Lane

b. SR 31 / Horseshoe Road / Lake Babcock Drive (C-C)

- Multilane Roundabout
- Widen SR 31 to 4L
- 1 NB LT/Thru Lane
- 1 NB Thru/RT Lane
- 1 SB LT/Thru Lane
- 1 SB Thru/RT Lane
- 1 EB LT/Thru/RT Lane
- 1 WB Left-Turn Lane
- 1 WB LT/Thru/RT Lane
- 1 WB Right-Turn Lane

c. SR 31 / Cook Brown Road/Greenway Boulevard (B-B)

- Multilane Roundabout
- Widen SR 31 to 4L
- 1 NB LT/Thru Lane
- 1 NB Thru/RT Lane

- 1 SB LT/Thru Lane
- 1 SB Thru/RT Lane
- 1 EB LT/Thru/RT Lane
- 1 WB LT/Thru/RT Lane

d. SR 31 / Increment 1 North Project Entrance/Hercules Grade

- Add NB Right-Turn Lane
- Add SB Left-Turn Lane
- Add WB Left-Turn/Right-Turn Lane

Construction of ingress and egress driveways, as necessary along SR 31.

b. The cumulative off-site traffic impacts of Increments 1, 2, and 3 through 2038, as estimated by the AIDA traffic analysis are identified in Exhibit J, which is attached hereto and incorporated herein by reference. These off-site traffic impacts have been accepted by FDOT, Charlotte County, Lee County, and the SWFRPC, as the cumulative impacts resulting from Increments 1, 2, and 3.

1. The mutually agreed upon significantly and adversely impacted roadways for Increments 1, 2, and 3 that are not transportation deficient, and the identified improvements for Increments 1, 2, and 3 are:

a. SR 31 from SR 78 to Old Rodeo Drive

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

- Widen from 4 to 6 Lanes

b. SR 31 from Old Rodeo Drive to North River Road

- Widen from 4 to 6 Lanes

c. SR 31 from North River Road to Shirley Lane

- Widen from 4 to 6 Lanes

d. SR 31 from Shirley Lane to Fox Hill Road

- Widen from 4 to 6 Lanes

e. SR 31 from Fox Hill Road to Busbee Lane

- Widen from 4 to 6 Lanes

f. SR 31 from Busbee Lane to Charlotte/Lee County Line

- Widen from 4 to 6 Lanes

g. SR 31 from Charlotte/Lee County Line to Cypress Parkway

- Widen from 4 to 6 Lanes

h. SR 31 from Lake Babcock Drive to Greenway Boulevard

- Widen from 2 to 4 Lanes

i. SR 78 from Old Bayshore Road to SR 31

- Widen from 2 to 4 Lanes

j. SR 78 from Pritchett Parkway to Old Bayshore Road

- Widen from 2 to 4 Lanes

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

2. The mutually agreed upon significantly and adversely impacted intersections, that are not transportation deficient, and the identified improvements for Increments 1, 2, and 3 are:

a. SR 78 / I-75 (West Ramp)

- Add SB Left-Turn Lane
- Add WB Left-Turn Lane

b. SR 80 / Orange River Boulevard

- Add NB Left-Turn Lane

c. SR 80 / SR 31

- Reconfigure NB Thru/Left-Turn Lane to Thru Lane
- Add 2 SB Left-Turn Lanes
- Reconfigure SB Thru/Left-Turn Lane to Thru Lane
- Add SB Right-Turn Lane
- Add 2 EB Left-Turn Lanes
- Add WB Left-Turn Lane

d. SR 31 / SR 78

- Realign Intersection from Interim to Ultimate Alignment with:

  a. 2 NB Left-Turn Lane

  b. 2 NB Thru Lanes

  c. 2 SB Thru Lanes

  d. 1 SB Right-Turn Lane

e. 3 EB Left-Turn Lanes

f. 1 EB Right-Turn Lane

e. SR 31 / North River Road

- Convert interim roundabout to ultimate traffic signal consistent with the SR 31 PD&E Study:

  a. 1 NB Left-Turn Lane

  b. 3 NB Thru Lanes

  c. 1 NB Right-Turn Lane

  d. 2 SB Left-Turn Lanes

  e. 3 SB Thru Lanes

  f. 1 SB Right-Turn Lane

  g. 1 EB Left-Turn Lane

  h. 1 EB Thru/RT Lane

  i. 1 WB Left-Turn Lane

  j. 1 WB Thru/RT Lane

  k. 1 WB Right-Turn Lane

- Add NB Auxiliary Thru Lane
- Add EBL
- Add WBL

The Cumulative (with Increments 1, 2 and 3) proportionate share of the improvements, as shown on Exhibit K, has been calculated consistent with F.S. 163.3180. The proportionate share calculation was based on 5,899 pm peak hour two-way external

trips and 5,869 pm peak hour two-way net new trips assigned to the external road network established by the AIDA traffic analysis. The calculated cumulative proportionate share for Increments 1, 2, and 3 is $50,937,226 based upon the proportionate share percentages as calculated per lane mile for each improvement as shown on Exhibit K. The proportionate share percentages have been accepted by Charlotte County and FDOT for Increments 1, 2, and 3, recognizing that the actual costs may increase or decrease based upon the final actual costs of the agreed upon improvements.

3. The agreed upon mitigation of the significantly and adversely impacted roadways and intersection improvements identified in Condition A.(1).b.1. and 2., accepted by Charlotte County and FDOT shall be the following schedule of listed improvements and date certain payment provisions

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

Reference #	Item [1]	Mitigation Commitments [7]	Anticipated Start Date [2]
1	Off-Site Road Segments	-	-
	SR 31	-	-
	a. SR 78 to CR 78 -Widen from 2 to 4 lanes -With infrastructure and grading provided for 6-lane expansion - Includes intersection improvements	$20,960,000	Ongoing [6]
	b. CR 78 to Cypress Parkway -Widen from 2 to 4 lanes -With infrastructure and grading provided for 6-lane expansion - Includes intersection improvements	$47,170,000	Ongoing [6]
	c. Cypress Parkway to Horseshoe Road -Widen from 2 to 4 lanes -Sidewalk one side	$7,730,000	Ongoing [6]
	Subtotal	$75,860,000	-
	d. Prior Project Contributions		-
	(1) SEIR/PD&E Contribution	$1,350,000	Completed [5]
	(2) Previously completed and ongoing design, permitting, and survey associated with SR 31 widening	$2,342,000	Completed [5]
	(3) Previously constructed chain of lakes	$2,500,000	Completed [5]
	SR 31 Subtotal	$82,052,000	-
2	SR 31 Traffic Count Stations [3]	$200,000	Installed at Cypress Parkway, Lake Babcock Drive, and Greenway Boulevard [4]
-	-		-
-	Grand Total	$82,252,000	-

Footnotes:
(1) Subject to agreement between FDOT and the Developer, the scope of the schedule of improvements may be increased with credit for any increased cost funded by the Developer reimbursed consistent with Condition A.1.b.6 .
(2) Dates are anticipated and subject to adjustment by Developer and FDOT without a need to amend this IDO. Start dates, as well as the associated mitigation requirements, contained within the IDO are subject to extension under Section 252.363, Florida Statutes.
(3) The cost of the permanent count station equipment will be credited against the DRI's traffic mitigation obligation per MDO Condition 5.B.(7).
(4) Traffic Count Stations to be installed at Project Entrances, as the Project Entrances are built.
(5) These tasks have been mitigated by Developer to facilitate completion of required improvements. The paid mitigation is creditable towards future assessments consistent with Condition A.1.b.6.
(6) The interim improvements identified in the SR 31 PD&E Study are anticipated to be completed by year 2025.
(7) Includes FDOT State Infrastructure Bank Loan Improvement Cost Estimate of $75,860,197. Proportionate share obligations for the off-site impacts are considered to be pipelined towards SR 31 roadway improvements. Mitigation committed is in excess of proportionate share obligations for the off-site impacts.

4. The Developer shall (or indicate completion of):

a. Initiate the below improvements of SR 31 to eventually (during the full development of Babcock Ranch) result in the four-laning of SR 31 from SR 78 to Horseshoe Road/Lake Babcock Drive (Reference #1 above and i-ii below). The improvements will consist of the following:

- Funding in the amount of $1,000,000 has been provided to the FDOT to facilitate the preparation of the Project Development and Environment Study (PD&E) and/or State Environmental Impact Report (SEIR) for SR31 from SR 78 to North River Road. This funding was used by the FDOT to prepare a complete PD&E Study or SEIR Study of SR 31 from SR 78 to North River Road.
- On May 26, 2021, the Florida Department of Transportation (FDOT) granted Acceptance of the State Environmental Impact Report for State Road (SR) 31 from SR 78 to Cook Brown Road in Lee and Charlotte Counties.
- The four-laning of SR 31 from SR 78 to Horseshoe Road/Lake Babcock Drive is anticipated to be completed by year 2025.

b. Permanent traffic count stations were installed at Greenway Boulevard, Lake Babcock Drive, and Cypress Parkway.

5. FDOT has maintenance authority for SR 31 and the intersection improvements set forth above. Developer shall be responsible for the guaranteed construction of the above improvements, in accordance with the above schedule.

6. If the cost of the mitigation provided by the Developer for Increments 1, 2, and 3 exceeds the proportionate share of the impacts resulting from mitigation by Increments 1, 2, and 3 of $50,937,226 (as adjusted up or down in accordance with actual costs and based upon the accepted proportionate share percentages shown on Exhibit K), the Developer shall be entitled to a credit toward the overall impact of the Project for the cost of improvements beyond the proportionate share amount and receive mitigation credit for subsequent increments or phases, as provided in the MDO and applicable law. Developer, FDOT, and/or County may enter into a Transportation Credit Agreement to further delineate the terms and procedures for implementing credits for identified improvements set forth above in excess of the proportionate share of Increments 1, 2, and 3. Credit for the cost of additional improvements as set forth above shall be analyzed as part of the transportation analysis for future increments and be included in subsequent incremental development orders.

c. Satisfaction of the required mitigation in the timeframes as outlined and compliance with the transportation provisions herein for Increments 1, 2, and 3, shall satisfy the road or traffic concurrency requirements of the Charlotte 2050 Comprehensive Plan, LDR, and the Charlotte County Concurrency Management System, through the later of December 31,

2038, or the buildout date of the most recently approved Increment. If the Developer proposes to extend the buildout date beyond the later of December 31, 2038, or the buildout date of the most recently approved Increment, the Developer and the County, during the development order amendment process pursuant to Section 380.06(7), Florida Statutes, shall re-evaluate the future traffic impact in a manner consistent with the MDO.

d. DEO has determined that SR 31 is a Regionally Significant Roadway.

e. County has exercised its discretion to accept this mitigation for Increments 1, 2, and 3.

f. Improvements to the facilities outlined above shall be mitigated at the time that a road segment or intersection is expected to operate below the level of service standard adopted in County's Comprehensive Plan. If the road or the intersection operates below the adopted level of service, no building permits for residential and non-residential development shall be issued unless the improvements are: a) complete, b) under construction, c) the subject of a clearly identified, executed and recorded local government development agreement consistent with Sec. 163.3220 through 163.3423, F.S., ensuring completion concurrent with impacts; d) the subject of a binding commitment ensuring completion concurrent with impacts or e) the DRI's proportionate share mitigation may be pipelined into specific improvements as deemed necessary and mutually agreed upon between FDOT and the developer.

(2) Total mitigation paid for the project shall be reflected in the Biennial Report.

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EXHIBIT H MDO LAND USE EQUIVALENCY MATRIX (LUEM)

EXHIBIT H

Table EM-1: Babcock Ranch Community - Incremental (Cumulative DRI) Equivalency Matrix

Land Use Equivalent To	Unit	Single-Family (1 d.u.)	Multifamily (1 d.u.)	Age-Restricted [1] Residential (1 d.u.)	Assisted Living Facility (1 bed)	Retail (1,000 sq. ft.)	General Office (1,000 sq. ft.)	Medical Office (1,000 sq. ft.)	Industrial - General Light (1,000 sq. ft.)	Industrial [2] (1,000 sq. ft.)	Hotel / Motel (1 room)	RV Park [3] (1 site)	Civic / Government (1,000 sq. ft.)
Single-Family	d.u.	NA	0.58	0.40	0.32	3.62	1.54	5.45	0.44	0.46	0.93	0.36	2.31
Multifamily	d.u.	1.71	NA	0.69	0.55	6.21	2.65	9.35	0.76	0.78	1.60	0.62	3.96
Age-Restricted Residential [1]	d.u.	2.48	1.45	NA	0.80	8.99	3.83	13.52	1.10	1.13	2.31	0.90	5.72
Assisted Living Facility	bed	3.11	1.81	1.25	NA	11.27	4.80	16.96	1.38	1.42	2.90	1.13	7.17
Retail	sq. ft.	280	160	110	90	NA	430	1,500	120	130	260	100	640
General Office	sq. ft.	650	380	260	210	2,350	NA	3,530	290	300	600	230	1,490
Medical Office	sq. ft.	180	110	70	60	660	280	NA	80	80	170	70	420
Industrial - General Light	sq. ft.	2,250	1,310	910	720	8,170	3,480	12,290	NA	1,030	2,100	820	5,200
Industrial [2]	sq. ft.	2,190	1,280	880	700	7,930	3,380	11,930	970	NA	2,040	790	5,050
Hotel / Motel	room	1.07	0.63	0.43	0.35	3.89	1.66	5.85	0.48	0.49	NA	0.39	2.48
RV Park [3]	site	2.76	1.61	1.11	0.89	9.98	4.26	15.02	1.22	1.26	2.57	NA	6.35
Civic / Government	sq. ft.	430	250	170	140	1,570	670	2,360	190	200	400	160	NA

Table EM-2: BRC - Incremental (Cumulative DRI) Trip Generation

Land Use	ITE Land-Use Code	BRC Incremental DRI [4] (Cumulative DRI)		Incremental (Cumulative DRI) Trip Generation Estimate [5] Effective Trip Rate (PM Peak Hour, Two-Way)
		Trip Generation (PM Peak, Two-way)	Size	
Residential				
Single-Family	210	9,252	12,435	0.74 trips/d.u.
Multifamily	220	2,358	5,435	0.43 trips/d.u.
Age-Restricted Residential [1]	251	n/a	n/a	0.30 trips/d.u.
Assisted Living Facility	254	100	418	0.24 trips/bed
Non-Residential				
Retail	820	3,774	1,400,000	2.70 trips/1,000 sq. ft.
General Office	710	1,000	870,000	1.15 trips/1,000 sq. ft.
Medical Office	720	933	230,000	4.06 trips/1,000 sq. ft.
Industrial - General Light	110	66	200,000	0.33 trips/1,000 sq. ft.
Industrial [2]	130	n/a	n/a	0.34 trips/1,000 sq. ft.
Hotel / Motel	310	416	600	0.69 trips/room
RV Park [3]	416	n/a	n/a	0.27 site
Civic / Government	730	127	74,000	1.72 trips/1,000 sq. ft.

Source: Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition.

Notes:

1 Includes Senior Adult Housing, Active Adult Residential and Retirement Community - Master DRI.
2 Includes Industrial Park and Research & Development Park.
3 Recreational Vehicle Park - MDO.
4 Refer to Appendix 21-I (Page I-9), Trip Generation - With BRC DRI, Babcock Ranch Community DRI - Increment 3 (2022), November, 2022.
5 The effective trip rate based on the ITE trip generation equation (fitted curve), where applicable. Otherwise, standard ITE average rate assumed.

EXHIBIT J CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT J
(Page 1 of 3)

EXHIBIT 11.F-Ja

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2021)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

| | | |

EXHIBIT J CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT J
(Page 2 of 3)

EXHIBIT 21.F-3b

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

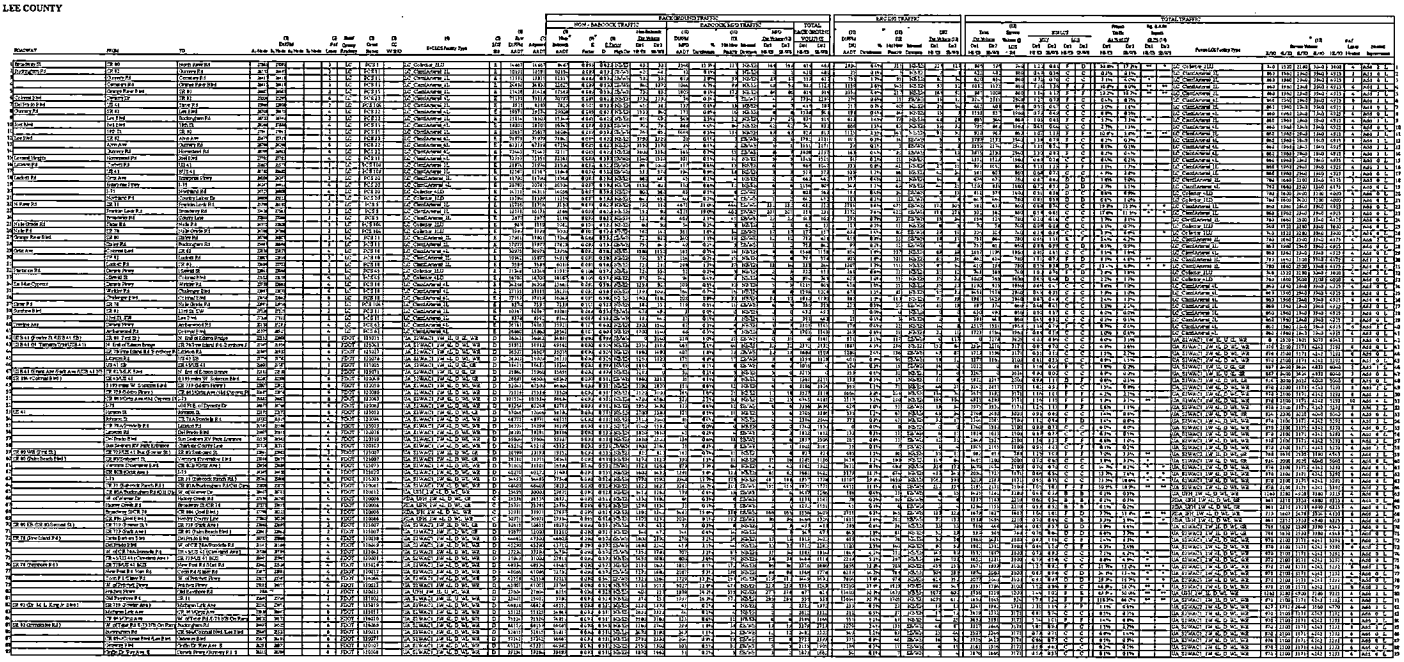

EXHIBIT J CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT J
(Page 3 of 3)

EXHIBIT 21.F-3b

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

No	From	To	Peak Dir	Peak Hr	Peak Season	Peak Season Factor	Peak Hour Factor	Peak Hour Directional Factor	Peak Hour Directional Volume	Peak Hour Directional Capacity	Peak Hour Directional LOS	Peak Hour Directional Volume	Peak Hour Directional Capacity	Peak Hour Directional LOS	Peak Hour Directional Volume	Peak Hour Directional Capacity	Peak Hour Directional LOS
1	Corkscrew Rd	Alico Rd	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
2	Alico Rd	Ben Hill Griffin Pkwy	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
3	Ben Hill Griffin Pkwy	Treeline Ave	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
4	Treeline Ave	Lee/Charlotte County Line	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
5	Lee/Charlotte County Line	Babcock Ranch Blvd	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
6	Babcock Ranch Blvd	SR 31	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
7	SR 31	Duncan Rd	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
8	Duncan Rd	Zemel Rd	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C
9	Zemel Rd	Charlotte County Line	NB	PM	Seasonal	1.00	0.93	0.55	1,000	1,800	C	1,000	1,800	C	1,000	1,800	C

MPD
INBOUND	1824
OUTBOUND	1819
TOTAL	3643

EDJ
INBOUND	2264
OUTBOUND	1943
TOTAL	4207

Footnotes:
(1) FDOT D1RPMv2.0 2025 E+C Network Link Node numbers.
(2) FDOT D1RPMv2.0 2025 E+C number of lanes.
(3) FDOT Florida 2020 Traffic Information - Site Location Reference, 2019 Lee County Traffic Count Report - Permanent Count Station, Charlotte County: 2021 Roadway Level of Service Data - VV EMO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2038 SE data with 2025 E+C Network AADT distribution and assignment.
(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/(K100).
(8) Non-Babcock AADT = (Total AADT) - (MPD AADT) - (EDJ AADT)
(9) FDOT Standard and K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2021)
Lee County K(100) and D(100) based on Lee County 2019 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2021 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site system reports or Lee County 2019 Traffic Count Report.
(10) Select Zone Assignment.
(11) ITE net new external trips assigned to SR 31.
(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).
(13) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report.
Service Volumes for Lee County Roads based on Lee County General Peak Hour Directional Service Volumes (April 2016).
(14) Significant = *
Significant and Adverse = **
(15) Daily volumes derived from weighted average link volumes.
(16) Peak hour directional volumes based on the Project access volume projections (Appendix 21-K).

~~EXHIBIT F~~

~~Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%~~

EXHIBIT K CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT K
(Page 1 of 2)

BABCOCK RANCH COMMUNITY DRI

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Segments

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [1]	Proportionate Share ($) [5]
SR 31 Ultimate Improvements (includes widening and intersections)									
SR 31 from SR 78 to Cypress Parkway	SR 31 Ultimate 1 (6 lanes from SR 78 to Cypress Parkway)	100% prop share assumed					100%	$13,885,000	$13,885,000
SR 31 from Horseshoe Road to Cook Brown Road	SR 31 Ultimate 2 (4 lanes from Horseshoe Road to Cook Brown Road)	100% prop share assumed					100%	$17,088,000	$17,088,000
							Subtotal	$30,973,000	$30,973,000

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [2]	Proportionate Share ($) [5]
SR 31 NB Auxillary Thru Lane									
SR 31 (NB) from 800' south of North River Road to 800' north of Shirley Lane	Add 1 NB auxillary thru lane	0.52	100% prop share assumed				100%	$2,860,000	$2,860,000

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [3]	Proportionate Share ($) [5]
SR 78 Widening									
SR 78 from Pritchett Parkway to Old Bayshore Road	Widen from 2 to 4 lanes	2.33	1079	1200	3280	2080	52%	$19,106,000	$9,911,238
SR 78 from Old Bayshore Road to SR 31	Widen from 2 to 4 lanes	0.67	1095	924	2100	1176	93%	$5,494,000	$5,115,587
							Subtotal	$24,600,000	$15,026,824

							Subtotal	$58,433,000	$48,859,824

1. Cost consistent with estimated cost from SR 31 PD&E Study Preliminary Engineering Report. Includes cost of intersection improvements identified in the PD&E Study.
2. Assumes cost per lane per mile = $5,500,000.
3. Cost consistent with estimated cost from the Lee MPO LTRP Needs Plan (Table 4-1).
4. Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)].
5. Proportionate Share Cost = Proportionate Share % * Total Project Cost.

~~EXHIBIT F~~

~~Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%~~

EXHIBIT K CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT K
(Page 2 of 2)

BABCOCK RANCH COMMUNITY DRI

6. *Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Intersections*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
4) SR 78 at I-75 (West Ramp)														
NB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	118	508	571	63	100%	$135,418
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
EB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	157	371	695	324	48%	$65,619
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project-related improvement						$0	275	N/A	N/A	N/A	0%	$0
		Subtotal	*$166,668*	*$41,667*	*$208,335*	*$31,250*	*$31,250*	*$270,836*						*$201,037*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
12) SR 80 at Orange River Blvd.														
NB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	584	875	291	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
EB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
WB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project-related improvement						$0	0	N/A	N/A	N/A	0%	$0
		Subtotal	*$83,334*	*$20,834*	*$104,168*	*$15,625*	*$15,625*	*$135,418*						*$0*

7.

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
13) SR 80 at SR 31														
NB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	Add 2 Left-Turn Lanes (3 Total)	$166,665	$41,667	$208,333	$31,250	$31,250	$270,836	244	421	587	166	100%	$270,836
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	Add Right-Turn Lane	$174,767	$43,692	$218,459	$32,769	$32,769	$283,996	567	838	984	154	100%	$283,996
EB	LT	Add 2 Left-Turn Lanes + Receiving Lanes [5]	$898,994	$224,749	$1,123,743	$168,561	$168,561	$1,460,866	1062	744	1346	602	100%	$1,460,866
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	266	555	289	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project-related improvement						$0	1,573	N/A	N/A	N/A	0%	$0
		Subtotal	*$1,323,765*	*$330,941*	*$1,654,704*	*$248,206*	*$248,206*	*$2,151,115*						*$2,015,698*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
19) SR 31 at North River Rd.														
NB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
EB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	132	152	261	109	100%	$135,418
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	277	203	0	0%	$0
	Thru													

~~EXHIBIT F~~

~~Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%~~

EXHIBIT K CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

WB	RT	No Project related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
		No Project related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project related improvement						$0	132	N/A	N/A	N/A	0%	$0
		Subtotal	*$166,668*	*$41,667*	*$208,335*	*$31,250*	*$31,250*	*$370,836*						*$133,418*
		Grand Total	$1,740,433	$435,108	$2,175,542	$326,331	$326,331	$1,828,164						$2,353,252

8.

1. Total Construction Cost includes addition of 25% for Scope Contingency to the Construction Cost.
2. Total Project Cost includes addition of 15% for Preliminary Engineering and 15% for CEI to the Total Construction Cost. This does not include Right-Of-Way Cost.
3. For geometric improvements: Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)]. For signalization: Proportionate Share % = (Project Traffic Entering intersection) / (Total Traffic Entering intersection).
4. Proportionate Share Cost = Proportionate Share % * Total Project Cost.
5. Receiving lane based on 1/8 mile length. Cost per mile: $2,929,305.

APPENDIX 21-B

METHODOLOGY REPORT

Babcock Ranch Community

Master Traffic Study Update (2024)
Methodology Report

July 17, 2024

Since 1978

Prepared By:
David Plummer & Associates, Inc.

Prepared For:
Babcock Property Holdings, LLC

Date Prepared:
May 10, 2024
May 31, 2024 – Revised
July 17, 2024 – Revised

DPA Job #:
24504

BABCOCK RANCH COMMUNITY DRI
MASTER TRAFFIC STUDY UPDATE (2024)
METHODOLOGY REPORT

Introduction

The Babcock Ranch Community (hereafter referred to as BRC or Project) is an existing new town development located east of and adjacent to SR 31 and extending from the Lee County line to south of CR 74 in Charlotte County, Florida.

BRC is being developed to provide a wide range of residential, retail, office, industrial, public service and recreational uses so that BRC is as self-sustaining as possible.

The purpose of the 2024 Master Traffic Study Update is to fulfill a requirement of the Master DRI Development Order. The transportation methodology that will be followed in undertaking the Master Traffic Study Update is presented below. For transportation planning purposes, the current BRC anticipates a twenty-year buildout to year 2045.

Revised Methodology

The original methodology report dated May 10, 2024 was distributed to the Florida DOT, Charlotte County, and Lee County by the Southwest Florida Regional Planning Council in preparation of the formal methodology meeting/teleconference that was held on May 30, 2024 (Appendix C).

Based on the meeting discussions, the methodology was then updated. As a result, the second methodology report dated May 31, 2024 was resubmitted for additional review, primarily reflecting the use of newly released 2023 traffic data from the public agencies, including the application of the FDOT 2023 Multimodal Quality/Level of Service Handbook for roadway context classification and generalized service volumes on State roads.

Lastly, this document represents the final MTSU methodology that was updated to reflect additional public agencies review comments received by June 14, 2024. Those review comments and the BRC response to those comments are documented in Appendix D.

Historic Overview

As part of the overall 91,000-acre Babcock Ranch, The Babcock Ranch Community (BRC) Master DRI encompasses approximately 13,630 acres. BRC was approved under the Application for Master Development Approval (AMDA) and Application for Incremental Development Approval (AIDA) process in accordance with the State of Florida Development of Regional Impact (DRI) rules and regulations. Despite the adoption of the 2018 Florida statutes that repealed the DRI process, BRC intends to continue to be developed under the guidance and framework established by the original Master/Incremental DRI Development Orders.

Master DRI

The BRC Master Development of Regional Impact (DRI) Master Development Order (MDO) was originally adopted on December 13, 2007. A number of amendments to the MDO have taken place over the years since 2007. The last MDO amendment was adopted on May 23, 2023 (Resolution No. 2023-078). The original buildout traffic assessment assumed the horizon year of 2030. The MDO specified that updates to the Master DRI traffic study must be undertaken no later than every five years. In response to changing economic conditions and natural disasters in the state of Florida since the approval in 2011, there have been a number of legislative extensions of the DRI buildout date, currently to year 2053.

To summarize, the MTSUs that have been submitted to-date since the original Master study are as follow.

1. MTSU (2011) – 2035 Horizon Year Analysis
2. MTSU (2020) – 2040 Horizon Year Analysis

The latest Master DRI Development Order (Charlotte County Resolution No. 2023-078) is attached in Appendix A. As such, this proposed MTSU (2024) represents the third (3rd) Master DRI update as compared to the currently approved MTSU (2020).

Table 1 – Babcock Ranch Community
Master DRI Development Parameters Summary Comparison

Land Use Type	Unit	Approved (1) (2020) Master DRI	Proposed (2024) Master DRI	Difference
Single-Family	d.u.	11,615	12,435	+ 820
Multifamily	d.u.	6,255	5,435	- 820
Total Residential	**d.u.**	**17,870**	**17,870**	**0**
ALF	Beds sq. ft.	418 209,000	418 209,000	0 0
Hotel	Rooms sq. ft.	600 360,000	600 360,000	0 0
Retail	sq. ft.	1,400,000	2,330,000	+ 930,000
Office – General/Medical/Civic	sq. ft.	3,025,000	2,185,500	- 839,500
Industrial	sq. ft.	650,000	650,000	0
Hospital	Beds sq. ft.	177 265,500	177 265,500	0 0
Total Non-Residential	**sq. ft.**	**5,909,500**	**6,000,000**	**+ 90,500**
Park	acres	256	225	- 31
Elementary School	students	1,162	1,536	+ 374
Middle School	students	643	330	- 313
High School	students	911	600	- 311
Golf Course	holes	54	54	0
Church	sq. ft.	120,000	168,000	+ 48,000
Library	sq. ft.	24,000	12,000	- 12,000
Recreation Center	sq. ft.	100,000	80,600	- 19,400

Footnotes:
(1) Babcock Ranch Community, Master Development of Regional Impact, Master DRI Development Order (Amended May 23, 2023 – Charlotte County Resolution No. 2023-078.

Incremental DRI

The first Incremental Development Order (IDO) was approved on December 15, 2009. Currently, Increments 1, 2, and 3 have been approved to-date. The corresponding IDO-1, IDO-2, and IDO-3 are recorded as Charlotte County Resolution No. 2023-079, 2023-080, and 2023-081, respectively.

Study Objectives

In accordance with Section 5.B.(2)(a) of the MDO, the Master Traffic Study Update (MTSU) would address the following:

A. Utilize the current FDOT District 1 - D1RPM travel model (2045 Horizon Year).
B. Reassess the internal and community capture and external trips.
C. Estimate pass-by trips.
D. Revise Exhibit F of the MDO (significantly and adversely impacted roadways).

More significantly, this MTSU will include the buildout assessment inclusive of the Babcock MPD in Lee County. The Babcock MPD is a sub-DRI development that was approved by Lee County in 2018 with an entitlement of up to 1,630 residential units, 600 hotel rooms, and over 1.17 million square feet of retail and office uses. It should be noted that a proposed amendment to the Babcock MPD is currently under review by Lee County and this MTSU will reflect the proposed development program of the pending MPD amendment. The proposed MPD entitlements will reflect 1,990 residential units, 250 hotel rooms, 350 assisted living facility units, and 1.17 million square feet of retail uses.

BRC Project Development Parameters

The BRC development at buildout for the Master DRI (AMDA) are provided in the table below. The approved Babcock MPD development entitlements in Lee County are also provided for comparison.

Table 2 – Babcock Ranch Community
MTSU (2024) Development/Entitlements Summary

Land Use Type	Unit	Master DRI	Babcock MPD [2]
Single-Family	d.u.	12,435	1,630
Multifamily	d.u.	5,435	360
ALF [1,3]	Beds sq. ft.	418 209,000	350 175,000
Hotel [1,4]	Rooms sq. ft.	600 360,000	250 150,000
Retail [1]	sq. ft.	2,330,000	1,170,000
Office – General/Medical/Civic [1]	sq. ft.	2,185,500	0
Industrial [1]	sq. ft.	650,000	0
Hospital [1,5]	Beds sq. ft.	177 265,500	0 0

Table 2 – Babcock Ranch Community (Continued) **MTSU (2024) Development/Entitlements Summary**			
Land Use Type	**Unit**	**Master DRI**	**Babcock MPD (2)**
Park	acres	225	48
Elementary School	students	1,536	0
Middle School	students	330	0
High School	students	600	0
Golf Course	holes	54	0
Church	sq. ft.	168,000	0
Library	sq. ft.	12,000	24,000
Recreation Center	sq. ft.	80,600	0

Footnotes:
(1) Subject to BRC Master DRI Development Order (MDO) – Findings of Fact and Conclusions of Law. Total non-residential uses within the DRI shall not exceed 6.0 million sq. ft.
(2) Per Lee County Zoning Resolution Z-17-026, commercial uses permitted in this MPD may not exceed 1,170,000 square feet and 600 hotel rooms. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.
(3) Assumes 500 sq. ft. per ALF bed.
(4) Assumes 600 sq. ft. per hotel room.
(5) Assumes 1,500 sq. ft. per hospital bed.

A map depicting the BRC development tracts is presented in Exhibit 1.

Study Area

Consistent with Exhibit F of the MDO, the study area for the Master Traffic Study Update is generally described below.

Master Study Area

East - Glades and Hendry County Lines
South - Veteran's Parkway/Colonial Boulevard/Lee Boulevard
West - Burnt Store Road
North - Peace River and Desoto County Line

The study area represents where the BRC DRI's buildout traffic consumes 5% or more of the roadway service volume at the adopted level of service standard. The roadway segments analyzed within the study area will include segments that are subject to DRI 5% significance plus one additional link to show that the additional link falls below the DRI 5% significance. This will be measured on the existing plus committed (E+C) roadway network. The "committed" status will reflect the construction of facility improvements identified within the first three years (to 2026) of the Capital Improvement Program (CIP) in Charlotte County, plus the first three years (to 2026) of improvements listed in the FDOT Five-Year Work Program. Per Lee County's request, the improvements listed in the first five years (to 2028) of the Capital Improvement Program (CIP) for Lee County facilities will be included as part of the E+C network.

Transportation Assessment

The traffic analysis in support of the Master Traffic Study Update includes two scenarios.

- **Future Year 2045 Conditions Without Project** – Assumes no BRC DRI as required for a "cumulative" analysis. The approved Babcock MPD in Lee County is reflected.
- **Future Year 2045 Conditions With Project –** Assumes the anticipated buildout development parameters of the BRC DRI. In this scenario, Babcock MPD is reflected without the 1.17 million square feet of commercial uses.

Development Parameters Without Master DRI

The future traffic analysis "Without BRC DRI" will reflect the absence of the BRC DRI development and assumes the buildout of the currently proposed Babcock MPD entitlements in Lee County. The development parameters for this scenario are as follows.

Table 3 – Babcock Ranch Community
Without BRC DRI
MTSU (2024) Development Parameters Summary

Land Use Type	Unit	Master DRI	Babcock MPD (2)
Single-Family	d.u.	0	1,630
Multifamily	d.u.	0	360
ALF (1,3)	Beds sq. ft.	0 0	350 175,000
Hotel (1,4)	Rooms sq. ft.	0 0	250 150,000
Retail (1,2)	sq. ft.	0	1,170,000
Office – General/Medical/Civic (1,2)	sq. ft.	0	0
Industrial (1)	sq. ft.	0	0
Hospital (1,5)	Beds sq. ft.	0 0	0 0
Park	acres	0	48
Elementary School	students	0	0
Middle School	students	0	0
High School	students	0	0
Golf Course	holes	0	0
Church	sq. ft.	0	0
Library	sq. ft.	0	24,000
Recreation Center	sq. ft.	0	0

Footnotes:
(1) Subject to BRC Master DRI Development Order (MDO) – Findings of Fact and Conclusions of Law. Total non-residential uses within the DRI shall not exceed 6.0 million sq. ft.
(2) Per Lee County Zoning Resolution Z-17-026, commercial uses permitted in this MPD may not exceed 1,170,000 square feet and 600 hotel rooms. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.
(3) Assumes 500 sq. ft. per ALF bed.
(4) Assumes 600 sq. ft. per hotel room.
(5) Assumes 1,500 sq. ft. per hospital bed.

Development Parameters With Master DRI

The level of commercial development of the BRC DRI and Babcock MPD is limited to the cumulative maximum threshold established for Master DRI. While the DRI and MPD can each build up to their maximum commercial entitlement, the cumulative threshold would not allow both to reach that level. Following the framework of the last Master Traffic Study Update, the maximum commercial entitlement of the Babcock MPD is reserved to allow the full buildout of the Master DRI for purposes of the traffic analysis. Subsequent reassessment of the DRI (i.e. MTSU, amending IDO-3 at a future date, etc.) will consider commercial development in the MPD based on approved/pending development orders in Lee County.

Table 4 – Babcock Ranch Community
With BRC DRI
MTSU (2024) Development Parameters Summary

Land Use Type	Unit	Master DRI	Babcock MPD (2)
Single-Family	d.u.	12,435	1,630
Multifamily	d.u.	5,435	360
ALF (1,3)	Beds sq. ft.	418 209,000	350 175,000
Hotel (1,4)	Rooms sq. ft.	600 360,000	250 150,000
Retail (1,2)	sq. ft.	2,330,000	384,500
Office – General/Medical/Civic (1,2)	sq. ft.	2,185,500	0
Industrial (1)	sq. ft.	650,000	0
Hospital (1,5)	Beds sq. ft.	177 265,500	0 0
Park	acres	225	48
Elementary School	students	1,536	0
Middle School	students	330	0
High School	students	600	0
Golf Course	holes	54	0
Church	sq. ft.	168,000	0
Library	sq. ft.	12,000	24,000
Recreation Center	sq. ft.	80,600	0

Footnotes:
(1) Subject to BRC Master DRI Development Order (MDO) – Findings of Fact and Conclusions of Law. Total non-residential uses within the DRI shall not exceed 6.0 million sq. ft.
(2) Per Lee County Zoning Resolution Z-17-026, commercial uses permitted in this MPD may not exceed 1,170,000 square feet and 600 hotel rooms. When combined with the DRI, commercial uses (retail + office) shall not exceed 4.9 million sq. ft.
(3) Assumes 500 sq. ft. per ALF bed.
(4) Assumes 600 sq. ft. per hotel room.
(5) Assumes 1,500 sq. ft. per hospital bed.

Trip Generation

Trip generation estimates will be established based on the trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition. All trip generation land use assumptions and calculations will be documented.

Community capture estimates will consider both intrazonal and interzonal trip capture. The internal (intrazonal) trip capture of the NCHRP land use categories within Babcock Ranch will be estimated based on the methodology described in the ITE, Trip Generation Handbook, 3rd Edition. Internal capture estimates for non-standard land use categories (those land uses not reflected in the ITE trip generation handbook such as recreational amenities) will be consistent with previous BRC studies. The capture rates for non-standard land use categories are shown Appendix B. All assumptions regarding non-NCHRP internal capture rates will be documented in the traffic study.

Interzonal trip capture within Babcock Ranch will be derived from the D1RPM travel model interzonal trip assignment between the Babcock Ranch traffic analysis zones. Total pass-by trips generated by retail uses at Babcock Ranch will be estimated based on average rates from the ITE, Trip Generation Handbook (3rd Edition). The internal retail pass-by trips are considered to be a component of the interzonal capture; the model derived interzonal capture rates will be applied to total external trips (not net new external trips) by TAZ. Therefore, the internal retail pass-by trips will not be deducted again to derive the total trip assignment at the SR 31 entrances. A deduction for external retail pass-by will be limited to the retail uses located adjacent to SR 31 and will not exceed 10% of the adjacent street traffic on SR 31.

It should be noted that previous MTSUs included a supplemental assessment based on an arbitrary maximum 22% ICR (Internal Capture Rate), and provided for informational purposes only. Per Section 5.B.(1)(c) of the MDO, this 22% ICR is to be applied only for the First Increment and is no longer applicable to be used for future increments or the MTSU.

Travel Model

The FDOT - District 1 Regional Planning Model (D1RPM version 2.1) will be utilized to develop future traffic volumes. The base model will be reviewed and adjusted, if needed, to ensure volumes are reasonably consistent with traffic counts reported by FDOT.

The existing plus committed (2026/2028 E+C) network and 2045 socio-economic input data will be utilized as part of the D1RPM_v2.1 validated travel model. The E+C network will be updated within a 10-mile radius of BRC to reflect committed improvements to Year 2026/2028.

Adjustments to the network to reflect the Babcock Ranch Master Concept Plan (Exhibit 1) will include the interconnections between the Charlotte and Lee portions of Babcock Ranch via the internal road system. Multiple traffic analysis zones will be established to represent the Babcock Ranch tracts in the E+C Plan Network.

The Babcock Ranch development parameters will be entered into the D1RPM model in standard ZONEDATA format. The model will be run and the SPECGEN person trip generation readjusted in an iterative process until the model derived daily trip generation is within five percent (5%) of the ITE daily net new trip estimate.

Select zone data sets will be used to establish the Babcock Ranch daily external trip assignment.

Roadway Analysis

Segment Volumes

A roadway segment is typically comprised of multiple links (nodes and connectors) in the travel model. The selection of the link volume to represent the roadway segment volume will be determined by the link located nearest to the Project.

Babcock Ranch Trip Distribution/Assignment

Based on the select zone data sets, Babcock Ranch AADT assignment on the E+C road network will determine the DRI trip percentage on a segment basis. The estimated ITE PM peak hour, net new, directional trip generation will then be applied to the model assigned DRI trip percentages.

Traffic Data and Conversion Factors

Traffic data and conversion factors for FDOT, Charlotte County and Lee County maintained facilities will be compiled from the following sources.

- FDOT District 1 LOS Report / FDOT Florida Traffic Online (2023)
- Charlotte County Roadway Level of Service Data (2023)
- Lee County Traffic Count Report (2023)

Model derived AADT will then be converted to peak hour, peak season, peak direction volumes using the standard K and D factors corresponding the FDOT count locations for all state facilities.

For Charlotte County roadways, K factors will be based on Charlotte County Roadway Level of Service Data while D factors will be reflective of nearby FDOT count stations.

While the FDOT database indicates D factor values, it does not explicitly indicate the actual peak direction (i.e., NB, SB, EB or WB). Where available, the FDOT site synopsis reports will be relied on to establish the peak direction for non-Babcock traffic.

For Lee County roadways, the K and D factors will be based on those provided in the Lee County database. As requested by Lee County, the 2019 K and D factors will be used, where available and applicable.

Babcock Ranch traffic will be based on the ITE trip generation estimates and distributed onto the external road network based on the travel model daily trip assignment.

Future Conditions Service Volumes (Peak Hour, Directional)

For purposes of the future road segment analysis, service volumes for FDOT, Charlotte County and Lee County maintained facilities will be compiled from the following sources.

- For State Roads: FDOT District 1 LOS Report and 2023 Multimodal Quality/Level of Service Handbook
- For Charlotte County Roads: 2023 Charlotte County Roadway Level of Service Data and FDOT 2023 Multimodal Quality/Level of Service Handbook
- For Lee County Roads: Lee County Generalized Service Volumes

For State roads, the roadway LOS "Context Classification", which identifies the roadway area type (i.e., urbanized/transitional/rural), and other roadway characteristics that determine service volume adjustments, will be based on FDOT's 2023 District 1 LOS Report spreadsheets. The peak hour, directional service volumes for a given LOS facility type will be based on those provided in FDOT's 2023 District 1 LOS Report (sheet "GSV_Database") which are consistent with those identified in the FDOT 2023 Multimodal Quality/Level of Service Handbook. The Generalized Peak Hour Directional Service Volumes from Appendix B of that document will be referenced.

From the Charlotte County roadways, the services volumes provided in the Charlotte County 2023 Roadway Level of Service Data, and the FDOT 2023 Multimodal Quality/Level of Service Handbook, will be applied to derive the peak hour, directional service volumes.

Consistent with Lee County requirements, roadway directional service volumes under future conditions (greater than 5 years) will be based on Lee County Generalized Peak Hour Directional Service Volumes Urbanized Areas.

For purposes of analysis, it is assumed that roadway characteristics (including service volume adjustments) will remain unchanged in the future. However, it is recognized by FDOT that the roadway characteristics of SR 31 will change over time; appropriate modifications in service volumes for SR 31 will be made for assessing the number of lanes needed for SR 31 under future conditions.

BRC DRI Significant and Adverse Impacts

The DRI is deemed to have significant and adverse impact on a roadway segment if: 1) the Project's consumption of the roadway service volume is five percent (5%) or greater and; 2) the total directional volume exceeds the roadway service volume, respectively. Pursuant to Chapter 163.3180, F.S., roadway segments that are projected at below the adopted level of service standard without the BRC DRI are deemed to be "transportation deficient". The improvement necessary to correct a transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for that facility. The Project is not responsible to help improve or eliminate deficiencies that are projected without the BRC DRI. The traffic assessment will identify the improvements needed to address future transportation deficiencies as well as additional improvements needed that are triggered by the BRC DRI.

Intersection Analysis

As an AMDA, intersection analysis is not required. The AIDA will, however, include the appropriate intersection capacity analysis at the time of each increment and related AIDA submittal.

Development Order Amendment

The BRC Master Development Order (MDO) will be amended to reflect the Master Traffic Study Update and resultant recommended improvements (Exhibit F) agreed upon by all parties.

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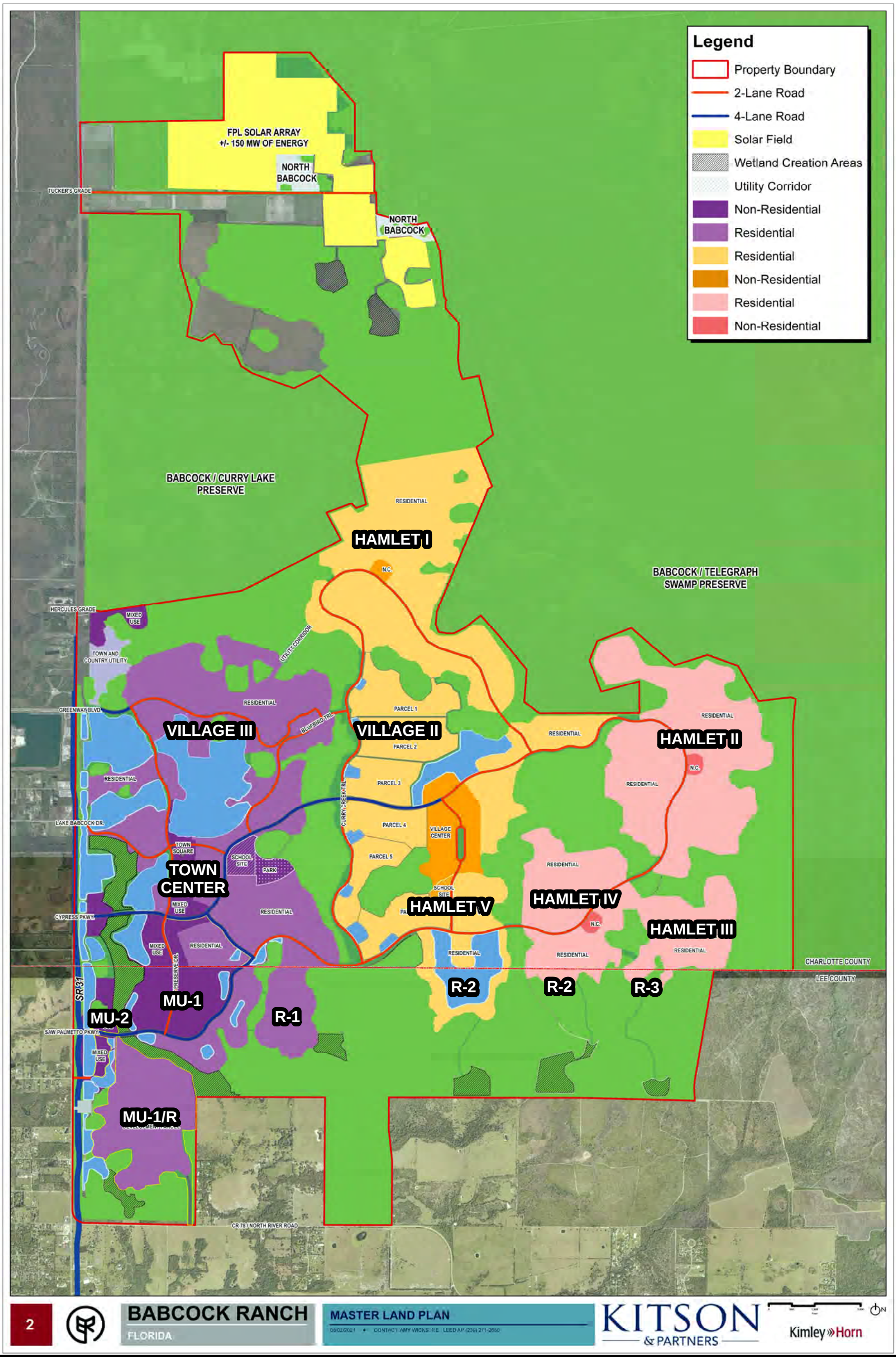

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BABCOCK RANCH
FLORIDA

MASTER LAND PLAN
09/02/2021 • CONTACT: AMY WICKS, P.E., LEED AP (239) 271-2680

KITSON & PARTNERS

Kimley»Horn

dpa KITSON & PARTNERS	Babcock Ranch Community MTSU (2024)	Babcock Ranch Master Concept Plan Development Tracts	DATE	PROJECT NO.	FILE NO.	EXHIBIT
			04/24	24504	1/043024	1

APPENDIX A

BRC DEVELOPMENT APPROVAL DOCUMENTS

BRC Master DRI Development Order

CHG
BCC

ROGER D. EATON, CHARLOTTE COUNTY CLERK OF CIRCUIT COURT
PAGE: 127
INSTR #: 3270177 Doc Type: GOV
Recorded: 05/25/2023 at 03:39 PM
Rec. Fee: RECORDING $1081.00

BABCOCK RANCH COMMUNITY

MASTER DEVELOPMENT OF REGIONAL IMPACT

MASTER DRI DEVELOPMENT ORDER

BOARD OF COUNTY COMMISSIONERS CHARLOTTE COUNTY, FLORIDA

AMENDED MAY 23, 2023

MIN

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RESOLUTION NO. 2023-078

AN AMENDMENT AND RECODIFICATION OF THE MASTER DEVELOPMENT ORDER OF THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA FOR THE BABCOCK RANCH COMMUNITY (CHARLOTTE COUNTY), A MASTER DEVELOPMENT OF REGIONAL IMPACT.

WHEREAS, on February 23, 2007, Babcock Property Holdings, LLC ("Developer"), by and through its authorized agent, WilsonMiller, Inc. (now known as Stantec Consulting Services Inc.), in accordance with Subsections 380.06(6) and (21), Florida Statutes (F.S.), filed an Application for Master Development Approval ("AMDA") of a Development of Regional Impact (DRI) known as the Babcock Ranch Community (hereinafter "BRC") with Charlotte County, Florida ("County") and the Southwest Florida Regional Planning Council ("SWFRPC"); and

WHEREAS, Developer, County, and the SWFRPC entered into a Master DRI Agreement on March 13, 2007 (fully executed March 16, 2007), as required by Section 380.06(21)(b), F.S. ("AMDA Agreement"); and

WHEREAS, the Babcock Ranch Community Independent Special District ("District") was established by the 2007 Session of the Florida Legislature to design, finance, construct, operate, and maintain various infrastructure elements within BRC; and

WHEREAS, on December 13, 2007, the Board of County Commissioners of Charlotte County, Florida ("Board") approved and adopted the Babcock Ranch Community Master Development of Regional Impact Master DRI Development Order ("MDO") under Resolution 2007-196; and

WHEREAS, the MDO was amended on June 17, 2008 under Resolution 2008-063 thereby giving the MDO an effective date of September 1, 2008; and subsequently amended on December 15, 2009 by Resolution 2009-283; on December 13, 2011 by Resolution 2011-485; on April 24, 2012 by Resolution 2012-024; on June 11, 2013 by Resolution 2013-033; on January 28, 2014 by Resolution 2014-047; on March 22, 2016 by Resolution 2016-034; on July 25, 2017 by Resolution 2017-187; ~~and~~ on June 12, 2018 by Resolution 2018-077; and on July 27, 2021 by Resolution 2021- 108; and

WHEREAS, the Developer has timely notified the County of the extension of the phase, expiration and buildout dates for the MDO, as well as the associated mitigation requirements, under Section 73, Chapter 2011-139 Laws of Florida, and in accordance with Section 252.363, F.S., so that all phase, expiration and buildout dates, as well as associated mitigation dates contained within the MDO were cumulatively extended as hereinafter provided; and

WHEREAS, the Developer has filed an application to amend the MDO; and

~~WHEREAS, the parties expressly acknowledge that recent amendments to the Florida Impact Fee Act, Section 163.31801 F.S., passed by the Florida State Legislature under House Bill 337 and signed into law on June 4, 2021, conflict with provisions within the MDO relating to impact fee reimbursements for dedication of sites for parks, libraries, fire/rescue/law enforcement and other facilities, as well as other agreements of record such as the Impact Fee Credit and Reimbursement Agreement for Babcock Ranch Community dated November 12, 2008 (County AGR 2008-054); and~~

~~WHEREAS, the parties have intentionally left unchanged those sections within the MDO related to impact fee reimbursements for sites and agree, prior to any conveyance~~

~~of a site to be dedicated for library, fire/rescue/law enforcement, extension services, or public facilities described in Exhibit "D," to negotiate and, unless otherwise agreed to by the Parties, within six months but no later than one year of date of recording of the amended MDO, execute any necessary amendments to the MDO or other agreements of record relating to impact fee credits provided by Section 163.31801 F.S.; and~~

WHEREAS, the Charlotte County Planning and Zoning Board has reviewed and considered the report and recommendations of the SWFRPC and held a public hearing to consider the amendments to the MDO on ~~July 12, 2021~~April 10, 2023; and WHEREAS, on ~~July 27, 2021~~May 23, 2023, the Board, at a public hearing in accordance with Section 380.06, F.S., considered the application for amendment to the MDO submitted by Developer, the report and recommendations of the SWFRPC, the documentary and oral evidence presented at the hearing before the Board, the report and recommendations of the Charlotte County Planning and Zoning Board, and the recommendations of County staff.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CHARLOTTE COUNTY, FLORIDA THAT:

RECITALS

The recitals set forth above are true and correct and are incorporated herein and made a part hereof and the MDO is amended to provide as follows.

FINDINGS OF FACT AND CONCLUSIONS OF LAW

1. The real property constituting the BRC in Charlotte County consists of approximately 13,630 acres and is legally described as set forth in Exhibit "A" attached hereto and made a part hereof ("Property" or "Community").

2. The AMDA is consistent with Subsections 380.06(6) and (21), F.S..

3. The Developer submitted to the County an AMDA in February, 2007 and responses to sufficiency questions in June, 2007 and in July, 2007. The representations and commitments of Developer which are made conditions of this development order are identified and set forth in the relevant provisions of this development order ("Representations and Commitments as Conditions").

4. According to Map #64, Landfalling Storm Surge Zones, included in the Supporting Policy and Analysis Map Series (SPAM) of the Charlotte 2050 Comprehensive Plan, portions of BRC are located within the Category 4/5 Storm Surge Zone, and the balance of the BRC is located outside of any listed storm surge zone.

5. The Developer proposes to develop BRC in accordance with the Babcock Master Concept Plan (Map "H") attached hereto as Exhibit "B" attached hereto and made a part hereof. Map "H" will be further revised as part of each Incremental development order. The development program authorized by this development order is as follows ("Development Program" or "Project" subject to utilizing the Land Use Equivalency Matrix"):

(i) 17,870 residential dwelling units (recreational vehicle park uses shall count as dwelling units. i.e., -each ~~on a one vehicle~~ rental or owned ~~r~~ vehicle equals one dwelling unit);~~,~~

(ii) RV Parks, per the Land Use Equivalency Matrix;

(iii) 1,400,000 square feet of retail~~,~~;

(iv) 3,500,000 square feet of office (general office; medical office; and civic~~),~~);

(v) 600 hotel rooms (assumes 360,000 square feet of building~~),~~);

(vi) 650,000 square feet of industrial~~,~~;

(vii) 177 hospital beds~~,~~;

(viii) 418 units of assisted living facilities~~,~~;

(ix) 54 golf holes~~,~~;

(x) ~~Ancillary~~Supporting community facilities such as the educational service center, schools, university facilities, libraries, places of worship, fire, EMS and Sheriff facilities, regional and community park ~~sites~~facilities, clubhouses and similar neighborhood amenities, and the necessary utility infrastructure including, but not limited to, water, wastewater and reuse water systems, electric, telephone and cable systems, will not be attributed to ~~other~~the development components set forth above, and will not count towards the maximum thresholds of development as established in this~~e~~ Development Order and the Babcock Ranch Overlay District ("BROD") policies of the Charlotte 2050 Comprehensive Plan~~.~~;

(xi) All other ancillary facilities, together with the development components set forth above (excluding ~~i~~xx) shall not exceed the maximum thresholds established in this~~e~~ Development Order and the BROD policies of the Charlotte 2050 Comprehensive Plan;~~.~~

(xii) Temporary housing for construction workers and their families will not count against the residential dwelling units allowed by subsection (i) above;~~.~~ and

(xiii) The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of

worship, regional and community park sites, clubhouses and similar neighborhood amenities, which square footage will be additional. Notwithstanding the foregoing, the development within the DRI may exceed the development category thresholds listed above in accordance with the Land Use Equivalency Matrix attached as Exhibit "H".

6. The development is not in an area designated as an Area of Critical State Concern pursuant to the Provisions of Section 380.05, F.S., as amended.

7. The development of BRC is consistent with the current land development regulations and the Comprehensive Plan of County, as amended, adopted pursuant to Chapter 163, Part II, F.S..

8. The BRC development is consistent with the State Comprehensive Plan.

9. BRC is expected to be developed in increments pursuant to applications for incremental development approval ("AIDA's"). The DRI questions which must be addressed by those applications and the scopes of review of those applications are set forth in the pertinent provisions of this MDO~~development order~~ and are repeated in Exhibit "C" attached hereto and made a part hereof.

CONDITIONS

1. APPLICATIONS FOR INCREMENTAL DEVELOPMENT APPROVAL.

AIDA's shall be required to address only those application questions identified for increments or to provide the documentation described in Exhibit "C" attached hereto and made a part hereof.

2. GROSS RESIDENTIAL DENSITY CONDITION AND DEVELOPMENT PROGRAM.

~~C.~~A. Representations and Commitments as Conditions.

The gross residential density for the 13,630.6 acres is anticipated to be approximately 1.31 dwelling units per acre. The net density of the development areas is anticipated to be approximately 4.05 dwelling units per acre. The calculation for net density is based on the area of the development pods. The net densities within the development pods will increase consistent with the planning approach to cluster development. At buildout, densities will be permitted up to 16 units per acre in Villages and Hamlets, and up to 24 units per acre in the Town Center.

B. Other Conditions.

The Development Program is approved and may be adjusted by Developer in accordance with ~~an~~the Land Use Equivalency Matrix ~~to be adopted in an Incremental development order.~~attached as Exhibit "H".

C. Incremental Review.

(1) The BROD Summary Phasing Plan is subject to adjustment through the DRI, State and Federal permitting processes. Incremental Development Orders shall establish the phasing of development within an increment by determining the amount of residential and non-residential development within the Mixed Use/Residential/Commercial (MURC) development areas.

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3. AFFORDABLE HOUSING

A. Representations and Commitments as Conditions.

(1) Provide a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within the BRC. This would include the provision of affordable/workforce housing at a level of ten percent (10%) of the total number of residential housing units built within the BRC. Affordable housing is defined where monthly rents or mortgage payments for housing, including taxes, insurance and utilities do not exceed thirty (30%) percent of the gross annual income of the development's very low, low, and moderate income households as defined in Rule 73-C40.048(e), F.A.C. Workforce housing is defined as housing affordable to natural persons or families whose total annual household income does not exceed 140 percent of the area median income, adjusted for household size.

(2) The County recognizes that adequate housing should be provided only when a demonstrated need for housing among various income groups is clearly identified that can be directly attributed to the development and buildout of the BRC.

(3) A "Determination of Adequate Need" for housing in the BRC shall be assessed through the completion of a reliable affordable housing market analysis which evaluates the housing demand within the BRC and researches the available adequate housing supply reasonably accessible to the BRC, which is defined as a 10-mile radius or 20-

minute drive during peak hour, whichever is less, from the BRC, but may be adjusted with the agreement of the County.

(4) The Developer commits to undertaking the "Determination of Adequate Housing Need" analysis to assess the demand, supply, and need for affordable rentals and homes based on a market housing analysis at a point in time when the BRC has reached a significant non-residential buildout stage. That threshold is defined as the time when building permits have been issued for the 1.5 millionth square foot of non-residential construction.

(5) The Developer would be required to initiate the first housing needs analysis within 6 months from the time that the analysis is triggered.

(6) The housing needs analysis would evaluate the housing demand of the BRC employee households at very low, low, and moderate household income levels, and at the option of the Developer, could evaluate the housing demand for workforce income levels, the available supply of housing that is reasonably accessible for the very low, low, and moderate household income levels and determine if there is a significant need for housing for these defined income levels. At the option of the Developer, the analysis could evaluate the available housing supply for workforce income levels that is reasonably accessible to the BRC.

(7) The Developer, SWFRPC, and the County must agree upon the methodology utilized to conduct the Determination of Adequate

Housing Need analysis. The methodology may utilize a private affordable housing market study appraiser approved by the Florida Housing Finance Corporation. The market area assessed would conform to ECFRPC model, or another methodology as agreed upon by Developer, the SWFRPC and the County, which examines whether or not there is a significant housing demand for the very low, low, and moderate income groups and whether there is available adequate housing that is reasonably accessible to the BRC. At the option of the Developer, the analysis could evaluate the available housing demand and supply for workforce income levels that is reasonably accessible to the BRC.

(8) If the Determination of Adequate Housing Need analysis documents that there is a significant impact, defined as evidence that the BRC's cumulative adequate housing need for the very low, low, and moderate household income levels, at the time of the analysis, is projected to exceed five (5%) percent of the County's residential threshold calculation, or 50 units, whichever is larger, then the Developer shall be required to submit an amendment to the MDO to incorporate the findings of the analysis and the agreed upon mitigation.

(9) The Developer may choose to mitigate any significant impact identified by the analysis through a variety of options including, but not limited to: 1) incentivizing or building adequate housing onsite, or reasonably accessible to the site; 2) payment to an affordable housing trust fund

sufficient to meet the cost of rehabilitating existing units or construction of new units; or 3) dedicated rent or payment subsidies to the BRC's very low, low, and moderate income employees sufficient to satisfy the adequate housing need identified for each salary range. At the option of the Developer, workforce housing may be included at no more than twenty-five (25%) percent of the required mitigation unless the housing study determines there is not a significant need for the very-low, low and moderate income households.

(10) The mitigation strategy recommended by the BRC must be approved by the County and must be initiated within 6 months of approval as an amendment to the MDO.

(11) Requirements to undertake further housing needs assessments through methods described above shall occur at each additional 1.5 million sq. feet of permitted non-residential through buildout.

(12) Developer shall not be required to provide affordable and/or workforce housing mitigation in excess of ten (10%) percent of the total number of residential units constructed within the BRC.

(13) The County commits that affordable housing units shall be eligible for whatever incentives and/or programs that it may establish after the actual date of offering of said unit to the public by the Developer. The County shall use its best efforts to continue to develop and maintain incentives and programs specifically targeted at affordable units within the BRC. In accordance with Section 125.01055, F.S., incentives from

the County must fully offset all costs to the developer of its affordable housing contribution.

(14) The County shall include the needs of the BRC in its annual Local Housing Action Plan and, to the extent available, shall provide impact fee waivers, credits, deferrals, or other regulatory and financial incentives for affordable rental and home ownership programs to all qualified buyers, builders or developers within the BRC that may qualify for such credits or deferrals.

B. Other Conditions. – None.

C. Incremental Review. – None.

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4. STORMWATER MANAGEMENT AND FLOOD PLAINS

~~C.~~A. Representations and Commitments as Conditions.

(1) Silt fences or silt screens will be installed prior to land clearing to protect water quality and to identify areas to be protected from clearing activities and maintained for the duration of the project until all soil is stabilized.

(2) Floating turbidity barriers or other devices will be in place on flowing systems or in open water lake edges prior to initiation of earthwork and maintained for the duration of the project until all soil is stabilized.

(3) The installation of temporary erosion control barriers will be coordinated with the construction of the permanent erosion control features to the extent necessary to assure effective and continuous control of erosion and water pollution throughout the life of the construction phase.

(4) Turbidity resulting from construction dewatering will be managed using structural best management practices (BMPs) prior to discharge to receiving waters. Structural BMPs may include, but are not limited to, vegetated systems, detention systems (e.g., sedimentation basins), geotextiles, and other methods. Turbidity and other pollutants from construction dewatering on the Property will be reduced to meet the levels required by applicable State Water Quality Standards and as required by the National Pollutant Discharge Elimination System ("NPDES") general permit for

construction. Copies of any reports required by the NPDES permit will be maintained at the appropriate construction site.

(5) Clearing and grubbing will be so scheduled and performed such that grading operations can follow thereafter. Grading operations will be so scheduled and performed that permanent erosion control features can follow thereafter if conditions on the project permit, and not beyond the time limits established in the NPDES general construction permit.

(6) Exposed soils will be stabilized as soon as possible, especially slopes leading to wetlands. Stabilization methods include solid sod, seeding and mulching or hydromulching to provide a temporary or permanent grass cover.

(7) Energy dissipaters (such as rip rap, gravel beds, hay bales) shall be installed at the discharge point of pipes or swales if scouring is observed.

(8) Implementation of storm drain inlet protection (such as hay bales or gravel) to limit sedimentation within the stormwater system.

(9) The allowable discharge in a 25 year 3-day design event will be limited to the South Florida Water Management District ("SFWMD") permit for the site.

(10) The development within the FEMA floodplain will have finished floor elevations in each development pod which exceeds the 100 year 3-day design event for the adjacent water course as calculated by the

backwater profile for the respective conveyance. Compensating storage will be provided to replace lost storage as part of the SFWMD permit requirements. The SFWMD standard of head loss in a 25-year 3-day design event will be met at each water crossing.

(11) The proposed development will be designed such that the potential for offsite flooding of other private property will be mitigated. This will primarily be accomplished by maintaining the existing conveyances without additional control structures except for restoration efforts. Water management control will be accomplished primarily by structures off-line from these conveyances. Off-site discharges onto the property will be properly routed around and through the property to maintain or lessen off-site flooding.

(12) Open stormwater ponds will be used for the primary volume attenuation and wet detention of water quality in accordance with Best Management Practices as outlined in the current Southwest Florida Basin Rule criteria of the SFWMD for water quality improvement.

(13) On-site wetlands within the project may be incorporated into the stormwater management system. Those wetlands outside that system will continue to store and transmit water as they do today except where modifications are made to facilitate hydrologic restoration.

(14) The stormwater treatment will include a backbone system consisting of wet detention areas and dry detention areas. Dry detention areas will not be used as the primary detention/retention component, but may be utilized in combination with wet detention/retention facilities. The stormwater treatment system will be designed in accordance with the then current Southwest Florida Basin Rule Criteria of the SFWMD and will provide 50% more retention/detention water quality treatment above that required by Section 5.2.1(a) of the SFWMD Basis of Review. Best Management Practices will include reduced turf coverage, native landscaping, created wetlands, filter marshes, phyto-zones, extended hydraulic residence times and increased flow paths.

(15) The low edge of pavement for local roads is to be at or above the peak stage for the 5 year-1 day event. The arterials and collectors will have one lane above the 25 year-3-day event peak stage. Parking lots will be at or above the 5 year-1 day event. Minimum swale grades in urban and suburban areas will have a minimum longitudinal slope of 0.2%. Ditches may have flatter longitudinal slopes. The minimum longitudinal slope on roads with curb and gutter will be 0.3%.

(16) The perimeter berm elevation will be 0.3 feet above the peak stage for the 25 year-3-day event and the 100 year-1 day event.

(17) The treatment system will provide equal or greater post development storage volume for the 100 year-3-day event than provided by predevelopment conditions.

(18) There will be no increase in stream stage elevation offsite, except as permitted by the SFWMD.

(19) Finished floor elevations will be at least the 100 year-3-day event peak stage plus 0.5 feet.

(20) An Urban Water Management Plan will be developed for the site as part of the construction Environmental Resource Permit ("ERP") process and will address the handling of waste from equestrian facilities on the site. Water quality monitoring will be conducted pursuant to the SFWMD Conceptual ERP-.

~~D.~~B. Other Conditions.

~~(7)~~(1) All internal stormwater management lakes and ditches, and any on-site preserved/enhanced wetland areas, shall be set aside as platted and/or recorded drainage and/or conservation easements and/or tracts granted to the SFWMD, District, or other appropriate governmental entity with a compliance monitoring staff. Stormwater lakes shall include adequate maintenance easements around the lakes, with access to a paved roadway, as required by the appropriate governmental entity.

~~(8)~~(2) Any silt barriers and any anchor soil, as well as accumulated silt, shall be removed upon completion of construction. Either the

Developer or the entities responsible for the specific construction activities requiring these measures shall assume responsibility for having them removed upon completion of construction.

~~(9)~~(3) Any shoreline banks created along the on-site stormwater management system shall include littoral zones constructed on slopes consistent with SFWMD, Florida Department of Environmental Protection ("FDEP"), and County requirements and shall be planted in native emergent or submergent aquatic vegetation. The District shall ensure, by supplemental replanting as necessary, that at least 80% cover by native aquatic vegetation is established within the littoral zone planting areas for the duration of the project.

~~(10)~~(4) The District shall conduct annual inspections in accordance with the conditions of the approved SFWMD ERP~~,~~ of the BRC Master Stormwater Management System and any preserved/enhanced wetland areas on the project site so as to ensure that these areas are maintained in keeping with the final approved designs, and that the water management system is capable of accomplishing the level of stormwater storage and treatment for which it was intended.

~~(11)~~(5) The~~-~~ District or a master or neighborhood property owner's association (POA) shall undertake a regularly scheduled vacuum sweeping, as may be required by permit, of all common District or POA owned streets and District or POA owned parking areas within

the MURC. The Developer, District and POA shall encourage private parcel owners within the MURC to institute regularly scheduled vacuum sweeping of their respective streets and parking areas.

~~(12)~~(6) Design considerations will be given to ditch and swale slopes, where practicable, so that these facilities provide some additional water quality treatment prior to discharge. Treatment swales shall be planted with vegetation as reviewed and approved during the ERP approval process, and where practicable, landscape islands shall accommodate the detention of runoff. Design consideration will be given to the use of pervious construction materials for the surfaces of trails, walkways, and non-vehicular travel ways.

~~(13)~~(7) Any debris that may accumulate in project lakes, ditches or swales, or which may interfere with the normal flow of water through discharge structures and under drain systems, shall be cleaned from the detention/retention areas on a regular basis. Any erosion to banks shall be repaired.

~~(14)~~(8) Grease baffles shall be inspected and cleaned and/or repaired on a regular basis. In no instance shall the period between such inspections exceed eighteen months.

~~(15)~~(9) Isolated wading bird "pools" shall be constructed to provide aquatic habitat for mosquito larvae predators, such as *Gambusia affinis*, and foraging areas for wading bird species, such as wood stork, consistent with SFWMD, FDEP, and County requirements.

~~(16)~~(10) The open drainage system will be designed to provide additional water quality treatment prior to discharge. Design elements may include rainwater gardens, treatment swales planted with native vegetation, and entrainment systems. These will be reviewed and approved during the ERP approval process.

~~(17)~~(11) Stormwater runoff should be minimized through a variety of techniques that may include rainwater gardens, bottomless planter boxes, green roofs and pervious surfaces, as well as rainwater harvesting techniques that may include cisterns and rain barrels.

~~(18)~~(12) Landscape irrigation will be provided first through the use of reuse water, where reasonably available, and surface water from lakes.

~~(19)~~(13) The master stormwater management system will be maintained by District or a POA established by covenants and restrictions on the Property.

~~(20)~~(14) The SFWMD has issued Permit No. 08-00004-S-05 (Application No. ~~070330-5~~070330-5), as supplemented by Permit No. 08-105624-P (Application No. 200526-3536) to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Property. Developer will follow the authorizations and permit conditions, as- may be amended from time to time, which will be a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time

to time, will address mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

~~(21)~~(15) The United States Army Corps of Engineers ("USACOE") ~~has~~ issued Permit No. SAJ-2006-6656 (IP-MJD) in 2010 to Developer in accordance with its jurisdiction over such matters and the Property. Due to State assumption of Section 404 permitting by the Florida Department of Environmental Protection (FDEP) from the USACOE on December 23, 2020, FDEP State 404 Permit No. 396574-001 was obtained in November 2021 for a modified site plan east of the Curry Canal and an updated BRC Mitigation Plan. Development west of the Curry Canal remains consistent with impacts authorized by the referenced USACOE permit. Developer will follow the authorizations and permit conditions of each permit, as may be applicable, although through the referenced FDEP State 404 Permit, the FDEP now has Section 404 regulatory oversight of the entire BRC development and associated mitigation. Developer will follow the FDEP authorizations and permit conditions, as be amended from time to time, which is a

separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

~~(22)~~(16) As part of any AIDA phase that will discharge to Owl Creek, Trout Creek, and /or Telegraph Creek, 100-year three-day storm event calculations will be provided for the setting of finished floor elevation and the determination that the peak volume stored in the pre-development condition is equal or exceeded by that stored in the post development condition. (Complete)

~~(23)~~(17) The Developer shall reduce the introduction of fill material outside approved development pods into the 100-year flood plain where practical. Structures outside approved development pods, but built in the 100-year flood plain, should be built as elevated structures and not as monolithic slabs on fill soil.

~~E.~~C. Incremental Review.

~~(7)~~(1) Subsection A and B above in this provision 4 (Stormwater Management) constitute the "Stormwater Plan" for BRC.

~~(8)~~(2) The Incremental review will address compliance of the Increment with the Stormwater Plan and any changes to the adopted floodplain maps.

~~(9)~~(3) The Incremental review will include an assessment of any pertinent information developed pursuant to a condition of the MDO development order which has been developed since the MDO development order was issued in order to determine if that new information shows that a change in the Stormwater Plan is needed in order to provide the same level of protection, remediation, or mitigation that is contemplated in the MDO Development order.

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5. TRANSPORTATION

A. Representations and Commitments as Conditions. – None.

B. Conditions for Development Approval.

~~(7)~~(1) Master Traffic Study

(a) The Master Traffic Study is the analysis of the buildout of the Development Program and the horizon year traffic conditions in year 2040. It is a guide to the roadway network and improvements anticipated to be needed to support all area development including the BRC Development Program by the year 2040 and it is intended for use only with the BRC Development Program. As a long range "snapshot" of horizon year conditions, it is anticipated that the mobility network and area growth will change and be revised as the BRC develops. By way of background, the initial Master Traffic Study was prepared by the Developer ("Developer's Initial Master Traffic Study"), which was adequate for the "snapshot" purpose of the Master Development Order, recognizing that additional validation adjustments would be needed for use in Incremental Development Orders. At the time of initial approval of the Master Development Order, the Florida Department of Transportation ("FDOT") was working on a district-wide travel demand model, but it was not yet completed. On August 27, 2008, FDOT informed the

Developer, County and Lee County that the FDOT district-wide travel demand model ("FDOT D1 District-wide Model") was available for use for Babcock Ranch. FDOT, County, Lee County and the SWFRPC accepted the use of the FDOT D1 District-wide Model for Babcock Ranch, without sub-area or corridor model refinements for Increment 1-Phase 1. Recognizing that the FDOT D1 District-wide Model may require sub-area and/or corridor model refinements to be made within the transportation impact area of the BRC for future increments, refinements, if any, will be made consistent with the procedures outlined in Chapter 4 of the FDOT Project Traffic Forecasting Handbook.

(b) The Charlotte County Babcock Ranch Overlay District (the BROD), FLU Policy 6.4.~~20~~19, recognizes that the BROD is a mixed-use community with a compact urban form that contemplates commercial, office, industrial and institutional uses, and specifies that the community capture rate ("CCR") for the BRC shall be maximized, with a targeted internalization of between 50% - 70%. The Developer's Master Traffic Study Update reflects the mixed-use character of the Community and consequently maximizes the "community capture" elements, resulting in a trip capture rate for the buildout of the BRC of 66% on a peak hour basis. The 2040 roadway

network and candidate roadway improvements resulting from the Developer's Master Traffic Study Update based on that trip capture rate for the development components are set forth in Exhibit "F" attached hereto and made a part hereof by reference. Exhibit "F" also identifies, under 2040 conditions and the 66% CCR, those regionally and locally significant road segments that are projected to be significantly impacted by the BRC and for which a service deficiency is also projected ("Impacted Segments"). The Developer's Master Traffic Study Update also identifies the improvements which may be anticipated by 2040 under the 66% CCR to the Impacted Segments and may be subject to mitigation for Babcock's traffic impacts in order to maintain the adopted level of service (LOS) targets at the time of an incremental traffic assessment.

(c) A supplemental traffic assessment was also prepared for the Master Development Order by the Developer at the request of review agencies to identify the potential 2040 roadway conditions and candidate roadway improvements resulting from the MDO Traffic Study Update based on the initial internal capture rate ("ICR") of 22%, as mandated in the initial Master Traffic Study. The roadway network and candidate roadway improvements based on that 22% ICR also are set

forth in Exhibit "F" attached hereto and made a part hereof by reference. Exhibit "F" also identifies, under those 2040 conditions, the same information for the 22% ICR scenario as for the 66% CCR scenario, including those regionally and locally significant road segments that are projected to be significantly impacted by the BRC and for which a service deficiency is also projected ("Impacted Segments") and the improvements which may be anticipated by 2040 to the Impacted Segments under a 22% ICR in order to maintain the adopted level of service (LOS) targets. The road network presented in Exhibit "F" is a 2040 horizon year projection that will be updated periodically as set forth below in Condition 5.B.(2) to reflect changing conditions in the area. This 22% ICR is to be applied only for the First Increment and will not be used with future increments or Master Traffic Study Updates.

(d) The significant impacts, roadway network, and roadway improvements identified in Exhibit "F" hereto are provided for comparison purposes between the ICR and CCR scenarios described above. As specified under Conditions 5.B.(2)(a), (2)(b), (2)(c), and (2)(d) below, as data from the traffic monitoring program becomes available, as specified under Conditions 5.B.(3)(a) and 5.B.(3)(b) below, this data will be

incorporated into the Master Traffic Study Updates as described in Condition 5.B.(2) below. Exhibit "F" will then be re-evaluated and revised as specified in Condition 5.B.(2) below.

(e) For purposes of the First Increment, the 22% ICR portions of Exhibit "F" controlled the measurement of significant impact for the Incremental DRI traffic study. Future Increments shall use the revised Exhibit "F" as re-evaluated either under Condition 5.B.(2)(a) or B.(2)(b), as applicable.

~~(8)~~(2) Master Traffic Study Updates

(a) (1) The first update of the Master Traffic Study was approved~~,~~ by Resolution 2011-485 on December 13, 2011 ("Initial Master Traffic Study Update").

The 2020 Master Traffic Study Update is hereby approved through this Master Development Order Amendment.

(2) a. Each update of the Master Traffic Study will include a reassessment of the internal capture and external trips consistent with paragraph 5.B.(2)(a)(1) above, Trip Generation, the ITE Trip Generation Handbook, and the FDOT Site Impact Handbook, the FDOT D1 District-wide Model, as it may be adjusted pursuant to professionally accepted techniques applicable to communities of the size, location, mix of uses, and design of Babcock or other travel

demand modeling techniques and data that reflect the size, location, mix of uses, and "smart growth" design of the project, and with consideration of the cumulative impacts of previously evaluated increments and monitoring data up to the point of commencement of that particular Master Traffic Study Update.

b. Due to its size and mix of uses, the BRC will be divided into a number of traffic analysis zones (TAZs) and tracts, which are combinations of TAZs. The size, location and number of TAZs will be determined by the Developer. There shall be no minimum or maximum number of TAZs or tracts.

c. Adjustments to the FDOT D1 District-wide Model in accordance with 5.B.(2)(a)(2)(a) for estimating trip capture within a large-scale community like the BRC, the community capture and external trips for the BRC will be estimated using the following procedures.

(i) The total new trips generated by the BRC development as identified in the Master Traffic Study Update and based on accepted standard methods of calculation will be reduced as identified in the sections below.

(ii) There are standard mixed land uses (residential, office, retail) for the mixed-use development concepts of the ITE Trip Generation Handbook "Mixed Use Development". For those standard land uses, and using the tract as a single TAZ, calculate, using the methods of the ITE Trip Generation Handbook "Mixed Use Development", the internal capture within the tract.

(iii) For each non-standard land use (those land uses not included in the ITE Trip Generation Handbook methodology) within each tract, the trip capture for those non-standard land uses will be discussed at the methodology meeting.

(iv) Using the FDOT D1 District-wide Model, applicable at that time, determine the trip capture between the individual tracts within the BRC.

(v) Estimate the number of pass-by trips consistent with the then most recent editions of the ITE Trip Generation Handbook, and the FDOT Site Impact Handbook. Only those retail uses which are adjacent to the primary public roadways will

be eligible for external pass-by trips. Retail that is not adjacent, whether contained internally or substantially set back without direct access to the major public roadways will be discussed at the -methodology meeting.

(vi) The remaining net new trips are external to the BRC and will be assigned to the regional roadway network by the FDOT D1 District-wide Model, applicable at that time.

(vii) In the alternative, Developer may use an alternative methodology for estimating community capture rate if reviewed and approved by FDOT, County, Lee County, and SWFRPC.

(b) (1) Due to the long-term buildout of the Project (over 20 years) and potentially changing conditions in the study area, periodic updates of the Master Traffic Study are required and will use the most current, validated FDOT D1 District-wide Model in effect at the time of the commencement of the Master Traffic Study Update. After the Initial Master Traffic Study Update specified in Condition 5.B.(2)(a)(1), additional updates shall be conducted and submitted no later than five (5) years after the effective date of the most recent previous update.

The Developer may update the Master Traffic Study at any time during that five (5) year period. Each updated Master Traffic Study will be a complete update similar to the original Master Traffic Study and will result in a Revised Exhibit "F". The Master Traffic Study Update shall consider the possibility of a new east-west transportation corridor between SR 31 and I-75, and may consider related corridor studies and interchange justification reports, as determined appropriate in the transportation methodology meeting. A transportation methodology meeting will be held with County, Lee County, the SWFRPC and FDOT prior to the conduct of each Master Traffic Study Update.

(2) Each update of the Master Traffic Study will include a reassessment of the community capture and external trips consistent with paragraph 5.B.(2)(a)(1) above.

(c) Subsequent Increments, including phases, if applicable, will use the FDOT D1 District-wide Model or the most current, validated FDOT D1 District-wide Model in effect at the time. Two different model runs (without DRI and with DRI) will be used for each Master Traffic Study Update.

(d) The methodology for Master Traffic Study Updates will be coordinated through the SWFRPC and include County, Lee County and FDOT. Any amendments to the Master

Development Order resulting from a Master Traffic Study Update shall be processed as an amendment. The Master Traffic Study Update process will consist of the following steps and timeframes:

(i) Initial informal coordination meeting to discuss and establish the appropriate methodology, between the Developer and SWFRPC, County, Lee County and FDOT.

(ii) Submittal of proposed methodology by the Developer to the SWFRPC not less than 14 days in advance of the formal methodology meeting for distribution to the State and Regional review agencies.

(iii) Formal methodology meeting between the Developer and the State and Regional review agencies coordinated by the SWFRPC.

(iv) SWFRPC, within 35 days of the conclusion of the formal methodology meeting(s), will document the findings and agreements made by the participants including a summary of all assumptions agreed upon at the meeting.

(v) SWFRPC shall allow State and Regional review agencies not less than 14 days to agree or disagree in writing with the meeting summary.

(vi) If agreement cannot be reached with all the State and Regional Review agencies, the SWFRPC will designate a methodology in writing to be used by the Developer.

(vii) The Developer shall submit for approval the Master Traffic Study Update and revised MDO Exhibit "F" to the SWFRPC through the development order amendment process, for distribution to County, FDOT, and Lee County.

(viii) Public hearings will be conducted in accordance with the County's procedures for processing development order amendments in coordination with the SWFRPC.

~~(9)~~(3) Biennial Monitoring Program

On a biennial basis, the Developer shall submit a DRI traffic monitoring report to the following entities: County, FDOT, Lee County, and the SWFRPC. The first monitoring report shall be submitted two (2) years after the recorded date of the approval of the first AIDA Development Order, unless no buildings have been physically occupied by a permanent user. Once a building in Babcock is occupied by a permanent user the biennial traffic monitoring requirement will commence. For the purposes of growth management, the Biennial Monitoring will monitor the external trips

generated by occupied uses in Babcock. The traffic monitoring program must include the following.

(a) 2-hour AM peak hour and 4-hour PM peak hour turning movement counts and 72-hour machine traffic counts at the BRC's access points onto the external public road network external to the Property; the 72-hour traffic counts will be derived from the permanent traffic counters installed at Babcock's ingress/egress points as described in Condition 5.B.(~~7~~6) below.

(b) A comparison of the field-measured Project external trips to the Project's external trips estimated in the MDO –and the Incremental traffic studies.

(c) The level of service of all access points between the Project and the external road network.

(d) A summary of construction and development activities to date, using the categories of the Master Development Program.

(e) An estimate of the level of development expected to be added by the Project for the forthcoming year.

(f) The status of the mobility improvements required by any prior Incremental development program.

(g) The status of mobility improvements identified as committed in the Master Traffic Study or Incremental traffic studies.

(h) An estimate of the construction traffic at the Project's access points onto the public roadway network external to the Property.

~~(10)~~(4) The Developer shall promote efficient pedestrian and bicycle movement within and between the development's components and to adjacent properties. The Developer shall link the uses and subdivisions, hamlets, town centers and free-standing facilities through a series of sidewalks, bike paths, walking trails and internal roadways of various functional classifications. The Developer shall promote transit service through the inclusion of bus stops or other appropriate transit access points in site design, consistent with the County and Lee County Comprehensive Plans and transit plans, if any. The location of bus stops and transit access points shall be planned and integrated with the BRC bicycle and pedestrian plan.

~~(11)~~(5) The Developer shall prepare a transit feasibility study of providing public transportation to and from Babcock at the request of County. The transit feasibility study will evaluate, among other things, the feasibility of providing public transportation, timing of the implementation of the system, system routing, vehicle type, headways, funding sources, and capital and operating costs. In an effort to ensure sufficient population to support this type of transit service, the Developer shall coordinate the initiation of this study with transit representatives from County, Lee County, and the FDOT. The

Babcock development will be credited with an appropriate reduction in net external trips for the implementation of such a public transit component. The cost of the study may be credited against Developer's proportionate share mitigation.

~~(12)~~(6) The Developer installed permanent traffic count stations at the BRC ingress/egress points on the external road network at Greenway Boulevard, Lake Babcock Drive, and Cypress Parkway. Developer will work with FDOT and County to determine the location for relocating the existing FDOT traffic count station located south of the Charlotte/Lee County line on SR31 as part of the SR31 widening. The equipment located at Greenway Boulevard, Lake Babcock Drive and Cypress Parkway will be owned and maintained by the Developer or District. The equipment to be re-located south of the Charlotte/Lee County line on SR31 will be turned over to FDOT and FDOT will own and maintain the permanent count station equipment. The cost of the permanent count stations equipment will be credited against the DRI's traffic mitigation obligation. Data from the count stations shall be made available in a digital format on a periodic schedule agreed to by County and Developer and without any cost to Developer.

C. Incremental Review.

(1) Incremental Review Analyses.

Development within the BRC, as identified in the AMDA, will undergo a traffic review through an incremental process with traffic studies prepared for each Increment. A transportation methodology meeting will be held with County, Lee County, FDOT, and the SWFRPC prior to initiating this study. This will allow the study to address specific issues that may be related to any particular Increment. Each Incremental Traffic Study, other than the traffic studies for the initial Increment 1, will establish the trip capture rate for that Increment consistent with Condition 5.B.(2) which will determine the maximum number of PM peak hour trips external to the Property for that Incremental development program. Professionally accepted techniques and data, including FDOT's then current Site Impact Handbook (or its equivalent) and the then current Subdivision Traffic Study Guidelines for County may be considered in establishing the methodologies for the Incremental studies. If agreement cannot be reached with all the State and Regional Review agencies, the SWFRPC will designate a methodology in writing to be used by the Developer.

As a part of this effort, a traffic study will be prepared in support of that Increment. The Project's trip capture rate, estimated number of external PM peak hour trips, traffic impacts, proportionate share of needed improvements, pipelining of the proportionate share, and mitigation will be established for each Increment. A traffic study will

be prepared for each Incremental level of development. The traffic study in support of each Increment will estimate the trips external to the Property for that Incremental development program and will include the following.

(a) Road segment evaluation of those external road segments significantly impacted by the Incremental development program for the MDO significant impact area per Exhibit "F".

(b) Intersection evaluations of those external intersections significantly impacted by the Incremental development program.

(c) Identification of potential roadway and intersection improvements needed to support that level of development and all area growth coincident with buildout of that Incremental development program at the BRC for the MDO significant impact area per Exhibit "F".

(d) Identification of the Project's proportionate share of those needed roadway and intersection improvements. Proportionate share mitigation shall be limited to ensure that if Babcock meets the requirements of Section 163.3180, F.S., it shall not be responsible for the additional cost of reducing or eliminating backlogs. The project's proportionate share shall be directed (i.e. "pipelined") to one or more mobility improvements that benefit a regionally significant

transportation facility. The funding of one or more required mobility improvements that will benefit a regionally significant transportation facility consistent with Section 163.3180, F.S., satisfies concurrency requirements as mitigation of Babcock's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(e) Identification of the Project's traffic mitigation conditions to address its proportionate share of needed mobility improvements and any pipelining of that proportionate share, but not including mitigation for backlogged conditions. Mitigation for impacts to facilities on the State Strategic Intermodal System shall be made after consultation with and with the concurrence of FDOT. Traffic mitigation conditions would include, but not be limited to, commitments to construct or pay for certain mobility improvements, provision of right-of-way, provision of design plans in support of improvements, cash payments to County or applicable maintenance agency and/or combinations of the above, and a mitigation payment schedule.

(f) Each Incremental traffic study will include any previously evaluated Increment as Project traffic. Mitigation provided by any previously evaluated Increment shall be credited to the overall impact of the Project.

(g) An accounting system will be established so that if the field measured external trips at the end of the particular Increment are less than previously estimated for that Increment, the Developer would be entitled to credits which can be used by the Developer, sold to other parties or carried over to the next Increment. Alternatively, if the actual traffic for that particular Increment is greater than previously estimated, then the Developer will be required to mitigate those additional traffic impacts as part of the then under review Increment.

(h) The development approved in each Increment will be vested for traffic concurrency purposes through the scheduled payment of its mitigation requirements (proportionate share) for mobility improvements. The payment schedule and the details of that payment schedule must be established in an enforceable agreement with County or the applicable maintenance agency.

(i) As provided in the MDO Agreement, an Incremental traffic study may consider relevant information from previously approved studies or Increments, but no Incremental review will result in a requirement to revise any element or requirement of a previously approved Increment other than the provision in item 5.C.(g) above. Conditions identified in the most recently approved Incremental Development Order or

Amended Development Order will control for the purposes of transportation mitigation, unless otherwise noted in the Development Order.

(j) Attached as Exhibit "G" are the Babcock Ranch DRI Cumulative Incremental Transportation Conditions for all approved Incremental Development Orders.

(2) Site Plan and Subdivision Plan Approval Within ~~A~~an Increment. Site plan and subdivision plan approvals within an Increment will be evaluated for consistency with the Incremental traffic study as set forth below.

(a) Review the requested approval to verify that the development parameters of the requested approval, when combined with the parameters of any other requested approval already reviewed and approved within the Increment and reflective of any land use conversions, are consistent with the level of development evaluated during the Incremental traffic study.

(b) Review of the requested approval to verify that the projected external trips of the requested approval, when combined with the estimated external trips of any other requested approval already reviewed and approved within the Increment and reflective of any land use conversions, does not exceed the external trips evaluated during the Incremental traffic study.

(c) Review of the requested approval's access points onto the public roadway network external to the Property to determine if: 1) the proposed access points are consistent with the access established in the MDO; 2) the access point intersection will operate at acceptable levels of service coincident with the buildout of the requested approval; 3) identify needed improvements, including signalization, at the access point intersections to maintain acceptable levels of service; and 4) identify the estimated turn lane storage lengths for the needed turn lanes at the access point intersections.

(3) The Developer may, at its sole discretion, determine the size, boundaries, land uses, timing, and termination of each Increment. The Developer may file one or more AIDA's for concurrent, overlapping, or sequential increments. Provided, however, the entire project as reflected in this MDO may not be submitted in only one increment, and any one filing of one or more AIDA's will not include cumulatively among the filing more than fifty percent (50%) of the entire MDO Development Program.

(4)

(a) The Developer's proportionate share obligation, as established per each Increment, shall be directed or pipelined, pursuant to section 163.3180, F.S., to one or more required mobility improvements which may or may not be a part of the

AMDA roadway network, which benefit a regionally significant transportation facility and which can be funded by the Developer's proportionate share. The funding of one or more required mobility improvements that will benefit a regionally significant transportation facility consistent with Section 163.3180, F.S. satisfies concurrency requirements as a mitigation of Babcock's impact upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(b) The Developer may also utilize proportionate fair-share mitigation, consistent with Section 163.3180, F.S., which may be directed toward one or more specific transportation improvements reasonably related to the mobility demands created by the development and such improvements may address one or more modes of travel. Proportionate fair-share mitigation shall be limited to ensure that a development meeting the requirements of Section 163.3180, F.S., mitigates its impact on the transportation system but is not responsible for the additional cost of reducing or eliminating backlogs. The funding of any improvements that significantly benefit the impacted transportation system satisfies concurrency requirements as a mitigation of the development's impact

upon the overall transportation system even if there remains a failure of concurrency on other impacted facilities.

(5) In addition to, or in the alternative to the pipelining described in provisions 5.C.(1)(d) and 5.C.(4)(a) above, the developer may also mitigate its traffic impacts pursuant to 73C-40.045, F.A.C.

(6) Incremental Biennial Monitoring Controls.

(a) If the biennial traffic monitoring report for any two year period reveals that the Project's field measured external trips generated by occupied land uses is 80% or more of the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increments and the occupied land uses are less than 50% of the development program approved for approved, but uncompleted, Increment(s), the Developer shall, within 90 days of the date of the biennial traffic monitoring report, meet with County Public Works to determine if the most recently approved Incremental traffic study must be updated. If an updated traffic study is required, then an updated list of significantly and adversely impacted road segments and corresponding adjustments in the Increment's proportionate share which are needed to complete the most recently approved Increment will be identified in that updated study.

(b) If the biennial traffic monitoring report for any two-year period reveals that the Project's field measured external trips generated by occupied land uses exceed the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increment(s), the most recently approved Incremental traffic study will be updated within 120 days of the date of the biennial traffic monitoring report. For that most recently approved Increment, this may result in an updated list of significantly and adversely impacted road segments and a corresponding adjustment in the Increment's proportionate share with the additional proportionate share being directed to one or more mobility improvements as set forth in Condition 5.C.(4).

(c) Alternatively, if the Project's field measured external trips exceed the maximum number of external PM peak hour trips for the completed Increment(s) and the approved, but uncompleted, Increment(s), the Developer may declare the most recently approved Increment to be complete in terms of external trips and development program and may submit a new AIDA and Incremental traffic study which may include land area not used in the Increment deemed complete.

(d) If, at the buildout or completion of an Increment, the measured external trips are less than the maximum number of external trips established for the Increment, then the difference in the proportionate share represented by the difference in those external trips will be credited against the proportionate share projected to be produced by the next subsequent Increment(s).

(e) Every two years, the results of the traffic monitoring report will be compiled with the results of the previous reports. The data from these monitoring reports will be used with respect to the applicable components of the development program prepared for the next Increment, as well as the updates of the Master Traffic Study.

(f) Under Conditions 5.C.(6)(a), (b), and (d) above, development (including but not limited to: planned development, site plan, and sub-division approvals; building permits; construction; and certificates of occupancy) pursuant to Incremental approvals will not be suspended while the traffic study updates and any adjustments required by those provisions are being finalized.

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6. VEGETATION, WILDLIFE, AND WETLANDS

A. Representations and Commitments as Conditions.

(1) The exotic pest plant impacted areas and native plant communities (approximately 5000 acres) will be managed and incorporated into the final preservation areas and consolidated north-south flow-ways and east-west greenways.

(2) The upland preserve/conservation areas and the wetland preserves will have management that optimizes the value and function of these areas of native habitat.

(3) There will be an average 100-foot setback from the State Preserve and an average 50-foot setback adjacent to wetlands.

(4) Internal roadways will be used to inter-connect separate development pods and will be constructed with wildlife crossings in areas where they cross wildlife corridors. The designs, sizes, and locations of these crossings will be coordinated with County and coordinated and approved by staff from the Florida Fish and Wildlife Conservation Commission (FWC) and the US Fish and Wildlife Service (USFWS). Internal roadways may be constructed across and through primary flow-ways, as long as the hydrological and wildlife corridor functions are maintained through the crossings. The number of such roadways, not including pedestrian boardwalks and bike, electronic cart, hiking, and equestrian trails (paved or

otherwise), shall be the minimum necessary for safe and efficient public accessibility between development pods.

(5) Roadway layouts in the internal wildlife corridors will be designed to reduce traffic speeds and minimize the risk of vehicle/wildlife collisions. Traffic calming devices will be employed where appropriate, but will not serve as a substitute for wildlife under crossings or over crossings, unless approved by FWC and USFWS.

(6) Littoral shelves will be constructed within lake systems and will provide additional foraging areas for wildlife. Littoral shelves will be provided along a minimum of ten percent (10%) of the length of the shoreline of each such lake. Littoral shelves will be designed to mimic the functions of natural systems by establishing shorelines that are sinuous in configuration in order to provide increased length and diversity of the littoral zone. Where appropriate, specific littoral shelf planting areas will be established to provide feeding areas for water dependent avian species. Developer will ensure that recorded restrictions on the Property prohibit the removal of littoral shelf plants, unless replaced with similar plants.

(7) Site lighting standards will be modeled after the International Dark-Sky Association or similar guidelines. Street lighting will use mechanisms to reduce light pollution such as full shield cut-offs to prohibit light from shining upward, low intensity lighting and other acceptable techniques. Greenways, conservation areas and

undeveloped areas bordering these areas where there are unpaved trails will be unlit, or lit to the extent necessary for safety reasons only during periods of designated use.

(8) Golf courses will be designed to comply with the goals of the Audubon International Signature Program – Silver Level certification program, with best management practices developed by the Florida Department of Environmental Protection under Section 403.067, F.S. (2005), or with other equivalent certification programs or equivalent best management practices.

(9) During the construction process, appropriate measures will be taken to minimize impacts to preserved wetlands and to water quality. Wetland and upland buffer areas to be preserved will be clearly marked in the field to avoid damage of and intrusion into protected areas. Appropriate construction Best Management Practices will be employed. Prior to commencement of construction near preserved wetlands, including proposed water control structures, erosion control devices will be installed to control and reduce soil erosion, sediment transport and turbidity. Such devices (e.g., silt fencing, temporary sediment traps, impoundment areas to control excessive discharges, etc.) will remain in place throughout the duration of construction in an area until construction zones and surrounding areas are stabilized.

(10) Erosion control methods/devices used during construction will generally conform to applicable standards set forth in FDER's "The Florida Development Manual: A Guide to Sound Land and Water Management," Sections 6-301 through 6-500 of Chapter 6: "Storm Water and Erosion Control Best Management Practices for Developing Areas; Guidelines for Using Erosion and Sediment Control Practices," (ES BMP 1.011.67. FDER, Tallahassee, FL 1988).

(11) Freshwater marsh creation areas will be over excavated and backfilled to final grade with organic soils. Tree, shrub, and prairie planting areas will have topsoil furloughed from the grading area or organic mulch added to achieve final grade.

(12) Two hydrologic improvement projects are proposed, one in Curry Canal and one on the west side of Telegraph Swamp and southeast of Hamlet II. At a minimum, each project will have new or modified water control structure(s).

(13) The Developer has prepared an environmental sustainability plan for the Property which calls for protecting environmentally sensitive wetlands and uplands areas, providing for mitigation of certain disturbed areas, enhancing preservation areas, preserving agricultural areas, establishing Greenways and public recreation and environmental education programs. As part of the Developer's implementation plan, the Developer will utilize conservation

easements as set forth below. Areas in the Developer's plan identified for mitigation on the Property will be included in the ERP for placement under a conservation easement. Wetland Areas in the Developer's plan which are not impacted by the project will be protected by a conservation easement. Prior to the expiration date of this Development Order, existing agricultural uses located within the project but which are outside of the development areas shown on Map H will be placed under a conservation easement which will allow for the continuance of agricultural operations. The upland enhancement and preservation areas identified in the Developer's plan on the Property will be placed under conservation easements. Acreages referenced in the Developer's plan are subject to change based on future permitting considerations. All required easements will be granted to the SFWMD or other appropriate governmental entity with a compliance monitoring staff. Easements not required by a condition of an environmental permit may be granted to an appropriate governmental entity or to a non-profit charitable entity that exists for the purpose of holding land for conservation purposes with a compliance monitoring staff. The recording of the conservation easements will be phased concurrent with various AIDA's, construction, and plat approvals.

(14) (a) To the maximum extent reasonably practicable, above-ground and underground utility lines (e.g., water, sewer,

electric, gas, telephone, cable, electronic, etc.) will be located within or adjacent to roadway corridors on the Property. Where this is not practicable, Developer shall consult with County and the pertinent utility to establish a location which minimizes to the maximum degree reasonably practicable impacts on upland enhancement and preservation areas.

(b) With respect to the location of major utility transmission lines on the Property, Developer will consult with County and the pertinent utility prior to such location in an effort to minimize impacts from such lines on environmental resources located on the Property.

(c) Nothing herein shall preclude the location of utility or transmission lines within the north/south "Limited Transportation, Pedestrian and Utility Corridor" shown on Exhibit "B" hereto.

(15) BRC greenways will be maintained in their natural state and kept free of refuse and debris. Category I exotic pest plants as defined by the Florida Exotic Pest Plant Council (EPPC), in effect at time of permitting, will be controlled to ninety-five percent (95%) occurrence (except for torpedo grass, *Panicum repens,* and cogon grass, *Imperata cylindrica,* that will be controlled to a ninety percent (90%) occurrence) in non-agricultural greenway areas. Category II pest plants, as defined by the Florida Exotic Pest Plant Council (EPPC),

in effect at time of permitting, and other plants reaching a problematic, invasive level will also be controlled to reasonable and achievable levels in non-agricultural greenway areas. Maintenance of these preserve areas will be conducted in perpetuity consistent with state, local, and federal government environmental permit approvals.

(16) The prescribed fire plan for BRC will be a program that mimics the natural fire cycle for the various habitat types identified within the mitigation and preserve areas. Prescribed burning will be planned and carried out by a Certified Prescribed Burn Manager (as licensed by the Florida Division of Forestry) and experienced fire crew.

(17) The Developer shall dedicate a one (1) acre site and provide a 3,000 square ~~feet~~foot, pre-fabricated, shell building to County for mosquito control operations use pursuant to the schedule shown on Exhibit "D" hereto.

B. Other Conditions.

(1) Integrated Pest Management ("IPM") will be utilized in BRC. IPM will involve the monitoring of sites for pest related problems, determining when a problem needs attention and taking appropriate action with the least amount of environmental impact. IPM will maximize the use of biological controls (i.e., bat houses, etc.), organic pest control methods, insecticidal soaps, and fish oils beneficial to lowering the

environmental impact of pest control. Property and homeowner education will also be an IPM component within the Community.

(2) All USFWS and FWC threatened and endangered species management plans ("T&E Plans") for the documented listed species including Florida panther (*Puma concolor coryi*) (E), Florida bonneted bat (*Eumops floridanus*) (E), wood stork (*Mycteria americana*) (T), beautiful pawpaw (*Deeringothamnus pulchellus*) (E), Florida sandhill crane (*Gruscanadenis pratensis*) (T), Eastern indigo snake (*Drymarchon corais couperi*) (T), little blue heron (*Egretta caerulea*) (T), tricolored heron (*Egrettea tricolor*) (T), gopher tortoise (*Gopherus polyphemus*) (T), American alligator (*Aligator mississippiensis*) (T S/A), crested caracara (*Caracara cheriway*) (T), roseate spoonbill (*Platalea ajaja*) (T), and Florida burrowing owl (*Athene cunicularia floridana*) (T) approved at the time of issuance of this Development Order are incorporated by reference herein and made a part hereof. Any additional species which are listed after the issuance of this Development Order and which are documented in an AIDA shall have a T&E Plan developed and approved by USFWS and FWC and said plan shall be incorporated by reference as a condition of the particular incremental development order.

(3) The SFWMD issued Permit Number 08-00119-P on July 6, 2006, as supplemented by Permit No. 08-105624-P (Application No. 200526-3536) issued on September 23, 2021, which ~~includes~~include certain

authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as ~~it~~ may be amended from time to time, addresses mitigation of certain impacts of the BRC development. Such permit is issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its potential application to development which they may propose to undertake within BRC.

(4) The USACOE issued Permit Number SAJ-1992-264 (NW-TWM) on May 22, 2006, which includes certain authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency,

if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(5) The USACOE issued Permit No. SAJ-2006-6656 (IP-MJD) in 2010 which includes certain authorizations and permit conditions, in accordance with its jurisdiction over such matters and the Property. Due to State assumption of Section 404 permitting by the Florida Department of Environmental Protection (FDEP) from the USACOE on December 23, 2020, FDEP State 404 Permit No. 396574-001 was obtained in November 2021 for a modified site plan east of the Curry Canal and an updated BRC Mitigation Plan. Development west of the Curry Canal remains consistent with impacts authorized by the referenced USACOE permit. Developer will follow the authorizations and permit conditions of each permit, as may be applicable, although through the referenced FDEP State 404 Permit, the FDEP now has Section 404 regulatory oversight of the entire BRC development and associated mitigation. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is

subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

(6) The SFWMD issued Permit No. 08-00004-S-05 (Application No. ~~070330-5)~~070330-5), as supplemented by Permit No. 08-105624-P (Application No. 200526-3536), to Developer for a conceptual ERP in accordance with its jurisdiction over such matters and the Property. Developer will follow the authorizations and permit conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. The permit is issued under the authority of an agency other than County and, therefore, is subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its application to development which they may propose to undertake within BRC.

C. Incremental Review.

(1) The threatened and endangered species management plan ("T&E Plan") is that plan for threatened and endangered species provided

for in the ERP and ~~USACOE~~FDEP State 404 Permit ~~("ACOEP")~~ for Babcock Charlotte, as may be amended from time to time.

(2) The incremental review will address compliance of the increment with the T&E Plan. It will also address the detailed plan to protect any wetlands in the increment or to mitigate for proposed impacts on such wetlands. Upland habitats of threatened and endangered species (not including species addressed in the Biological Opinion of the U.S. Fish and Wildlife Service for Babcock Charlotte) which are not addressed by the T&E Plan shall also be addressed in the AIDA to maintain such habitats to the extent practicable with the development planned for those areas, or to relocate affected listed species to other appropriate habitat.

(3) The incremental review will include an assessment of any pertinent information developed pursuant to a condition of the MDO which has been developed since the MDO was issued in order to determine if that new information shows that a change in the T&E Plan is needed in order to provide the same level of protection, remediation, or mitigation that is contemplated in the MDO.

(4) Each AIDA shall identify the number of acres to be contained in the Increment with respect to each of the following Greenway categories and the percentage of the total of each and shall include a companion map:

(a) Greenway acreage not under conservation easements

(i) agricultural lands

(ii) non-agricultural lands

(b) Greenway acreage under conservation easements

(i) wetland conservation

(ii) wetland enhancement

(iii) upland conservation

(iv) agriculture

(5) Each AIDA shall identify any conservation easements over wetlands and uplands which have been delivered.

(6) Each AIDA shall include a copy of any wildlife survey which has been conducted pursuant to an ERP or ~~ACOEP~~FDEP State 404 Permit since the last AIDA was filed.

(7) Each AIDA shall provide an updated Greenway Map.

(8) Each AIDA including roadway within a wildlife corridor will detail the roadway design features to be employed with regard to surface material, lighting, signage, access, and speed limits. The existing unpaved North/South road corridor located along the east Property line may serve as a transportation, pedestrian, and utility (e.g. wells, lift stations, transformers, pump stations, associated lines and infrastructure for water, wastewater, gas, electric, cable, electronic, etc.) corridor consisting of not more than 120 feet in width with a maximum speed limit of 20mph. The existing North/South road shall not be modified beyond its current existing maximum width, nor

paved, unless such modification has been considered in an AIDA review and approved in an Incremental development order or has been reviewed and approved pursuant to an amendment to a development order.

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7. WASTEWATER MANAGEMENT AND WATER SUPPLY

A. Representations and Commitments as Conditions

(1) Low Flow Fixtures: Low volume plumbing fixtures will be installed in all new homes and businesses. The plumbing fixtures will comply with the following maximum flow volumes at 80 psi:

Toilets: 1.28 gallons per flush

Shower heads: 2.5 gallons per minute

Faucets: 2.0 gallons per minute

(2) Customer billing by Town and Country Utilities Company will be based on the use of water conservation-based rate structures.

(3) Town and Country Utilities Company will distribute literature to households describing water conservation practices.

(4) Drought-Tolerant Landscaping: The use of native landscaping and the Florida Yards and Neighborhoods Program principles will be incorporated throughout the project site.

(5) Reuse Water: Irrigation water will utilize reclaimed water produced by the water reclamation facility. During times when irrigation demand exceeds reclaimed water supply, irrigation water will be derived from the on-site lake system. The lake system will be replenished with ground water.

(6) Leak Detection Program: Reports of water leaks will be directed to personnel during business hours. Site tours and routine maintenance personnel trips along water supply and distribution

lines will also be conducted. On a monthly basis, customer metered usage will be compared to the master meter reading.

(7) Irrigation System Design: Rain sensors and/or soil moisture sensors are required for irrigation systems within the project site in order to preclude irrigation during rainfall events. The project will install low flow irrigation systems for common areas where reasonably practicable.

(8) Fertilization Program: Written fertilization guidelines will be developed that establish standards for all common area fertilization and guidelines for individual property owners. The guidelines will comply with SWFRPC Resolution 2007-1 to the extent adopted by County and as it may be modified by County from time to time, except that reuse irrigation water may be applied within 25 feet of a wetland or water body. The program will be based on the results of soil samples, water sources, drainage patterns, and the landscape planned. This program will be designed to provide sufficient nutrition to sustain density and vigor for the landscape plantings intended for the Community that will enhance their resistance to disease, weeds, and insects. Education of residents and landscape maintenance contractors will be included in the program.

The program standards will include an annual schedule for applications of controlled release and slow release fertilizers. The program will also identify appropriate buffer requirements for all

areas on the site with respect to wetlands and all natural or created bodies of water. The above fertilization program does not eliminate the requirement of compliance with any County fertilizer ordinance.

(9) Various types of on-site wastewater treatment systems may be used permanently at –solar generating facilities, educational facilities located within the greenways, the North Babcock Area, restroom facilities in the project's trail system, and any plant nursery, sod, or agricultural operations facilities. Pursuant to F.S. 381.0065(4), as may be amended, an operating permit must be obtained prior to the use of any aerobic treatment unit or if the establishment generates commercial waste. Buildings or establishments that use an aerobic treatment unit or generate commercial waste will be subject to annual inspections by the State Department of Health to assure compliance with the terms of the operating permit. Any currently permitted uses of such systems may continue pursuant to existing, modified, and renewed permits.

(10) On-site wastewater treatment systems may be utilized at selected locations such as construction trailers, sales centers, and other non-residential facilities where centralized sewer is not currently available. Each of these non-permanent systems must be licensed as in paragraph (9) above and may continue to be used for five (5) years from the date of installation of each system and thereafter must be abandoned in accordance with state and County regulations.

Notwithstanding the foregoing, models, sales centers and associated construction trailers may be extended on an annual basis as needed and such consent by County shall not be unreasonably withheld.

(11) Bio-solids may be converted into a Class AA residual that may be used as a slow release fertilizer on the site, provided this use meets applicable permitting conditions for the site.

B. Other Conditions.

(1) The proposed water treatment and distribution and wastewater collection and treatment systems will be designed consistent with current industry standards in Southwest Florida.

(2) All potable water facilities, including any possible on-site potable water treatment plants, will be properly sized to supply average and peak day domestic demand, in addition to fire flow demand, at a flow rate approved by the County Fire Department.

(3) The lowest quality of water available and acceptable should be utilized for all non-potable water uses.

(4) Irrigation systems for new construction will comply with County's irrigation and landscaping ordinance, as may be amended from time to time.

(5) Town and Country Utilities Company or its successor or assigns will provide water, wastewater, and reclaimed water to BRC.

(6) SFWMD issued Permit Number 08-00122 W, in October 2007, which includes certain authorizations and permit conditions, in accordance

with its jurisdiction over such matters and the Property. Developer has committed to follow this permit and its conditions, which is a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, addresses mitigation of certain impacts of the BRC development. Such permit is issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit and its potential application to development which they may propose to undertake within BRC.

(7) Developer may apply for a permit(s) from the SFWMD for non-potable (landscape irrigation) withdrawals, in accordance with its jurisdiction over such matters and the Property. Upon issuance, Developer will follow the authorizations and permit conditions, which will be a separate and enforceable legal document in accordance with its terms. Compliance with this permit, as it may be amended from time to time, will address mitigation of certain impacts of BRC development. Such permit will be issued under the authority of an agency other than County and, therefore, shall be subject to enforcement by the issuing agency. County will assist said agency, if requested, in monitoring Developer's compliance with the

conditions of said permit. Developers' successors-in-interest and assigns are hereby placed on notice of this permit application and its potential application to development which they may propose to undertake within BRC.

C. Incremental Review.

(1) The AIDA which includes the North Babcock Area shall identify the water and wastewater treatment option(s) which will be employed in the North Babcock Area.

(2) Each AIDA shall include an updated Primary Utility Corridor map.

(3) Each AIDA shall identify the source of water for the Increment and the service provider.

(4) Each AIDA shall identify the service provider and the type(s) of wastewater treatment system(s) to be used in the Increment and their duration(s) of use.

(5) Wastewater treatment options in the North Babcock Area may include decentralized facilities.

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8. HISTORICAL AND ARCHEOLOGICAL SITES

A. Representations and Commitments as Conditions - No relevant provisions.

B. Other Conditions.

(1) A Cultural Resources Survey was prepared and approved by the Florida Department of State, Division of Historical Resources ("DHR"). No cultural resources eligible for listing on the National Register of Historic Places were identified within the BRC, and the development is unlikely to affect historic properties. If any archaeological/historical resources are discovered during the development activities, all work that might cause damage to such resources shall cease immediately, and the Developer shall contact the DHR, SWFRPC, and County so that a state-certified archaeologist can determine the significance of the findings and recommend appropriate preservation and mitigation actions, as necessary.

(2) When County establishes a local register of historical sites, any sites in BRC which qualify for listing on the local register will be listed. Any protection of such resources will be subject to agreement between Developer and County.

(3) By the end of the second DRI Increment, Developer will establish a permanent display of the history of the Babcock Ranch, including but not limited to the railroad and telegraph facilities.

C. Incremental Review. – None.

9. EDUCATION

A. Representations and Commitments as Conditions.

~~The Developer shall dedicate five school sites on the Property: three elementary schools (up to 20± acres each), one middle school (up to 30± acres), and one high school (up to 50± acres), and an educational service center (up to 25± acres). Site acreages are net developable acres exclusive of jurisdictional wetlands and listed species habitat areas. These sites will be delivered on the schedule set forth in Exhibit "D", attached hereto, as that schedule or site dedication requirements may be revised by agreement of Developer and the Charlotte County School Board.~~

The Developer shall comply with the Babcock Ranch School Site Dedication Agreement.

The Developer, District, County and the School Board of Charlotte County entered into an Addendum to the School Site Dedication Agreement on January 8, 2018 ("Agreement") addressing school concurrency for development. If the Agreement is not implemented to address school concurrency, the Developer and Charlotte County School Board shall amend the Agreement accordingly.

Age-restricted communities will not be subject to school concurrency requirements.

B. Other Conditions. Public facilities such as parks, libraries, and community centers shall be co-located with schools to the extent reasonably

practicable. Elementary schools shall be encouraged as focal points for neighborhoods.

C. Incremental Review. Developer shall provide anticipated student generation numbers as part of an AIDA using student generation rates contained in the Student Impact Analysis form.

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10. POLICE AND FIRE

A. Representations and Commitments as Conditions.

(1) Developer or District shall construct the shells of the law enforcement and fire/rescue buildings. The term "shell" means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, general building mechanical, electrical, plumbing, and fire (MEPF) systems, landscaping and exterior finishes to satisfy the Developer's architectural design standards. The building shells may be constructed in phases. The building shells shall be completed by Developer or District and turned over to County on the schedule set forth in Exhibit "D" attached hereto. Until the turnover to County, Developer or District shall be responsible for maintenance of the building shells and the associated building landscaping and any costs of operations elected by Developer or District to be incurred prior to said turnover(s). If the Developer or the District elects to operate any such buildings prior to turnover to County, County will consider an operational contract with District. The Developer or District shall be reimbursed from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design and construction costs of those buildings and the costs of all associated

infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs"), but not for the sites. Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by Exhibit "D".

(2) Site acreages are net developable acres exclusive of jurisdictional wetlands and listed species habitat areas. The sites shall be conveyed with exotic pest plants removed, infrastructure provided, and on a schedule set forth in Exhibit "D" attached hereto.

B. Other Conditions.

(1) The fire flows required for the BRC will be provided. Adequate system storage and pumping capacity will be installed to provide the required flows. Distribution system pipes will be sized to deliver the fire flows to the buildings to meet the requirements of the National Fire Protection Association.

(2) As the development of the project progresses, the Developer will coordinate with the Sheriff's Office prior to or during site plan review regarding security measures and features that will likely deter criminal activity in the BRC.

(3) Six sites totaling approximately 7.8± acres will be dedicated for police and/or fire rescue operations and for a communications tower. Site acreages are net developable acres exclusive of jurisdictional

wetlands and listed species habitat areas. Any additional acres requested by County for such operations will be subject to payment by County pursuant to a purchase contract negotiated between Developer and County.

(4) The Developer or the District shall provide funding to the County in the amount of one million two hundred thousand dollars ($1,200,000) for a ladder truck pursuant to the schedule in Exhibit "D". The housing of that vehicle will be the responsibility of County.

(5) The Developer has provided an interim fully operational double-wide trailer as the first Sheriff's Sub-Station pursuant to the schedule in Exhibit "D".

(6) The Developer ~~or the District shall provide~~has provided funding to the County for an EMS vehicle pursuant to the schedule in Exhibit "D"~~.~~". The housing of that vehicle ~~will be~~is the responsibility of County.

(7) The public purpose buildings and sites shall be subject to the land development regulations and architectural guidelines established for the Property.

(8) All law enforcement, fire, and EMS impact fees collected from the Development (not including any interest earned by County) shall be provided to Developer or District in the form of reimbursements.

(9) Babcock is intended to be a "Firewise" community and will employ "Firewise" principles where appropriate. The County's Office of

Emergency Management will cooperate with and assist the District in this endeavor.

C. Incremental Review.

(1) Each AIDA shall include an updated Exhibit "D" schedule.

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11. SOLID/HAZARDOUS/MEDICAL WASTE

A. Representations and Commitments as Conditions. – None.

B. Other Conditions.

(1) The project shall be bound by all applicable recycling requirements in effect in the County at the time of the development, and all solid waste shall be disposed of by a waste hauler licensed by the State of Florida.

(2) Any buildings where hazardous materials, or waste, is to be used, displayed, handled, generated or stored shall be constructed with impervious floors with adequate floor drains leading to separate impervious holding facilities that are adequate to contain and safely facilitate cleanups of any spill, leakage, or contaminated water.

(3) Discharge of hazardous waste effluent into the sewage system shall be prohibited unless approved by a permit issued by FDEP. There shall be no discharge of hazardous waste or of medical wastes from medical facilities into septic tanks.

(4) Any business within the BRC that generates hazardous waste will be responsible for the temporary storage, siting and proper disposal of the hazardous waste generated by such business. However, there will be no siting of hazardous waste storage facilities contrary to the County zoning regulations. There shall be no disposal of hazardous waste within the BRC.

(5) Any off-site disposal of hazardous waste will be the responsibility of the business that has generated the hazardous waste subject to all applicable local, state, and federal regulations.

(6) Restaurant operators will be required to comply with the County's grease trap ordinance that requires routine maintenance of the grease removal system.

(7) The responsibility for disposing of medical and hazardous waste lies with the waste generator in accordance with local, state and federal law.

(8) Any commercial operations that routinely handle extremely hazardous chemicals (such as the water and wastewater treatment facilities, hospitals and golf courses) will be required to comply with OSHA and NFPA fire and life safety requirements as well as all other local, state, and federal requirements.

(9) Natural gas is identified as a source of energy for the development. The Developer will meet with the Charlotte County Fire & Emergency Medical Services Department to advise it of the location of gas lines prior to installing such lines.

(10) All grease traps will be required to comply with local and state codes. The wastewater from these grease traps will be sent to a centrally located wastewater treatment facility, designed to comply with the applicable effluent quality requirements. The captured grease will be hauled off by a licensed hauler.

C. Incremental Review.

(1) Each AIDA will indicate whether or not the proposed Increment will be part of the County's Sanitation District, and if not, what other option will be used. Each AIDA will include a letter from the service provider that collection will be provided and a letter of availability regarding landfill capacity for the proposed Increment.

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12. AIR

A. Representations and Commitments as Conditions.

Dust prevention on development sites will employ wet or other suppression options consistent with applicable NPDES requirements. Unpaved roads will be watered as needed. Paving of roads will be performed as early in the construction schedule as is reasonably possible.

B. Other Conditions.

BRC shall comply with any applicable FDEP regulations regarding air quality.

C. Incremental Review. – None.

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13. HURRICANE PREPAREDNESS

A. Representations and Commitments as Conditions.

The Developer or District will build the shells of community center civic buildings and certain portions of public school buildings on the Property that will be used as shelters to hurricane building standards per local, state, and/or federal standards, as applicable, and ~~American Red Cross publication #4496, and~~ said buildings will be equipped with emergency generators.

B. Other Conditions.

(1) District or POA shall develop a hurricane preparation and shelter information program for the residents of the Property which will include annual awareness communications to residents. The appropriate County departments dealing with emergency preparedness will cooperate with and assist the District or POA in the development of this program. A copy of the information program was provided to County prior to the first residential closing.

Incremental Review. – None.

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14. OPEN SPACE, PARKS, AND LIBRARY

A. Representations and Commitments as Conditions.

(1) Developer agrees to provide a minimum of thirty-five (35%) percent of the gross acreage of the BRC as open space. "Open Space" shall consist of the Primary Greenway Plan, non-residential vegetated green space (including, but not limited to, community supported agriculture and community gardening), lakes and ponds not engineered for stormwater, lakes and ponds engineered for stormwater with general public access, hiking trails, greenways, bike paths, upland and wetland areas. Active uses such as ball fields, golf courses and other related recreation uses can be counted toward Open Space, but only 50% of the area can be utilized for calculation purposes.

(2) BRC will provide 200 acres of parks with a park points value of 715 points. Park points will be calculated in accordance with the County's Parks & Recreation Master Plan Update 2015-2050 or as otherwise agreed upon by the County and Developer as part of bi-annual meetings.

(3) One site totaling ~~4acres~~4 acres will be dedicated for a library pursuant to the schedule in Exhibit "D". Site acreage is net developable acres exclusive of jurisdictional wetlands and listed species habitat. Developer or District shall be required to fund the construction of a 12,000 square foot library shell building. The

County may desire to construct a library facility totaling 20,000 square feet. The County and the Developer or District agree to cooperate with respect to the design, construction and funding of this library facility. Developer or District shall fund the library shell building costs for 12,000 square feet and, if the County decides to construct the additional 8,000 square feet, the County shall fund the construction of the library shell building costs, in addition to the construction completion of the library facility herein. The library site shall be conveyed with exotic pest plants removed and infrastructure provided.

(4) Developer or District shall construct the shell of the library facility. The term "shell" means site preparation, foundations, laying of all utilities, exterior building structural components (including all exterior windows and doors), interior unfinished load-bearing walls and floors, stairs, elevators, general building mechanical, electrical, plumbing, and fire (MEPF) systems, landscaping and exterior finishes to satisfy the Developer's architectural design standards–. The building shell shall be completed by Developer or District and turned over to County on the schedule shown on Exhibit "D" attached hereto. Until the turnover to County, Developer or District shall be responsible for maintenance of the building shell and the associated building landscaping and any costs of operations elected by Developer or District to be incurred prior to said turnover(s). If the

Developer or the District elects to operate any such buildings prior to turnover to County, County will consider an operational contract with Developer or District. The Developer or District shall be reimbursed for the park and library facilities from the impact fees, but only up to the amount of the impact fees collected from the Development (not including any interest earned by County), for the design, construction, and permitting costs of those buildings and the costs of all associated infrastructure; i.e., water, sewer, paving, drainage, landscaping, lighting, signage, etc. (collectively the "Costs"), but not for the sites. Developer or District shall be reimbursed by County from funds other than impact fees collected from the Development for the Costs of any portion of a building requested by County which is in excess of that required by Exhibit "D".

(5) District or Developer shall prepare the master plans for the park sites in consultation with County and at no cost to the County.

(6) The library building and site shall be subject to the land development regulations and architectural guidelines established for the Property.

B. Other Conditions.

(1) All landscaped open space areas shall be replanted with native vegetation after construction.

(i) Ninety percent (90%) of the trees and ninety percent (90%) of the shrubs installed in public areas will be native plants.

(ii) Seventy-five percent (75%) of the total number of required trees and seventy-five percent (75%) of the shrubs installed in privately owned areas will be native plants.

(iii) One hundred percent (100%) of the trees and shrubs installed in primary greenways will be native plants.

(iv) All plants listed on the Florida Exotic Pest Plant Council's List of Invasive Plant Species Category I and II, are prohibited for use as landscaping material.

(v) Plant material used for landscaping must conform to the standards for Florida Number 1, or better as given in Grades and Standards for Nursery Plants (1998 or latest), and Grades and Standards for Nursery Plants Florida Department of Agriculture and Consumer Services, Tallahassee, Florida.

(2) General agricultural operations may be conducted in accordance with the Land Development Code.

(3) The library building shall be completed, staffed, and opened by County on the schedule shown on Exhibit "D" attached hereto.

(4) Public facilities such as parks, libraries and community centers will be co-located with schools to the extent reasonably practicable. Elementary schools will be encouraged as focal points for neighborhoods.

(5) All park and library impact fees collected from the Development (not including any interest earned by County) shall be provided to Developer or District in the form of reimbursements.

(6) The parks, common recreational areas and common open spaces will be owned, operated, and maintained by either a master property owner's association, a neighborhood association, a condominium association, the District, or a Chapter 190 Community Development District.

(7) Vegetated upland areas within conservation areas will be part of the extensive recreational open space system of BRC.

C. Incremental Review.

(1) Each AIDA shall provide the number of acres of Open Space to be provided in the Increment and the cumulative number with other approved Increments.

(2) Each AIDA shall include an updated Exhibit "D" schedule.

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15. HOSPITALS AND HEALTHCARE

A. Representations and Commitments as Conditions. – None.

B. Other Conditions.

Hospital beds and assisted living facilities may be provided within BRC subject to applicable licensing.

C. Incremental Review.

~~Each AIDA shall indicate whether or not a certificate of need has been, or will be, filed for hospital or other healthcare facilities in the proposed Increment.~~

None

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16. ENERGY

A. Representations and Commitments as Conditions.

(1) All community recreational facilities and businesses will be encouraged to have bicycle parking facilities located closer to the building entrances than non-handicapped parking spaces.

(2) Developer or District will evaluate internal transit options, and will implement options determined by the evaluation to be economically viable.

(3) Window design, as well as other design features such as building orientation, solar roof access, overhangs, shading through landscape or interior shades, porches, free standing walls, fences, louvers, awnings, or shutters will be considered to optimize energy efficiency.

(4) The material choices for streets, parking lots, sidewalks, and the trail system shall be selected to encourage the reduction of the heat island effect. Alternatives to impervious pavement, and the use of open areas, landscaping and shade trees will be an integral component of the design.

(5) Lighting for streets, parking, recreation and other public areas should include energy efficient fluorescent/electronic ballasts, photovoltaics, low voltage lighting, motion sensors and/or timers on lighting and full cut-off luminaries in fixtures that comply with the International Dark-Sky Association standards.

(6) Water closets will have a maximum water usage of 1.28 gallons/flush. Showerheads and faucets will have a maximum flow rate of 2.5 gallons/minute at 80 psi water pressure. Faucet aerators will limit flow rates to 0.5 gallons per minute.

(7) A primarily native plant pallet to reduce water consumption throughout the community will be used as referenced in Section 14, Open Space, Parks and Library, above. Additionally, Developer will strive to use innovative irrigation technology, such as drip irrigation, moisture sensors, and micro spray heads to reduce irrigation water use.

(8) All recreational areas as well as the integrated sidewalks, trails, and paths shall include shade trees where design allows.

B. Other Conditions.

(1) Commercial and residential buildings shall comply with the Florida Energy Efficiency Code for Building Construction.

(2) Site development shall comply with the Florida Green Building Coalition Certification Standards or equivalent green building standards.

(3) One Zero Energy Home ("ZEH") model will be built to feature and promote net zero energy efficient housing.

C. Incremental Review. – None.

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17. MINING OPERATIONS

A. Representations and Commitments as Conditions.

Due to the fact that mining operations have been phased out, mining lakes will be properly reclaimed pursuant to applicable permits.

B. Other Conditions. – None.

C. Incremental Review. – None.

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18. **CONSISTENCY WITH THE LOCAL COMPREHENSIVE PLAN**

For the purposes of this MDO, the County has determined that the BRC project is consistent with the County Comprehensive Plan.

19. **BIENNIAL REPORTS**

The Developer, or its successor(s)-in-title to the undeveloped portions of the Property, must submit a biennial report to the County. The Developer must inform successors-in-title to any undeveloped portion of the real property covered by this development order of this reporting requirement.

20. **CHANGED CONDITIONS**

If County, during the course of monitoring the development, can demonstrate that substantial changes in the conditions underlying the approval of the development order has occurred or that the development order was based on substantially inaccurate information provided by the Developer, resulting in additional substantial regional impacts, then a substantial deviation shall be deemed to have occurred.

21. **COMPLIANCE MONITORING**

The County Administrator, or his or her designee, shall be the local official responsible for assuring compliance with this development order. Monitoring procedures will include County's site plan review and code enforcement procedures, and the Biennial Reports.

22. **EXEMPTION FROM DOWNZONING AND DENSITY/INTENSITY REDUCTION**

Pursuant to Subsection 380.06(15)(c)3, F.S., this project is exempt from downzoning, intensity reduction, or unit density reduction until May 8, 2043, unless

County can demonstrate that substantial changes in the conditions underlying the approval of the development order have occurred or the development order was based on substantially inaccurate information provided by the Developer or that the change is clearly established by local government to be essential to the public health, safety, or welfare.

23. COMMENCEMENT OF DEVELOPMENT

Development shall commence in accordance with the deadline(s) established in the Incremental development orders.

24. PROJECTED BUILDOUT

The project is being built in Increments. Buildout of the final Increment is projected to occur on or about ~~May 24, 2050~~ February 28, 2053 ("Buildout Date").

25. EXPIRATION DATE

The expiration date for this Development Order is ~~November 21, 2051~~ September 9, 2055.

26. DEVELOPMENT PERMITS

Subsequent requests for development permits shall not require further review pursuant to Section 380.06, F.S., unless it is found by the Board of County Commissioners of Charlotte County ("Board"), after due notice and hearing, that one or more of the following items listed in Paragraphs A and B is present. Upon such a finding, the Board may take any action authorized by Subsection 380.06(19), F.S., pending issuance of an amended development order.

A. A substantial deviation from the terms or conditions of this development order, a failure to carry out conditions, commitments or mitigation

measures to the extent set forth herein or consistent with the timing schedules specified herein or substantial deviation from the approved development plans which create a reasonable likelihood of additional regional impacts or other types of regional impacts which were not previously reviewed by the SWFRPC; or

B. An expiration of this development order as provided herein.

27. GENERAL PROVISIONS

The approval granted by this development order is limited. Such approval shall not be construed to relieve the Developer of the duty to comply with all other applicable local, state or federal permitting regulations.

A. Developer and County shall work together in a cooperative manner to ensure that the necessary applications to County, the issuance of permits and the conduct of inspections occur expeditiously and that development is not impeded by unnecessary delays associated with such applications, permit issuances, and inspections.

B. It is understood that any reference herein to any governmental agency shall be construed to mean any future entity which may be created or be designated or succeed in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this development order.

C. Appropriate conditions and commitments contained herein may be assigned to or assumed by District.

D. If there is a conflict between a provision in this development order and a provision in an ERP, a Consumptive Use Permit ("CUP"), a FDEP 404

Permit, or ACOEP, the provision in the ERP, CUP, FDEP 404 Permit, or ACOEP shall prevail.

E. In the event that any portion or section of this development order is determined to be invalid, illegal, or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner, affect the remaining portions of this development order which shall remain in full force and effect.

F. This development order shall be binding upon the County and the Developer, its assignees or successors-in-interest.

G. This development order shall become effective as provided by law.

H. This Resolution shall be recorded in the Minutes of the Board.

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PASSED AND DULY ADOPTED this 23rd day of May, 2023

BOARD OF COUNTY COMMISSIONERS
OF CHARLOTTE COUNTY, FLORIDA

By: _____
William G. Truex, Chairman

ATTEST:
Roger D. Eaton, Clerk of the Circuit Court
and Ex-Officio Clerk to the
Board of County Commissioners

By: _____
Deputy Clerk

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY:

By: _____
Janette S. Knowlton, County Attorney
LR#2023-0105

EXHIBITS

Exhibit A	Legal Description
Exhibit B	Master Concept Plan (Map H)
Exhibit C	Questions to be addressed in AIDAs
Exhibit D	Updated Summary of Land Dedications and Facilities Construction
Exhibit E	RESERVED
Exhibit F	Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%
Exhibit G	Babcock Ranch DRI Cumulative Incremental Transportation Conditions
Exhibit H	Land Use Equivalency Matrix
Exhibit I	RESERVED
Exhibit J	Cumulative Future (2038) Traffic Conditions with Project Directional Peak Hour Peak Season
Exhibit K	Cumulative Future (2038) Traffic Conditions with Project Proportionate Share Calculation

EXHIBIT A

Legal Description

CHARLOTTE COUNTY PARCEL:
A parcel of land lying within Sections 29, 31 through 33, Township 41 South, Range 26 East, AND, Sections 4 through 10, Sections 15 through 17 and Sections 19 through 36, Township 42 South, Range 26 East, Charlotte County, Florida, being more particularly described as follows:
Commence at the Southwest corner of Section 31, Township 42 South, Range 26 East and run S89°41'45"E, along the South line of said Section 31, a distance of 50.00 feet to a point on the East right-of-way line of State Road No. 31, said point also being the Point of Beginning of the parcel of land herein described; Thence continue S89°41'45"E a distance of 5,189.75 feet to the Southwest corner of Section 32, Township 42 South, Range 26 East; Thence S89°41'45"E a distance of 5,306.08 feet to the Southeast corner of Section 32, Township 42 South, Range 26 East; Thence S89°37'16"E a distance of 5,269.11 feet to the Southwest corner of Section 34, Township 42 South, Range 26 East; Thence S89°35'44"E a distance of 5,294.60 feet to the Southeast corner of Section 34, Township 42 South, Range 26 East; Thence S89°35'44"E a distance of 5,294.60 feet to the Southwest corner of Section 36, Township 42 South, Range 26 East; Thence S89°35'44"E, along the South line of Section 36, Township 42 South, Range 26 East, a distance of 3,430.65 feet; Thence N00°00'40"W a distance of 10,185.53 feet; Thence N05°48'23"E a distance of 1,058.58 feet; Thence N66°40'38"W a distance of 200.62 feet; Thence S83°12'47"W a distance of 1,373.33 feet; Thence N30°17'33"W a distance of 1,885.63 feet; Thence N70°02'41"W a distance of 1,332.41 feet; Thence S72°42'44"W a distance of 1,430.81 feet; Thence N49°18'31"W a distance of 2,352.25 feet; Thence S69°00'57"W a distance of 1,518.19 feet; Thence S21°08'17"W a distance of 865.44 feet; Thence S20°29'11"E a distance of 1,375.91 feet; Thence N74°38'25"E a distance of 1,635.69 feet; Thence S00°18'50"E a distance of 1,309.92 feet; Thence S88°48'02"W a distance of 4,154.48 feet; Thence N51°39'35"W a distance of 782.53 feet; Thence N04°14'12"E a distance of 1,329.59 feet; Thence N39°20'59"W a distance of 1,778.16 feet; Thence N42°01'35"W a distance of 1,162.94 feet; Thence S52°01'16"W a distance of 818.34 feet; Thence S62°56'46"W a distance of 516.42 feet; Thence S89°59'33"W a distance of 307.20 feet; Thence N80°08'18"W a distance of 334.84 feet; Thence N20°54'51"W a distance of 336.86 feet; Thence N05°03'05"E a distance of 533.35 feet; Thence N22°47'49"E a distance of 5,490.82 feet; Thence N55°42'26"E a distance of 185.73 feet; Thence N21°59'06"W a distance of 1,739.17 feet; Thence N52°37'55"E a distance of 867.75 feet; Thence N13°36'57"W a distance of 2,507.33 feet; Thence S78°50'16"W a distance of 687.95 feet; Thence N18°48'25"W a distance of 366.25 feet; Thence N08°01'21"W a distance of 493.32 feet; Thence N03°43'40"E a distance of 687.22 feet; Thence N00°28'20"E a distance of 674.51 feet; Thence N25°12'33"W a distance of 261.13 feet; Thence N42°54'55"W a distance of 643.19 feet; Thence N07°19'37"W a distance of 171.40 feet; Thence N13°05'30"E a distance of 201.95 feet; Thence N32°40'01"W a distance of 186.12 feet; Thence N05°04'15"W a distance of 1,832.77 feet; Thence N19°47'08"W a distance of 527.20 feet; Thence N26°13'22"W a distance of 802.13 feet; Thence S79°06'55"W a distance of 475.20 feet; Thence N74°19'19"W a distance of 1,689.05 feet; Thence N01°26'06"W a distance of 897.42 feet; Thence N89°51'42"W a distance of 67.81 feet; Thence N00°00'03"W a distance of 1,218.37 feet; Thence N39°50'11"W a distance of 190.86 feet; Thence N00°00'29"W a distance of 324.62 feet; Thence N89°59'52"W a distance of 688.20 feet; Thence N00°00'00"E a distance of 1,987.22 feet; Thence N41°13'25"W a distance of 2,825.17 feet; Thence S89°59'57"W a distance of 3,586.80 feet; Thence S00°00'03"E a distance of 2,798.34 feet; Thence S89°11'17"W a distance of 5,960.98 feet to a point on the East right-of-way line for State Road No. 31; Thence along the East right-of-way line for State Road No. 31, the following courses and distances: S00°48'43"E a distance of 2,976.13 feet and S00°34'01"W a distance of 786.25 feet; Thence S88°25'59"E a distance of 4,104.32 feet; Thence S00°01'22"E a distance of 2,084.04 feet; Thence S16°48'15"E a distance of 1,740.24 feet; Thence S09°11'59"W a distance of 1,325.85 feet; Thence S75°15'18"E a distance of 661.15 feet; Thence N59°20'29"E a distance of 577.75 feet; Thence S36°10'48"E a distance of 551.46 feet; Thence S85°25'58"E a distance of 385.80 feet; Thence S24°01'11"E a distance of 975.12 feet; Thence S57°46'34"E a distance of 530.20 feet; Thence S70°04'12"E a distance of 1,843.47 feet; Thence N63°01'21"E a distance of 1,214.99 feet; Thence S50°03'22"E a distance of 2,565.58 feet; Thence S13°56'09"W a distance of 1,953.90 feet; Thence S12°51'59"E a distance of 1,862.33 feet; Thence S71°59'01"W a distance of 448.53 feet; Thence N45°00'57"W a distance of 266.60 feet; Thence S69°50'23"W a distance of 1,104.27 feet; Thence S28°10'55"E a distance of 1,272.60 feet; Thence S62°45'03"W a distance of 4,638.30 feet; Thence S82°12'01"W a distance of 711.48 feet; Thence S81°38'00"W a distance of 5,167.82 feet; Thence N77°54'41"W a distance of 707.32 feet; Thence N88°28'15"W a distance of 299.88 feet to a point on the East right-of-way line for State Road No. 31; Thence along the East right-of-way line for State Road No. 31, the following courses and distances: S00°31'45"W a distance of 4,197.71 feet, S00°26'10"W a distance of 5,282.33 feet and S00°36'46"W a distance of 5,337.00 feet to the Point of Beginning.
Containing 13,630.60 acres, more or less.
Dimensions and acreage shown are grid values.
Bearings hereinabove mentioned are based on the South line of Section 31, Township 42 South, Range 26 East to bear S89°41'45"E.

S:\20064201-01\Charlotte-Sketch and Description.dwg (11x14-P (3)) on Oct 23, 2007 - 7:58am

JOHNSON ENGINEERING

251 WEST HICKPOCHEE AVENUE
LABELLE, FLORIDA 33935
PHONE (863) 612-0366
FAX (863) 612-0341
E.B. #642 & L.B. #642

Babcock Ranch Community
Sketch Of Description

DATE	PROJECT NO.	FILE NO.	SCALE	SHEET
January 2007	20064693-602	31-42-26	As Shown	3

EXHIBIT B

(Master Concept Plan – Map H)

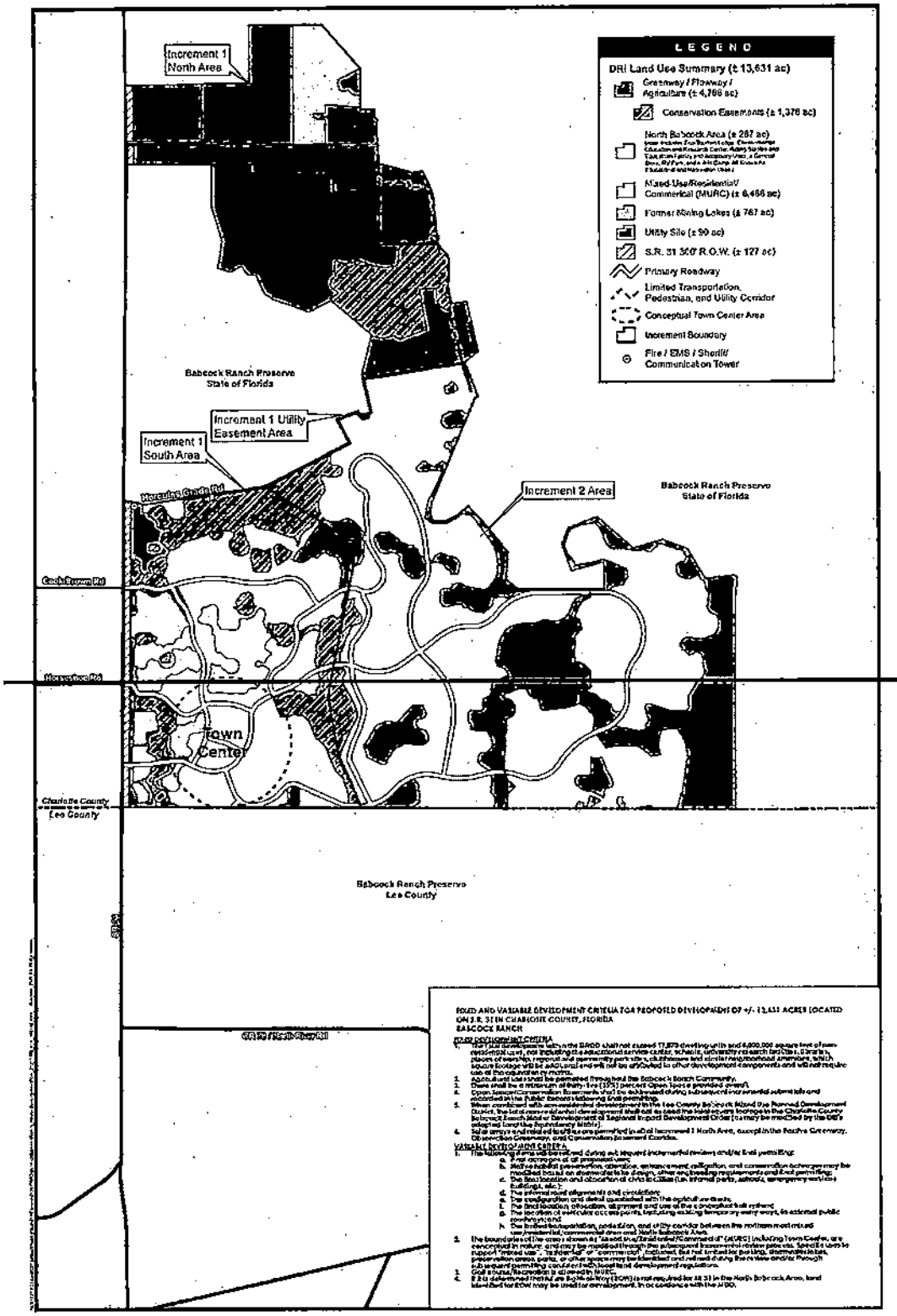

EXHIBIT B

(Master Concept Plan – Map H)

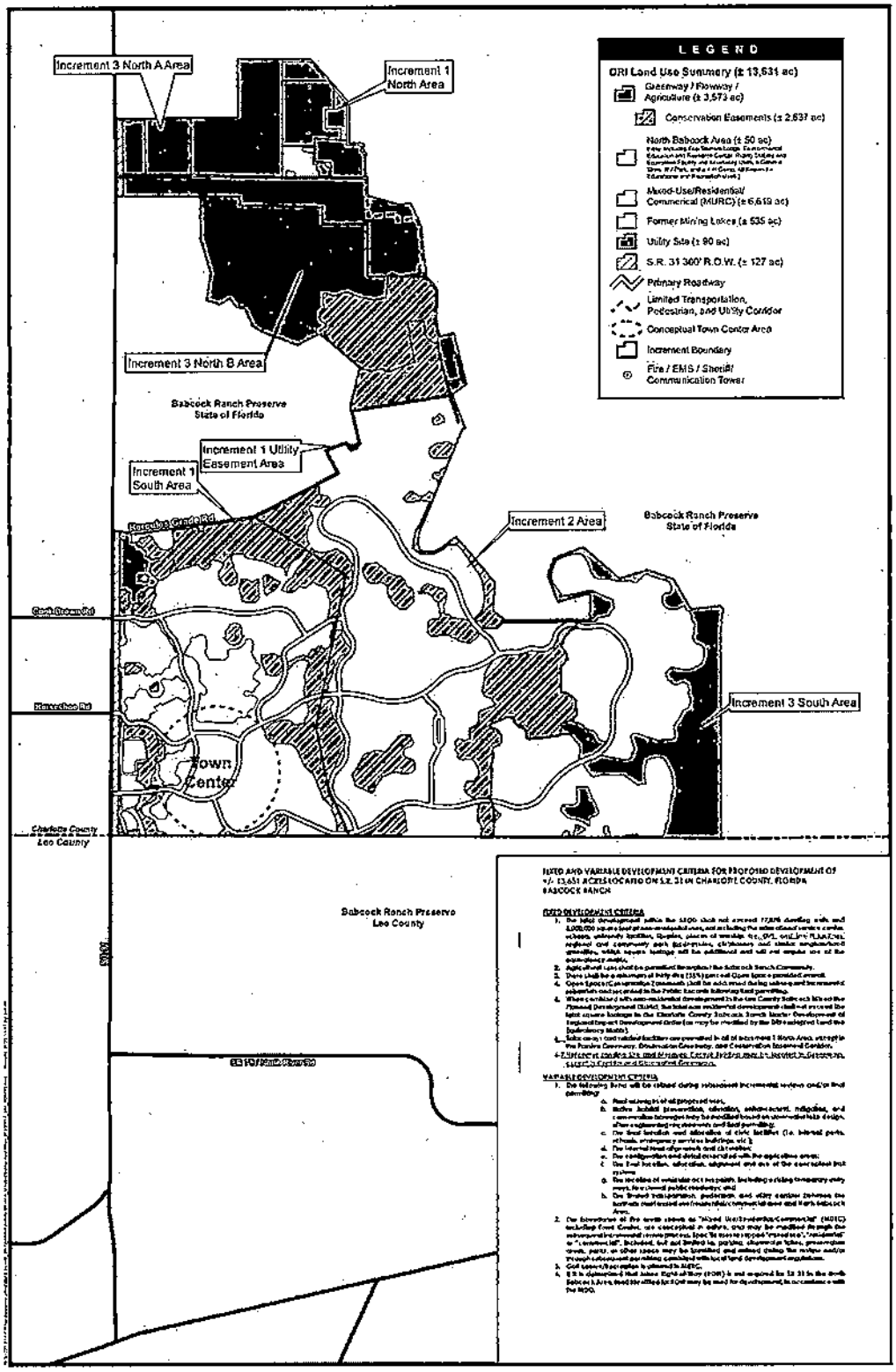

EXHIBIT B

(Expanded Fixed and Variable Criteria depicted on B-1 Master Concept Plan – Map H)

FIXED AND VARIABLE DEVELOPMENT CRITERIA FOR PROPOSED DEVELOPMENT OF +/- 13,630.6 ACRES LOCATED ON S.R. 31 IN CHARLOTTE COUNTY, FLORIDA
BABCOCK RANCH

FIXED DEVELOPMENT CRITERIA

1. The total development within the BROD shall not exceed 17,870 dwelling units and 6,000,000 square feet of non-residential uses, not including the educational service center, schools, university facilities, libraries, places of worship, fire, EMS, and Sheriff facilities, regional and community park ~~sites~~facilities, clubhouses and similar neighborhood amenities, which square footage will be additional and will not be attributed to other development components and will not require use of the equivalency matrix.
2. Agricultural uses shall be permitted throughout the Babcock Ranch Community.
3. There shall be a minimum of thirty-five (35%) percent Open Space provided overall.
4. Open Space/Conservation Easements shall be addressed during subsequent incremental submittals and recorded in the Public Records following final permitting.
5. When combined with non-residential development in the Lee County Babcock Mixed Use Planned Development District, the total non-residential development shall not exceed the total square footage in the Charlotte County Babcock Ranch Master Development of Regional Impact Development Order (as may be modified by the DRI's adopted Land Use Equivalency Matrix).
6. Solar arrays and related facilities are permitted in all of Increment 1 North Area, except in the Passive Greenway, Observation Greenway, and Conservation Easement Corridor.
7. Helicopter landing site and mosquito control building may be located in Greenways, except Corridor and Observation Greenways.

VARIABLE DEVELOPMENT CRITERIA

1. The following items will be refined during subsequent incremental reviews and/or final permitting:
   a. Final acreages of all proposed uses;
   b. Native habitat preservation, alteration, enhancement, mitigation, and conservation acreages may be modified based on stormwater lake design, other engineering requirements and final permitting;
   c. The final location and allocation of civic facilities (i.e. internal parks, schools, emergency services buildings, etc.);
   d. The internal road alignments and circulation;
   e. The configuration and detail associated with the agriculture areas;
   f. The final location, allocation, alignment and use of the conceptual trail system;
   g. The location of vehicular access points, including existing temporary entry ways, to external public roadways; and
   h. The limited transportation, pedestrian, and utility corridor between the northern most mixed use/residential/commercial area and North Babcock Area.
2. The boundaries of the areas shown as "Mixed Use/Residential/Commercial" (MURC) including Town Center, are conceptual in nature, and may be modified through the subsequent incremental review process. Specific uses to support "mixed use" "residential" or "commercial", included, but not limited to: parking, stormwater lakes, preservation areas, parks, or other space may be identified and refined during the review and/or through subsequent permitting consistent with local land development regulations.
3. Golf course/Recreation is allowed in MURC.
4. If it is determined that future Right-of-Way (ROW) is not required for SR 31 in the North Babcock Area, land identified for ROW may be used for development, in accordance with the MDO.

EXHIBIT C

The following indicates which application questions are to be addressed only in the MDO Application and which questions are to be addressed in both the AMDA ("Master") and the AIDA's ("Increment"). It also indicates those instances where only documentation required by the corresponding Incremental Review provision of this Master Development Order is to be provided ("Documentation").

AMDA and AIDA Questionnaire Responses

Question	1, Statement of Intent	Master, Increment
Questions	2, 3 Applicant Information	Master, Increment
Question	4, Notarized Authorization	Master, Increment
Question	5, Legal Description	Master, Increment
Question	6, Binding Letter Status	Master
Question	7, Local Government Jurisdiction	Master
Question	8, Permitting Status	Master, Increment
Question	9, Maps (All)	Master
Question	9, Maps B, F, G, H, I, J	Increment
Question	10, Part 1, Project Description	Master, Increment (Only Part 1A)
Question	10, Part 2, Comprehensive Plan	Master
Question	10, Part 3, Demographics	Master
Question	10, Part 4, Impact Summary	Master
Question	11, Revenue Generation	Master
Question	12, Vegetation and Wildlife (*MDO* **Condition 6**)	Master, Increment
Question	13, Wetlands (*MDO* **Condition 6**)	Master, Increment
Question	14, Water (*MDO* **Condition 4**)	Master, Increment
Question	15, Soils	Master
Question	16, Floodplains (*MDO* **Condition 4**)	Master, See Stormwater Management
Question	17, Water Supply (*MDO* **Condition 7**)	Master, Increment
Question	18, Wastewater Management (*MDO* **Condition 7**)	Master, Documentation
Question	19, Stormwater Management (*MDO* **Condition 4**)	Master, Increment
Question	20, Solid Waste (*MDO* **Condition 11**)	Master, Documentation
Question	20, Hazardous Waste (*MDO* **Condition 11**)	Master, Documentation
Question	21, Transportation (*MDO* **Condition 5**)	Master, Increment
Question	22, Air (*MDO* **Condition 12**)	Master

EXHIBIT C

AMDA and AIDA Questionnaire Responses, (continued)

Question	23, Hurricane Preparedness (*MDO* **Condition 13**)	Master~~, Documentation~~
Question	24, Housing (*MDO* **Condition 3**)	Master
Question	25, Police and Fire Protection (*MDO* **Condition 10**)	Master, Documentation
Question	26, Recreation/Open Space (*MDO* **Condition 14**)	Master, Documentation
Question	27, Education (*MDO* **Condition 9**)	Master
Question	28, Health Care (*MDO* **Condition 15**)	Master~~, Documentation~~
Question	29, Energy (*MDO* **Condition 16**)	Master~~, Documentation~~
Question	30, Historical/Archaeological (*MDO* **Condition 8**)	Master~~, Documentation~~
Question	33, Hospitals (*MDO* **Condition 15**)	Master~~, Documentation~~
Question	35, Mining Operations (*MDO* **Condition 17**)	Master~~, Documentation~~

EXHIBIT D

1

Exhibit D

SUMMARY OF LAND DEDICATION & FACILITIES CONSTRUCTION

Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations		SITE & BUILDING DEDICATION/CONSTRUCTION TIME LINE The criteria for determining public facility shell completion and/or land dedication shall be by population or residential certificate of occupancy ("C/O") referenced below.	
Community Services							
Parks	200 acres containing total park points of 715 ***1**	n/a	n/a	n/a			
Library Component	4	1	12,000 ***2** (8,000 optional County participation)	12,000 SF- prior to reaching 17,500 persons 8,000 SF optional County participation- prior to reaching 20,000 persons		12,000 SF ***10**	8,000 SF optional County participation ***10**
Extension Services							
Mosquito Control pre-fab building (shell only)	1	1	~~3000~~3,000 ***3**	Prior to reaching 12,500 persons		***10**	
Fire/Rescue/Law Enforcement							
Site #1 Sheriff	1.8	1	12,500	October 1, 2024		***10**	
Site #1 Fire	1.5	1	12,160	October 1, 2024		***10**	
One Ladder Truck ***4**	n/a	n/a	n/a	October 1, 2024			
One EMS Vehicle	n/a	n/a	n/a	500th C/O	COMPLETE		
One permanent helicopter landing site***5**	0.25	1	n/a	October 1, 2024		***10**	
Site #2 Fire	2	1	8,500	2nd Fire Station by 12,500 persons or 400,000 square feet of non-residential within Increment 2, whichever will be achieved first.		***10**	
Site #3 Fire	2	1	8,500	3rd Fire Station by 12,500 persons or 400,000 square feet of non-residential within Increment 3, whichever will be achieved first.		***10**	
Fire & Police Communications Tower Site	0.25+	1	n/a	Site identification and dedication by 1,500th C/O	COMPLETE		
Interim Sheriff's Sub-station Office Trailer and Site ***6**	n/a	1	24'W x 60' overall	The later of the issuance of the 100th residential C/O or upon written request of Sheriff's Dept.	COMPLETE		

1

EXHIBIT D

Interim EMS Sub-Station Site *7	n/a	1	n/a		COMPLETE
Public Facilities					
County Annex - "County Hall"	n/a	n/a	20,000	By 17,500 persons *8	*10

SUMMARY OF LAND DEDICATION & FACILITIES CONSTRUCTION

Public Facilities Required	Aggregate Site Dedication (acre)	Number of Sites (#)	Shell Building Required (s.f.)	Commencement of Operations
Schools *9				
~~Elementary Schools~~	~~Up to 60 (20 per school)~~	~~3~~	~~n/a *9~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~
~~Middle Schools~~	~~Up to 30.0~~	~~1~~	~~n/a~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~
~~High Schools~~	~~Up to 50.0~~	~~1~~	~~n/a~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~
~~Educational Service Center~~	~~25~~	~~1~~	~~n/a~~	~~School Board criteria for land dedication per the School Site Dedication Agreement.~~

SITE & BUILDING DEDICATION TIME LINE

The criteria for determining public facility shell completion and/or land dedication shall be by residential certificate of occupancy ("C/O")

Notes to Exhibit 'D'

*1 Parks to be dedicated to ISD or a POA. Park acreage is not required to be allocated equally among the various increment boundaries or identified in a specific increment. Park points will be calculated in accordance with the Charlotte County Parks & Recreation Master Plan Update 2015-2050 or as otherwise agreed upon by the County and Developer as part of the bi-annual meetings referenced in Footnote 10 below.

*2 Phased Library option. The County and the Developer and/or District agree to cooperate with respect to the design, construction, and funding of this library facility. The Developer shall be required to fund the construction of a 12,000 SF library shell building. The County may desire to construct a library facility totaling 20,000 SF. If so, the Developer shall fund the library shell building costs for 12,000 SF and the County shall fund the construction of the library shell building costs for 8,000 SF in addition to the construction completion of the library facility described herein.

*3 Pre-fab building to include two offices, two bays for vehicle and equipment, and chemical storage. This facility shall be ADA compliant and shall include all required utilities, parking, and landscaping.

*4 Developer and/or District will provide funding up to one million two hundred thousand dollars ($1,200,000) towards the purchase of a ladder truck and County will be responsible for funding any remaining cost of the ladder truck.

*5 Helicopter landing site may also be used by mosquito control~~.~~ and co-located with the Mosquito Control pre-fab building (shell only).

*6 An interim sheriff's sub-station office trailer (24'W x 60' overall length) will be fully operational the later of the issuance of the 100th residential C/O or upon written request of Sheriff's Department and will be terminated upon the opening of the Sheriff's facility. COMPLETE

*7 Provide site work and utility connections for interim EMS station 9 expansion

*8 A County Annex building will be constructed on County owned land. This facility will be designed as a gathering place for community residents, and as County Commission and key staff satellite offices. Appropriate operations shall be served from this facility. The County, at its option, may increase the size of the County Annex and fund said expansion.

~~*9 School sites may be dedicated to a charter school(s), in accordance with the First Amendment to the Babcock Ranch School Site Dedication Agreement dated July 22, 2016. School sites will be located, based on appropriateness of site and anticipated demographic makeup of each increment. School site locations will be provided for the DRI, but are not~~

General Notes:

1) All dedications and construction, required under this schedule, shall be completed and turned over based on a population or residential dwelling unit certificate of occupancy use threshold required above or as otherwise agreed to by the parties.

2) The shell building construction required above shall be completed by the Developer one (1) year prior to the trigger referenced in the column entitled 'Commencement of Operations'.

EXHIBIT D

~~allocated to a specific increment.~~ *9 School Board criteria for land dedication per the School Site Dedication Agreement.

*10 County and Developer shall meet bi-annually to discuss the next five (5) years of development projections, such projections shall include the projected population and square footage for non-residential development, including but not limited to retail, office, industrial, ancillary facilities, etc. The population projection shall be based on 2.5 persons per unit. The development projections shall also be coordinated with the emergency response zones to meet the service requirements. The site and building dedication/construction timing for each public facility will be agreed upon in writing as part of the bi-annual meetings.

EXHIBIT F

Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 66%

EXHIBIT F
BABCOCK RANCH COMMUNITY MASTER TRAFFIC STUDY UPDATE (2020)
MASTER (BUILDOUT - 2040) ROADWAY NETWORK
Page 1 of 2

Initial Internal Capture Rate - 22%
(Transportation Condition B.(1)(c)) [1]

SIGNIFICANTLY AND ADVERSELY IMPACTED ROADWAYS			E+C # OF LANES	NEEDED IMPROVEMENTS FOR TRANSPORTATION DEFICIENCY WITHOUT BRC DRI [2]	RECOMMENDED IMPROVEMENTS WITH BRC DRI [3]	PROJECT-RELATED IMPROVEMENTS [3]
Roadway	From	To				
Charlotte County						
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	2	None	Widen From 2L to 10L	Widen From 2L to 10L
	Lake Babcock Dr./Horseshoe Rd.	Greenway Blvd./Cook Brown Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Greenway Blvd./Cook Brown Rd.	CR 74	2	None	Widen From 2L to 6L	Widen From 2L to 6L
	CR 74	DeSoto County Line	2	None	Widen From 2L to 4L	Widen From 2L to 4L
DeSoto County						
SR 31 (Babcock Ranch Rd.)	Charlotte County Line	CR 763 (Farm Rd.)	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	CR 763 (Farm Rd.)	CR 760 A	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	CR 760 A	N. of CR 760	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	N. of CR 760	SR 70	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Lee County						
Broadway St. (Alva)	SR 80	North River Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Buckingham Rd.	Gunnery Rd.	Cemetery Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Cemetery Rd.	Orange River Blvd.	2	None	Widen From 2L to 4L	None
	Orange River Blvd.	SR 80	2	None	Widen From 2L to 4L	None
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Joel Blvd.	18th St.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 6L	Widen From 4L to 6L
Littleton Rd.	Corbett Rd.	US 41	2	Widen From 2L to 4L	Widen From 2L to 4L	None
N. River Rd.	SR 31	Franklin Lock Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Franklin Lock Rd.	Broadway Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Orange River Blvd.	SR 80	Staley Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Ortiz Ave.	Colonial Blvd.	SR 82	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	SR 82	Luckett Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 884 (Colonial Blvd.)	CR 865/Ortiz Ave.	I-75	6	Widen From 6L to 10L	Widen From 6L to 12L	Widen From 10L to 12L
SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	None	Widen From 4L to 6L	Widen From 4L to 6L
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	None	Widen From 4L to 6L	Widen From 4L to 6L
	I-75	SR 31 (Babcock Ranch Rd.)	6	None	Widen From 6L to 8L	Widen From 6L to 8L
	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	Broadway St/CR 78	CR 884 (Joel Blvd.)	4	None	Widen From 4L to 6L	Widen From 4L to 6L
SR 80 EB (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 78 (Pine Island Rd.)	Del Prado Blvd.	W. of CR 78A/Pondella Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 78 (Bayshore Rd.)	SR 45/US 41 (Cleveland Ave.)	New Post Rd./Hart Rd.	4	Widen From 4L to 6L	Widen From 4L to 8L	Widen From 6L to 8L
	New Post Rd./Hart Rd.	W. of Willow Stream Ln.	4	Widen From 4L to 6L	Widen From 4L to 8L	Widen From 6L to 8L
	W. of Willow Stream Ln.	W. of Pritchett Pkwy.	4	Widen From 4L to 6L	Widen From 4L to 8L	Widen From 6L to 8L
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	None	Widen From 4L to 6L	Widen From 4L to 6L
	Pritchett Pkwy.	Old Bayshore Rd.	2	None	Widen From 2L to 4L	Widen From 2L to 4L
	Old Bayshore Rd.	SR 31	2	None	Widen From 2L to 4L	Widen From 2L to 4L
SR 93/I-75	SR 884/Colonial Blvd.	SR 82/Immokalee Rd.	6	None	Widen From 6L to 8L	Widen From 6L to 8L
	SR 82/Immokalee Rd.	Luckett Rd.	6	None	Widen From 6L to 8L	Widen From 6L to 8L
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2	Widen From 2L to 4L	Widen From 2L to 8L	Widen From 4L to 8L
	SR 78	Old Rodeo Dr.	2	Widen From 2L to 4L	Widen From 2L to 10L	Widen From 4L to 10L
	Old Rodeo Dr.	CR 78/N. River Rd.	2	Widen From 2L to 4L	Widen From 2L to 10L	Widen From 4L to 10L
	CR 78/N. River Rd.	Shirley Ln.	2	Widen From 2L to 4L	Widen From 2L to 12L	Widen From 4L to 12L
	Shirley Ln.	Fox Hill Rd.	2	Widen From 2L to 4L	Widen From 2L to 12L	Widen From 4L to 12L
	Fox Hill Rd.	Busbee Ln.	2	Widen From 2L to 4L	Widen From 2L to 10L	Widen From 4L to 10L
	Busbee Ln.	Charlotte County Line	2	None	Widen From 2L to 10L	Widen From 2L to 10L

Footnotes:

(1) Roadway Network based on initial internal capture rate of 22% as mandated by the review agencies.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
Per AMDA Development Order, initial capture rate of 22% controls for first Increment and subsequent Increment until such time that Exhibit F is revised and updated.

(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.

(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.

(4) Roadway Network based on Developer's estimated community capture rate (Daily = 70%, Peak Hour = 66%) of a new town.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.

(5) Per FDOT SR 31 SEIR/PD&E Study.

dpa

EXHIBIT F

Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 66%

EXHIBIT F (Continued)
BABCOCK RANCH COMMUNITY MASTER TRAFFIC STUDY UPDATE (2020)
MASTER (BUILDOUT - 2040) ROADWAY NETWORK
Page 2 of 2

Developer's Estimated Community Capture Rate - 66%
(Transportation Condition B.(1)(b)) [4]

SIGNIFICANTLY AND ADVERSELY IMPACTED ROADWAYS			E+C # OF LANES	NEEDED IMPROVEMENTS FOR TRANSPORTATION DEFICIENCY WITHOUT BRC DRI [2]	RECOMMENDED IMPROVEMENTS WITH BRC DRI [3]	PROJECT-RELATED IMPROVEMENTS [3]
Roadway	**From**	**To**				
Charlotte County						
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	2	None	Widen From 2L to 6L [5]	Widen From 2L to 6L
	Cypress Pkwy.	Lake Babcock Dr./Horseshoe Rd.	2	None	Widen From 2L to 4L [5]	Widen From 2L to 4L
	Lake Babcock Dr./Horseshoe Rd.	Greenway Blvd./Cook Brown Rd.	2	None	Widen From 2L to 4L [5]	Widen From 2L to 4L
	Greenway Blvd./Cook Brown Rd.	CR 74	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Lee County						
Broadway St.	SR 80	North River Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	Orange River Blvd.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Joel Blvd.	18th St.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Orange River Blvd.	SR 80	Staley Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 80 EB (Second St.)	SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 78 (Pine Island Rd.)	W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 78 (Bayshore Rd.)	SR 45/US 41 (Cleveland Ave.)	New Post Rd./Hart Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	New Post Rd./Hart Rd.	W. of Willow Stream Ln.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	W. of Willow Stream Ln.	W. of Pritchett Pkwy.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	SR 78	Old Rodeo Dr.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Old Rodeo Dr.	CR 78/N. River Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	CR 78/N. River Rd.	Shirley Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Shirley Ln.	Fox Hill Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Fox Hill Rd.	Busbee Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L [5]	Widen From 4L to 6L
	Busbee Ln.	Charlotte County Line	2	None	Widen From 2L to 6L [5]	Widen From 2L to 6L

Footnotes:

(1) Roadway Network based on initial internal capture rate of 22% as mandated by the review agencies.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
Per AMDA Development Order, initial capture rate of 22% controls for first Increment and subsequent Increment until such time that Exhibit F is revised and updated.

(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.

(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.

(4) Roadway Network based on Developer's estimated community capture rate (Daily = 70%, Peak Hour = 66%) of a new town.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.

(5) Per FDOT SR 31 SEIR/PD&E Study.

EXHIBIT F

Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 66%

EXHIBIT F (Continued)
BABCOCK RANCH COMMUNITY MASTER TRAFFIC STUDY UPDATE (2020)
MASTER (BUILDOUT - 2040) ROADWAY NETWORK
Page 2 of 2

Developer's Estimated Community Capture Rate - 66%
(Transportation Condition B.(1)(b))[4]

SIGNIFICANTLY AND ADVERSELY IMPACTED ROADWAYS			E+C # OF LANES	NEEDED IMPROVEMENTS FOR TRANSPORTATION DEFICIENCY WITHOUT BRC DRI[2]	RECOMMENDED IMPROVEMENTS WITH BRC DRI[3]	PROJECT-RELATED IMPROVEMENTS[3]
Roadway	From	To				
Charlotte County						
SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	2	None	Widen From 2L to 6L[5]	Widen From 2L to 6L
	Cypress Pkwy.	Lake Babcock Dr./Horseshoe Rd	2	None	Widen From 2L to 4L[5]	Widen From 2L to 4L
	Lake Babcock Dr./Horseshoe Rd	Greenway Blvd./Cook Brown Rd	2	None	Widen From 2L to 4L[5]	Widen From 2L to 4L
	Greenway Blvd./Cook Brown Rd	CR 74	2	None	Widen From 2L to 4L	Widen From 2L to 4L
Lee County						
Broadway St.	SR 80	North River Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Buckingham Rd.	Cemetery Rd.	Orange River Blvd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	Orange River Blvd.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Gunnery Rd.	Lee Blvd.	Buckingham Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Joel Blvd.	18th St.	SR 80	2	Widen From 2L to 4L	Widen From 2L to 4L	None
Orange River Blvd.	SR 80	Staley Rd.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 80 (Palm Beach Blvd.)	SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 80 EB (Second St.)	SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	2	Widen From 2L to 4L	Widen From 2L to 4L	None
SR 78 (Pine Island Rd.)	W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 78 (Bayshore Rd.)	SR 45/US 41 (Cleveland Ave.)	New Post Rd./Hart Rd.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	New Post Rd./Hart Rd.	W. of Willow Stream Ln.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
	W. of Willow Stream Ln.	W. of Pritchett Pkwy.	4	Widen From 4L to 6L	Widen From 4L to 6L	None
SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	2	Widen From 2L to 4L	Widen From 2L to 4L	None
	SR 78	Old Rodeo Dr.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Old Rodeo Dr.	CR 78/N. River Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	CR 78/N. River Rd.	Shirley Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Shirley Ln.	Fox Hill Rd.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Fox Hill Rd.	Busbee Ln.	2	Widen From 2L to 4L	Widen From 2L to 6L[5]	Widen From 4L to 6L
	Busbee Ln.	Charlotte County Line	2	None	Widen From 2L to 6L[5]	Widen From 2L to 6L

Footnotes:

(1) Roadway Network based on initial internal capture rate of 22% as mandated by the review agencies.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
Per AMDA Development Order, initial capture rate of 22% controls for first Increment and subsequent Increment until such time that Exhibit F is revised and updated.
(2) Transportation Deficient facility as defined in Chapter 163.3180, F.S.
(3) Recommended and Project-Related improvements are presented for information purpose only.
Transportation mitigation assessment is not applicable at the Master DRI level. All transportation mitigation are assessed at the Incremental DRI level.
(4) Roadway Network based on Developer's estimated community capture rate (Daily = 70%, Peak Hour = 66%) of a new town.
Subject to adjustment based on Master Traffic Study Updates per Master Development Order.
(5) Per FDOT SR 31 SEIR/PD&E Study.

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

A. Representations and Commitments as Conditions.

(1) Increments 1,2, and 3

In accordance with the MDO, each Incremental traffic study will include any previously evaluated Increment as Project traffic. Mitigation provided by any previously evaluated Increment shall be credited to the overall impact of the Project.

a. Developer shall be fully responsible for the required site-related roadway and intersection improvements associated with Increments 1, 2, and 3 as set forth herein. Site-related improvements include, but are not limited to, the following: site driveways and roads; median cuts made necessary by those driveways or roads; right-turn, left-turn, and deceleration or acceleration lanes leading to or from those driveways or roads; traffic control measures for those driveways or roads; and roads or intersection improvements whose primary purpose at the time of construction is to provide access to the development. The specific site-related improvements shall be subject to review and approval under the Site Plan Review process as provided in Section 3-9-7 of the Code of Laws and Ordinances of Charlotte County, Florida ("Code"), and coordination with FDOT. The cumulative site-related improvements for Increments 1, 2, and 3 are as follows:

a. SR 31 / Cypress Parkway (D-D)

- Signalization
- Widen SR 31 to 6L

- 1 NB Left-Turn Lane
- 1 NB Right-Turn Lane
- 1 SB Left-Turn Lane
- 1 EB Left/Thru/Right Turn Lane
- 3 WB Left-Turn Lanes
- 1 WB Thru/RT Lane

b. SR 31 / Horseshoe Road / Lake Babcock Drive (C-C)

- Multilane Roundabout
- Widen SR 31 to 4L
- 1 NB LT/Thru Lane
- 1 NB Thru/RT Lane
- 1 SB LT/Thru Lane
- 1 SB Thru/RT Lane
- 1 EB LT/Thru/RT Lane
- 1 WB Left-Turn Lane
- 1 WB LT/Thru/RT Lane
- 1 WB Right-Turn Lane

c. SR 31 / Cook Brown Road/Greenway Boulevard (B-B)

- Multilane Roundabout
- Widen SR 31 to 4L
- 1 NB LT/Thru Lane
- 1 NB Thru/RT Lane

- 1 SB LT/Thru Lane
- 1 SB Thru/RT Lane
- 1 EB LT/Thru/RT Lane
- 1 WB LT/Thru/RT Lane

d. SR 31 / Increment 1 North Project Entrance/Hercules Grade

- Add NB Right-Turn Lane
- Add SB Left-Turn Lane
- Add WB Left-Turn/Right-Turn Lane

Construction of ingress and egress driveways, as necessary along SR 31.

b. The cumulative off-site traffic impacts of Increments 1, 2, and 3 through 2038, as estimated by the AIDA traffic analysis are identified in Exhibit J, which is attached hereto and incorporated herein by reference. These off-site traffic impacts have been accepted by FDOT, Charlotte County, Lee County, and the SWFRPC, as the cumulative impacts resulting from Increments 1, 2, and 3.

1. The mutually agreed upon significantly and adversely impacted roadways for Increments 1, 2, and 3 that are not transportation deficient, and the identified improvements for Increments 1, 2, and 3 are:

a. SR 31 from SR 78 to Old Rodeo Drive

- Widen from 4 to 6 Lanes

b. SR 31 from Old Rodeo Drive to North River Road

- Widen from 4 to 6 Lanes

c. SR 31 from North River Road to Shirley Lane

- Widen from 4 to 6 Lanes

d. SR 31 from Shirley Lane to Fox Hill Road

- Widen from 4 to 6 Lanes

e. SR 31 from Fox Hill Road to Busbee Lane

- Widen from 4 to 6 Lanes

f. SR 31 from Busbee Lane to Charlotte/Lee County Line

- Widen from 4 to 6 Lanes

g. SR 31 from Charlotte/Lee County Line to Cypress Parkway

- Widen from 4 to 6 Lanes

h. SR 31 from Lake Babcock Drive to Greenway Boulevard

- Widen from 2 to 4 Lanes

i. SR 78 from Old Bayshore Road to SR 31

- Widen from 2 to 4 Lanes

j. SR 78 from Pritchett Parkway to Old Bayshore Road

- Widen from 2 to 4 Lanes

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

2. The mutually agreed upon significantly and adversely impacted intersections, that are not transportation deficient, and the identified improvements for Increments 1, 2, and 3 are:

a. SR 78 / I-75 (West Ramp)

- Add SB Left-Turn Lane
- Add WB Left-Turn Lane

b. SR 80 / Orange River Boulevard

- Add NB Left-Turn Lane

c. SR 80 / SR 31

- Reconfigure NB Thru/Left-Turn Lane to Thru Lane
- Add 2 SB Left-Turn Lanes
- Reconfigure SB Thru/Left-Turn Lane to Thru Lane
- Add SB Right-Turn Lane
- Add 2 EB Left-Turn Lanes
- Add WB Left-Turn Lane

d. SR 31 / SR 78

- Realign Intersection from Interim to Ultimate Alignment with:

  a. 2 NB Left-Turn Lane

  b. 2 NB Thru Lanes

  c. 2 SB Thru Lanes

  d. 1 SB Right-Turn Lane

e. 3 EB Left-Turn Lanes

f. 1 EB Right-Turn Lane

e. SR 31 / North River Road

- Convert interim roundabout to ultimate traffic signal consistent with the SR 31 PD&E Study:

  a. 1 NB Left-Turn Lane

  b. 3 NB Thru Lanes

  c. 1 NB Right-Turn Lane

  d. 2 SB Left-Turn Lanes

  e. 3 SB Thru Lanes

  f. 1 SB Right-Turn Lane

  g. 1 EB Left-Turn Lane

  h. 1 EB Thru/RT Lane

  i. 1 WB Left-Turn Lane

  j. 1 WB Thru/RT Lane

  k. 1 WB Right-Turn Lane

- Add NB Auxiliary Thru Lane
- Add EBL
- Add WBL

The Cumulative (with Increments 1, 2 and 3) proportionate share of the improvements, as shown on Exhibit K, has been calculated consistent with F.S. 163.3180. The proportionate share calculation was based on 5,899 pm peak hour two-way external

trips and 5,869 pm peak hour two-way net new trips assigned to the external road network established by the AIDA traffic analysis. The calculated cumulative proportionate share for Increments 1, 2, and 3 is $50,937,226 based upon the proportionate share percentages as calculated per lane mile for each improvement as shown on Exhibit K. The proportionate share percentages have been accepted by Charlotte County and FDOT for Increments 1, 2, and 3, recognizing that the actual costs may increase or decrease based upon the final actual costs of the agreed upon improvements.

3. The agreed upon mitigation of the significantly and adversely impacted roadways and intersection improvements identified in Condition A.(1).b.1. and 2., accepted by Charlotte County and FDOT shall be the following schedule of listed improvements and date certain payment provisions

EXHIBIT G
BABCOCK RANCH DRI CUMULATIVE INCREMENTAL TRANSPORTATION CONDITIONS

Reference #	Item [1]	Mitigation Commitments [7]	Anticipated Start Date [2]
1	Off-Site Road Segments	-	-
	SR 31	-	-
	a. SR 78 to CR 78 -Widen from 2 to 4 lanes -With infrastructure and grading provided for 6-lane expansion - Includes intersection improvements	$20,960,000	Ongoing [6]
	b. CR 78 to Cypress Parkway -Widen from 2 to 4 lanes -With infrastructure and grading provided for 6-lane expansion - Includes intersection improvements	$47,170,000	Ongoing [6]
	c. Cypress Parkway to Horseshoe Road -Widen from 2 to 4 lanes -Sidewalk one side	$7,730,000	Ongoing [6]
	Subtotal	$75,860,000	-
	d. Prior Project Contributions		-
	(1) SEIR/PD&E Contribution	$1,350,000	Completed [5]
	(2) Previously completed and ongoing design, permitting, and survey associated with SR 31 widening	$2,342,000	Completed [5]
	(3) Previously constructed chain of lakes	$2,500,000	Completed [5]
	SR 31 Subtotal	$82,052,000	-
2	SR 31 Traffic Count Stations [3]	$200,000	Installed at Cypress Parkway, Lake Babcock Drive, and Greenway Boulevard [4]
-	-		-
-	Grand Total	$82,252,000	-

Footnotes:
(1) Subject to agreement between FDOT and the Developer, the scope of the schedule of improvements may be increased with credit for any increased cost funded by the Developer reimbursed consistent with Condition A.1.b.6 .
(2) Dates are anticipated and subject to adjustment by Developer and FDOT without a need to amend this IDO. Start dates, as well as the associated mitigation requirements, contained within the IDO are subject to extension under Section 252.363, Florida Statutes.
(3) The cost of the permanent count station equipment will be credited against the DRI's traffic mitigation obligation per MDO Condition 5.B.(7).
(4) Traffic Count Stations to be installed at Project Entrances, as the Project Entrances are built.
(5) These tasks have been mitigated by Developer to facilitate completion of required improvements. The paid mitigation is creditable towards future assessments consistent with Condition A.1.b.6.
(6) The interim improvements identified in the SR 31 PD&E Study are anticipated to be completed by year 2025.
(7) Includes FDOT State Infrastructure Bank Loan Improvement Cost Estimate of $75,860,197. Proportionate share obligations for the off-site impacts are considered to be pipelined towards SR 31 roadway improvements. Mitigation committed is in excess of proportionate share obligations for the off-site impacts.

4. The Developer shall (or indicate completion of):

a. Initiate the below improvements of SR 31 to eventually (during the full development of Babcock Ranch) result in the four-laning of SR 31 from SR 78 to Horseshoe Road/Lake Babcock Drive (Reference #1 above and i-ii below). The improvements will consist of the following:

- Funding in the amount of $1,000,000 has been provided to the FDOT to facilitate the preparation of the Project Development and Environment Study (PD&E) and/or State Environmental Impact Report (SEIR) for SR31 from SR 78 to North River Road. This funding was used by the FDOT to prepare a complete PD&E Study or SEIR Study of SR 31 from SR 78 to North River Road.
- On May 26, 2021, the Florida Department of Transportation (FDOT) granted Acceptance of the State Environmental Impact Report for State Road (SR) 31 from SR 78 to Cook Brown Road in Lee and Charlotte Counties.
- The four-laning of SR 31 from SR 78 to Horseshoe Road/Lake Babcock Drive is anticipated to be completed by year 2025.

b. Permanent traffic count stations were installed at Greenway Boulevard, Lake Babcock Drive, and Cypress Parkway.

5. FDOT has maintenance authority for SR 31 and the intersection improvements set forth above. Developer shall be responsible for the guaranteed construction of the above improvements, in accordance with the above schedule.

6. If the cost of the mitigation provided by the Developer for Increments 1, 2, and 3 exceeds the proportionate share of the impacts resulting from mitigation by Increments 1, 2, and 3 of $50,937,226 (as adjusted up or down in accordance with actual costs and based upon the accepted proportionate share percentages shown on Exhibit K), the Developer shall be entitled to a credit toward the overall impact of the Project for the cost of improvements beyond the proportionate share amount and receive mitigation credit for subsequent increments or phases, as provided in the MDO and applicable law. Developer, FDOT, and/or County may enter into a Transportation Credit Agreement to further delineate the terms and procedures for implementing credits for identified improvements set forth above in excess of the proportionate share of Increments 1, 2, and 3. Credit for the cost of additional improvements as set forth above shall be analyzed as part of the transportation analysis for future increments and be included in subsequent incremental development orders.

c. Satisfaction of the required mitigation in the timeframes as outlined and compliance with the transportation provisions herein for Increments 1, 2, and 3, shall satisfy the road or traffic concurrency requirements of the Charlotte 2050 Comprehensive Plan, LDR, and the Charlotte County Concurrency Management System, through the later of December 31,

2038, or the buildout date of the most recently approved Increment. If the Developer proposes to extend the buildout date beyond the later of December 31, 2038, or the buildout date of the most recently approved Increment, the Developer and the County, during the development order amendment process pursuant to Section 380.06(7), Florida Statutes, shall re-evaluate the future traffic impact in a manner consistent with the MDO.

d. DEO has determined that SR 31 is a Regionally Significant Roadway.

e. County has exercised its discretion to accept this mitigation for Increments 1, 2, and 3.

f. Improvements to the facilities outlined above shall be mitigated at the time that a road segment or intersection is expected to operate below the level of service standard adopted in County's Comprehensive Plan. If the road or the intersection operates below the adopted level of service, no building permits for residential and non-residential development shall be issued unless the improvements are: a) complete, b) under construction, c) the subject of a clearly identified, executed and recorded local government development agreement consistent with Sec. 163.3220 through 163.3423, F.S., ensuring completion concurrent with impacts; d) the subject of a binding commitment ensuring completion concurrent with impacts or e) the DRI's proportionate share mitigation may be pipelined into specific improvements as deemed necessary and mutually agreed upon between FDOT and the developer.

(2) Total mitigation paid for the project shall be reflected in the Biennial Report.

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EXHIBIT H MDO LAND USE EQUIVALENCY MATRIX (LUEM)

EXHIBIT H

Table EM-1: Babcock Ranch Community - Incremental (Cumulative DRI) Equivalency Matrix

Land Use / Equivalent To	Unit	Single-Family (1 d.u.)	Multifamily (1 d.u.)	Age-Restricted Residential (1 d.u.)	Assisted Living Facility (1 bed)	Retail (1,000 sq. ft.)	General Office (1,000 sq. ft.)	Medical Office (1,000 sq. ft.)	Industrial - General Light (1,000 sq. ft.)	Industrial (1,000 sq. ft.)	Hotel / Motel (1 room)	RV Park (1 site)	Civic / Government (1,000 sq. ft.)
Single-Family	d.u.	NA	0.58	0.40	0.32	3.62	1.54	5.45	0.44	0.46	0.93	0.36	2.31
Multifamily	d.u.	1.71	NA	0.69	0.55	6.21	2.65	9.35	0.76	0.78	1.60	0.62	3.96
Age-Restricted Residential [1]	d.u.	2.48	1.45	NA	0.80	8.99	3.83	13.52	1.10	1.13	2.31	0.90	5.72
Assisted Living Facility	bed	3.11	1.81	1.25	NA	11.27	4.80	16.96	1.38	1.42	2.90	1.13	7.17
Retail	sq. ft.	280	160	110	90	NA	430	1,500	120	130	260	100	640
General Office	sq. ft.	650	380	260	210	2,350	NA	3,530	290	300	600	230	1,490
Medical Office	sq. ft.	180	110	70	60	660	280	NA	80	80	170	70	420
Industrial - General Light	sq. ft.	2,250	1,310	910	720	8,170	3,480	12,290	NA	1,030	2,100	820	5,200
Industrial [2]	sq. ft.	2,190	1,280	880	700	7,930	3,380	11,930	970	NA	2,040	790	5,050
Hotel / Motel	room	1.07	0.63	0.43	0.35	3.89	1.66	5.85	0.48	0.49	NA	0.39	2.48
RV Park [3]	site	2.76	1.61	1.11	0.89	9.98	4.26	15.02	1.22	1.26	2.57	NA	6.36
Civic / Government	sq. ft.	430	250	170	140	1,570	670	2,360	190	200	400	160	NA

Table EM-2: BRC - Incremental (Cumulative DRI) Trip Generation

Land Use	ITE Land-Use Code	BRC Incremental DRI [4] (Cumulative DRI) Trip Generation (PM Peak, Two-way)	BRC Incremental DRI [4] (Cumulative DRI) Size	Incremental (Cumulative DRI) Trip Generation Estimate [5] Effective Trip Rate (PM Peak Hour, Two-Way)
Residential				
Single-Family	210	9,252	12,435	0.74 trips/d.u.
Multifamily	220	2,358	5,435	0.43 trips/d.u.
Age-Restricted Residential [1]	251	n/a	n/a	0.30 trips/d.u.
Assisted Living Facility	254	100	418	0.24 trips/bed
Non-Residential				
Retail	820	3,774	1,400,000	2.70 trips/1,000 sq. ft.
General Office	710	1,000	870,000	1.15 trips/1,000 sq. ft.
Medical Office	720	933	230,000	4.06 trips/1,000 sq. ft.
Industrial - General Light	110	66	200,000	0.33 trips/1,000 sq. ft.
Industrial [2]	130	n/a	n/a	0.34 trips/1,000 sq. ft.
Hotel / Motel	310	416	600	0.69 trips/room
RV Park [3]	416	n/a	n/a	0.27 site
Civic / Government	730	127	74,000	1.72 trips/1,000 sq. ft.

Source: Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition.

Notes:

1 Includes Senior Adult Housing, Active Adult Residential and Retirement Community - Master DRI.

2 Includes Industrial Park and Research & Development Park.

3 Recreational Vehicle Park - MDO.

4 Refer to Appendix 21-I (Page 19), Trip Generation - With BRC DRI, Babcock Ranch Community DRI - Increment 3 (2022), November, 2022.

5 The effective trip rate based on the ITE trip generation equation (fitted curve), where applicable. Otherwise, standard ITE average rate assumed.

EXHIBIT J CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT J
(Page 1 of 3)

EXHIBIT 33.F-3a

BABCOCK RANCH COMMUNITY
INCREMENT J (2031)
FUTURE 2038 TRAFFIC CONDITIONS WITH DRI DRI - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

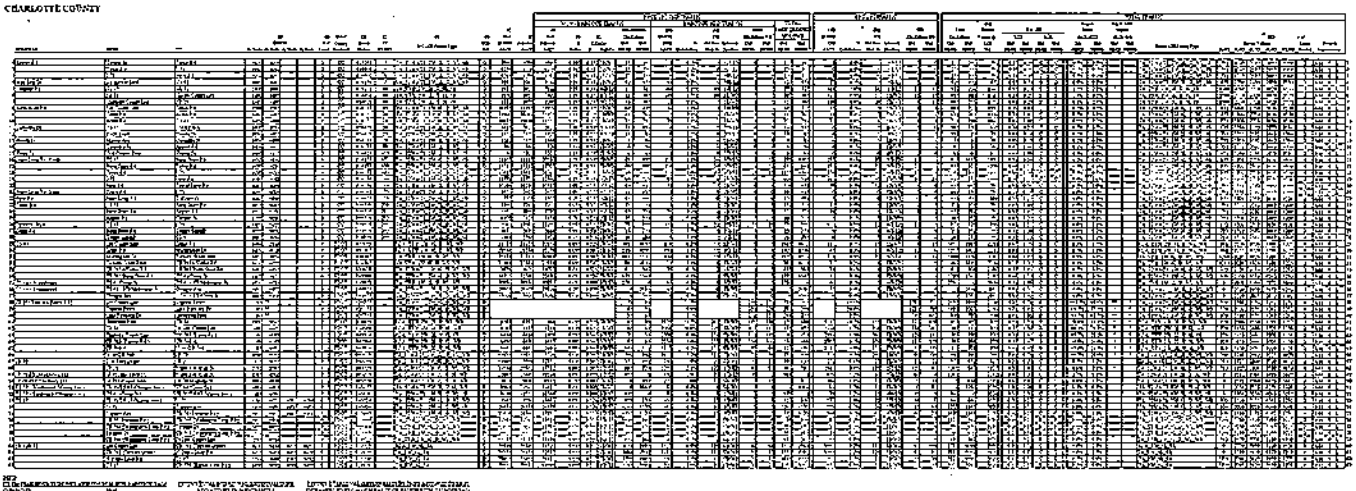


EXHIBIT J CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT J
(Page 2 of 3)

EXHIBIT J-2.0

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2037)
FUTURE 2038 TRAFFIC CONDITIONS WITH BRC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

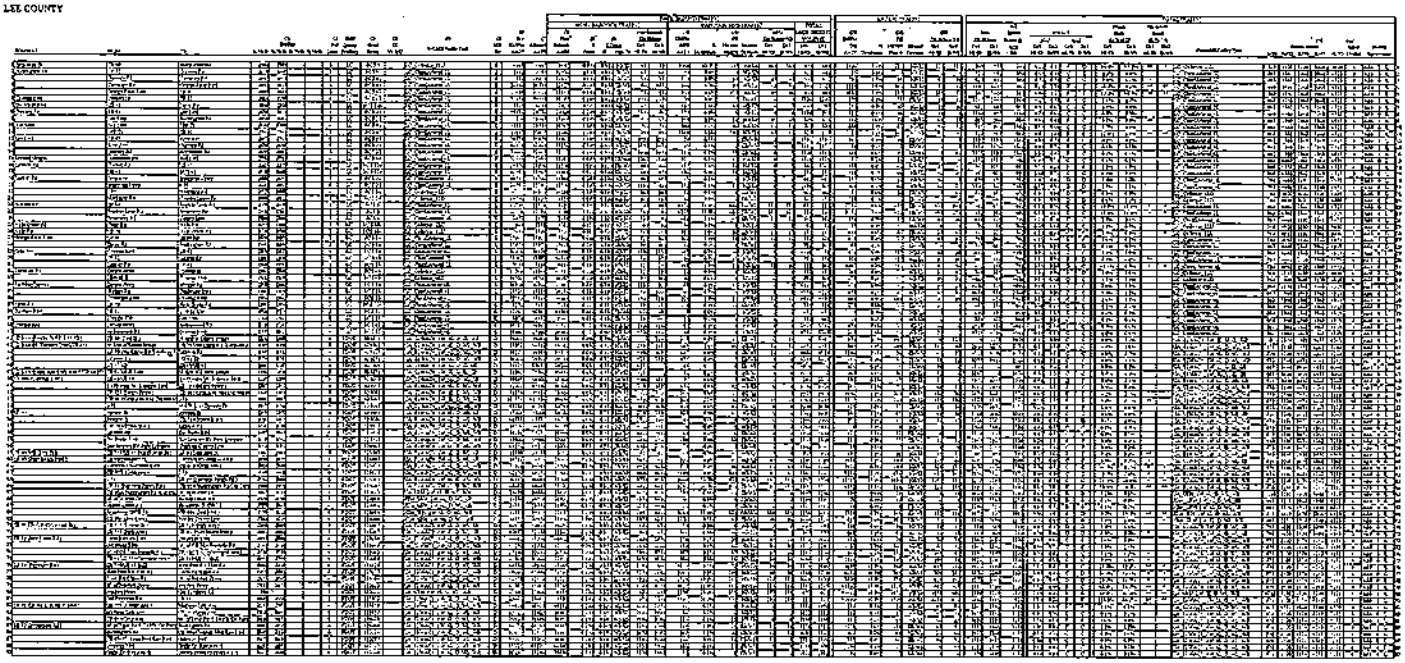


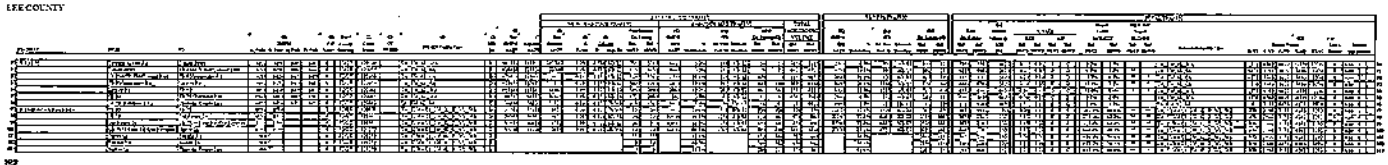
EXHIBIT J CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT J
(Page 8 of 9)

EXHIBIT 21 F-3b

BABCOCK RANCH COMMUNITY
INCREMENT J (2021)
FUTURE 2038 TRAFFIC CONDITIONS WITH BMC DRI - ROADWAY SEGMENT ANALYSIS

LEE COUNTY



Legend:

~~EXHIBIT F~~

~~Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%~~

EXHIBIT K CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT K
(Page 1 of 2)

BABCOCK RANCH COMMUNITY DRI

Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Segments

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [1]	Proportionate Share ($) [5]
SR 31 Ultimate Improvements (includes widening and intersections)									
SR 31 from SR 78 to Cypress Parkway	SR 31 Ultimate 1 (6 lanes from SR 78 to Cypress Parkway)	100% prop share assumed					100%	$13,885,000	$13,885,000
SR 31 from Horseshoe Road to Cook Brown Road	SR 31 Ultimate 2 (4 lanes from Horseshoe Road to Cook Brown Road)	100% prop share assumed					100%	$17,088,000	$17,088,000
							Subtotal	$30,973,000	$30,973,000

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [2]	Proportionate Share ($) [5]
SR 31 NB Auxillary Thru Lane									
SR 31 (NB) from 800' south of North River Road to 800' north of Shirley Lane	Add 1 NB auxillary thru lane	0.52	100% prop share assumed				100%	$2,860,000	$2,860,000

Segment	Improvement	Length (miles)	Project Traffic	Capacity without Improvement	Capacity with Improvement	Capacity Added	Proportionate Share (%) [4]	Total Cost ($) [3]	Proportionate Share ($) [5]
SR 78 Widening									
SR 78 from Pritchett Parkway to Old Bayshore Road	Widen from 2 to 4 lanes	2.33	1079	1200	3280	2080	52%	$19,106,000	$9,911,238
SR 78 from Old Bayshore Road to SR 31	Widen from 2 to 4 lanes	0.67	1095	924	2100	1176	93%	$5,494,000	$5,115,587
							Subtotal	$24,600,000	$15,026,824

							Subtotal	$58,433,000	$48,859,824

1. Cost consistent with estimated cost from SR 31 PD&E Study Preliminary Engineering Report. Includes cost of intersection improvements identified in the PD&E Study.
2. Assumes cost per lane per mile = $5,500,000.
3. Cost consistent with estimated cost from the Lee MPO LTRP Needs Plan (Table 4-1).
4. Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)].
5. Proportionate Share Cost = Proportionate Share % * Total Project Cost.

~~EXHIBIT F~~

~~Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%~~

EXHIBIT K CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

EXHIBIT K
(Page 2 of 2)

BABCOCK RANCH COMMUNITY DRI

6. *Cumulative (Increments 1-3) Proportionate Share Cost Estimates for Significant and Adverse Intersections*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
4) SR 78 at I-75 (West Ramp)														
NB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	118	508	571	63	100%	$135,418
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
EB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	157	371	695	324	48%	$65,619
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project-related improvement						$0	275	N/A	N/A	N/A	0%	$0
		Subtotal	*$166,668*	*$41,667*	*$208,335*	*$31,250*	*$31,250*	*$270,836*						*$201,037*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
12) SR 80 at Orange River Blvd.														
NB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	584	875	291	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
EB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
WB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project-related improvement						$0	0	N/A	N/A	N/A	0%	$0
		Subtotal	*$83,334*	*$20,834*	*$104,168*	*$15,625*	*$15,625*	*$135,418*						*$0*

7.

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
13) SR 80 at SR 31														
NB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	Add 2 Left-Turn Lanes (3 Total)	$166,665	$41,667	$208,333	$31,250	$31,250	$270,836	244	421	587	166	100%	$270,836
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	Add Right-Turn Lane	$174,767	$43,692	$218,459	$32,769	$32,769	$283,996	567	838	984	154	100%	$283,996
EB	LT	Add 2 Left-Turn Lanes + Receiving Lanes [5]	$898,994	$224,749	$1,123,743	$168,561	$168,561	$1,460,866	1062	744	1346	602	100%	$1,460,866
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
WB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	266	555	289	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project-related improvement						$0	1,573	N/A	N/A	N/A	0%	$0
		Subtotal	*$1,323,765*	*$330,941*	*$1,654,704*	*$248,206*	*$248,206*	*$2,151,115*						*$2,015,698*

Intersection		Improvement	Construction Cost	Contingency (25%)	Total Construction Cost [1]	Engineering (15%)	CEI (15%)	Total Project Cost [2]	Proportionate Share Calculation: Project Traffic	Capacity (with background improvements)	Capacity (with background and project improvements)	Capacity Added	Proportionate Share (%) [3]	Proportionate Share Cost [4]
19) SR 31 at North River Rd.														
NB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
SB	LT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
EB	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	132	152	261	109	100%	$135,418
	Thru	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	RT	No Project-related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
	LT	Add Left-Turn Lane	$83,334	$20,834	$104,168	$15,625	$15,625	$135,418	0	277	203	0	0%	$0
	Thru													

~~EXHIBIT F~~

~~Master (Buildout 2040) Roadway Network with Initial Internal Capture Rate – 22% and with Developer's Estimated Community Capture Rate – 71%~~

EXHIBIT K CUMULATIVE FUTURE (2038) TRAFFIC CONDITIONS WITH PROJECT DIRECTIONAL PEAK HOUR PEAK SEASON

WB	RT	No Project related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
Traffic Control		No Project related improvement	$0	$0	$0	$0	$0	$0				0	0%	$0
								$0	132	N/A	N/A	N/A	0%	$0
		Subtotal	*$166,668*	*$41,667*	*$208,335*	*$31,250*	*$31,250*	*$370,836*						*$153,418*
		Grand Total	$1,740,433	$435,108	$2,175,542	$326,331	$326,331	$3,828,364						$2,353,252

8.

1. Total Construction Cost includes addition of 25% for Scope Contingency to the Construction Cost.
2. Total Project Cost includes addition of 15% for Preliminary Engineering and 15% for CEI to the Total Construction Cost. This does not include Right-Of-Way Cost.
3. For geometric improvements: Proportionate Share % = (Project Trips) / [(Lane Group Capacities after project improvements) - (Lane Group Capacities before project improvements)]. For signalization: Proportionate Share % = (Project Traffic Entering intersection) / (Total Traffic Entering intersection).
4. Proportionate Share Cost = Proportionate Share % * Total Project Cost.
5. Receiving lane based on 1/8 mile length. Cost per mile: $2,929,305.

APPENDIX B

UNCONSTRAINED INTERNAL CAPTURE RATES FOR NON-NCHRP LANE USE CATEGORIES

Unconstrained Internal Capture Rates For Non-NCHRP Lane Use Categories							
		Weekday				Weekday	
From	To	AM Peak Hour	PM Peak Hour	To	From	AM Peak Hour	PM Peak Hour
Residential	Ancillary	15%	15%	Residential	Ancillary	15%	15%
Residential	School	5%	5%	Residential	School	5%	5%
Residential	Hospital	5%	5%	Residential	Hospital	5%	5%
Residential	Industrial	3%	3%	Residential	Industrial	3%	3%
Ancillary	Residential	50%	50%	Ancillary	Residential	50%	50%
School	Residential	20%	20%	School	Residential	20%	20%
Hospital	Residential	10%	10%	Hospital	Residential	10%	10%
Industrial	Residential	3%	3%	Industrial	Residential	3%	3%

APPENDIX C

SWFRPC Methodology Meeting Invitation

Stephen Leung

From: Daniel Trescott <trescottplanningsolutions@gmail.com>
Sent: Friday, May 10, 2024 2:31 PM
To: Shao, Jie; Ravi.Kamarajugadda@charlottecountyfl.gov; Erica S. Woods; Stephen Leung; jim.paulmann@stantec.com; Vitor Suguri; Purvis, Kyle; Ambikapathy, Babuji; Dunn, Brandon; Evans, Marcus; jscholler@leegov.com; Margaret Wuerstle
Subject: Babcock Ranch Preapplication TEAMS meeting at 11 A.M. May 30, 2024, for a Master Transportation Update and Amendments to the Master and Incremental Development Orders
Attachments: 24504_BRC_MTSU(2024)_MethodologyReport_051024_r.pdf

Good afternoon. As Development of Regional Impact (DRI) consultant for the Southwest Florida Regional Planning Council the Babcock Ranch Community has requested I set up a **Preapplication TEAMS meeting at 11 A.M. May 30, 2024, for a Master Transportation Update and Amendments to the Master and Incremental Development Orders**. See attached Transportation Methodology Report for the Master Traffic Study Update. Table 1 on page 2 explains the changes. Jim Paulmann of Stantec and consultant for Babcock Ranch will be sending out the TEAMS meeting invitation. Please review the Master Traffic Study Update Methodology and provide comments at the Preapplication meeting or in writing prior to the meeting and copy everyone in this email. If you are unable to attend the meeting please let me know. Thank you and we look forward to your continued participation in this review. .

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

Stephen Leung

From: Daniel Trescott <trescottplanningsolutions@gmail.com>
Sent: Tuesday, May 28, 2024 4:38 PM
To: Paulmann, Jim; Shao, Jie; Erica S. Woods; BAmbikapathy@vhb.com; jscholler@leegov.com; Stephen Leung; Kyle.Purvis@dot.state.fl.us; rburris@leegov.com; Ravi.Kamarajugadda@charlottecountyfl.gov; malam@leegov.com; Vitor.Suguri@dot.state.fl.us; BDunn@leegov.com; MEvans@leegov.com; rberntsson; erica.mccaughey@dot.state.fl.us
Cc: mwuerstle@swfrpc.org
Subject: Re: Babcock Ranch Master Transportation Update and Amendments to the Master and Incremental Development Orders Pre application and Methodology Meeting
Attachments: 24504_BRC_MTSU(2024)_MethodologyReport_051024_r.pdf

Good afternoon. This is a reminder email for the **Preapplication TEAMS meeting at 11 A.M. May 30, 2024,**(See invitation) **for a Master Transportation Update and Amendments to the Master and Incremental Development Orders**. See attached Transportation Methodology Report for the Master Traffic Study Update. Table 1 on page 2 explains the changes. Please review the Master Traffic Study Update Methodology and provide comments at the Preapplication meeting or in writing prior to the meeting and copy everyone in this email. If you are unable to attend the meeting please let me know. Thank you and we look forward to your continued participation in this review. .

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

On Sat, May 11, 2024 at 12:11 PM Paulmann, Jim <Jim.Paulmann@stantec.com> wrote:

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 238 470 826 546

Passcode: 9sHXRk

Dial-in by phone

+1 587-414-2460,,361984757# Canada, Edmonton

(833) 266-3861,,361984757# Canada (Toll-free)

Find a local number

Phone conference ID: 361 984 757#

For organizers: Meeting options | Reset dial-in PIN

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TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

Memorandum

To:	Dan Trescott (SWFRPC), Jie Shao (Charlotte County), Erica McCaughey (FDOT), Marcus Evans (Lee County), Erica Woods (BRC)
From:	Stephen Leung and Christopher Posey
Date:	July 17, 2024
RE:	**BRC MTSU (2024) - #24504**
cc:	John Broderick, Jim Pullmann, Katie LaBarr, Robert Berntsson

This memorandum was prepared for the BRC response to public agencies review comments of the Babcock Ranch Community Master Traffic Study Update (2024) Methodology Report, dated May 31, 2024.

- Southwest Florida Planning Council – SWFRPC transmittal letter of the methodology report on May 31, 2024 and request for public agencies review comments (Attachment 1).
- Florida Department of Transportation – Review comments received from FDOT on June 7, 2024 (Attachment 2).
- Lee County – Review comments received from Lee County on June 14, 2024 (Attachment 3).

The BRC response to review comments are provided in the following.

FDOT Comments

1. **Travel Model – As noted by Jerry Graham with Traf-O-Data during the 5/30/2024 meeting, t**he D1RPM E+C network currently reflects improvements scheduled for construction to begin by 2024. Since the methodology specifies a 2026 E+C network, the current 2024 E+C network will need to be updated to reflect roadway improvements scheduled for construction to begin by 2026.

   DPA Response: Comment noted. The current D1RPM 2024 E+C network will be updated to include 2026 committed improvements, where applicable.

2. **Service Volumes for FDOT roadways – Please revise the reference of "FDOT 2023 District 1 LOS Report" to "FDOT 2022 District 1 LOS Report" in the methodology**

2149 McGREGOR BOULEVARD
FORT MYERS, FLORIDA 33901
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EXCEEDING CLIENT EXPECTATIONS

document. The FDOT 2023 District 1 LOS report is currently being prepared and will only be available at the end of July 2024.

DPA Response: The MTSU will be better served with the use of the most recent FDOT data. Please forward the FDOT District 1 LOS report anticipated to be available by the end of July 2024.

Lee County Comments

(1) The methodology references the 2045 FSUTMS model. If the FDOT-validated 2050 model will be available in the near future, the new model should be used in the analysis.

DPA Response: The release date of the 2050 catalog is currently unknown and is likely to be after the approval of this methodology. The MTSU will be analyzed under the LRTP horizon year adopted at the time of methodology approval. Additionally, per the MDO, the MTSU must be updated at least every 5 years. The previous MTSU reflected a horizon year of 2040, so the 2045 model/analysis year for this MTSU would be appropriate to represent that 5-year period. The future 2050 model will be applicable for the next MTSU.

(2) The proposed methodology, page 4, indicates that "committed" facilities will only include improvements from the first three years of approved CIPs/work programs. Since funding is approved for all 5 years of a CIP/work program, all CIP/work program improvements should be considered "committed" facilities in the analysis.

DPA Response: Comment noted. The methodology will be updated.

(3) The applicant appears to include the full build-out density/intensity of the Babcock mixed-use planned development (MPD) in Lee County in the background traffic scenario (without BRC DRI), but then removes the MPD's commercial portion from the scenario that includes the build-out development of regional impact (DRI) in Charlotte County (with BRC DRI). The applicant should explain why the MPD commercial portion was removed from the "with BRC DRI" scenario. The MPD commercial portion should either (1) not be included in the "without BRC DRI" scenario and included in the "with BRC DRI" scenario or (2) included in both scenarios. [Of note, this concern was raised in the past by county staff when reviewing the BRC Increment 3 methodology and is still a concern.]

DPA Response: Based on the maximum combined 4.9 million sq. ft. of retail plus office uses allowed between the DRI and MPD, Table 4 (Page 6) of the methodology report will be revised to reflect 384,500 sq. ft. of retail in the MPD, coincident with the 4,515,500 sq. ft. total retail plus office uses for the Master DRI.

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E-MAIL: dpafm@dplummer.com

dpa EXCEEDING CLIENT EXPECTATIONS

(4) The applicant should provide data that clearly supports any internal capture considered for residential, ancillary residential, school, hospital, industrial or other uses. Perhaps this data should be reviewed and agreed-upon during the traffic study methodology stage. [Of note, this concern was raised in the past by county staff when reviewing the BRC Increment 3 methodology.]

DPA Response: The appropriate methodology to estimate "Community" trip capture has been highly debated for the Babcock Ranch Community. The Florida Department of Transportation's Transportation Impact Handbook dated August 12, 2010, established the following guidance for the estimation of Community trip capture:

> *"Because each site will have unique characteristics, FDOT will not recommend minimum nor maximum values for Community Capture. Reasonable analysis of proposed developments will be used and will be verified by substantial and ongoing monitoring programs…."*

The updated Transportation Impact Handbook dated October 2019, further acknowledged that new towns, such as Babcock Ranch, can satisfy a significant portion of their overall trip-making within the community:

> *"New Towns may have several town centers or villages, which embrace connectivity within, and between, each center and village with a transportation system of multiple modes, including pedestrian paths, bicycle facilities, and shuttles."*

Based on the above, the estimated internal/intrazonal trip capture rates for land use categories not identified in NCHRP Report 684 (ancillary, school, hospital, and industrial) are reflective of on-going professional practices for the estimation of community trip capture for New Towns in Florida, and documented in Exhibit 1 of the methodology report.

As per the FDOT 2023 Multimodal Transportation Site Impact Handbook, the resultant overall BRC community captured rate is to be verified by the traffic monitoring program. The BRC 2022 DRI Monitoring Report established the current community trip capture rate to be 58% and 62%, on a PM peak hour and daily basis, respectively. More importantly, the 58%/62% community capture rate reflects a "field-measured" to "forecasted trip generation" ratio of just 0.24. Therefore, BRC is generating only 24% of the approved/mitigated DRI trips up to and including Increment 2 as of 2022.

(5) When reviewing existing and future traffic volumes on Lee County roads, 2019 K- and D-factors from Lee County permanent count stations should be used if available. Any historic growth estimates that incorporate 2020-2023 traffic data on Lee County roads should be accepted by Lee County staff prior to use in traffic studies. [Of note, a similar comment was made by county staff when reviewing the BRC Increment 3 methodology.]

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dpa EXCEEDING CLIENT EXPECTATIONS

DPA Response: The 2019 K and D factors will be used, where available and applicable. All D1RPM model and growth rate (if any) assumptions will be fully documented.

(6) Based upon a review of the May 23, 2023 Master DRI Development Order, Conditions 5.B.(2)(a)(2) and 5.B.(2)(b)(2), the Master Traffic Study update needs to reassess the internal and community capture associated with BRC. When doing so, the applicant should provide data that clearly supports the community capture share above 22%. Data should include a review of existing traffic counts associated with the BRC. [Of note, a similar comment was made by county staff when reviewing the BRC Increment 3 methodology.]

DPA Response: The biennial 2024 traffic monitoring report is currently being prepared and will be submitted within the 2024 calendar year. Please note that the previous 2022 BRC Traffic Monitoring Report calculated a Community/Internal Capture rate of between 58% and 65%.

(7) Based upon a review of the May 23, 2023 Master DRI Development Order, Condition 5.B.(2)(b)(1), "the Master Traffic Study update shall consider the possibility of a new east-west transportation corridor between SR 31 and I-75". The study should include an analysis/discussion of this "possibility".

DPA Response: The feasibility of a high-capacity east-west corridor in Charlotte County was initiated as part of the Charlotte County BROD in 2009. This planning effort coincided with a new I-75 interchange identified in the Lee County MPO 2030 and 2035 LRTP (i.e., Del Prado Extension). Since then, the designation of SR 31 as a SIS facility in 2014, and followed by FDOT PD&E Study(s) to widen both SR 31 and SR 78 have diminished the public need and desire to pursue a new east-west corridor and a future I-75 interchange between Tuckers Grade and SR 78.

(8) Based upon a review of the May 23, 2023 Master DRI Development Order, Condition 5.B.(3), the applicant must submit biennial DRI traffic monitoring reports to Lee County. Staff cannot locate these reports. Please provide the contact information for Lee County staff that have received past reports and the dates these reports were provided to staff.

DPA Response: The biennial 2024 traffic monitoring report is currently being prepared and will be submitted within the 2024 calendar year. In previous years, the traffic monitoring report is submitted as part of the overall DRI monitoring report to the SWFRPC and Charlotte County for distribution to other public agencies. To be responsive, please provide to the SWFRPC, the contact information of the Lee County staff/personnel to receive future DRI biennial traffic monitoring reports.

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E-MAIL: dpafm@dplummer.com

dpa EXCEEDING CLIENT EXPECTATIONS

Attachment 1

SWFRPC Transmittal Email

From:	Daniel Trescott
To:	Erica S. Woods; Stephen Leung; Shao, Jie; Vitor Suguri; Ambikapathy, Babuji; Purvis, Kyle; Evans, Marcus; Ravi.Kamarajugadda@charlottecountyfl.gov; Dunn, Brandon; jim.paulmann@stantec.com; jscholler@leegov.com; RBurris@leegov.com; Robert Berntsson; MAlam@leegov.com; Erica.McCaughey@dot.state.fl.us
Cc:	Margaret Wuerstle
Subject:	Revised Traffic Methodology based on meeting comments from yesterday Final Comments due June 14, 2024
Date:	Friday, May 31, 2024 3:44:07 PM
Attachments:	24504_BRC_MTSU(2024)_MethodologyReport_053124-Revised.pdf

Good afternoon and happy Friday. Below is the email from Steve Leung with the Babcock Ranch Master Traffic Update Methodology results from yesterday's meeting. Also, see attached revised Methodology Report. According to DRI methodology rules there will be a 14 day review period for this revised methodology. Therefore, please provide any **final comments by Friday June 14, 2024** and copy everyone on this email. If no additional comments are received by this deadline the attached Methodology will be considered final. Thank you for your continued participation in the review of the Babcock Ranch Master DRI Community.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

Friday Dan,

To follow up with the formal MTSU methodology meeting yesterday, please find the attached revised report dated May 31, 2024 for distribution to the public agencies/representatives.

The updated methodology primarily referenced the use of newly released 2023 traffic data from the public agencies (pages 1, 8 & 9), including the application of the FDOT 2023 Multimodal Quality/Level of Service Handbook for roadway context classification and generalized service volumes on State roads (pages 1 & 9). Furthermore, there is added language on page 7 of the revised report to confirm that the need for a 22% ICR supplemental traffic assessment is no longer applicable and will not be provided in this or future MTSUs.

Please let me know if you have questions.

Thanks.

Stephen Leung

Vice President - General Manager

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2149 McGregor Boulevard

Fort Myers, Florida 33901

239•332•2617

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Attachment 2

FDOT Review Comments

From:	McCaughey, Erica
To:	Daniel Trescott
Cc:	Babuji Ambikapathy; Suguri, Vitor; Erica S. Woods; Stephen Leung; jgraham; Shao, Jie; Purvis, Kyle; Evans, Marcus; Kamarajugadda, Ravi Shankar; Dunn, Brandon; jim.paulmann@stantec.com; Scholler, Jillian; Alam, Md Rakibul; mwuerstle@swfrpc.org
Subject:	Revised Traffic Methodology Comments
Date:	Friday, June 7, 2024 4:38:16 PM
Attachments:	Outlook-cjvtgvpa.png

Hi Dan,

We had a couple leftover comments on the Revised Traffic Methodology for Babcock Ranch that are to be submitted by 6/14/2024.I believe I copied everyone that was supposed to be. Apologies if I missed anyone.

1. **Travel Model – As noted by Jerry Graham with Traf-O-Data during the 5/30/2024 meeting, t**he D1RPM E+C network currently reflects improvements scheduled for construction to begin by 2024. Since the methodology specifies a 2026 E+C network, the current 2024 E+C network will need to be updated to reflect roadway improvements scheduled for construction to begin by 2026.

2. **Service Volumes for FDOT roadways – Please revise the reference of "FDOT 2023 District 1 LOS Report" to "FDOT 2022 District 1 LOS Report" in the methodology document. The FDOT 2023 District 1 LOS report is currently being prepared and will only be available at the end of July 2024.**

In addition, Babuji should be sending over LOS/ Context Classification spreadsheet early next week.

Thanks,

Erica McCaughey, M.P.A.
Community Planner
Complete Streets Coordinator
Florida Department of Transportation - District 1
10041 Daniels Parkway
Fort Myers, FL 33913
Cell: 863-270-5878

FDOT PLANNING STUDIO DISTRICT ONE

Attachment 3

Lee County Review Comments

From:	Daniel Trescott
To:	Evans, Marcus
Cc:	ext-Wuerstle, Margaret (swfrpc.org); Erica S. Woods; Stephen Leung; Shao, Jie; Vitor Suguri; Ambikapathy, Babuji; Purvis, Kyle; Ravi.Kamarajugadda@charlottecountyfl.gov; Dunn, Brandon; jim.paulmann@stantec.com; Scholler, Jillian; Burris, Richard; Robert Berntsson; McCaughey, Erica
Subject:	Re: Revised Traffic Methodology based on meeting comments from yesterday Final Comments due June 14, 2024
Date:	Friday, June 14, 2024 2:42:14 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image005.png

Thank you Marcus for your comments. We very much appreciate your participation.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
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trescottplanningsolutions@gmail.com

On Fri, Jun 14, 2024, 1:31 PM Evans, Marcus <MEvans@leegov.com> wrote:

> Dan,
>
> Lee County staff has reviewed the 5/31 traffic study methodology report, and shares the following comments for your consideration:
>
> *(1) The methodology references the 2045 FSUTMS model. If the FDOT-validated 2050 model will be available in the near future, the new model should be used in the analysis.*
>
> *(2) The proposed methodology, page 4, indicates that "committed" facilities will only include improvements from the first three years of approved CIPs/work programs. Since funding is approved for all 5 years of a CIP/work program, all CIP/work program improvements should be considered "committed" facilities in the analysis.*
>
> *(3) The applicant appears to include the full build-out density/intensity of the Babcock mixed-use planned development (MPD) in Lee County in the background traffic scenario (without BRC DRI), but then removes the*

MPD's commercial portion from the scenario that includes the build-out development of regional impact (DRI) in Charlotte County (with BRC DRI). The applicant should explain why the MPD commercial portion was removed from the "with BRC DRI" scenario. The MPD commercial portion should either (1) not be included in the "without BRC DRI" scenario and included in the "with BRC DRI" scenario or (2) included in both scenarios. [Of note, this concern was raised in the past by county staff when reviewing the BRC Increment 3 methodology and is still a concern.]

(4) The applicant should provide data that clearly supports any internal capture considered for residential, ancillary residential, school, hospital, industrial or other uses. Perhaps this data should be reviewed and agreed-upon during the traffic study methodology stage. [Of note, this concern was raised in the past by county staff when reviewing the BRC Increment 3 methodology.]

(5) When reviewing existing and future traffic volumes on Lee County roads, 2019 K- and D-factors from Lee County permanent count stations should be used if available. Any historic growth estimates that incorporate 2020-2023 traffic data on Lee County roads should be accepted by Lee County staff prior to use in traffic studies. [Of note, a similar comment was made by county staff when reviewing the BRC Increment 3 methodology.]

(6) Based upon a review of the May 23, 2023 Master DRI Development Order, Conditions 5.B.(2)(a)(2) and 5.B.(2)(b)(2), the Master Traffic Study update needs to reassess the internal and community capture associated with BRC. When doing so, the applicant should provide data that clearly supports the community capture share above 22%. Data should include a review of existing traffic counts associated with the BRC. [Of note, a similar comment was made by county staff when reviewing the BRC Increment 3 methodology.]

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(8) Based upon a review of the May 23, 2023 Master DRI Development Order, Condition 5.B.(3), the applicant must submit biennial DRI traffic monitoring reports to Lee County. Staff cannot locate these reports. Please provide the contact information for Lee County staff that have received past reports and the dates these reports were provided to staff.

If you have questions regarding the above comments, please let me know. Thanks.

Marcus

Marcus Evans

Department of Community Development

1500 Monroe Street, Fort Myers, FL 33901

office: (239) 533-8355

facsimile: (239) 485-8344

email: mevans@leegov.com

web: www.leegov.com

Connect With Us On Social Media

From: Daniel Trescott <trescottplanningsolutions@gmail.com>
Sent: Friday, May 31, 2024 3:44 PM
To: Erica S. Woods <EWoods@kitsonpartners.com>; Stephen Leung <stephen.leung@dplummer.com>; Shao, Jie <Jie.Shao@charlottecountyfl.gov>; Vitor Suguri <Vitor.Suguri@dot.state.fl.us>; Ambikapathy, Babuji <BAmbikapathy@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Evans, Marcus <MEvans@leegov.com>; Ravi.Kamarajugadda@charlottecountyfl.gov; Dunn, Brandon <BDunn@leegov.com>; jim.paulmann@stantec.com; Scholler, Jillian <JScholler@leegov.com>; Burris, Richard <RBurris@leegov.com>; Robert Berntsson <rberntsson@bigwlaw.com>; Alam, Md Rakibul <MAlam@leegov.com>; Erica.McCaughey@dot.state.fl.us
Cc: ext-Wuerstle, Margaret (swfrpc.org) <mwuerstle@swfrpc.org>
Subject: Revised Traffic Methodology based on meeting comments from yesterday Final Comments due June 14, 2024

Caution: This email originated from an external source. Be cautious of attachments and links, and do not provide login information. Report suspicious activity to the Service Desk: servicedesk@leegov.com or 533-HELP.

Good afternoon and happy Friday. Below is the email from Steve Leung with the Babcock Ranch Master Traffic Update Methodology results from yesterday's meeting. Also, see attached revised Methodology Report. According to DRI methodology rules there will be a 14 day review period for this revised methodology. Therefore, please provide any **final comments by Friday June 14, 2024** and copy everyone on this email. If no additional comments are received by this deadline the attached Methodology will be considered final. Thank you for your continued participation in the review of the Babcock Ranch Master DRI Community.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

Friday Dan,

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Please let me know if you have questions.

Thanks.

Stephen Leung

Vice President - General Manager

DAVID PLUMMER & ASSOCIATES

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2149 McGregor Boulevard

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Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

APPENDIX 21-C

TRIP GENERATION – WITHOUT BRC DRI

Model Zonal Data – Without BRC DRI
TAZ Parameters

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
D1RPM ZONAL DATA BY TAZ - MPD
YEAR 2045 WITHOUT BRC DRI

PROPOSED DEVELOPMENT SUMMARY (2045) - BRC MASTER TRAFFIC STUDY UPDATE (2024)

	Unit	COUNTY >	Lee	Lee	Lee	Lee	Lee	Lee	Lee	Lee	
		TYPE >	MPD	MPD	MPD	MPD	MPD	MPD	MPD	MPD	
		TRACT >	MU-1/R	MU-1	MU-2	Lee County	Lee County	Lee County	R-2	R-3	
		TAZ No. >	4305	4498	4499	4493	4494	4495	4496	4497	Total
Residential											
Single-Family	d.u.		1,000	0	0	249	124	235	22	0	1,630
Multifamily	d.u.		0	360	0	0	0	0	0	0	360
Senior Adult (Det)	d.u.		0	0	0	0	0	0	0	0	0
	Subtotal		1,000	360	0	249	124	235	22	0	1,990
Hotel	rooms		0	0	250	0	0	0	0	0	250
Industrial	sq. ft.		0	0	0	0	0	0	0	0	0
Retail	sq. ft.		0	890,000	280,000	0	0	0	0	0	1,170,000
Office											
General	sq. ft.		0	0	0	0	0	0	0	0	0
Medical	sq. ft.		0	0	0	0	0	0	0	0	0
Civic	sq. ft.		0	0	0	0	0	0	0	0	0
	Subtotal		0	0	0	0	0	0	0	0	0
Other											
Hospital	beds		0	0	0	0	0	0	0	0	0
Assisted Living	beds		0	350	0	0	0	0	0	0	350
Community - Ancillary [1]											
Golf	holes		0	0	0	0	0	0	0	0	0
Public Park	acres		8.00	8.00	8.00	8.00	8.00	8.00	0.00	0.00	48
Civic/Recreation Center	sq. ft.		0	0	0	0	0	0	0	0	0
Library	sq. ft.		0	24,000	0	0	0	0	0	0	24,000
Churches	sq. ft.		0	0	0	0	0	0	0	0	0
Elementary School	students		0	0	0	0	0	0	0	0	0
Middle School	students		0	0	0	0	0	0	0	0	0
High School	students		0	0	0	0	0	0	0	0	0

ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

ZDATA - POPULATION / OCCUPANCY

			TRACT >	J-1/RDivosta	MU-1	MU-2	nty Parcel 1	nty Parcel 2	nty Parcel 3	R-2	R-3	
			TAZ No. >	4305	4498	4499	4493	4494	4495	4496	4497	Total
	per/d.u.											
Single-Family	2.50	Tot. Pop.		2,500	0	0	623	310	588	55	0	4,076
	0%	PCTVAC										
	20%	PCTVNP										
	2.50	Single-Family Pop.		2,500	0	0	623	310	588	55	0	4,076
	per/d.u.											
Multifamily	2.00	Tot. Pop.		0	720	0	0	0	0	0	0	720
	0%	PCTVAC										
	40%	PCTVNP										
	2.00	Multifamily Pop.		0	720	0	0	0	0	0	0	720
	per/d.u.											
Senior Adult	1.50	Tot. Pop.		0	0	0	0	0	0	0	0	0
	0%	PCTVAC										
	25%	PCTVNP										
	1.50	Retire. Pop.		0	0	0	0	0	0	0	0	0
	occp/rm											
Hotel	2.00	Occupants		0	0	500	0	0	0	0	0	500
		Total Pop.		2,500	720	0	623	310	588	55	0	4,796
		Pop/HH		2.50	2.00	0.00	2.50	2.50	2.50	2.50	0.00	2.41

ZDATA - EMPLOYMENT ZDATA - EMPLOYMENT

			TRACT >	J-1/RDivosta	MU-1	MU-2	nty Parcel 1	nty Parcel 2	nty Parcel 3	R-2	R-3	
	Unit		TAZ No. >	4305	4498	4499	4493	4494	4495	4496	4497	Total
	emp/1k											
Industrial	2.00	Emplys		0	0	0	0	0	0	0	0	0
Commercial												
	emp/1k											
General Retail	2.50	Emplys		0	2,225	700	0	0	0	0	0	2,925
	emp/hole											
Golf [1]	1.74	Emplys		0	0	0	0	0	0	0	0	0
	Subtotal	Emplys		0	2,225	700	0	0	0	0	0	2,925
Service / Other												
	emp/rm											
Hotel	0.90	Emplys		0	0	225	0	0	0	0	0	225
	emp/1k											
General Office	4.50	Emplys		0	0	0	0	0	0	0	0	0
	emp/1k											
Medical Office	4.10	Emplys		0	0	0	0	0	0	0	0	0
	emp/1k											
Government Office	4.50	Emplys		0	0	0	0	0	0	0	0	0
	emp/bed											
Hospital	2.28	Emplys		0	0	0	0	0	0	0	0	0
	emp/unit											
Assisted Living	0.65	Emplys		0	227	0	0	0	0	0	0	227
	Sub Total	Emplys		0	227	225	0	0	0	0	0	452
Community - Ancillary [1]												
	emp/acre											
Public Park	0.27	Emplys		2	2	2	2	2	2	0	0	12
	emp/1k											
Civic/Recreation Center	2.00	Emplys		0	0	0	0	0	0	0	0	0
	emp/1k											
Library	1.10	Emplys		0	26	0	0	0	0	0	0	26
	emp/1k											
Church	1.00	Emplys		0	0	0	0	0	0	0	0	0
	emp/student											
Elementary School	0.10	Emplys		0	0	0	0	0	0	0	0	0
	emp/student											
Middle School	0.19	Emplys		0	0	0	0	0	0	0	0	0
	emp/student											
High School	0.19	Emplys		0	0	0	0	0	0	0	0	0
	Sub Total	Emplys		2	28	2	2	2	2	0	0	38
	Total Service			2	255	227	2	2	2	0	0	490
Total Employment	Total	Emplys		2	2,480	927	2	2	2	0	0	3,415
Students												
Elementary School		Students		0	0	0	0	0	0	0	0	0
Middle School		Students		0	0	0	0	0	0	0	0	0
High School		Students		0	0	0	0	0	0	0	0	0
	Total	Students		0	0	0	0	0	0	0	0	0

Footnotes:
(1) Not subject to BRC MDO 6 million s.f. threshold.

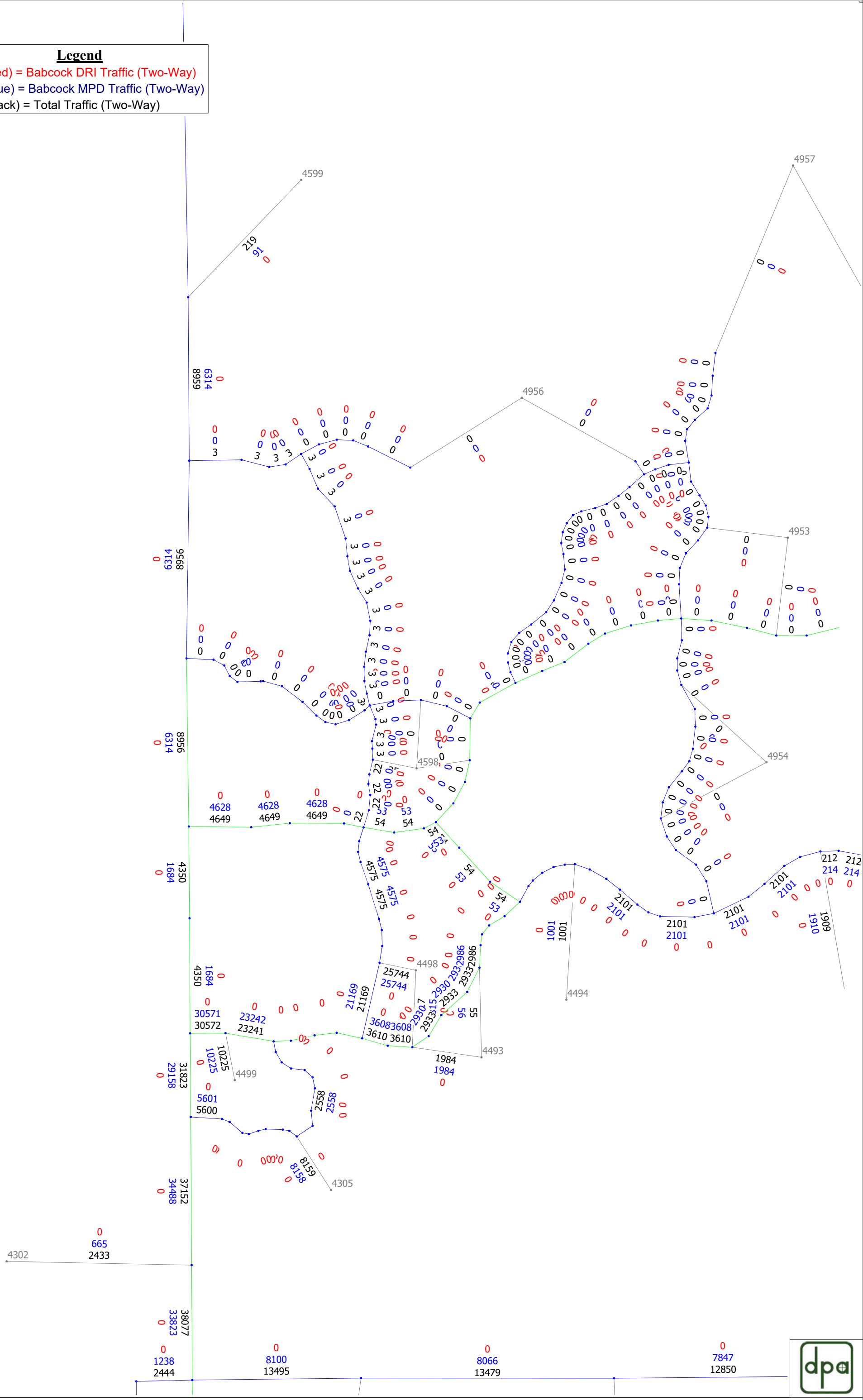
Model Zonal Data – Without BRC DRI
FSUTMS AADT Plot

Legend

xx (Red) = Babcock DRI Traffic (Two-Way)

xx (Blue) = Babcock MPD Traffic (Two-Way)

xx (Black) = Total Traffic (Two-Way)



Master Traffic Study Update (2024)
Future Year 2045 - Without DRI
D1RPM - AADT

cube

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Babcock Ranch Interzonal Trip Matrix – Without BRC DRI

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

BABCOCK RANCH INTERZONAL TRIP MATRIX - WITHOUT BRC DRI

	Total Trips	4598	4953	4954	4955	4956	4957	4958	4959	4960	4961	4305	4498	4499	4493	4494	4495	4496	4497	Total Interzonal Trips
4598	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4953	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4954	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4955	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4957	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4958	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4959	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4960	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4961	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4305	8456	0	0	0	0	0	0	0	0	0	0	298	1849	510	77	42	73	6	0	8159
4498	29328	0	0	0	0	0	0	0	0	0	0	1849	1767	580	530	308	667	56	0	27561
4499	10410	0	0	0	0	0	0	0	0	0	0	510	580	185	135	74	137	11	0	10225
4493	2062	0	0	0	0	0	0	0	0	0	0	77	530	135	24	16	36	3	0	2039
4494	1014	0	0	0	0	0	0	0	0	0	0	42	308	74	16	13	29	3	0	1001
4495	2014	0	0	0	0	0	0	0	0	0	0	73	667	137	36	29	105	10	0	1909
4496	190	0	0	0	0	0	0	0	0	0	0	6	56	11	3	3	10	1	0	189
4497	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22

		4598	4953	4954	4955	4956	4957	4958	4959	4960	4961	4305	4498	4499	4493	4494	4495	4496	4497
4598			0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4953		0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4954		0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4955		0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4956		0.00%	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4957		0.00%	0.00%	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4958		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4959		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4960		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4961		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4305		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		22.66%	6.26%	0.94%	0.52%	0.90%	0.08%	0.00%
4498		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.71%		2.10%	1.92%	1.12%	2.42%	0.20%	0.00%
4499		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.99%	5.67%		1.32%	0.72%	1.34%	0.11%	0.00%
4493		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.77%	25.99%	6.61%		0.77%	1.77%	0.16%	0.00%
4494		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.21%	30.81%	7.36%	1.56%		2.86%	0.27%	0.00%
4495		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.83%	34.94%	7.20%	1.89%	1.50%		0.53%	0.00%
4496		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.38%	29.46%	6.03%	1.72%	1.43%	5.36%		0.00%
4497		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Trip Generation Calculations - Without BRC DRI

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD (CUMULATIVE TAZ'S)

				AM PEAK HOUR						PM PEAK HOUR						DAILY	
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total	Rate/Equation	Total
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	Fitted Curve	88%	0	12%	0	0	Fitted Curve	17%	0	83%	0	0	Fitted Curve	0
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	Fitted Curve	79%	0	21%	0	0	Fitted Curve	30%	0	70%	0	0	Fitted Curve	0
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	Average	75%	0	25%	0	0	Average	25%	0	75%	0	0	Average	0
Shopping Center (>150k) (General Urban/Suburban)	820	1,170.000	1000 Sq. Ft. GLA	Fitted Curve	62%	511	38%	313	824	Fitted Curve	48%	1,592	52%	1,724	3,316	Fitted Curve	36,412
Single-Family Detached Housing (General Urban/Suburban)	210	1,630	Dwelling Units	Fitted Curve	26%	246	74%	699	945	Fitted Curve	63%	863	37%	507	1,370	Fitted Curve	13,156
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urb	220	360	Dwelling Units	Fitted Curve	24%	32	76%	102	134	Fitted Curve	63%	110	37%	65	175	Fitted Curve	2,383
Assisted Living (General Urban/Suburban)	254	350	Beds	Average	60%	38	40%	25	63	Average	39%	33	61%	51	84	Average	910
Hotel (General Urban/Suburban)	310	250	Rooms	Fitted Curve	56%	66	44%	52	118	Fitted Curve	51%	80	49%	77	157	Fitted Curve	2,286
Public Park (General Urban/Suburban)	411	48	Acres	Average	59%	1	41%	0	1	Average	55%	3	45%	2	5	Fitted Curve	119
Golf Course (General Urban/Suburban)	430	0	Holes	Average	79%	0	21%	0	0	Average	53%	0	47%	0	0	Average	0
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	Average	66%	0	34%	0	0	Average	47%	0	53%	0	0	Average	0
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	Fitted Curve	62%	0	38%	0	0	Fitted Curve	44%	0	56%	0	0	Average	0
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	Fitted Curve	71%	19	29%	8	27	Fitted Curve	48%	99	52%	108	207	Fitted Curve	1,680
Elementary School (General Urban/Suburban)	520	0	Students	Average	54%	0	46%	0	0	Average	46%	0	54%	0	0	Average	0
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	Average	54%	0	46%	0	0	Average	48%	0	52%	0	0	Fitted Curve	0
High School (General Urban/Suburban)	525	0	Students	Fitted Curve	68%	0	32%	0	0	Average	48%	0	52%	0	0	Average	0
Hospital (General Urban/Suburban)	610	0	Beds	Average	72%	0	28%	0	0	Average	33%	0	67%	0	0	Average	0
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	Fitted Curve	88%	0	12%	0	0	Fitted Curve	14%	0	86%	0	0	Fitted Curve	0
						In		**Out**	**Total**			**In**		**Out**	**Total**		**Total**
TOTAL						**913**		**1,199**	**2,112**			**2,780**		**2,534**	**5,314**		**56,946**

Footnote:
(1) ITE Trip Generation, 11th Edition.

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT DIVOSTA (TAZ 4305)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,000	Dwelling Units	% of Total	26%	151	74%	429	580		% of Total	63%	529	37%	311	840		% of Total	8,072	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						151		429	580				529		311	840			8,072	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		1	1	*0%*			1		0	1	*0%*		10	*0%*
Ancillary						0		1	1				1		0	1			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						151		428	579				528		311	839			8,062	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	1	41%	0	1		% of Total	55%	0	45%	2	2		% of Total	19	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						1		0	1				0		2	2			19	
Non-NCHRP Internal Capture						1		0	1	*100%*			0		1	1	*50%*		10	*53%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		0	1				0		1	1			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		1	1			9	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**152**	**429**	**581**	**100.0%**	**529**	**313**	**842**	**100.0%**	**8,091**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**1**	**1**	**2**	**0.3%**	**1**	**1**	**2**	**0.2%**	**20**	**0.2%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	1	1	2	**0.3%**	1	1	2	**0.2%**	20	**0.2%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**151**	**428**	**579**	**99.7%**	**528**	**312**	**840**	**99.8%**	**8,071**	**99.8%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**151**	**428**	**579**	**99.7%**	**528**	**312**	**840**	**99.8%**	**8,071**	**99.8%**
INTERZONAL CAPTURE WITHIN MPD	**33**	**43**	**76**	**13.1%**	**124**	**99**	**223**	**26.5%**	**2,529**	**31.3%**
INTERZONAL CAPTURE - 4305/4498	24	31	55	**9.5%**	93	71	164	**19.5%**	1,829	**22.6%**
INTERZONAL CAPTURE - 4305/4499	6	9	15	**2.6%**	23	20	43	**5.1%**	504	**6.2%**
INTERZONAL CAPTURE - 4305/4493	1	1	2	**0.3%**	3	3	6	**0.7%**	76	**0.9%**
INTERZONAL CAPTURE - 4305/4494	1	1	2	**0.3%**	2	2	4	**0.5%**	42	**0.5%**
INTERZONAL CAPTURE - 4305/4495	1	1	2	**0.3%**	3	3	6	**0.7%**	72	**0.9%**
INTERZONAL CAPTURE - 4305/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	6	**0.1%**
INTERZONAL CAPTURE - 4305/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**34**	**44**	**78**	**13.4%**	**125**	**100**	**225**	**26.7%**	**2,549**	**31.5%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**118**	**385**	**503**	**86.6%**	**404**	**213**	**617**	**73.3%**	**5,542**	**68.5%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT MU-1 (TAZ 4498)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	890.000	1000 Sq. Ft. GLA	% of Total	62%	389	38%	238	627		% of Total	48%	1,211	52%	1,311	2,522		% of Total	27,698	
Trips						389		238	627				1211		1311	2,522			27,698	
NCHRP Internal Capture [2]						1		1	2	*0%*			49		66	115	*5%*		1,449	*5%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		1	2				49		66	115			1,449	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						388		237	625				1,162		1,245	2,407			26,249	
Pass-by						60		59	119	*19%*			229		228	457	*19%*		4,987	*19%*
Pass-by at 19%						60		59	119	*19%*			229		228	457	*19%*		4,987	*19%*
10% of Adjacent Street Traffic						15		15	30				15		15	30			300	
Net New External						328		178	506				933		1,017	1,950			21,262	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	0	Dwelling Units	% of Total	26%	0	74%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	360	Dwelling Units	% of Total	24%	32	76%	102	134		% of Total	63%	110	37%	65	175		% of Total	2,383	
Assisted Living (General Urban/Suburban)	254	350	Beds	% of Total	60%	38	40%	25	63		% of Total	39%	33	61%	51	84		% of Total	910	
Trips						70		127	197				143		116	259			3,293	
NCHRP Internal Capture [2]						1		1	2	*1%*			66		49	115	*44%*		1,449	*44%*
Office						0		0	0				0		0	0			0	
Retail						1		1	2				66		49	115			1,449	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						4		10	14	*7%*			21		17	38	*15%*		494	*15%*
Ancillary						4		10	14				21		17	38			494	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						65		116	181				56		50	106			1,350	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	% of Total	71%	19	29%	8	27		% of Total	48%	99	52%	108	207		% of Total	1,680	
Trips						19		8	27				100		108	208			1,700	
Non-NCHRP Internal Capture						10		4	14	*52%*			17		21	38	*18%*		494	*29%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						10		4	14				17		21	38			494	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						9		4	13				83		87	170			1,206	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**478**	**373**	**851**	**100.0%**	**1,454**	**1,535**	**2,989**	**100.0%**	**32,691**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**16**	**16**	**32**	**3.8%**	**153**	**153**	**306**	**10.2%**	**3,886**	**11.9%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	2	2	4	**0.5%**	115	115	230	**7.7%**	2,898	**8.9%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	14	14	28	**3.3%**	38	38	76	**2.5%**	988	**3.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**462**	**357**	**819**	**96.2%**	**1,301**	**1,382**	**2,683**	**89.8%**	**28,805**	**88.1%**
TOTAL RETAIL PASS-BY TRIPS	**60**	**59**	**119**	**14.0%**	**229**	**228**	**457**	**15.3%**	**4,987**	**15.3%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	60	59	119	**14.0%**	229	228	457	**15.3%**	4,987	**15.3%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**402**	**298**	**700**	**82.3%**	**1,072**	**1,154**	**2,226**	**74.5%**	**23,818**	**72.9%**
INTERZONAL CAPTURE WITHIN MPD	**64**	**53**	**117**	**13.7%**	**158**	**196**	**354**	**11.8%**	**3,966**	**12.1%**
INTERZONAL CAPTURE - 4498/4305	31	24	55	**6.5%**	71	93	164	**5.5%**	1,829	**5.6%**
INTERZONAL CAPTURE - 4498/4499	7	8	15	**1.8%**	27	25	52	**1.7%**	593	**1.8%**
INTERZONAL CAPTURE - 4498/4493	9	7	16	**1.9%**	20	27	47	**1.6%**	522	**1.6%**
INTERZONAL CAPTURE - 4498/4494	5	4	9	**1.1%**	12	15	27	**0.9%**	308	**0.9%**
INTERZONAL CAPTURE - 4498/4495	11	9	20	**2.4%**	26	33	59	**2.0%**	662	**2.0%**
INTERZONAL CAPTURE - 4498/4496	1	1	2	**0.2%**	2	3	5	**0.2%**	52	**0.2%**
INTERZONAL CAPTURE - 4498/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**80**	**69**	**149**	**17.5%**	**311**	**349**	**660**	**22.1%**	**7,852**	**24.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**398**	**304**	**702**	**82.5%**	**1,143**	**1,186**	**2,329**	**77.9%**	**24,839**	**76.0%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT MU-2 (TAZ 4499)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	280.000	1000 Sq. Ft. GLA	% of Total	62%	122	38%	75	197		% of Total	48%	381	52%	413	794		% of Total	8,714	
Trips						122		75	197				381		413	794			8,714	
NCHRP Internal Capture [2]						5		0	5	*3%*			8		14	22	*3%*		281	*3%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						5		0	5				8		14	22			281	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						117		75	192				373		399	772			8,433	
Pass-by						18		18	36	*19%*			74		73	147	*19%*		1,602	*19%*
Net New External						99		57	156				299		326	625			6,831	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	0	Dwelling Units	% of Total	26%	0	74%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hotel																				
Hotel (General Urban/Suburban)	310	250	Rooms	% of Total	56%	66	44%	52	118		% of Total	51%	80	49%	77	157		% of Total	2,286	
Trips						66		52	118				80		77	157			2,286	
NCHRP Internal Capture [2]						0		5	5	*4%*			14		8	22	*14%*		281	*12%*
Office						0		0	0				0		0	0			0	
Retail						0		5	5				14		8	22			281	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						66		47	113				66		69	135			2,005	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				1		0	1			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				1		0	1			20	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**188**	**127**	**315**	**100.0%**	**462**	**490**	**952**	**100.0%**	**11,020**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**5**	**5**	**10**	**3.2%**	**22**	**22**	**44**	**4.6%**	**562**	**5.1%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	5	5	10	**3.2%**	22	22	44	**4.6%**	562	**5.1%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**183**	**122**	**305**	**96.8%**	**440**	**468**	**908**	**95.4%**	**10,458**	**94.9%**
TOTAL RETAIL PASS-BY TRIPS	**18**	**18**	**36**	**11.4%**	**74**	**73**	**147**	**15.4%**	**1,602**	**14.5%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	18	18	36	**11.4%**	74	73	147	**15.4%**	1,602	**14.5%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**165**	**104**	**269**	**85.4%**	**366**	**395**	**761**	**79.9%**	**8,856**	**80.4%**
INTERZONAL CAPTURE WITHIN MPD	**22**	**18**	**40**	**12.7%**	**58**	**66**	**124**	**13.0%**	**1,449**	**13.1%**
INTERZONAL CAPTURE - 4499/4305	9	6	15	**4.8%**	20	23	43	**4.5%**	504	**4.6%**
INTERZONAL CAPTURE - 4499/4498	8	7	15	**4.8%**	25	27	52	**5.5%**	593	**5.4%**
INTERZONAL CAPTURE - 4499/4493	2	2	4	**1.3%**	5	6	11	**1.2%**	132	**1.2%**
INTERZONAL CAPTURE - 4499/4494	1	1	2	**0.6%**	3	3	6	**0.6%**	74	**0.7%**
INTERZONAL CAPTURE - 4499/4495	2	2	4	**1.3%**	5	6	11	**1.2%**	136	**1.2%**
INTERZONAL CAPTURE - 4499/4496	0	0	0	**0.0%**	0	1	1	**0.1%**	10	**0.1%**
INTERZONAL CAPTURE - 4499/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**27**	**23**	**50**	**15.9%**	**80**	**88**	**168**	**17.6%**	**2,011**	**18.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**161**	**104**	**265**	**84.1%**	**382**	**402**	**784**	**82.4%**	**9,009**	**81.8%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT PARCEL 1 (TAZ 4493)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	249	Dwelling Units	% of Total	26%	38	74%	107	145		% of Total	63%	132	37%	77	209		% of Total	2,010	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						38		107	145				132		77	209			2,010	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		1	1	*0%*		10	*0%*
Ancillary						0		0	0				0		1	1			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						38		107	145				132		76	208			2,000	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				1		0	1			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			1		0	1	*100%*		10	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				1		0	1			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			10	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**38**	**107**	**145**	**100.0%**	**133**	**77**	**210**	**100.0%**	**2,030**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**1**	**1**	**2**	**1.0%**	**20**	**1.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	1	1	2	**1.0%**	20	**1.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**38**	**107**	**145**	**100.0%**	**132**	**76**	**208**	**99.0%**	**2,010**	**99.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**38**	**107**	**145**	**100.0%**	**132**	**76**	**208**	**99.0%**	**2,010**	**99.0%**
INTERZONAL CAPTURE WITHIN MPD	**11**	**13**	**24**	**16.6%**	**38**	**30**	**68**	**32.4%**	**786**	**38.7%**
INTERZONAL CAPTURE - 4493/4305	1	1	2	**1.4%**	3	3	6	**2.9%**	76	**3.7%**
INTERZONAL CAPTURE - 4493/4498	7	9	16	**11.0%**	27	20	47	**22.4%**	522	**25.7%**
INTERZONAL CAPTURE - 4493/4499	2	2	4	**2.8%**	6	5	11	**5.2%**	132	**6.5%**
INTERZONAL CAPTURE - 4493/4494	0	0	0	**0.0%**	1	1	2	**1.0%**	16	**0.8%**
INTERZONAL CAPTURE - 4493/4495	1	1	2	**1.4%**	1	1	2	**1.0%**	36	**1.8%**
INTERZONAL CAPTURE - 4493/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.2%**
INTERZONAL CAPTURE - 4493/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**11**	**13**	**24**	**16.6%**	**39**	**31**	**70**	**33.3%**	**806**	**39.7%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**27**	**94**	**121**	**83.4%**	**94**	**46**	**140**	**66.7%**	**1,224**	**60.3%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT PARCEL 2 (TAZ 4494)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	124	Dwelling Units	% of Total	26%	19	74%	53	72		% of Total	63%	66	37%	39	105		% of Total	1,000	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						19		53	72				66		39	105			1,000	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		10	*1%*
Ancillary						0		0	0				0		0	0			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						19		53	72				66		39	105			990	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		10	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			10	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**19**	**53**	**72**	**100.0%**	**66**	**39**	**105**	**100.0%**	**1,020**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**20**	**2.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	20	**2.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**19**	**53**	**72**	**100.0%**	**66**	**39**	**105**	**100.0%**	**1,000**	**98.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**19**	**53**	**72**	**100.0%**	**66**	**39**	**105**	**100.0%**	**1,000**	**98.0%**
INTERZONAL CAPTURE WITHIN MPD	**7**	**8**	**15**	**20.8%**	**22**	**19**	**41**	**39.0%**	**470**	**46.1%**
INTERZONAL CAPTURE - 4494/4305	1	1	2	**2.8%**	2	2	4	**3.8%**	42	**4.1%**
INTERZONAL CAPTURE - 4494/4498	4	5	9	**12.5%**	15	12	27	**25.7%**	308	**30.2%**
INTERZONAL CAPTURE - 4494/4499	1	1	2	**2.8%**	3	3	6	**5.7%**	74	**7.3%**
INTERZONAL CAPTURE - 4494/4493	0	0	0	**0.0%**	1	1	2	**1.9%**	16	**1.6%**
INTERZONAL CAPTURE - 4494/4495	1	1	2	**2.8%**	1	1	2	**1.9%**	28	**2.7%**
INTERZONAL CAPTURE - 4494/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**0.2%**
INTERZONAL CAPTURE - 4494/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**7**	**8**	**15**	**20.8%**	**22**	**19**	**41**	**39.0%**	**490**	**48.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**12**	**45**	**57**	**79.2%**	**44**	**20**	**64**	**61.0%**	**530**	**52.0%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT PARCEL 3 (TAZ 4495)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	235	Dwelling Units	% of Total	26%	35	74%	101	136		% of Total	63%	124	37%	73	197		% of Total	1,896	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						35		101	136				124		73	197			1,896	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		10	*1%*
Ancillary						0		0	0				0		0	0			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						35		101	136				124		73	197			1,886	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		10	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			10	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**35**	**101**	**136**	**100.0%**	**124**	**73**	**197**	**100.0%**	**1,916**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**20**	**1.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	20	**1.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**35**	**101**	**136**	**100.0%**	**124**	**73**	**197**	**100.0%**	**1,896**	**99.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**35**	**101**	**136**	**100.0%**	**124**	**73**	**197**	**100.0%**	**1,896**	**99.0%**
INTERZONAL CAPTURE WITHIN MPD	**14**	**16**	**30**	**22.1%**	**44**	**36**	**80**	**40.6%**	**944**	**49.3%**
INTERZONAL CAPTURE - 4495/4305	1	1	2	**1.5%**	3	3	6	**3.0%**	72	**3.8%**
INTERZONAL CAPTURE - 4495/4498	9	11	20	**14.7%**	33	26	59	**29.9%**	662	**34.6%**
INTERZONAL CAPTURE - 4495/4499	2	2	4	**2.9%**	6	5	11	**5.6%**	136	**7.1%**
INTERZONAL CAPTURE - 4495/4493	1	1	2	**1.5%**	1	1	2	**1.0%**	36	**1.9%**
INTERZONAL CAPTURE - 4495/4494	1	1	2	**1.5%**	1	1	2	**1.0%**	28	**1.5%**
INTERZONAL CAPTURE - 4495/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	10	**0.5%**
INTERZONAL CAPTURE - 4495/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**14**	**16**	**30**	**22.1%**	**44**	**36**	**80**	**40.6%**	**964**	**50.3%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**21**	**85**	**106**	**77.9%**	**80**	**37**	**117**	**59.4%**	**952**	**49.7%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT R-2 (TAZ 4496)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	22	Dwelling Units	% of Total	26%	3	74%	9	12		% of Total	63%	12	37%	7	19		% of Total	178	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						3		9	12				12		7	19			178	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**178**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**178**	**100.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**178**	**100.0%**
INTERZONAL CAPTURE WITHIN MPD	**1**	**1**	**2**	**16.7%**	**4**	**2**	**6**	**31.6%**	**84**	**47.2%**
INTERZONAL CAPTURE - 4496/4305	0	0	0	**0.0%**	0	0	0	**0.0%**	6	**3.4%**
INTERZONAL CAPTURE - 4496/4498	1	1	2	**16.7%**	3	2	5	**26.3%**	52	**29.2%**
INTERZONAL CAPTURE - 4496/4499	0	0	0	**0.0%**	1	0	1	**5.3%**	10	**5.6%**
INTERZONAL CAPTURE - 4496/4493	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**2.2%**
INTERZONAL CAPTURE - 4496/4494	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**1.1%**
INTERZONAL CAPTURE - 4496/4495	0	0	0	**0.0%**	0	0	0	**0.0%**	10	**5.6%**
INTERZONAL CAPTURE - 4496/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**1**	**1**	**2**	**16.7%**	**4**	**2**	**6**	**31.6%**	**84**	**47.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**2**	**8**	**10**	**83.3%**	**8**	**5**	**13**	**68.4%**	**94**	**52.8%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITHOUT BRC DRI
MPD TRACT R-3 (TAZ 4497)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	0	Dwelling Units	% of Total	26%	0	74%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [(2)]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
INTERZONAL CAPTURE WITHIN MPD	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
INTERZONAL CAPTURE - 4497/4305	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4497/4498	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4497/4499	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4497/4493	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4497/4494	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4497/4495	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4497/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD (CUMULATIVE TAZ'S)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	Sum of Total	88%	0	12%	0	0		Sum of Total	17%	0	83%	0	0		Sum of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban	720	0.000	1000 Sq. Ft. GFA	Sum of Total	79%	0	21%	0	0		Sum of Total	30%	0	70%	0	0		Sum of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	Sum of Total	75%	0	25%	0	0		Sum of Total	25%	0	75%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	1,170.000	1000 Sq. Ft. GLA	Sum of Total	62%	511	38%	313	824		Sum of Total	48%	1,592	52%	1,724	3,316		Sum of Total	36,412	
Trips						511		313	824				1592		1724	3,316			36,412	
NCHRP Internal Capture [2]						6		1	7	*1%*			57		80	137	*4%*		1,730	*5%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		1	2				49		66	115			1,449	
Hotel						5		0	5				8		14	22			281	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						505		312	817				1,535		1,644	3,179			34,682	
Pass-by						78		77	155	*19%*			303		301	604	*19%*		6,589	*19%*
Net New External						427		235	662				1,232		1,343	2,575			28,093	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,630	Dwelling Units	Sum of Total	26%	246	74%	699	945		Sum of Total	63%	863	37%	507	1,370		Sum of Total	13,156	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urba	220	360	Dwelling Units	Sum of Total	24%	32	76%	102	134		Sum of Total	63%	110	37%	65	175		Sum of Total	2,383	
Assisted Living (General Urban/Suburban)	254	350	Beds	Sum of Total	60%	38	40%	25	63		Sum of Total	39%	33	61%	51	84		Sum of Total	910	
Trips						316		826	1,142				1006		623	1,629			16,449	
NCHRP Internal Capture [2]						1		1	2	*0%*			66		49	115	*7%*		1,449	*9%*
Office						0		0	0				0		0	0			0	
Retail						1		1	2				66		49	115			1,449	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						4		11	15	*1%*			22		18	40	*2%*		534	*3%*
Ancillary						4		11	15				22		18	40			534	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						311		814	1,125				918		556	1,474			14,466	
Hotel																				
Hotel (General Urban/Suburban)	310	250	Rooms	Sum of Total	56%	66	44%	52	118		Sum of Total	51%	80	49%	77	157		Sum of Total	2,286	
Trips						66		52	118				80		77	157			2,286	
NCHRP Internal Capture [2]						0		5	5	*4%*			14		8	22	*14%*		281	*12%*
Office						0		0	0				0		0	0			0	
Retail						0		5	5				14		8	22			281	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						66		47	113				66		69	135			2,005	
Ancillary																				
Public Park (General Urban/Suburban)	411	48	Acres	Sum of Total	59%	1	41%	0	1		Sum of Total	55%	3	45%	2	5		Sum of Total	119	
Golf Course (General Urban/Suburban)	430	0	Holes	Sum of Total	79%	0	21%	0	0		Sum of Total	53%	0	47%	0	0		Sum of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	Sum of Total	66%	0	34%	0	0		Sum of Total	47%	0	53%	0	0		Sum of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	Sum of Total	62%	0	38%	0	0		Sum of Total	44%	0	56%	0	0		Sum of Total	0	
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	Sum of Total	71%	19	29%	8	27		Sum of Total	48%	99	52%	108	207		Sum of Total	1,680	
Trips						20		8	28				102		110	212			1,799	
Non-NCHRP Internal Capture						11		4	15	*54%*			18		22	40	*19%*		534	*30%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						11		4	15				18		22	40			534	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						9		4	13				84		88	172			1,265	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	Sum of Total	54%	0	46%	0	0		Sum of Total	46%	0	54%	0	0		Sum of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	Sum of Total	54%	0	46%	0	0		Sum of Total	48%	0	52%	0	0		Sum of Total	0	
High School (General Urban/Suburban)	525	0	Students	Sum of Total	68%	0	32%	0	0		Sum of Total	48%	0	52%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	Sum of Total	72%	0	28%	0	0		Sum of Total	33%	0	67%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	Sum of Total	88%	0	12%	0	0		Sum of Total	14%	0	86%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%	FSUTMS
TOTAL TRIPS	**913**	**1,199**	**2,112**	**100.0%**	**2,780**	**2,534**	**5,314**	**100.0%**	**56,946**	**100.0%**	**53,497**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**22**	**22**	**44**	**2.1%**	**177**	**177**	**354**	**6.7%**	**4,528**	**8.0%**	**2,393**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	7	7	14	0.7%	137	137	274	5.2%	3,460	6.1%	-
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	15	15	30	1.4%	40	40	80	1.5%	1,068	1.9%	-
TOTAL INTERZONAL (EXTERNAL) TRIPS	**891**	**1,177**	**2,068**	**97.9%**	**2,603**	**2,357**	**4,960**	**93.3%**	**52,418**	**92.0%**	**51,105**
INTERZONAL CAPTURE WITHIN MPD	**152**	**152**	**304**	**14.4%**	**448**	**448**	**896**	**16.9%**	**10,228**	**18.0%**	**10,305**
INTERNAL RETAIL PASS-BY TRIPS	78	77	155	7.3%	303	301	604	11.4%	6,589	11.6%	**N/A**
COMMUNITY CAPTURE WITHIN MPD	**174**	**174**	**348**	**16.5%**	**625**	**625**	**1,250**	**23.5%**	**14,756**	**25.9%**	**12,698**
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**739**	**1,025**	**1,764**	**83.5%**	**2,155**	**1,909**	**4,064**	**76.5%**	**42,190**	**74.1%**	**40,800**
INTERZONAL TRIPS TO/FROM DRI TAZs VIA INTERNAL ROAD NETWORK	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**	**0**
INTERZONAL TRIPS TO/FROM DRI TAZs	0	0	0	0.0%	0	0	0	0.0%	0	0.0%	**0**
INTERZONAL TRIPS TO/FROM DRI TAZs VIA SR 31 (MPD TRIP ENDS)	0	0	0	0.0%	0	0	0	0.0%	0	0.0%	**0**
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**739**	**1,025**	**1,764**	**83.5%**	**2,155**	**1,909**	**4,064**	**76.5%**	**42,190**	**74.1%**	**40,800**
INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**739**	**1,025**	**1,764**	**83.5%**	**2,155**	**1,909**	**4,064**	**76.5%**	**42,190**	**74.1%**	**40,800**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0.0%	0	0	0	0.0%	0	0.0%	**N/A**
NET NEW INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**739**	**1,025**	**1,764**	**83.5%**	**2,155**	**1,909**	**4,064**	**76.5%**	**42,190**	**74.1%**	**N/A**

APPENDIX 21-D

TRIP GENERATION DATA

ITE Trip Generation (11th Edition)
Data and Rates

Land Use: 110
General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

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

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

General Light Industrial
(110)

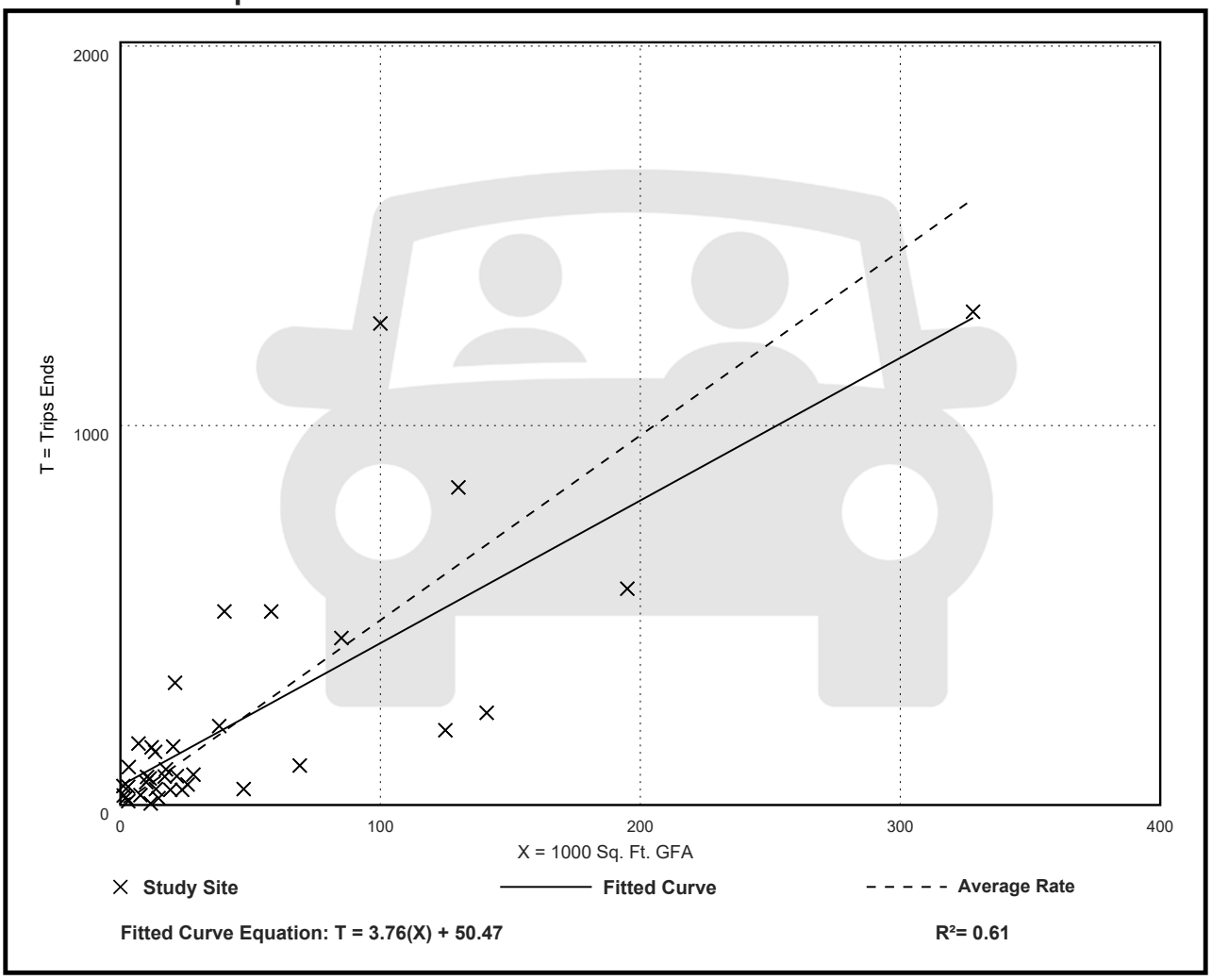
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



Fitted Curve Equation: T = 3.76(X) + 50.47

R^2= 0.61

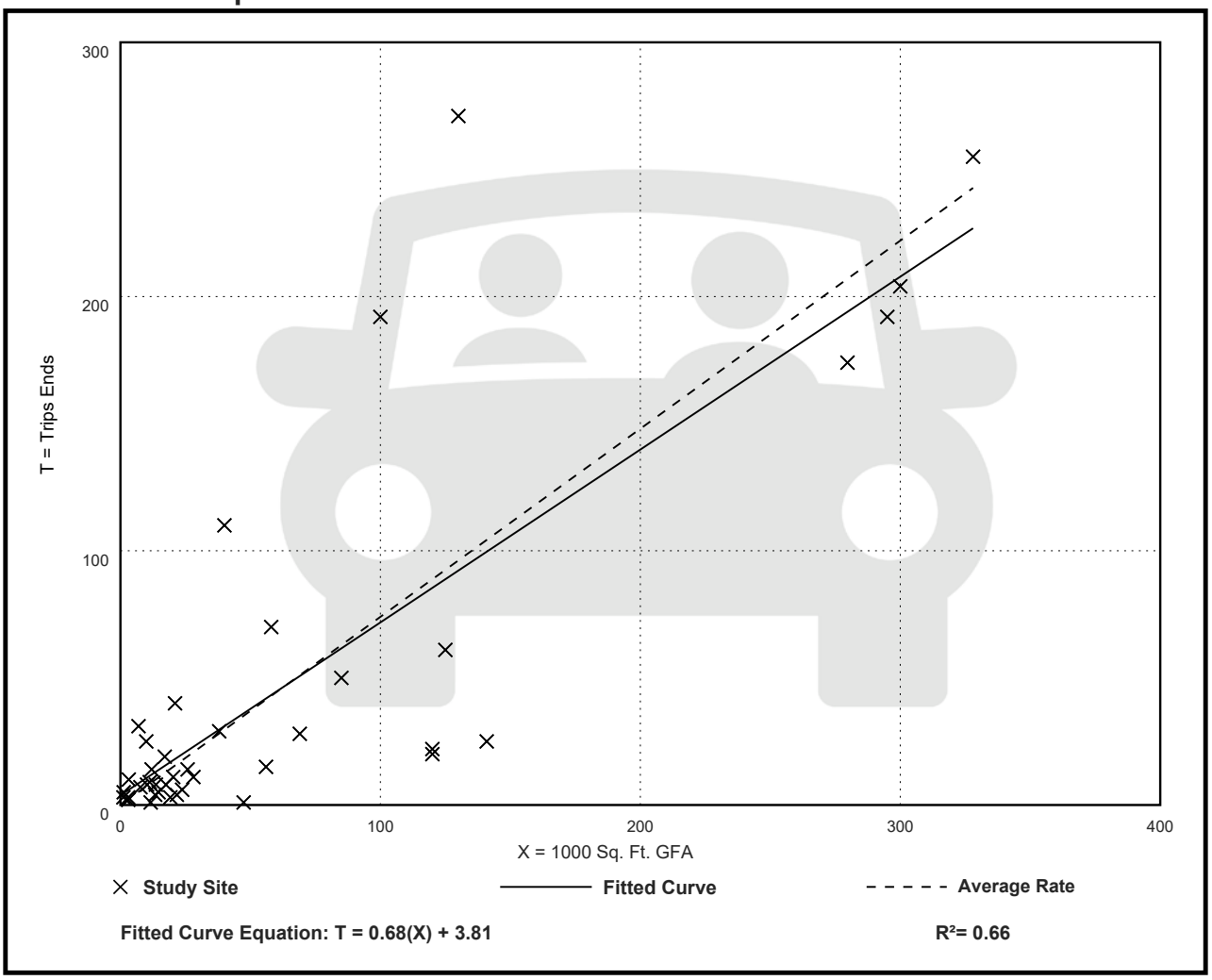
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



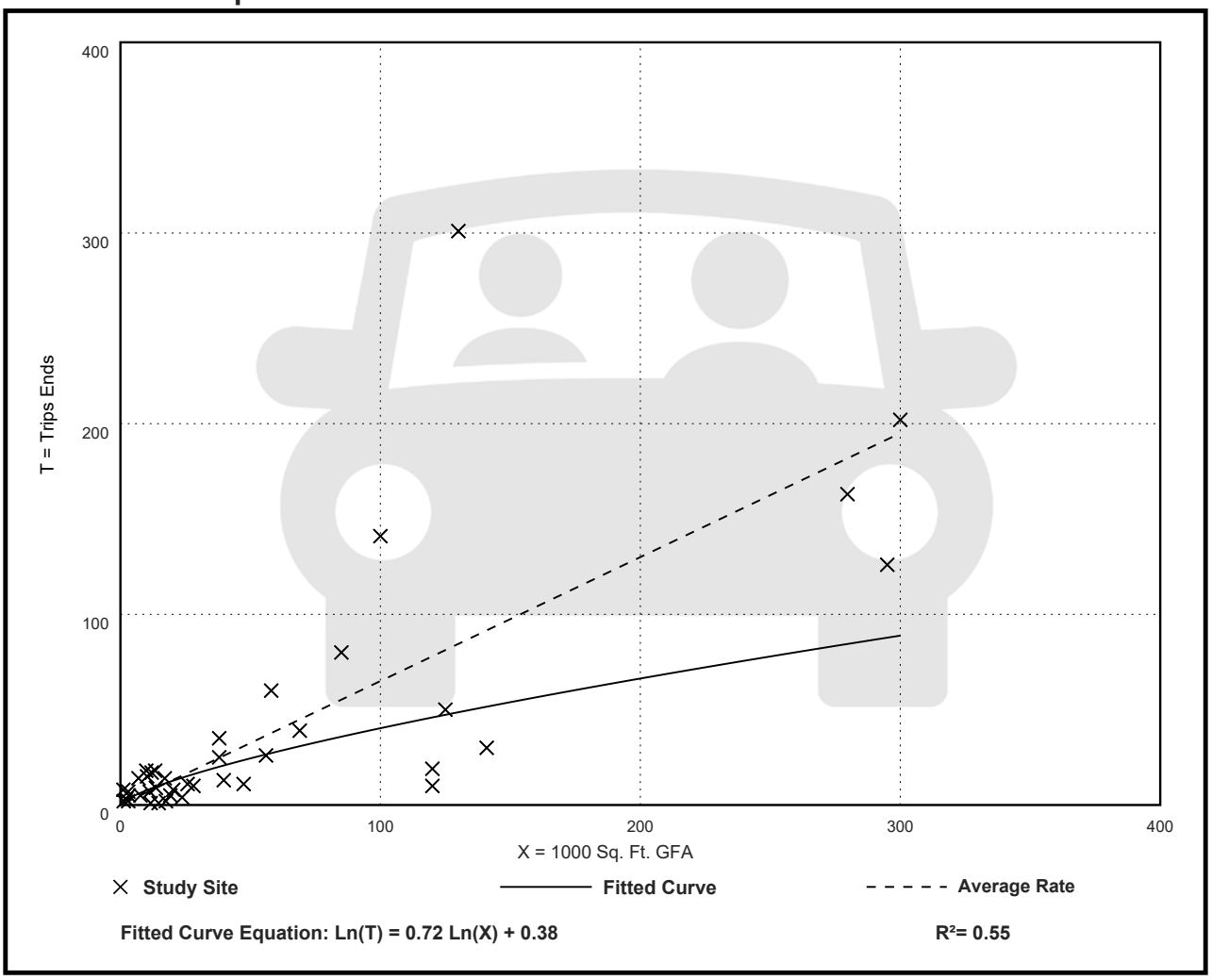
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 0.38

R^2= 0.55

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

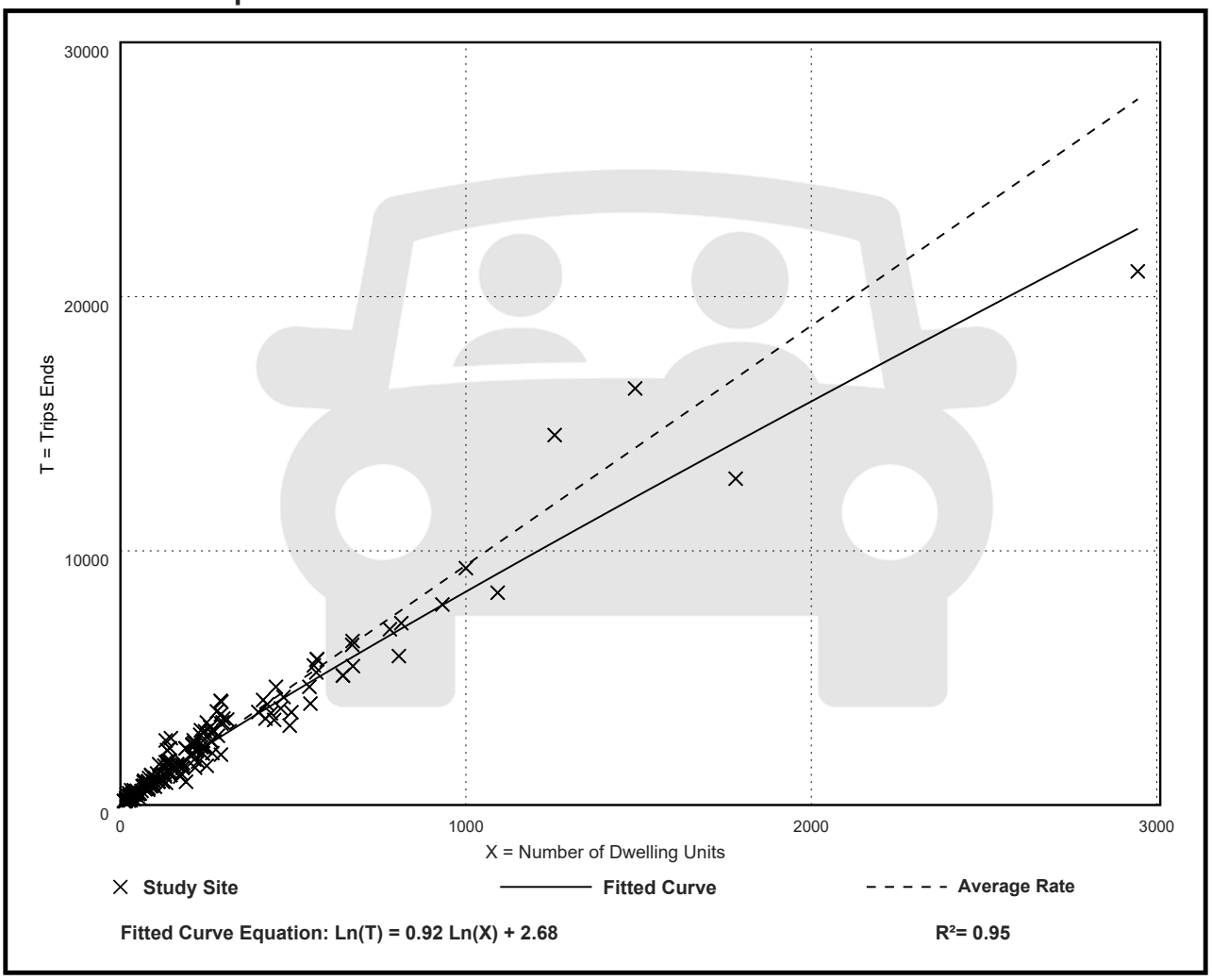
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

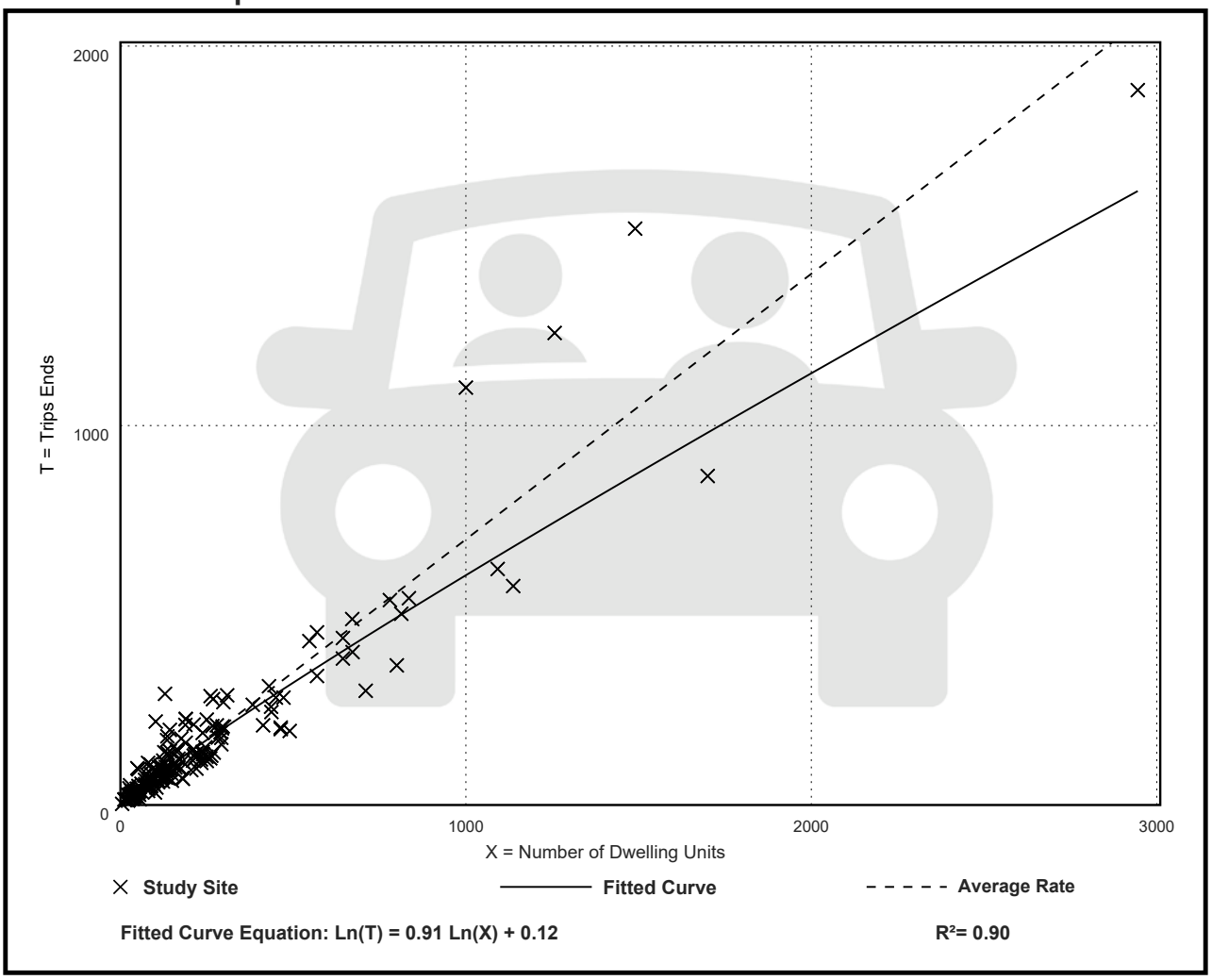
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



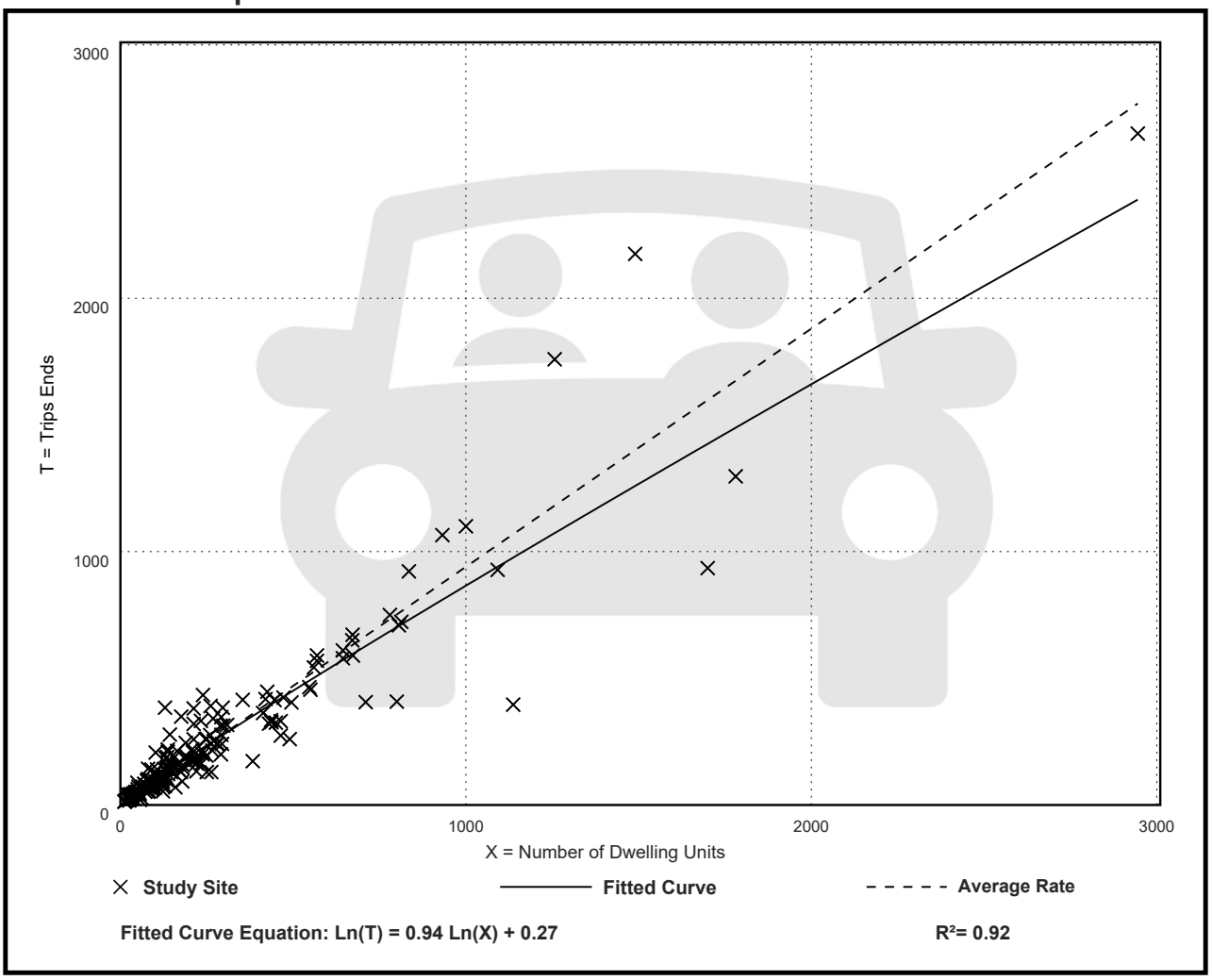
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

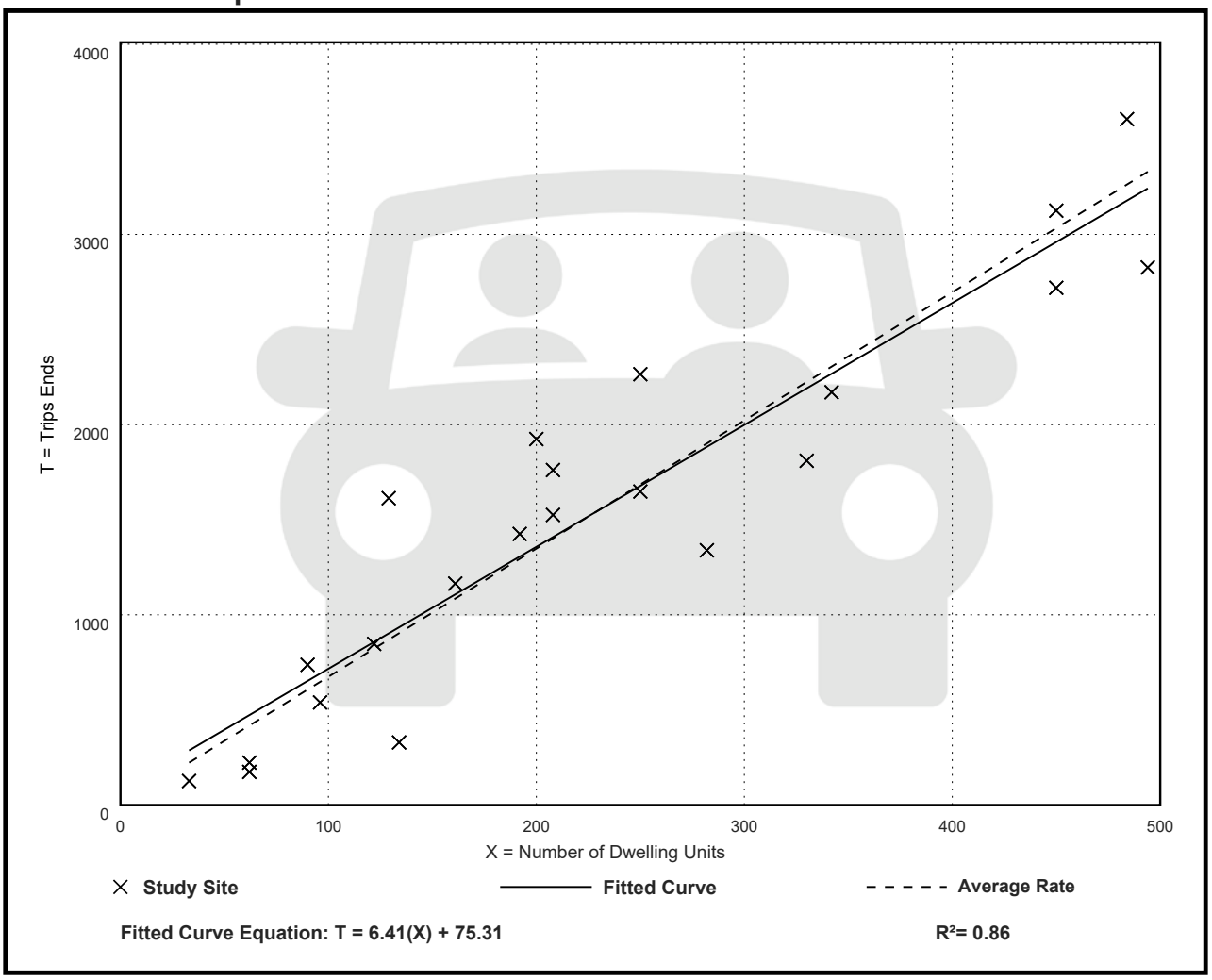
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

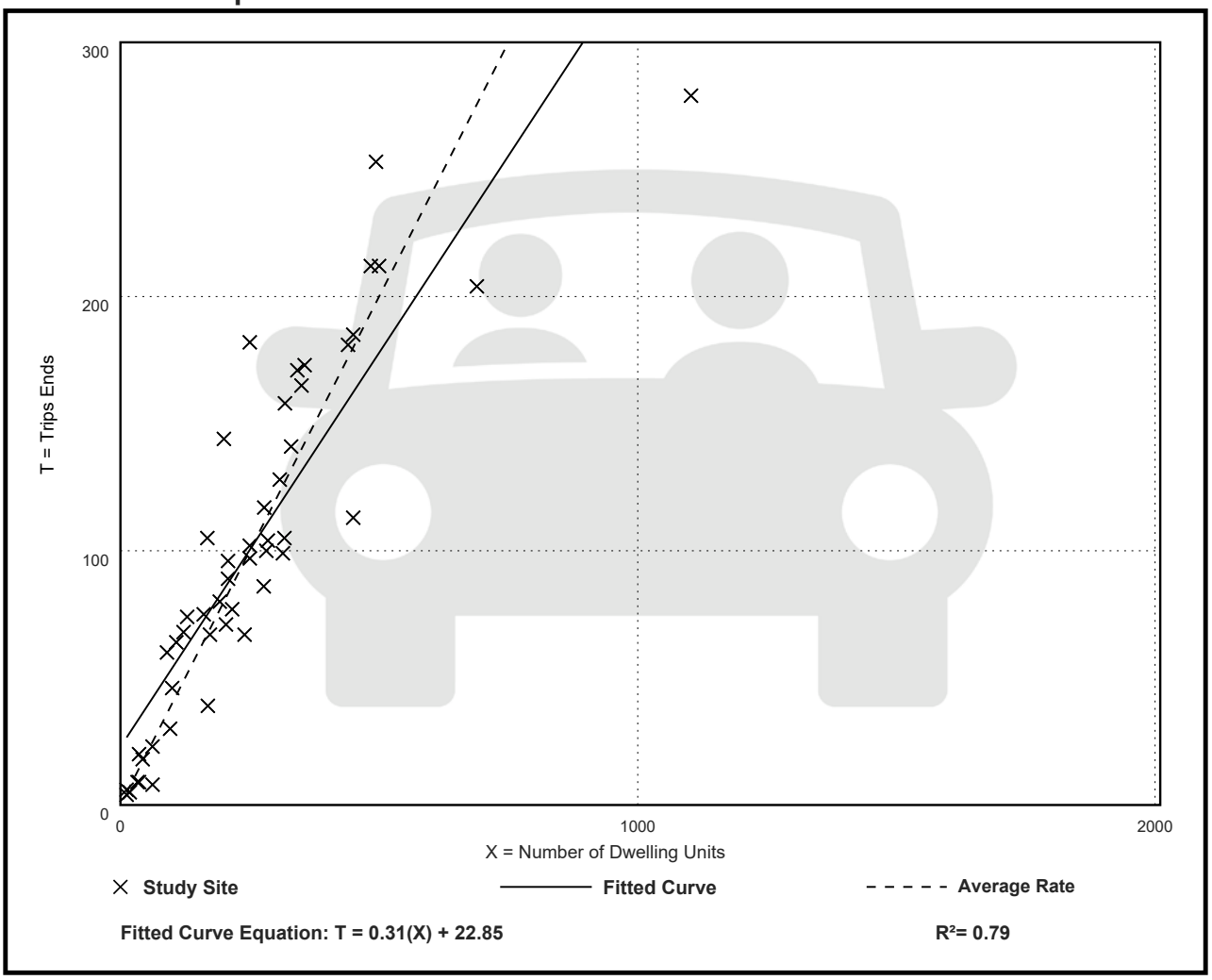
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



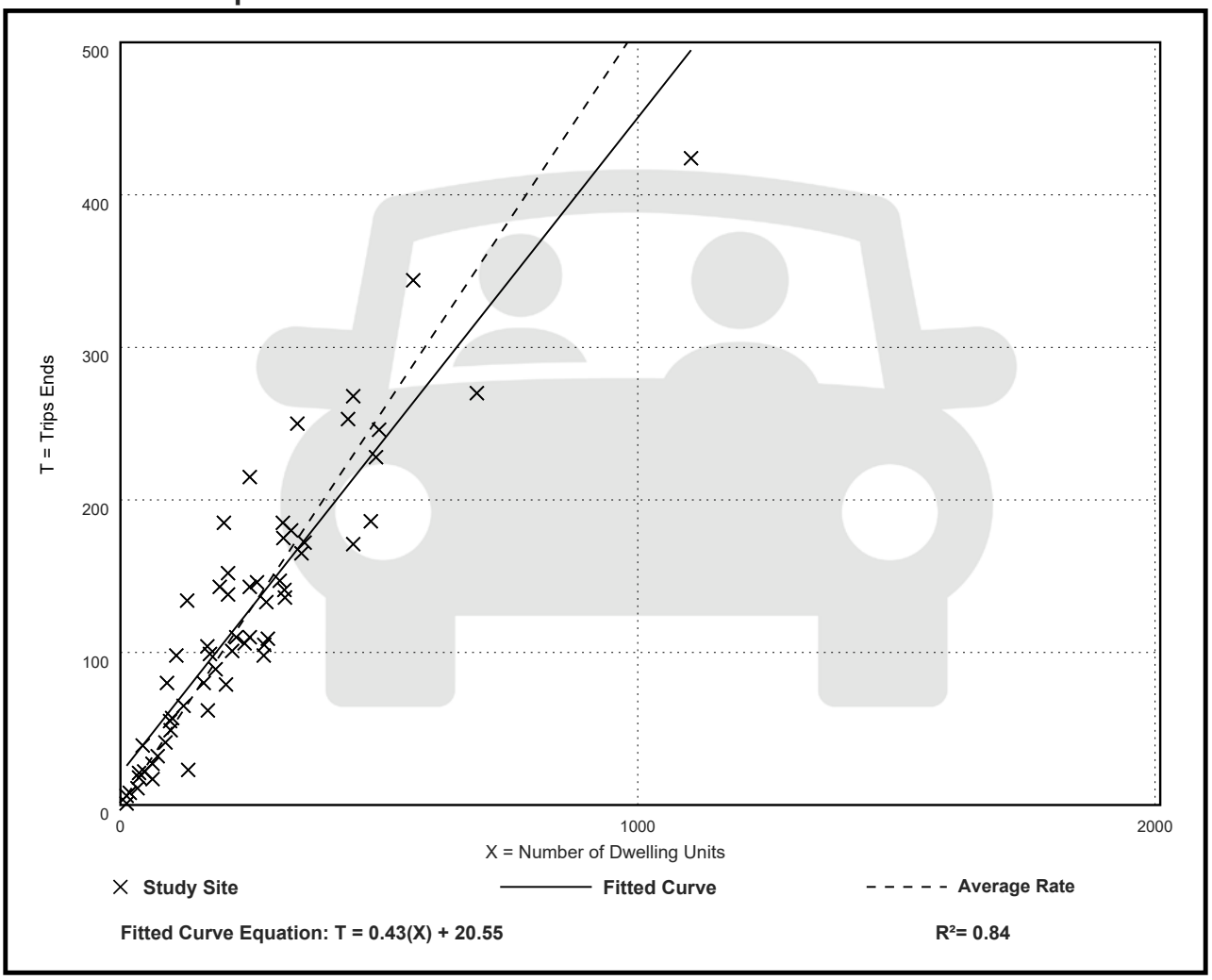
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Land Use: 254
Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

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

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

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday

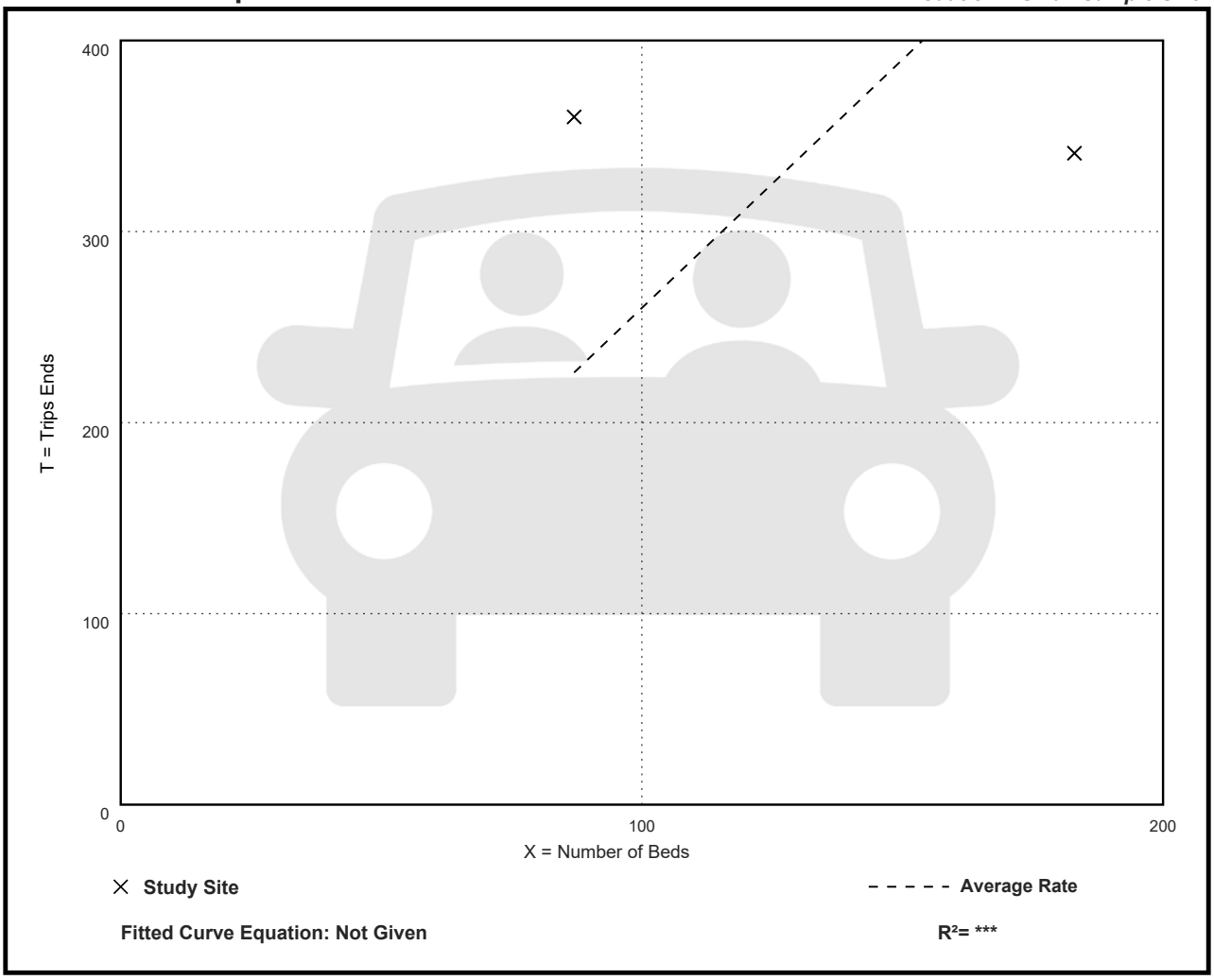
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

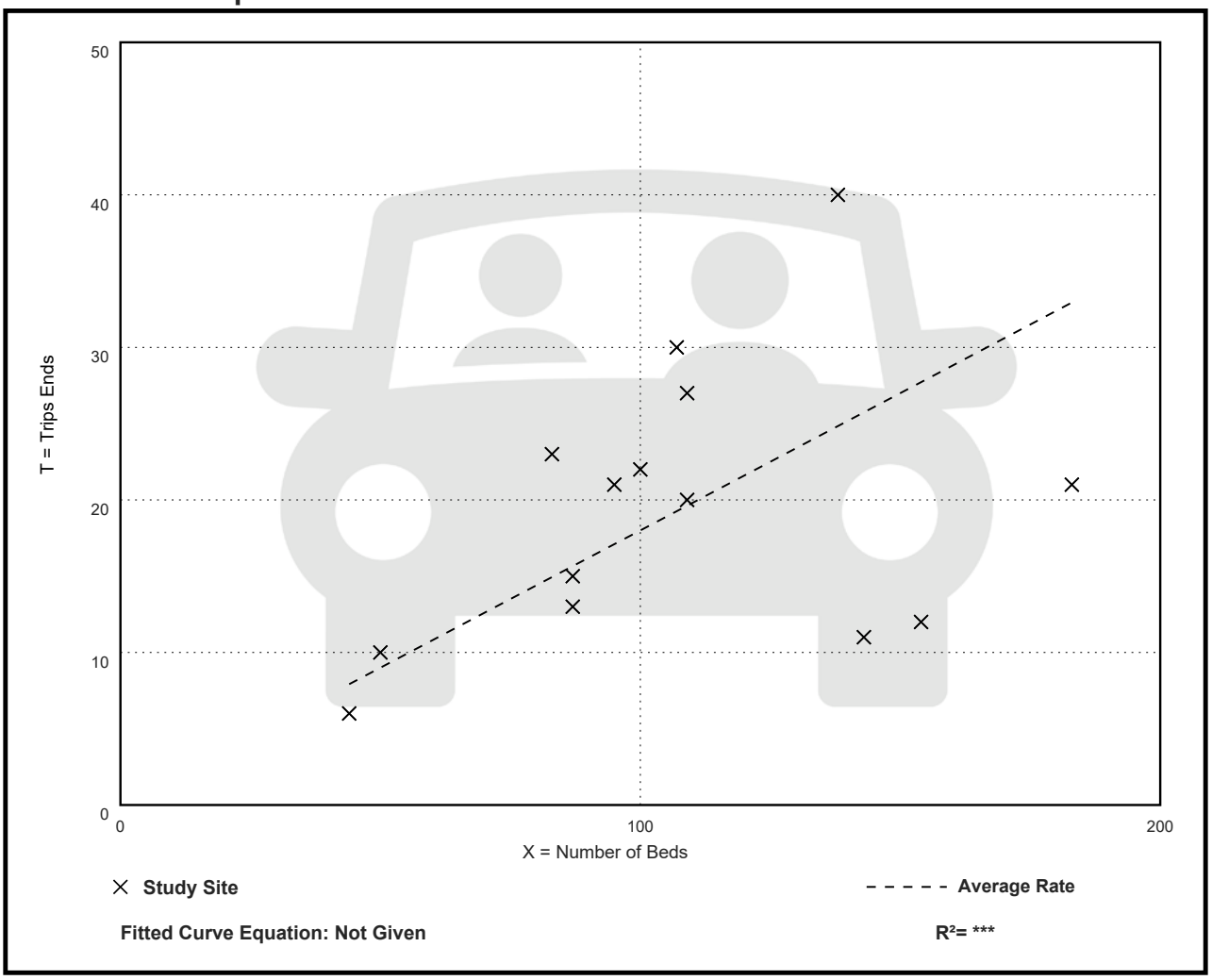
Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



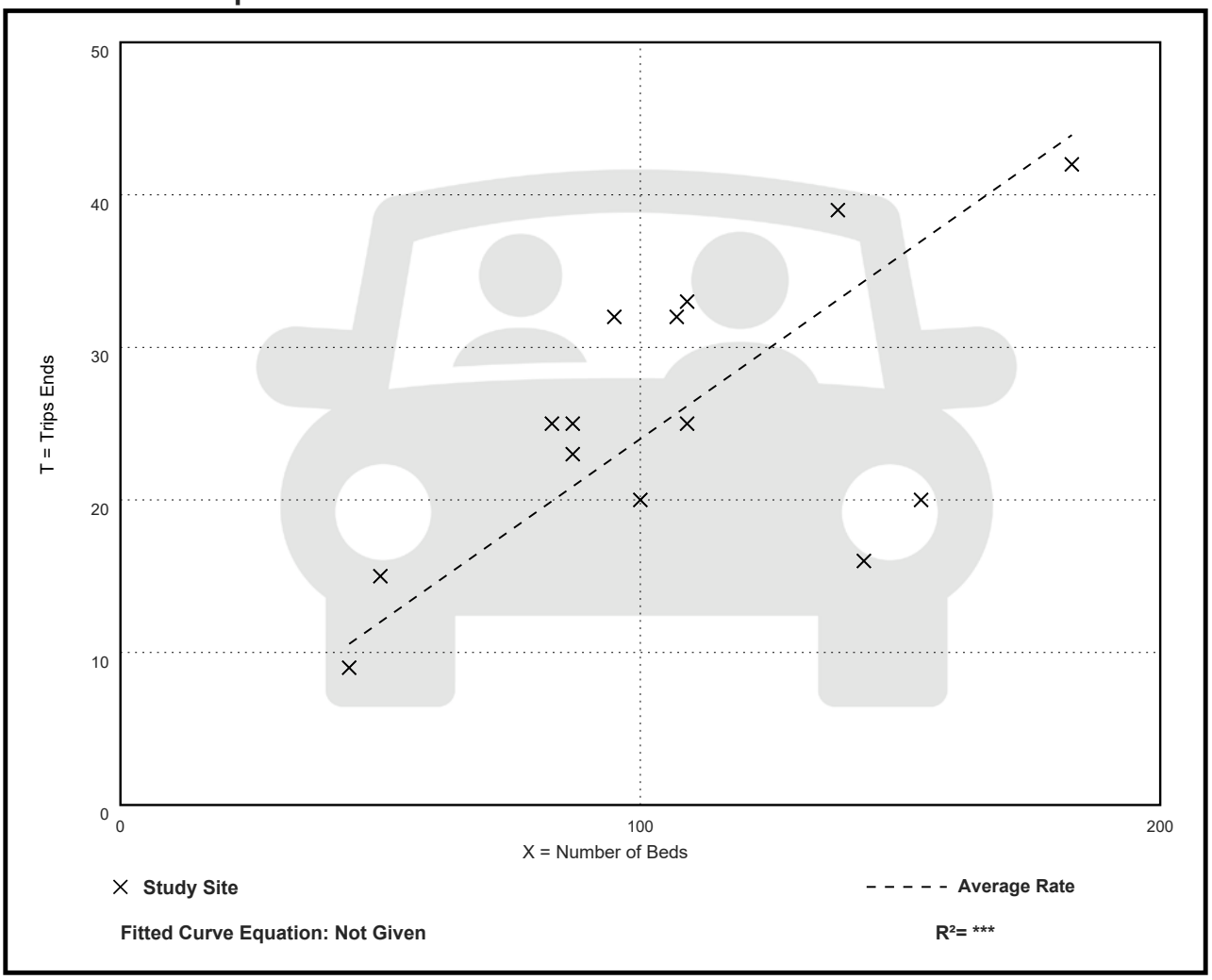
Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



Land Use: 310
Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

Hotel
(310)

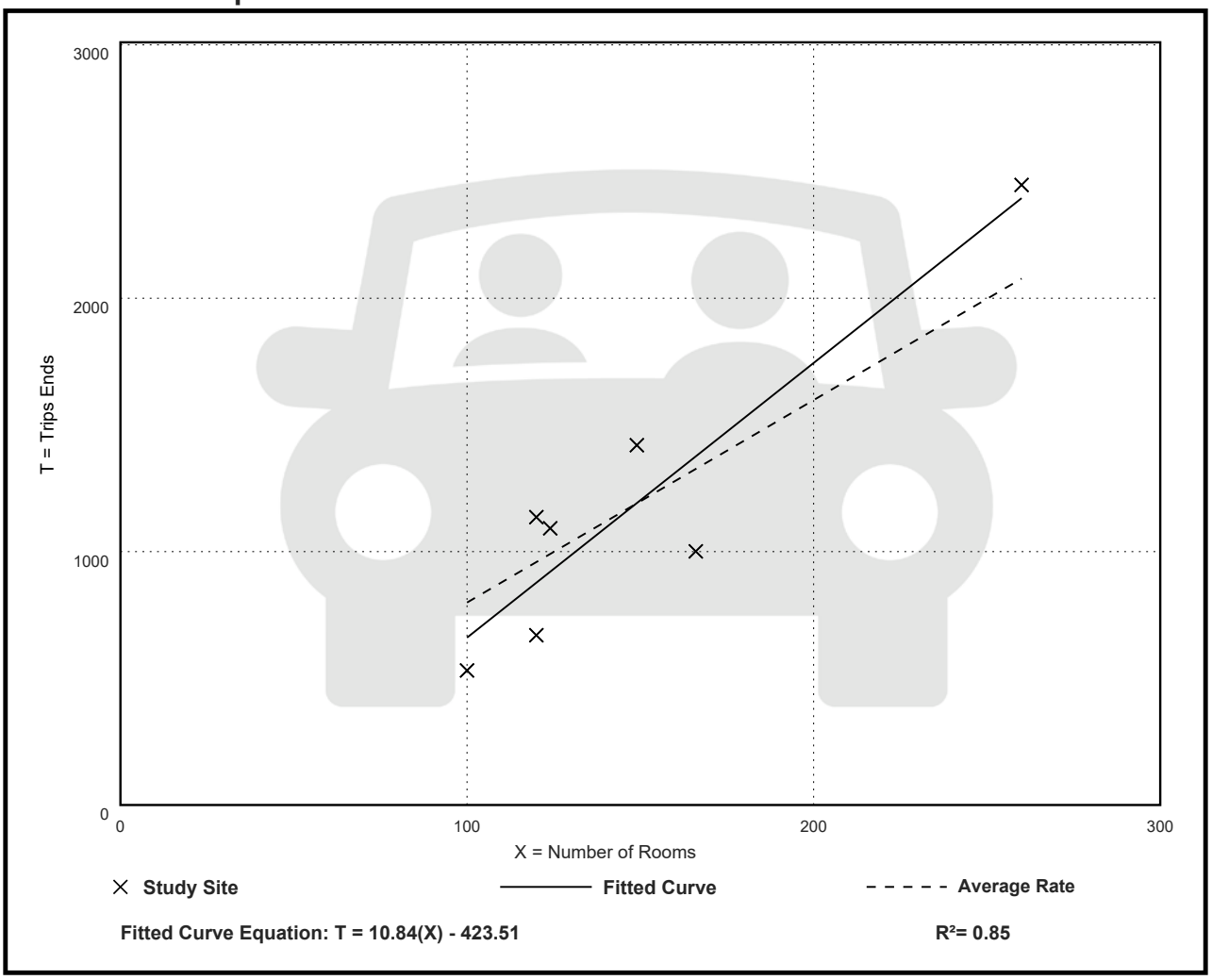
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Fitted Curve Equation: T = 10.84(X) - 423.51

R^2= 0.85

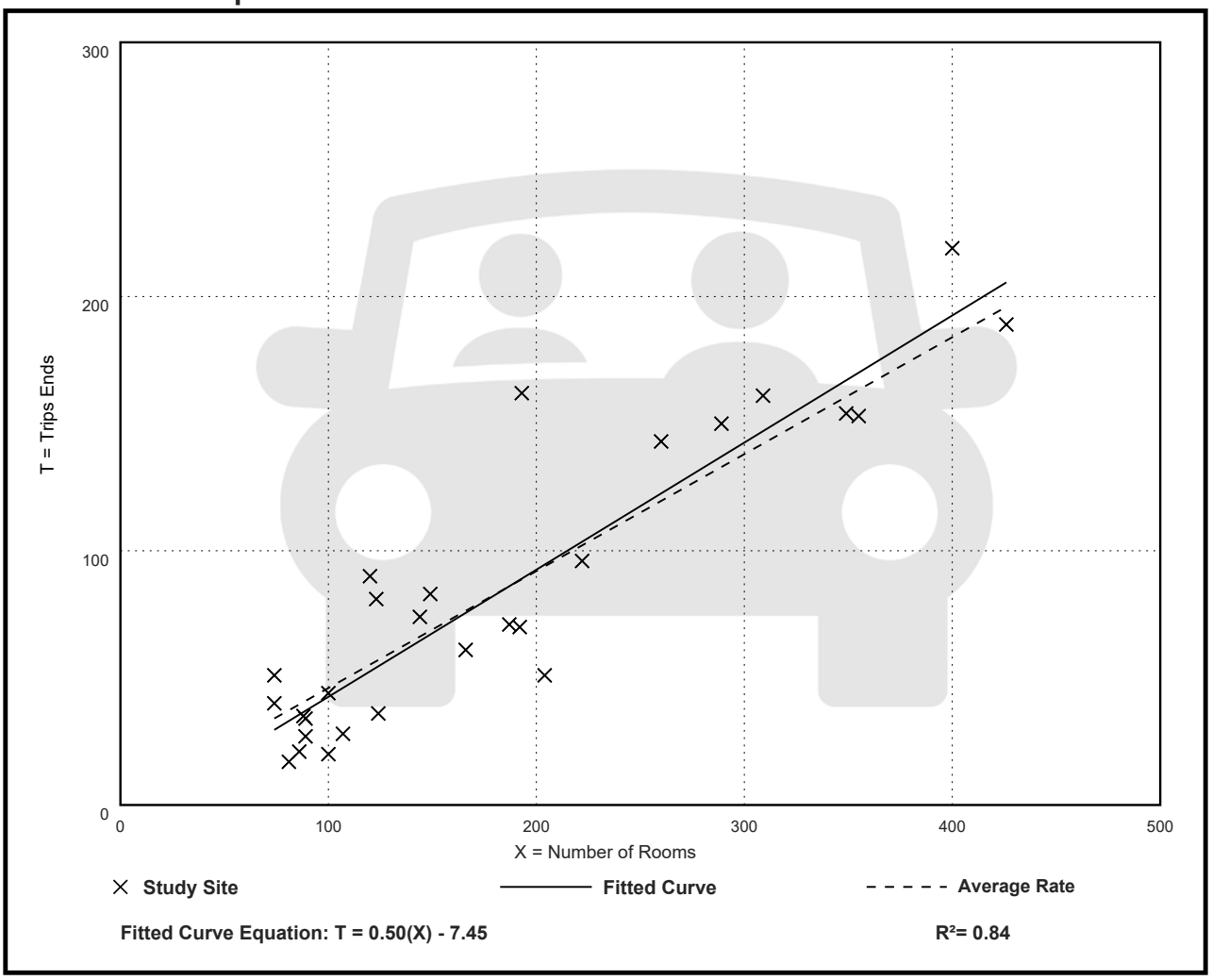
Hotel
(310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. Num. of Rooms: 182
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



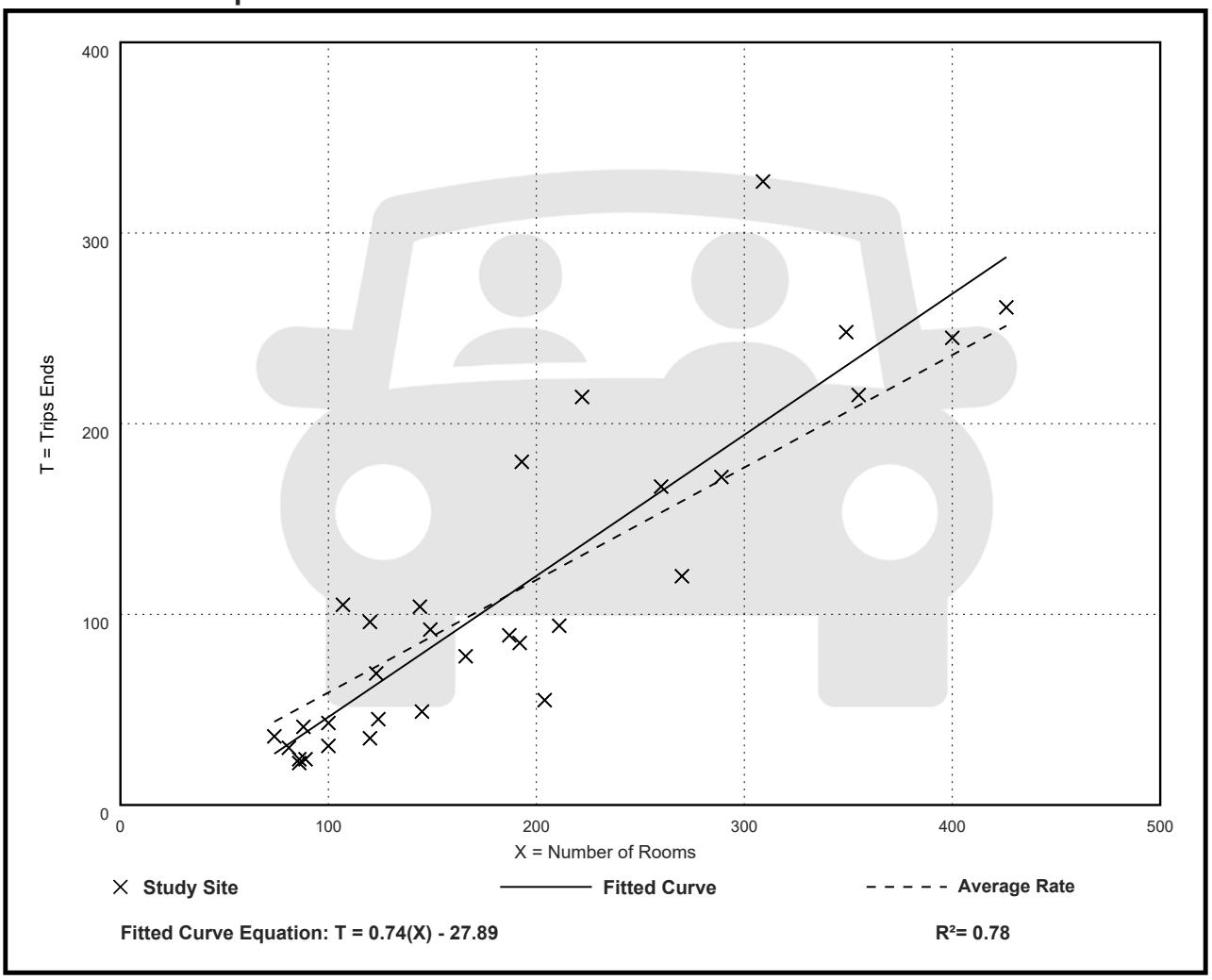
Hotel
(310)

Vehicle Trip Ends vs: Rooms
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: 31
Avg. Num. of Rooms: 186
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Land Use: 411
Public Park

Description

A public park is owned and operated by a municipal, county, state, or federal agency. The parks surveyed vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. Seasonal use of the individual sites differs widely as a result of the varying facilities and local conditions, such as weather. For example, some of the sites are used primarily for boating or swimming; others are used for softball games. Soccer complex (Land Use 488) is a related use.

Additional Data

The percentage of the park area that is used most intensively varies considerably within the studies contained in this land use. Therefore, caution should be used when using acres as an independent variable.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, New Jersey, New York, North Carolina, and Oregon.

Source Numbers

186, 392, 407, 709, 729, 852, 905

Public Park
(411)

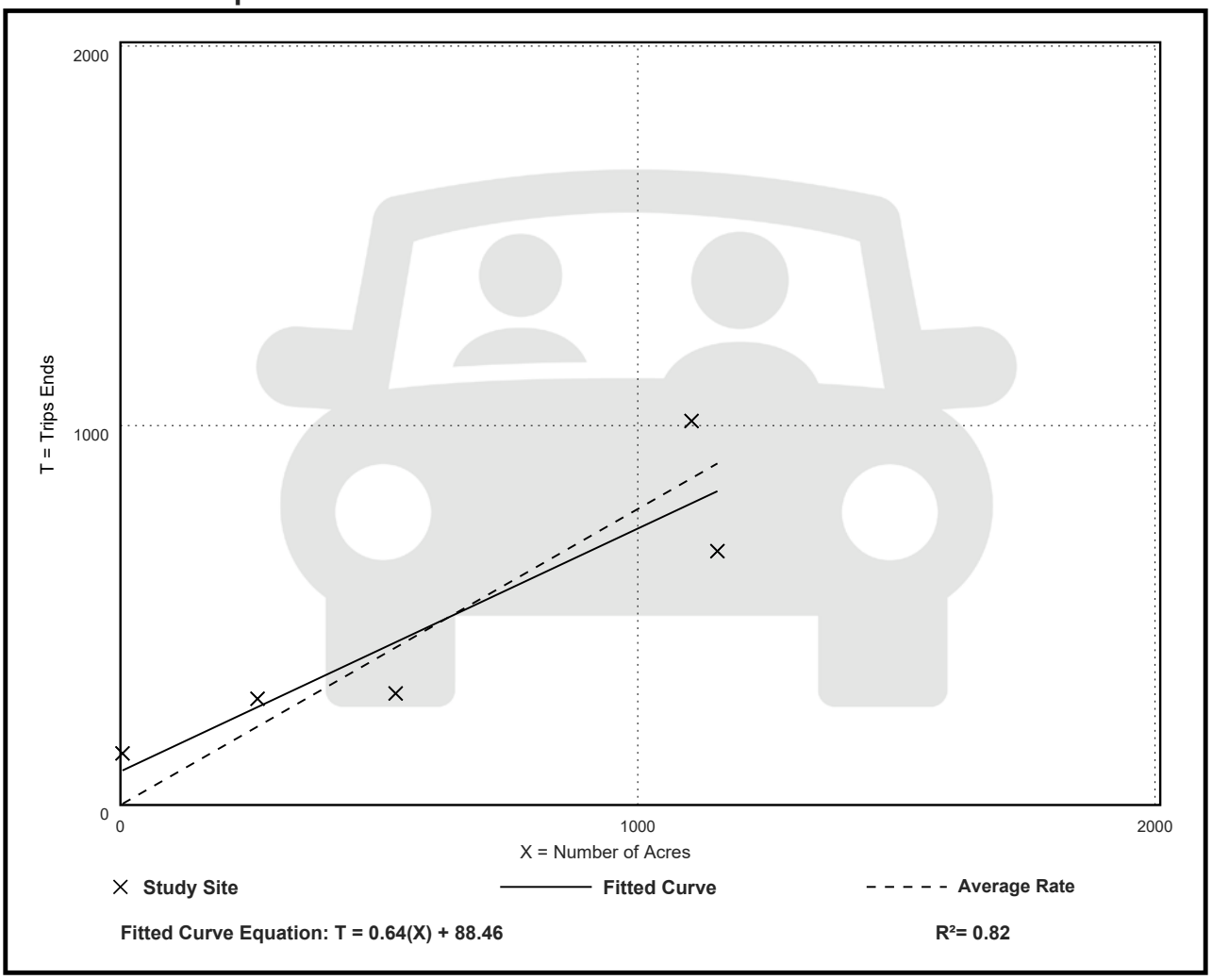
Vehicle Trip Ends vs: Acres
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Acres: 612
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.78	0.55 - 34.00	1.36

Data Plot and Equation



Fitted Curve Equation: T = 0.64(X) + 88.46

R^2= 0.82

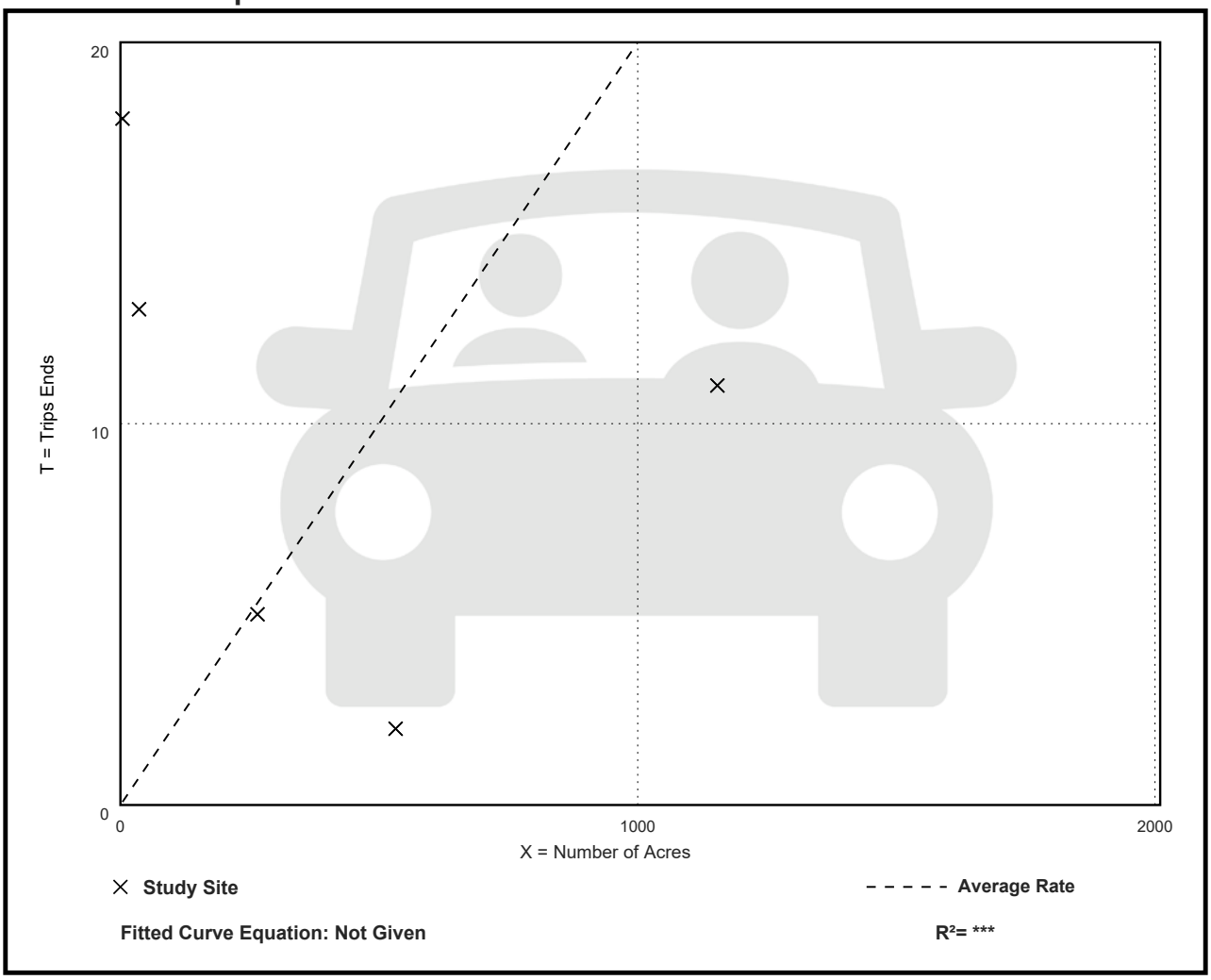
Public Park
(411)

Vehicle Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Acres: 398
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 4.50	0.23

Data Plot and Equation



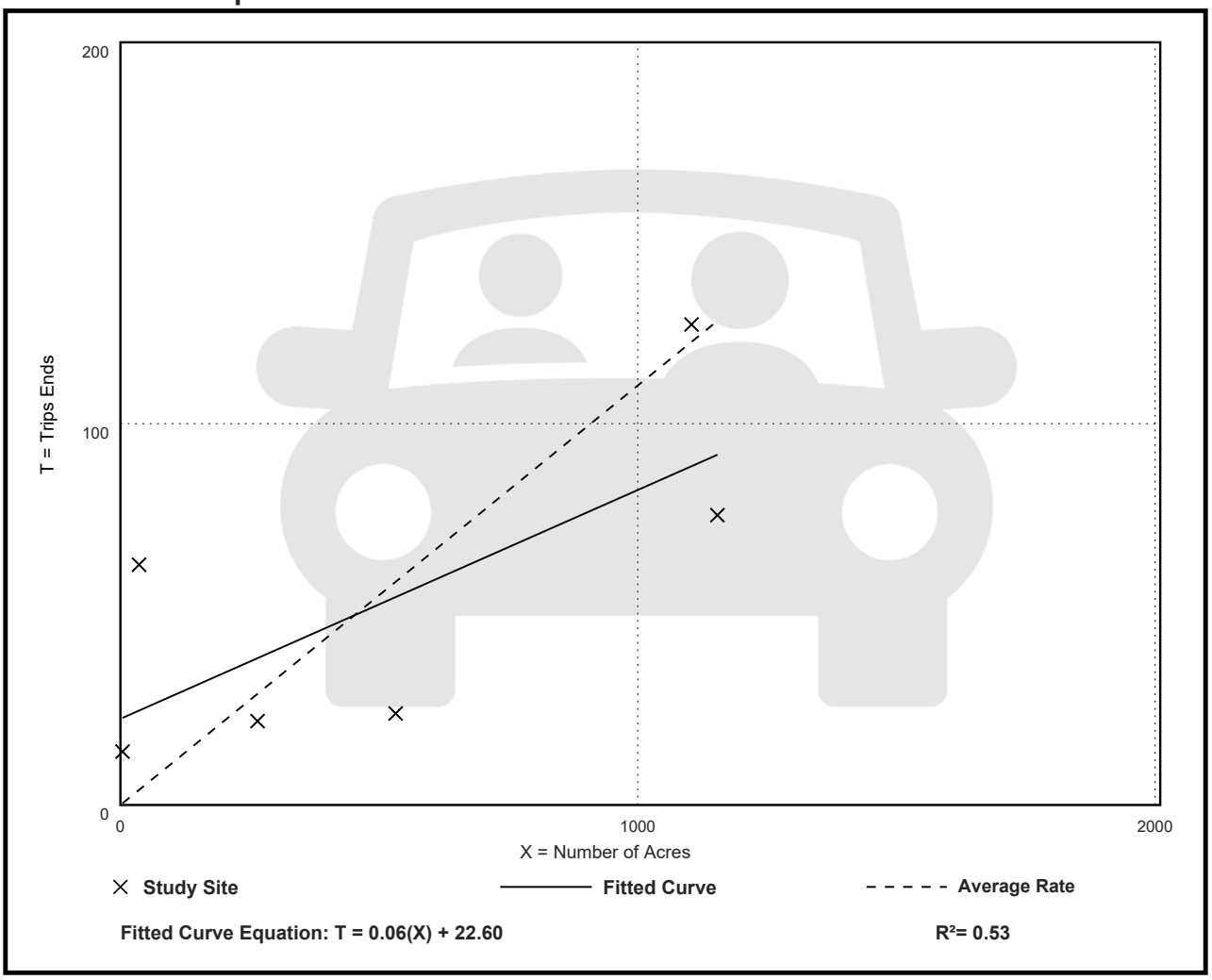
Public Park
(411)

Vehicle Trip Ends vs: Acres
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: 6
Avg. Num. of Acres: 516
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.11	0.05 - 3.50	0.24

Data Plot and Equation



Fitted Curve Equation: T = 0.06(X) + 22.60

R^2= 0.53

Land Use: 430
Golf Course

Description

A golf course is an expansive landscaped area that includes a series of golf holes, each consisting of a tee, fairway, and putting green. The site may have a driving range, clubhouse with a pro shop, restaurant, lounge, or banquet facility. Miniature golf course (Land Use 431), golf driving range (Land Use 432), and multipurpose recreational facility (Land Use 435) are related uses.

Additional Data

The golf courses in this land use are 9-, 18-, and 36-hole municipal courses.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, New Jersey, New York, Oregon, Pennsylvania, and Vermont.

Source Numbers

378, 407, 440, 629, 728, 925, 940, 970

Golf Course
(430)

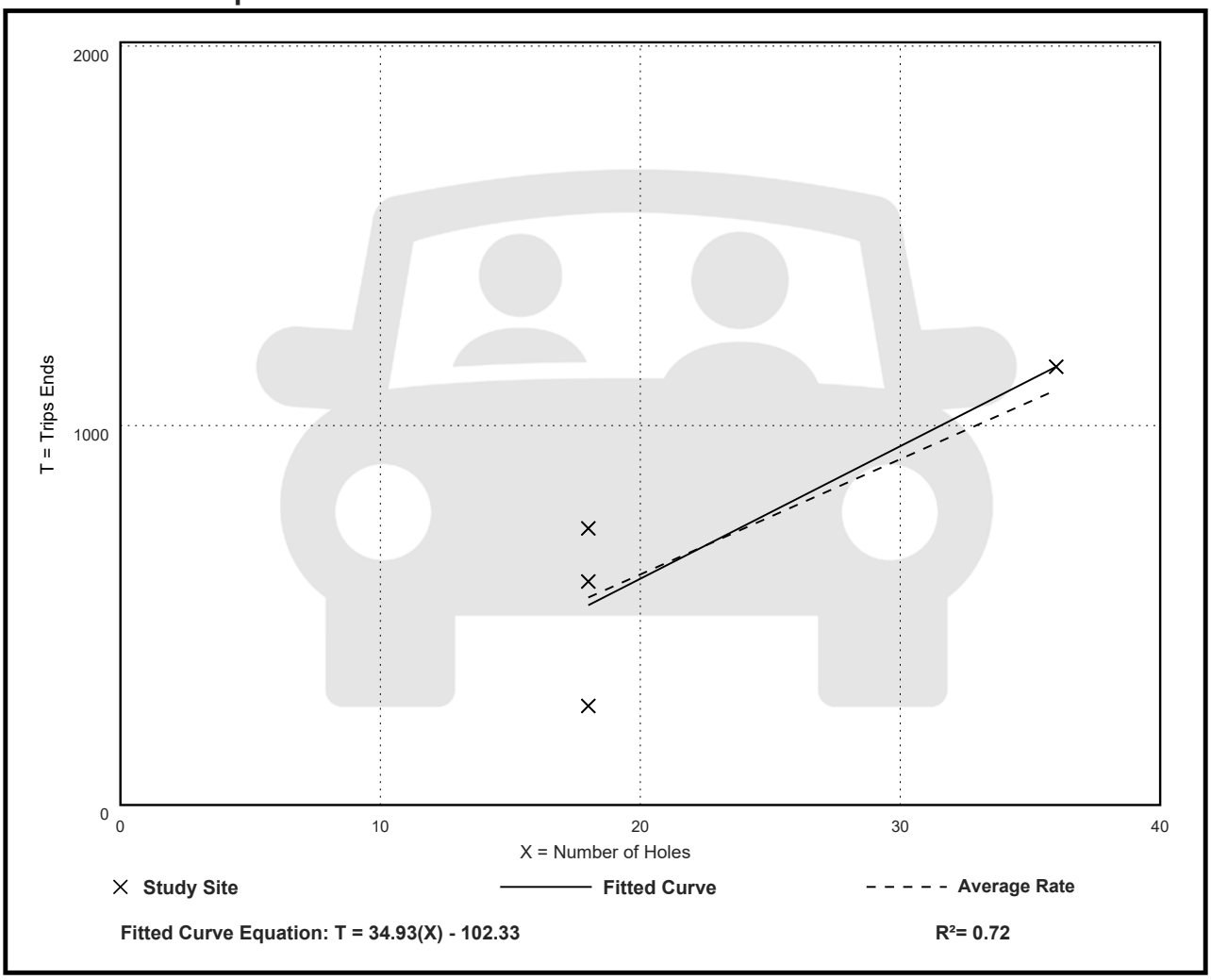
Vehicle Trip Ends vs: Holes
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Holes: 23
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Hole

Average Rate	Range of Rates	Standard Deviation
30.38	14.50 - 40.50	9.88

Data Plot and Equation



Fitted Curve Equation: T = 34.93(X) - 102.33

R^2= 0.72

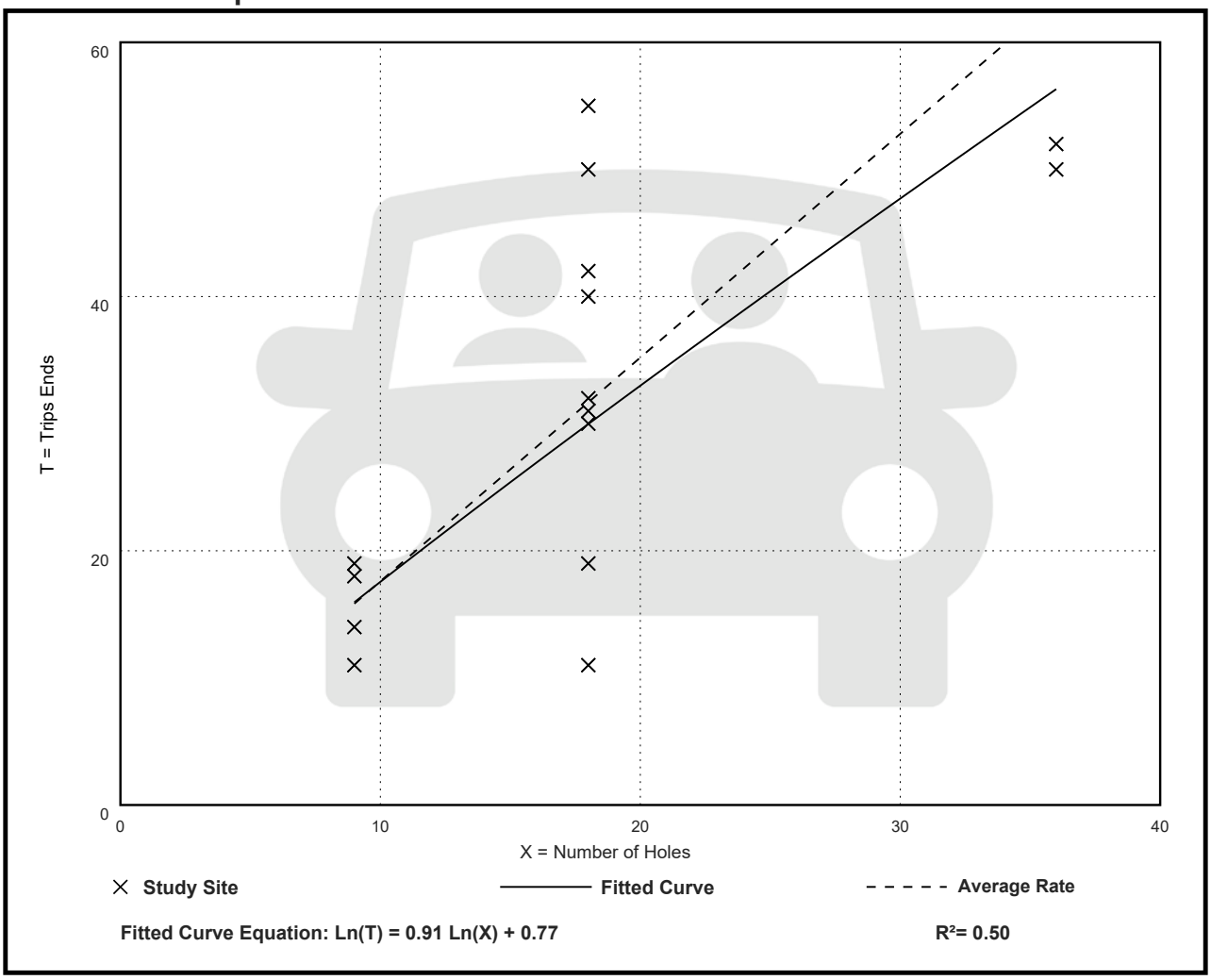
Golf Course
(430)

Vehicle Trip Ends vs: Holes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. Num. of Holes: 18
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per Hole

Average Rate	Range of Rates	Standard Deviation
1.76	0.61 - 3.06	0.64

Data Plot and Equation



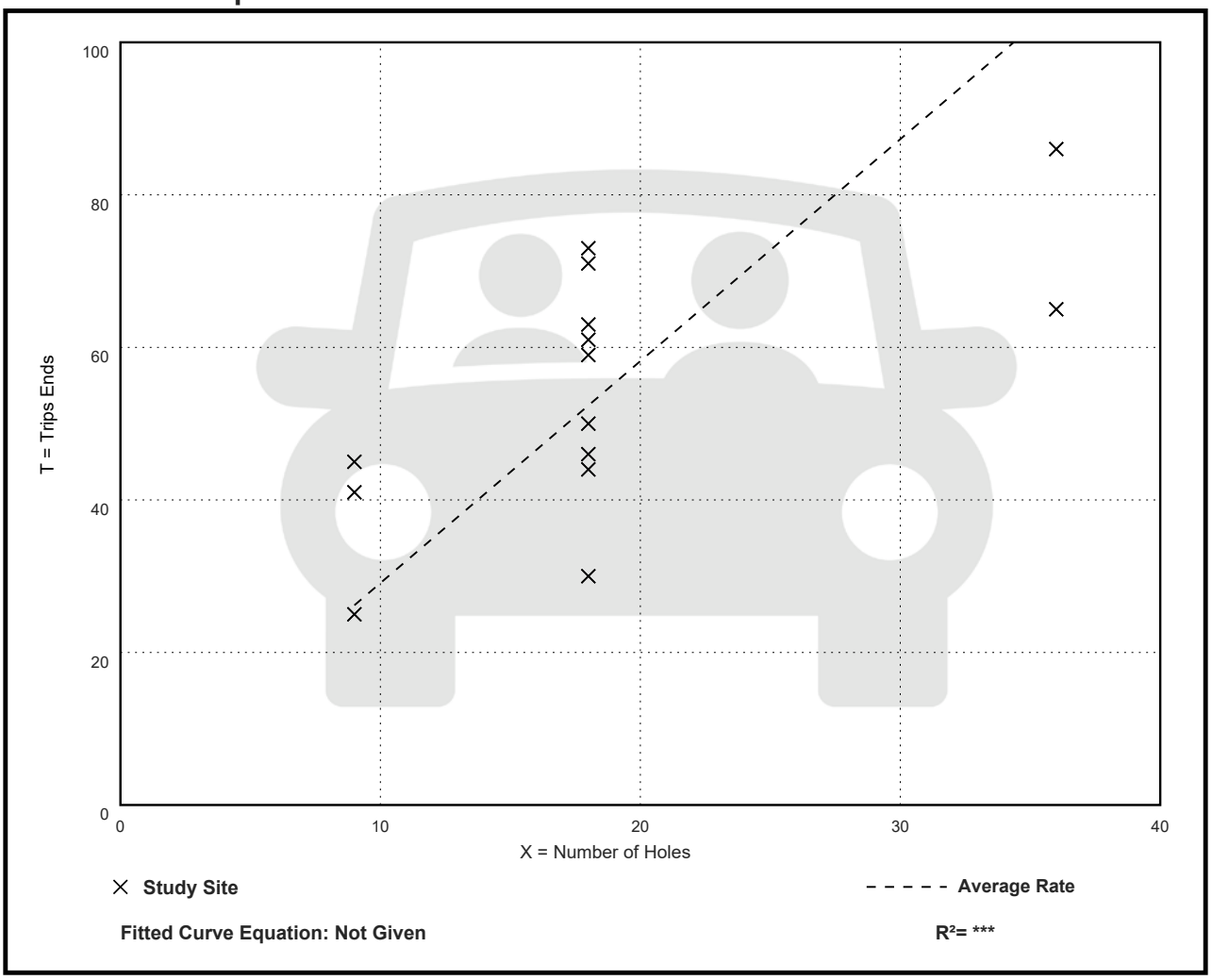
Golf Course
(430)

Vehicle Trip Ends vs: Holes
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Holes: 19
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Hole

Average Rate	Range of Rates	Standard Deviation
2.91	1.67 - 5.00	0.93

Data Plot and Equation



Land Use: 495
Recreational Community Center

Description

A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children, a day care or nursery school, meeting rooms and other social facilities, swimming pools and whirlpools, saunas, tennis, racquetball, handball, pickle ball, basketball and volleyball courts; outdoor athletic fields/courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Public access is typically allowed and a membership fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), Arizona, Indiana, Minnesota, New Hampshire, New York, Oregon, Pennsylvania, Tennessee, and Utah.

Source Numbers

281, 410, 443, 571, 618, 705, 719, 850, 866, 971, 1055

Recreational Community Center
(495)

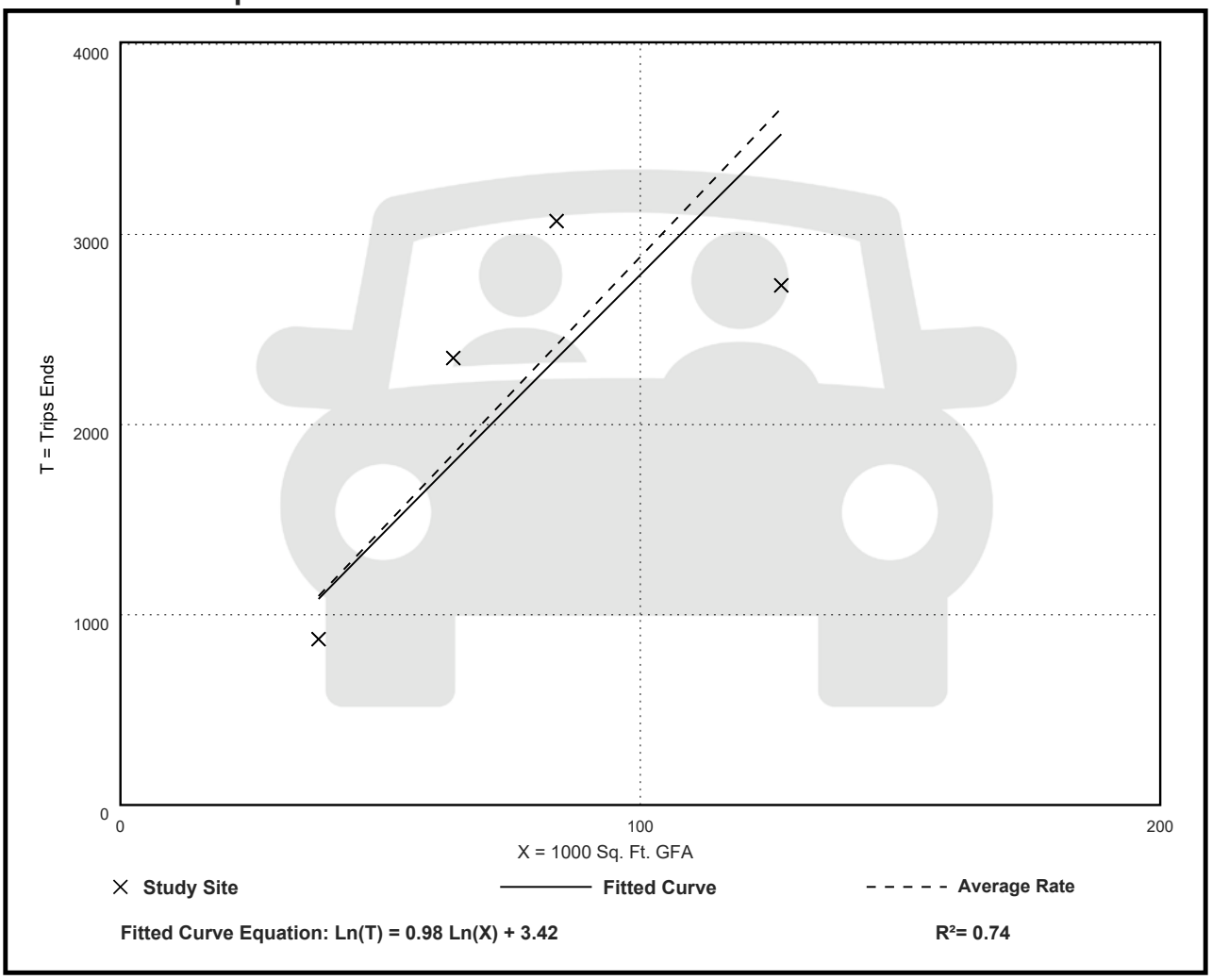
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 78
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.98 Ln(X) + 3.42

R^2= 0.74

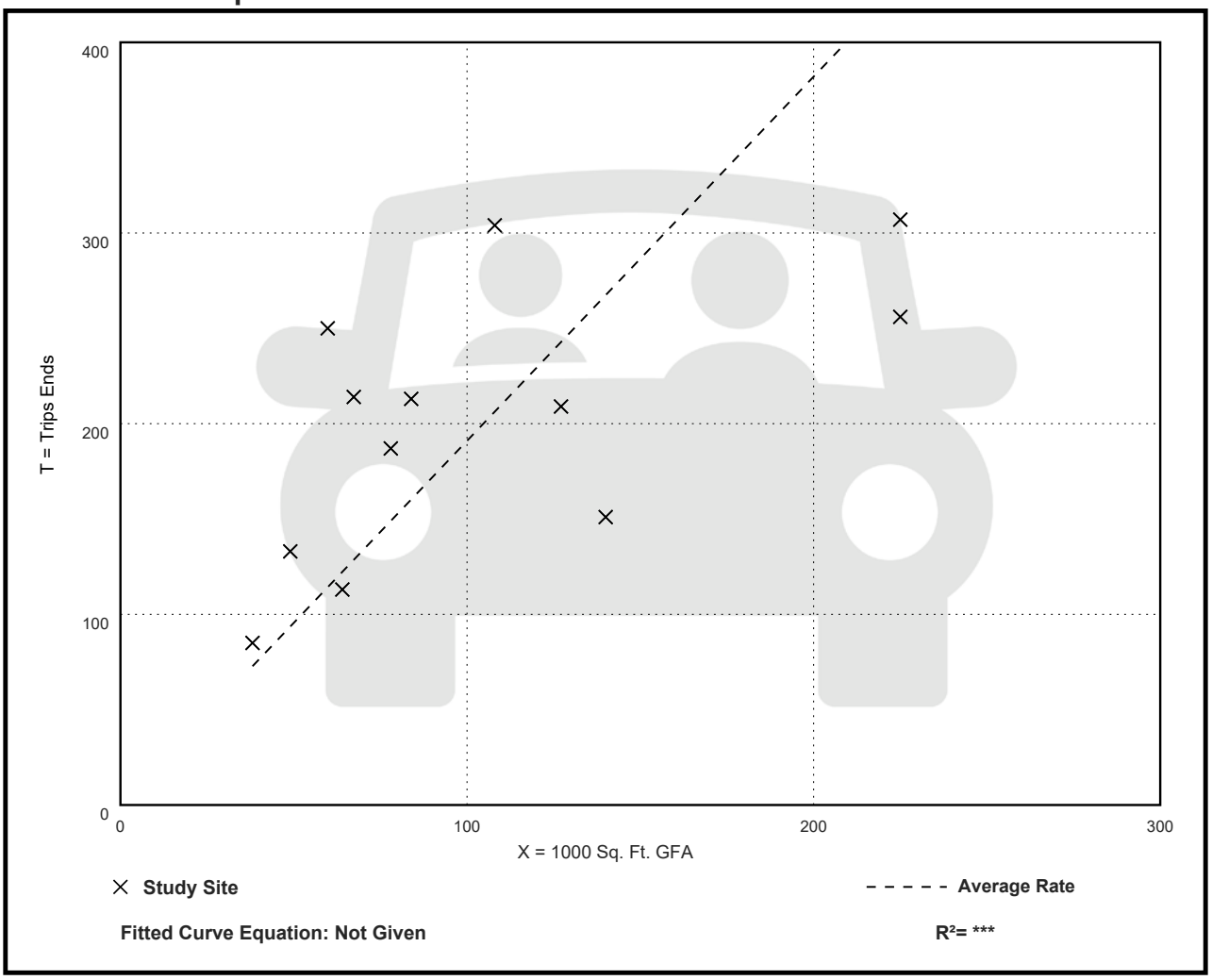
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 105
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	1.08 - 4.18	0.88

Data Plot and Equation



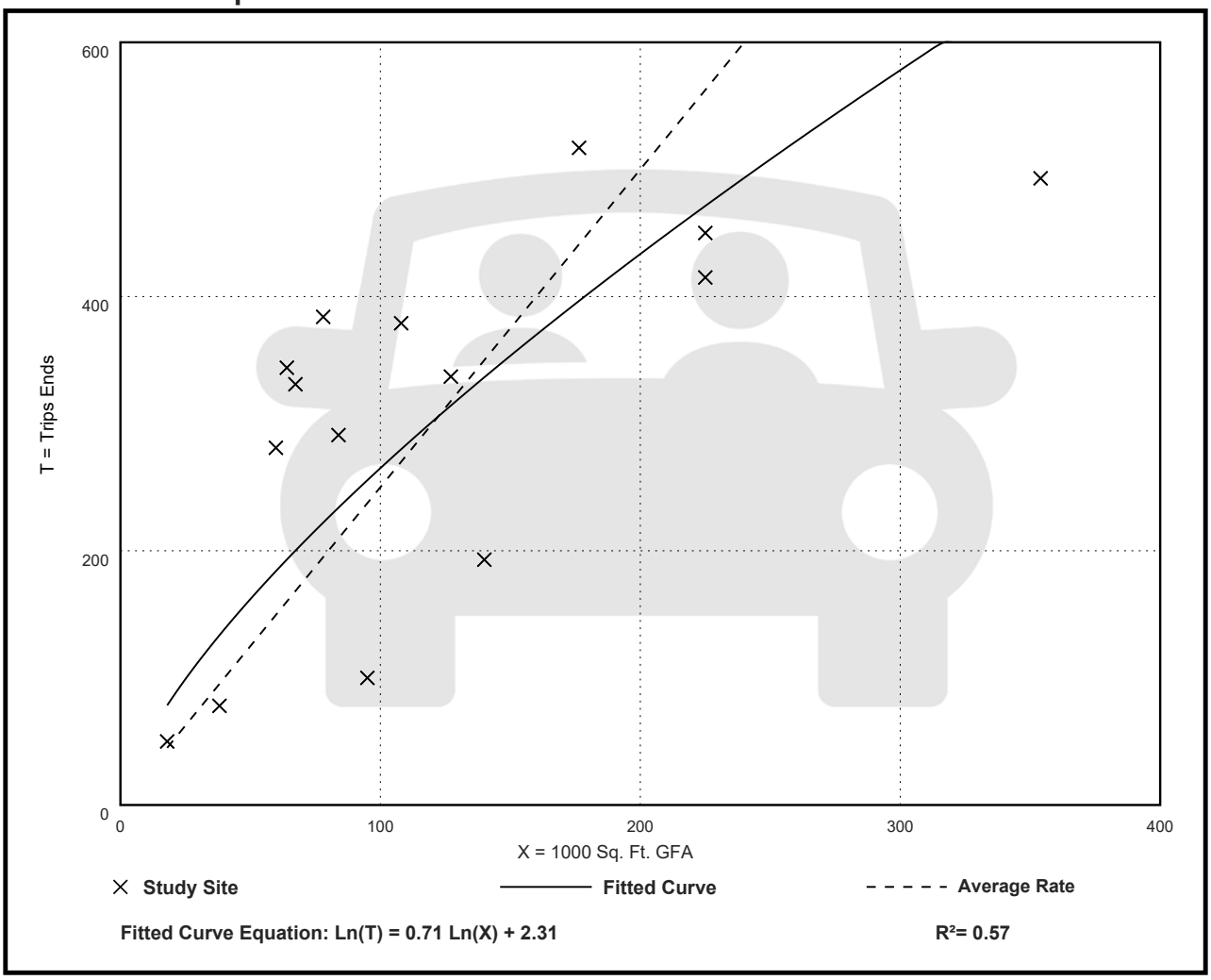
Recreational Community Center
(495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 124
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.31

R^2= 0.57

Land Use: 520
Elementary School

Description

An elementary school is a public school that typically serves students attending kindergarten through the fifth or sixth grade. An elementary school is usually centrally located in a residential community to facilitate student access. Bus service is commonly provided to students living beyond a specified distance from the school. Middle school/junior high school (Land Use 522), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

Elementary school students generally used school buses more than regular transit and were dropped off and picked up more than high school students, who were apt to walk longer distances, ride bicycles, or, in some cases, drive to school. The percentage of students at the sites who were transported to school via bus varied considerably. Some sites experienced higher than average trip rates because many students did not utilize the available school bus service. Due to the varied transit and school bus usage at these sites, it is desirable that future studies report additional detail on the percentage of students who were bused to school and the percentage that were dropped off and picked up.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Arizona, British Columbia (CAN), California, Connecticut, Florida, Hawaii, Minnesota, Montana, Nevada, New York, Oregon, Texas, Utah, Washinton, and West Virginia.

Source Numbers

186, 383, 390, 395, 533, 536, 572, 579, 583, 609, 611, 612, 613, 632, 707, 852, 856, 858, 866, 877, 878, 896, 940, 1039, 1048, 1067, 1083

Elementary School
(520)

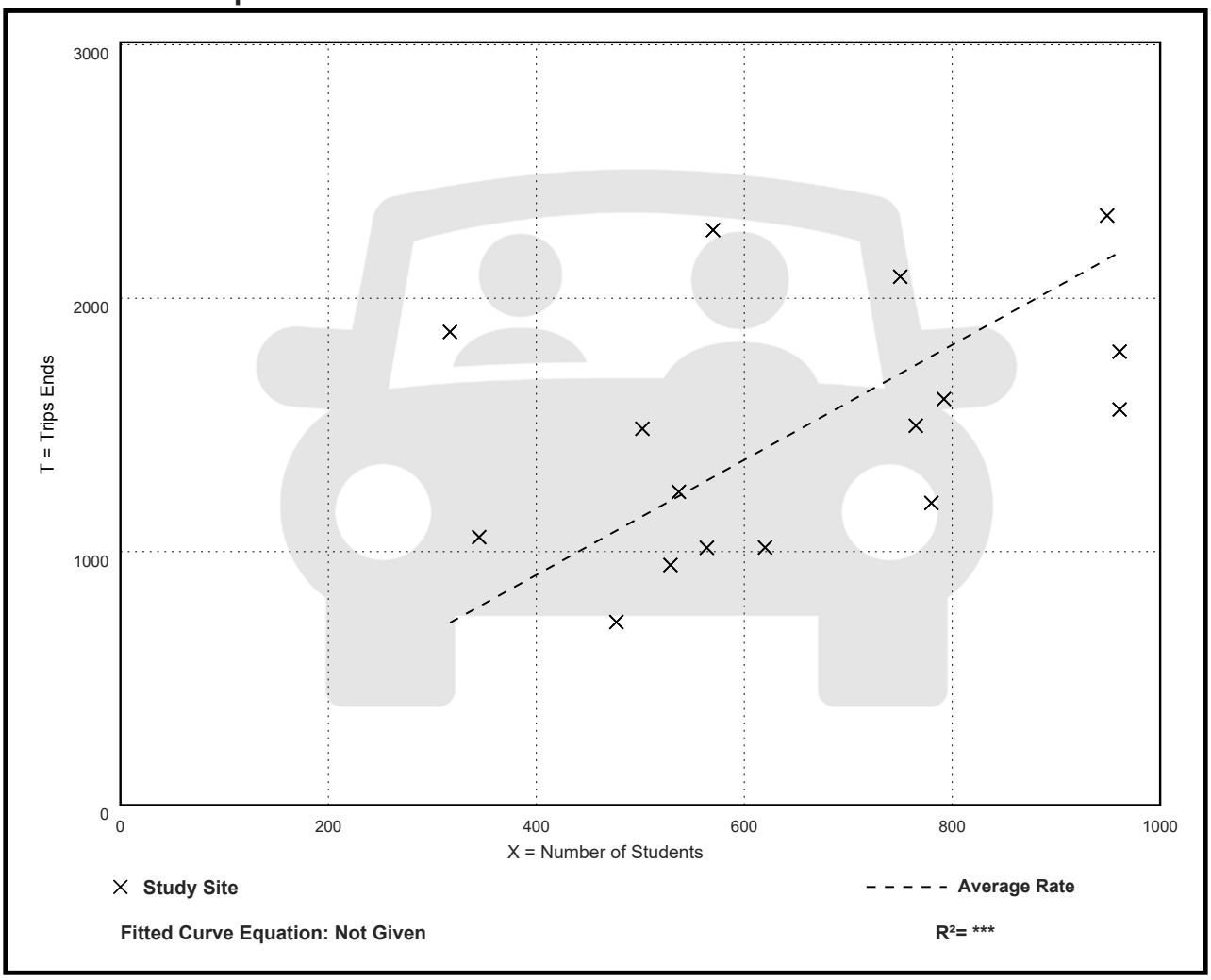
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. Num. of Students: 651
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.27	1.51 - 5.89	0.93

Data Plot and Equation



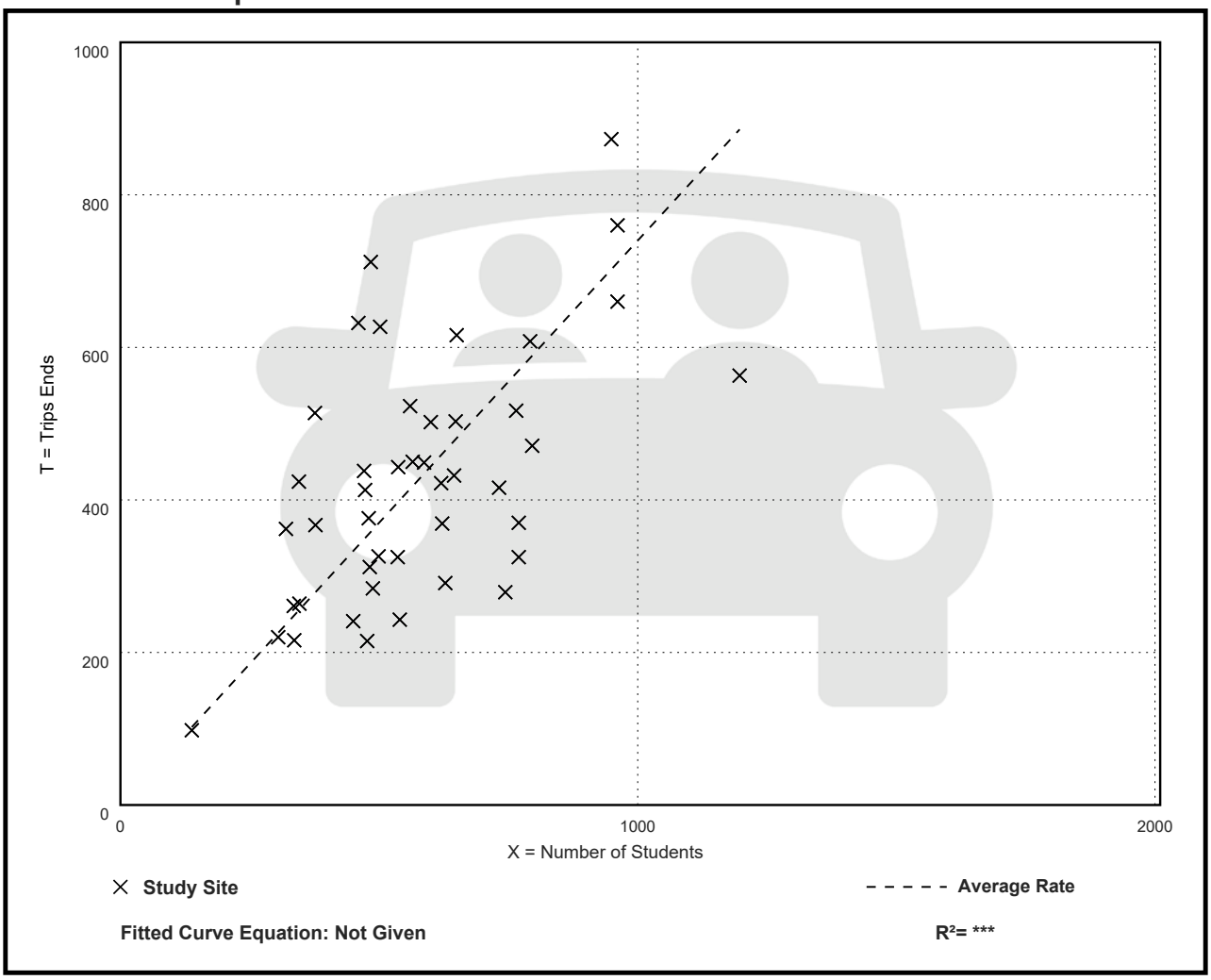
Elementary School
(520)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. Num. of Students: 575
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.74	0.38 - 1.47	0.25

Data Plot and Equation



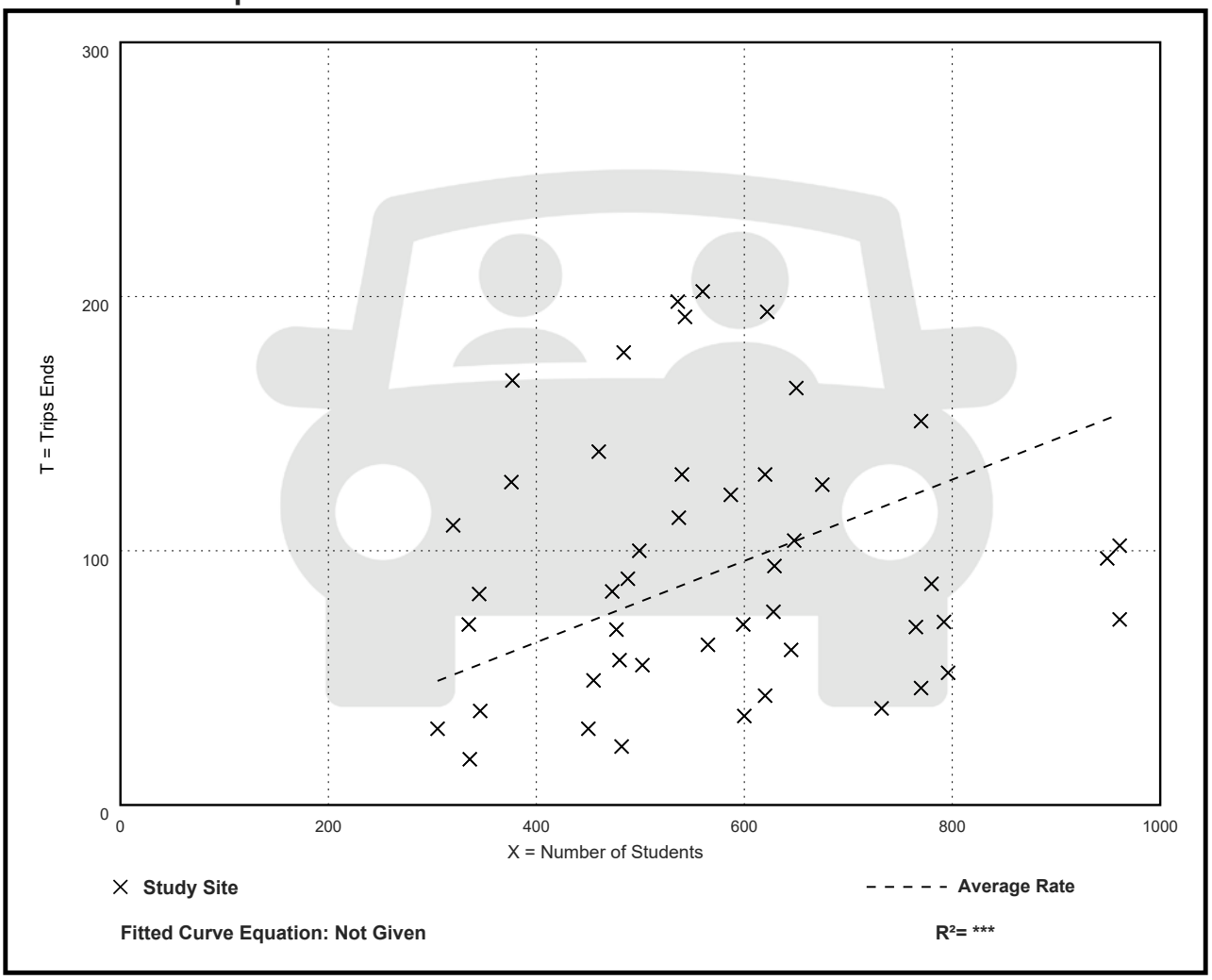
Elementary School
(520)

Vehicle Trip Ends vs: Students
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: 47
Avg. Num. of Students: 576
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.16	0.05 - 0.44	0.10

Data Plot and Equation



Land Use 522
Middle School/Junior High School

Description

A middle or junior high school is a public school that serves students who have completed elementary school and have not yet entered high school. Elementary school (Land Use 520), high school (Land Use 525), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

The percentage of students at the sites who were transported to school via bus varied considerably. Due to the varied transit and school bus usage at these sites, it is desirable that future studies include additional detail on the percentage of students who were bused to school and the percentage that were dropped off and picked up.

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

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Florida, Minnesota, Nebraska, Nevada, Oregon, Pennsylvania, Tennessee, Washington, and West Virginia.

Source Numbers

431, 444, 534, 536, 564, 579, 592, 611, 719, 867, 936, 940, 1039, 1049, 1067, 1083

Middle School/Junior High School
(522)

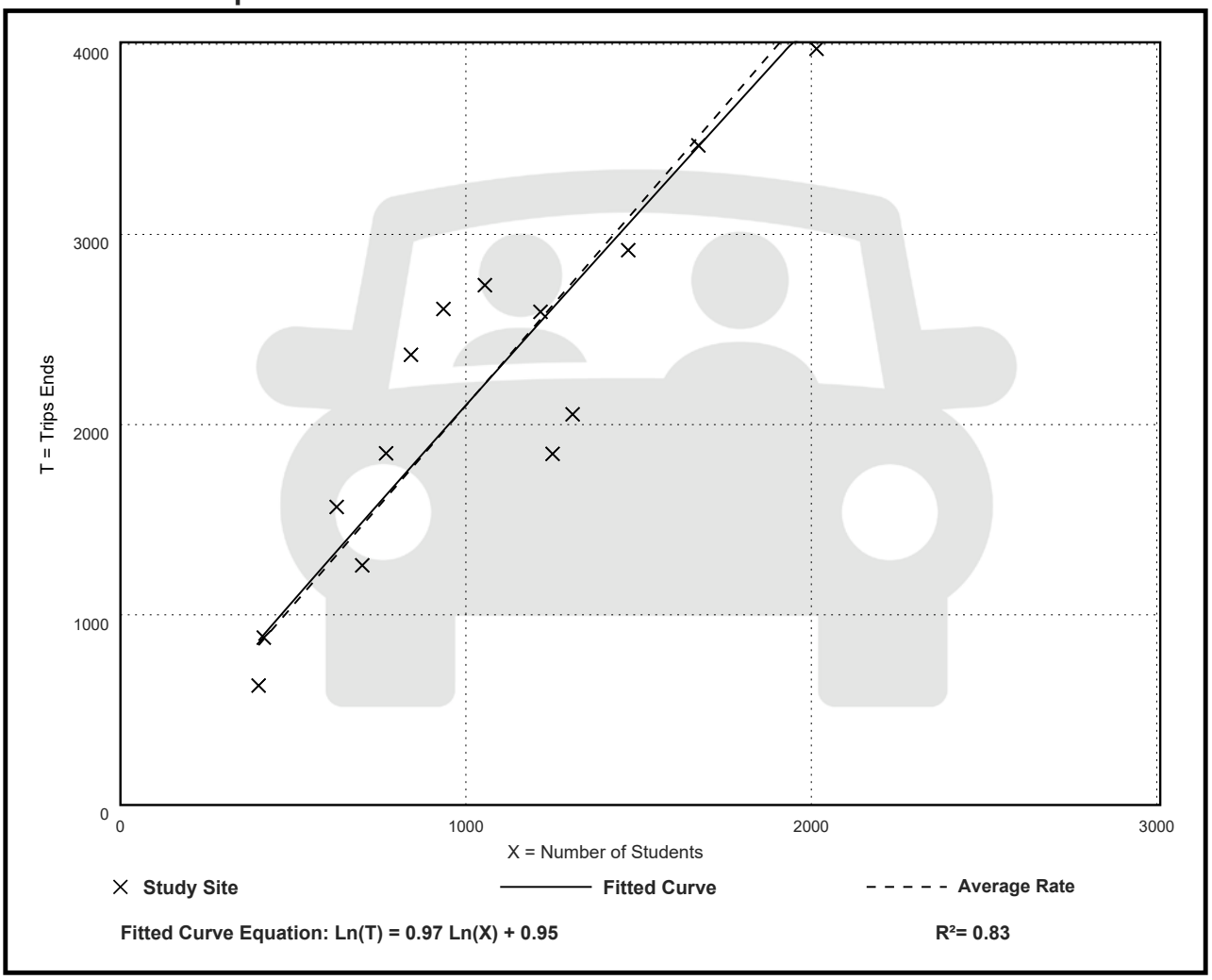
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Students: 1048
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.10	1.48 - 2.81	0.42

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 0.95

R^2= 0.83

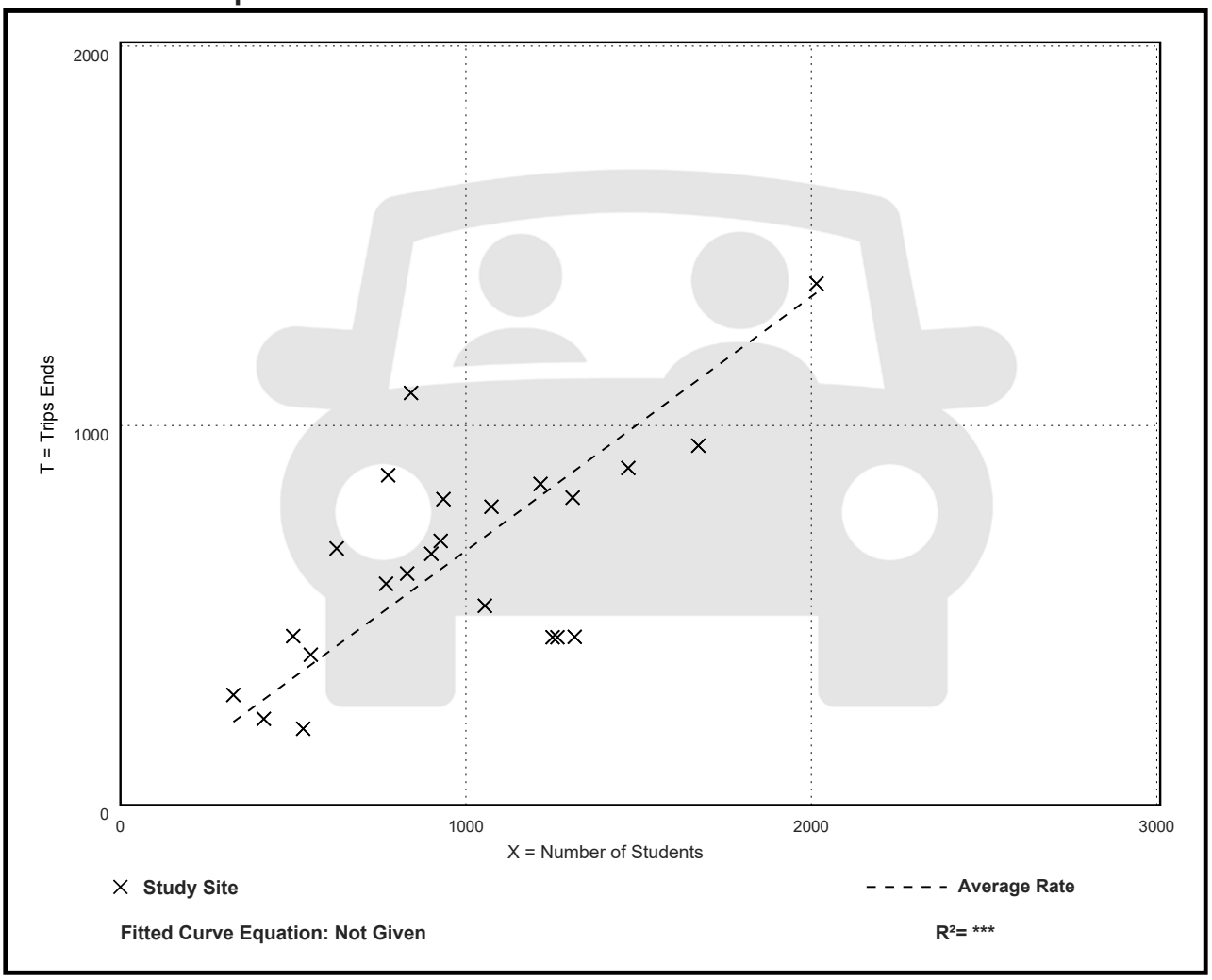
Middle School/Junior High School
(522)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. Num. of Students: 981
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.67	0.34 - 1.29	0.24

Data Plot and Equation



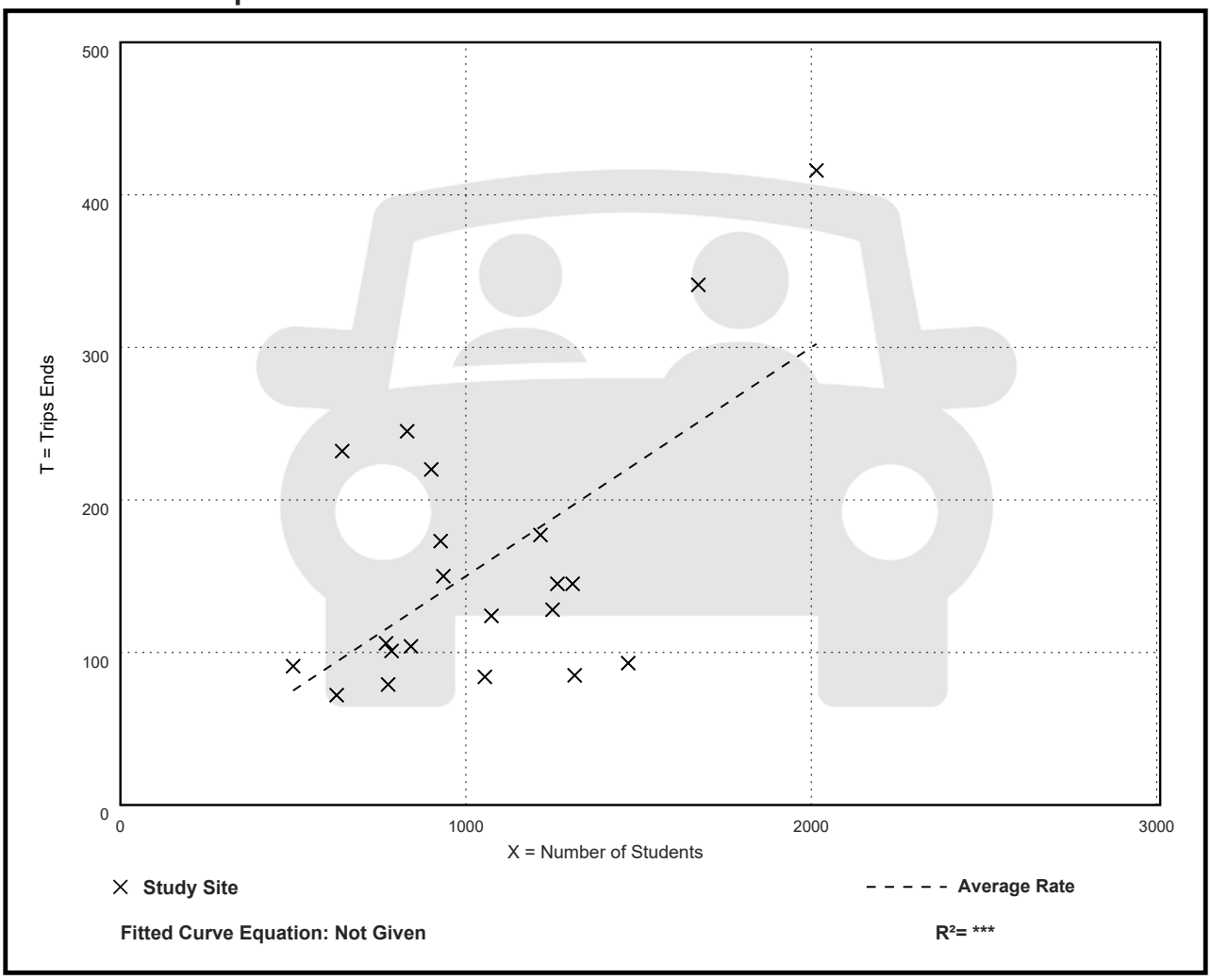
Middle School/Junior High School
(522)

Vehicle Trip Ends vs: Students
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: 21
Avg. Num. of Students: 1056
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.15	0.06 - 0.36	0.07

Data Plot and Equation



Land Use 525
High School

Description

A high school is a public school that serves students who have completed middle or junior high school. Middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use (534), and charter school (K-12) (Land Use 538) are related uses.

Additional Data

The trip generation for weekend time periods varied considerably; therefore, caution should be used when applying weekend statistics. Information describing the weekend activities conducted at the high schools was not available.

The percentage of students at the sites who were transported to school via bus varied considerably. Due to the varied transit and school bus usage at these sites, it is desirable that future studies include additional detail on the percentage of students who were bused to school and the percentage who were dropped off and picked up.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arizona, California, Connecticut, Delaware, Florida, Minnesota, New Jersey, North Carolina, Oregon, Texas, Vermont, Washington, and West Virginia.

Source Numbers

293, 383, 409, 422, 444, 533, 536, 550, 564, 579, 598, 611, 620, 751, 854, 905, 915, 926, 936, 954, 971, 1026, 1048, 1067, 1083

High School
(525)

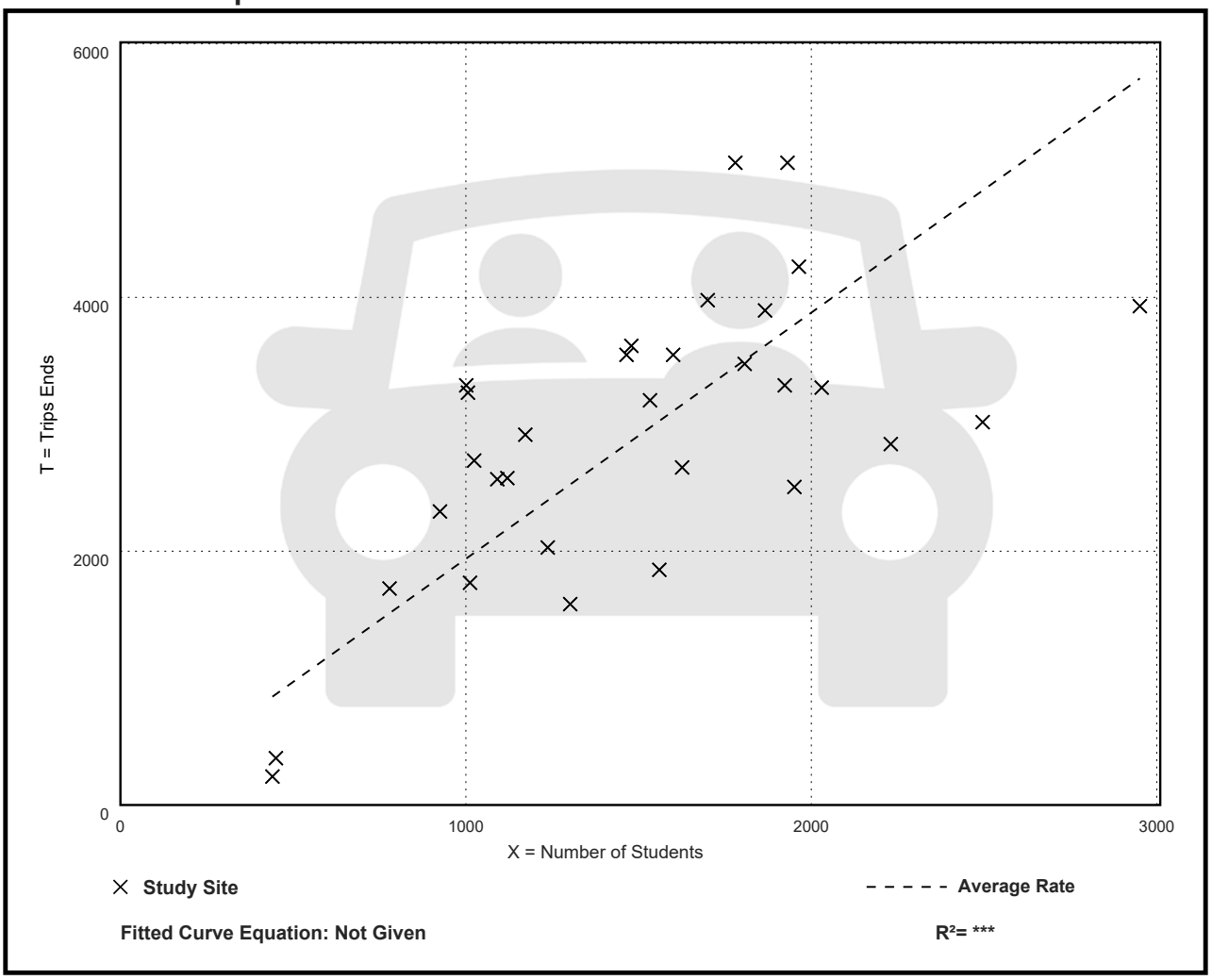
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Students: 1498
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.94	0.51 - 3.30	0.61

Data Plot and Equation



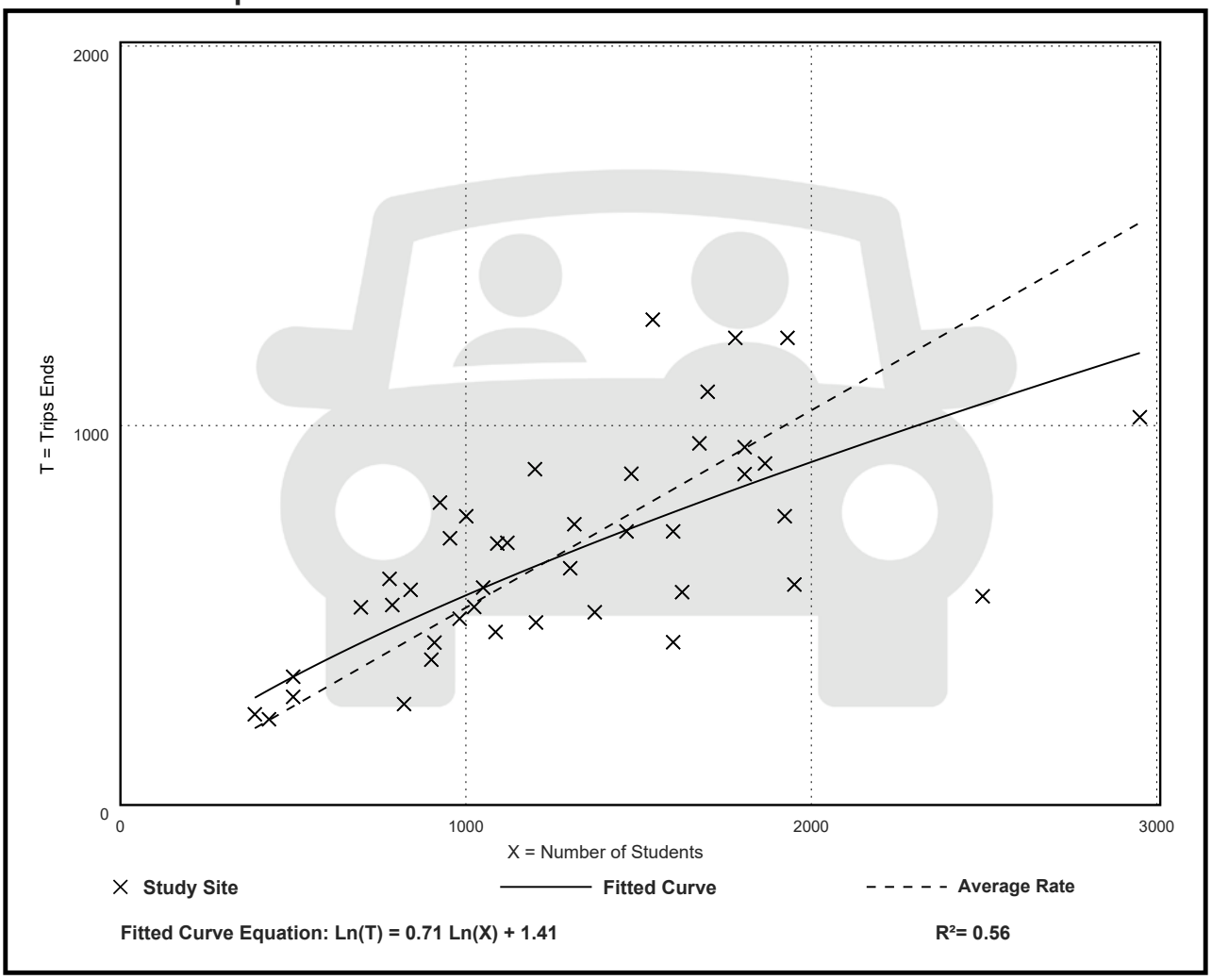
High School
(525)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Students: 1295
Directional Distribution: 68% entering, 32% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.52	0.22 - 0.86	0.16

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 1.41

R^2= 0.56

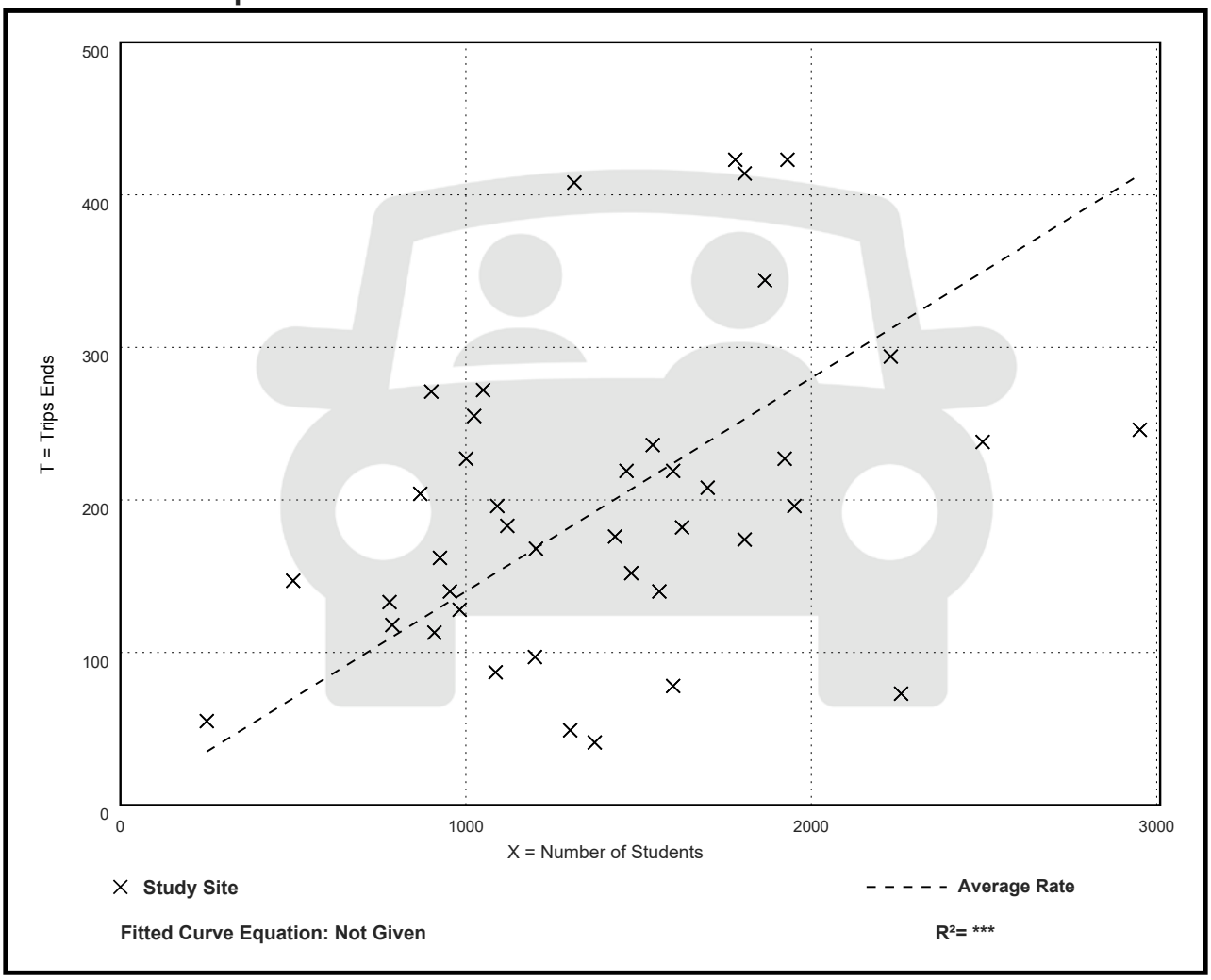
High School
(525)

Vehicle Trip Ends vs: Students
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: 41
Avg. Num. of Students: 1405
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.14	0.03 - 0.31	0.07

Data Plot and Equation



Land Use: 560
Church

Description

A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities. Synagogue (Land Use 561) and mosque (Land Use 562) are related uses.

Additional Data

Worship services are typically held on Sundays. Some of the surveyed churches offered day care or extended care programs during the week.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Florida, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, Texas, and Virginia.

Source Numbers

169, 170, 423, 428, 436, 554, 571, 583, 629, 631, 704, 903, 904, 957, 971, 981, 1080

Church
(560)

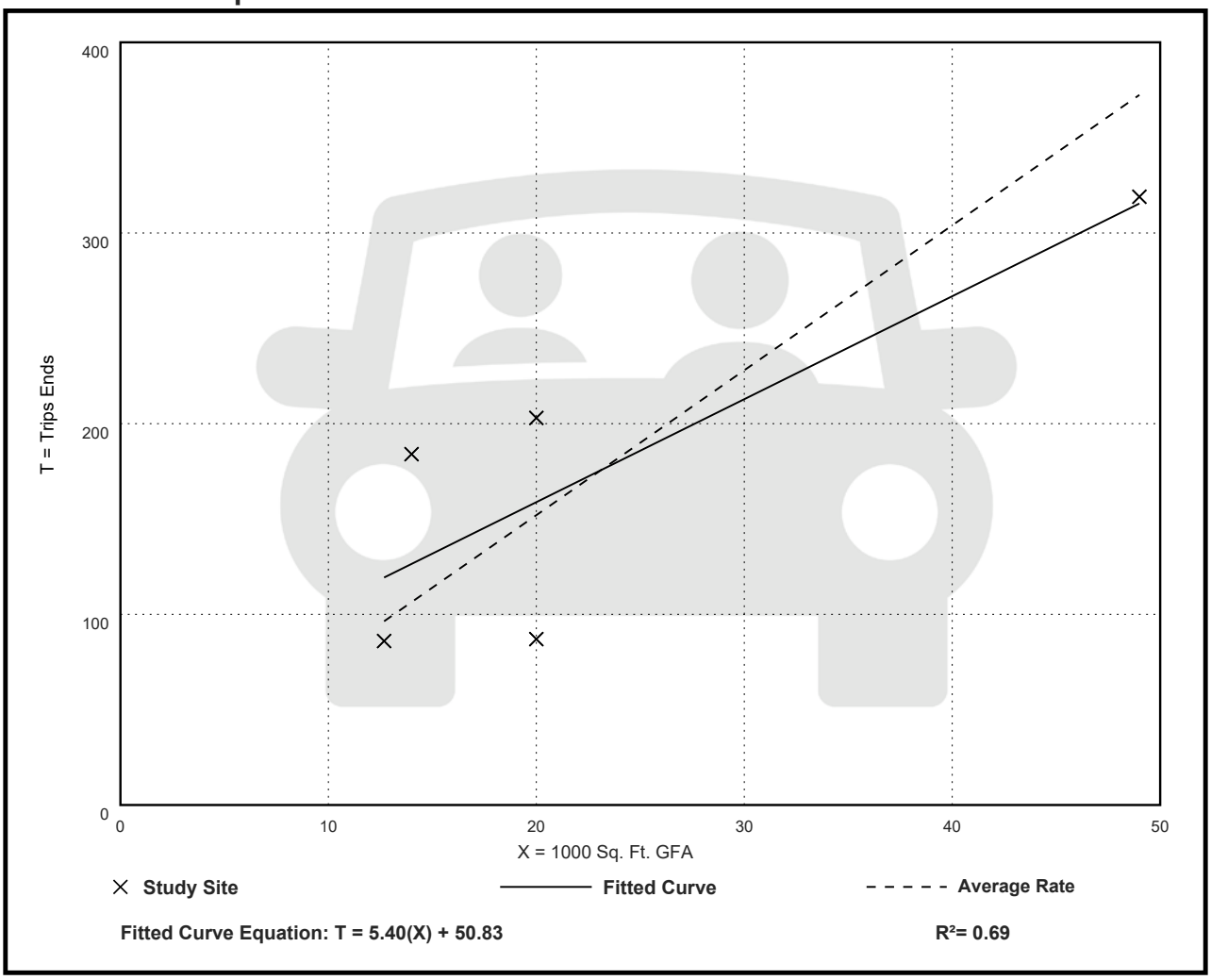
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.60	4.35 - 13.14	3.01

Data Plot and Equation



Fitted Curve Equation: T = 5.40(X) + 50.83

R^2= 0.69

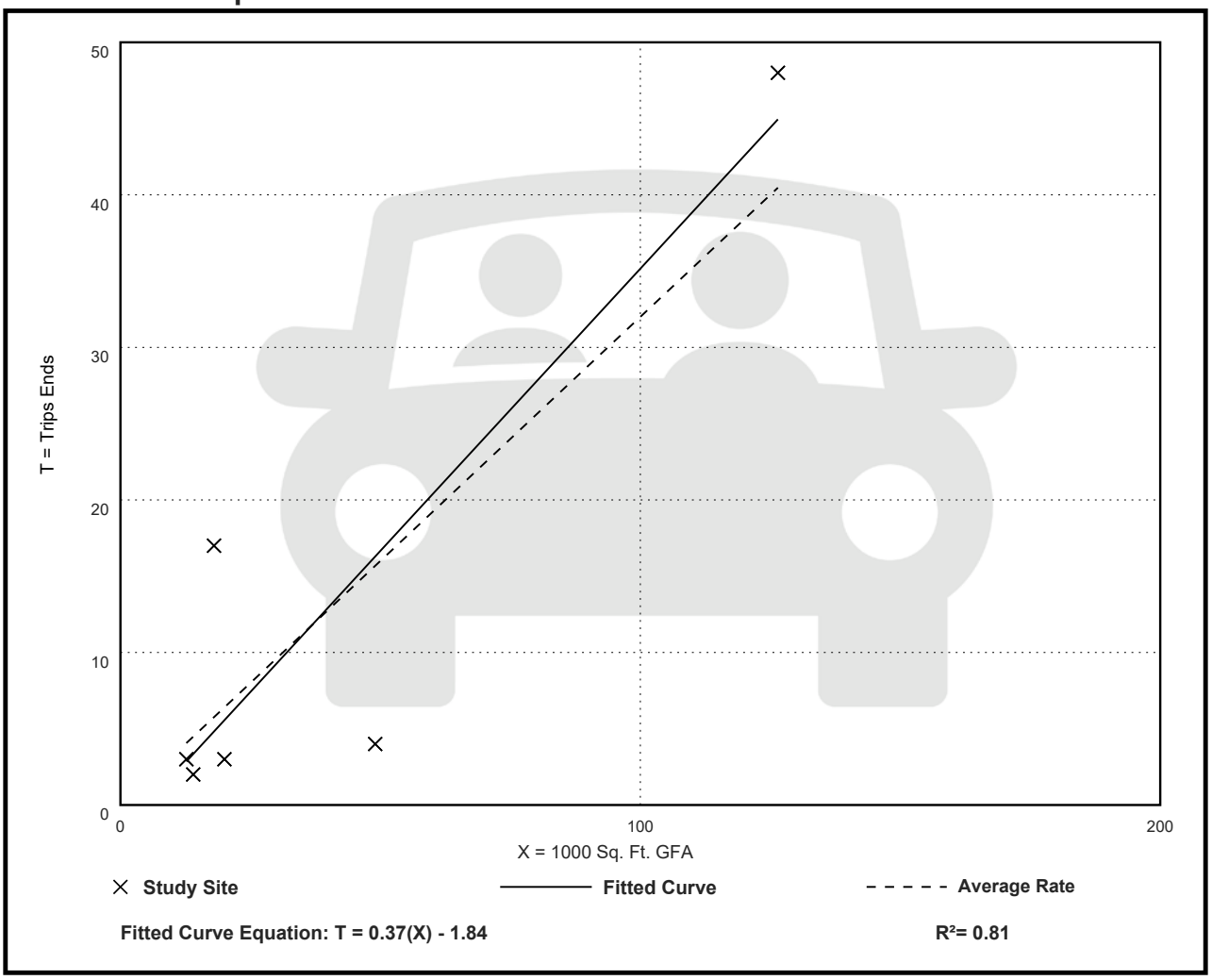
Church
(560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 40
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.32	0.08 - 0.94	0.24

Data Plot and Equation



Fitted Curve Equation: T = 0.37(X) - 1.84

R^2= 0.81

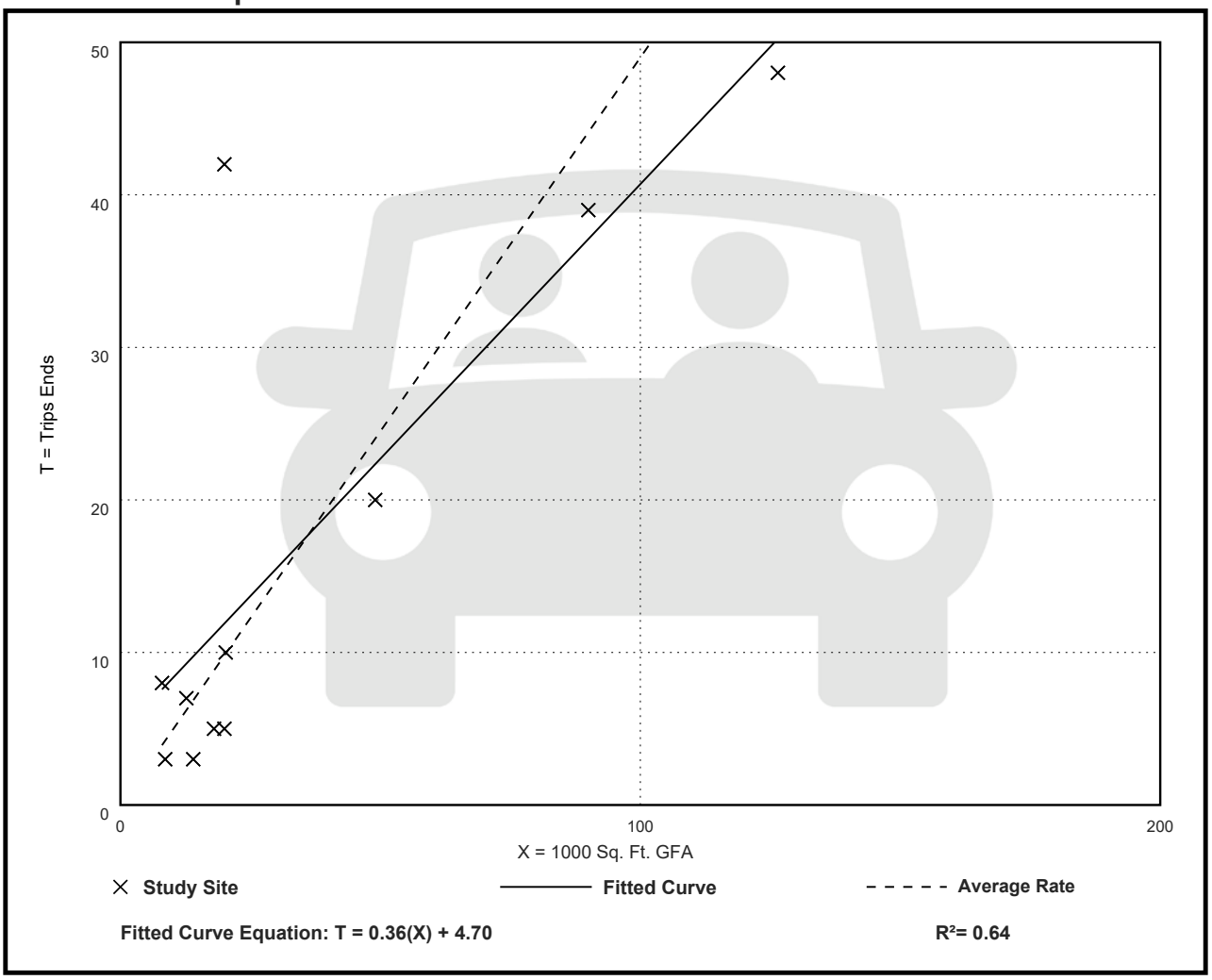
Church
(560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.10	0.41

Data Plot and Equation



Fitted Curve Equation: T = 0.36(X) + 4.70

R^2= 0.64

Land Use: 590
Library

Description

A library is a facility that houses shelved books and reading rooms or areas. A library may also provide meeting rooms. A library can be either a public or private entity.

Additional Data

The sites were surveyed in the 1980s, the 1990s, and the 2000s in Florida, Georgia, New Jersey, Ohio, and Oregon.

Source Numbers

275, 407, 415, 444, 590

Library
(590)

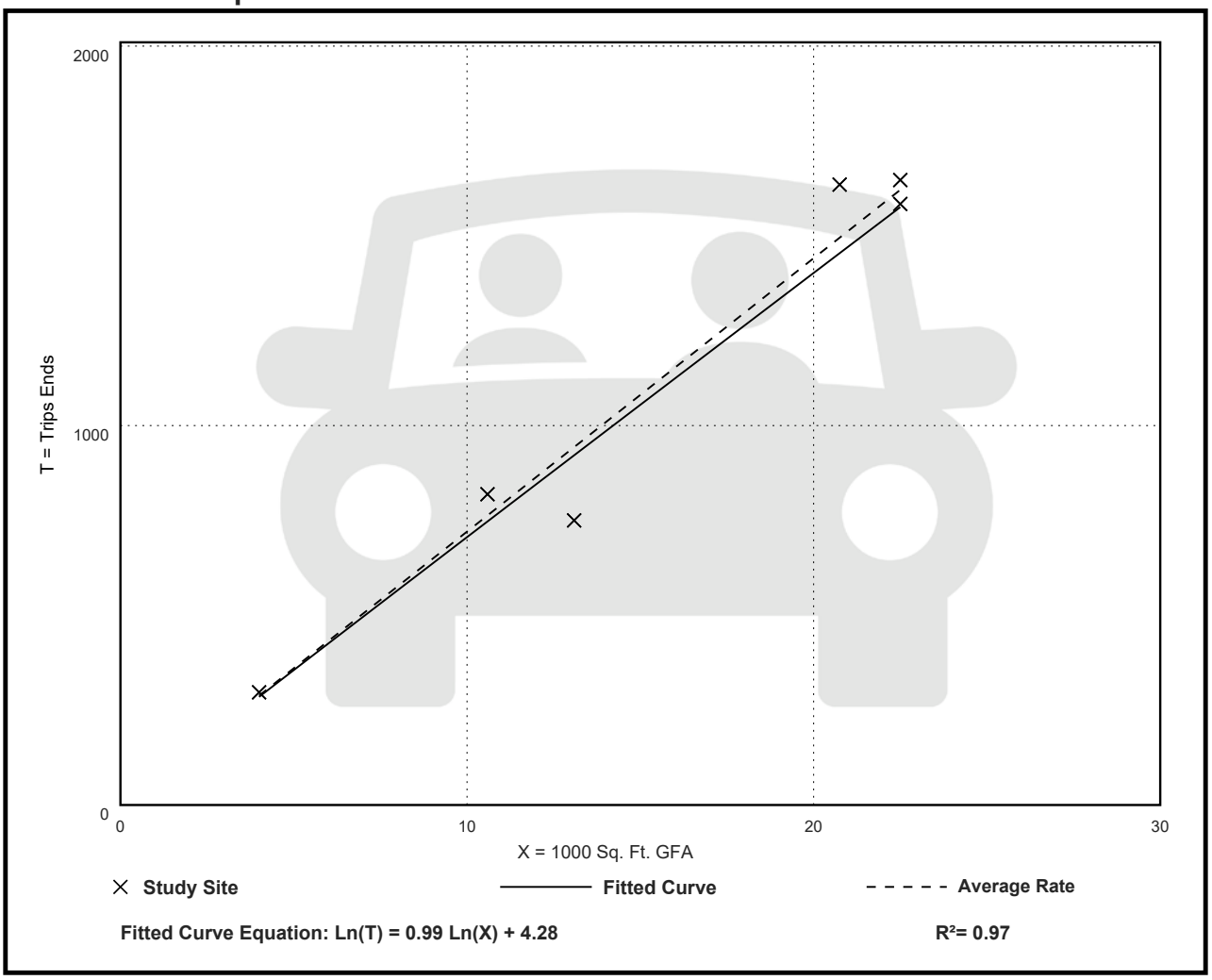
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 16
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
72.05	57.30 - 78.80	7.34

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.99 Ln(X) + 4.28

R^2= 0.97

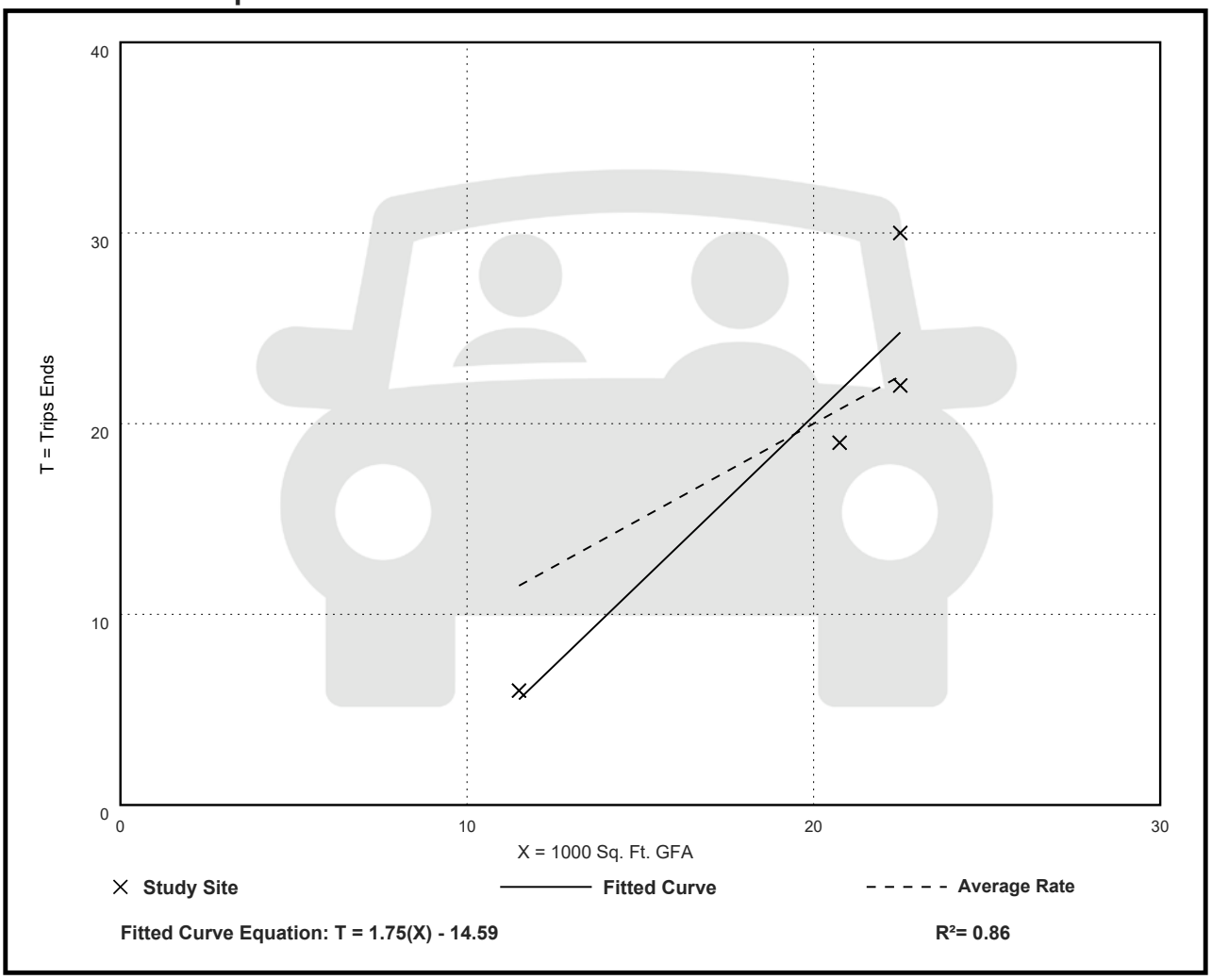
Library
(590)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 19
Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.00	0.52 - 1.33	0.30

Data Plot and Equation



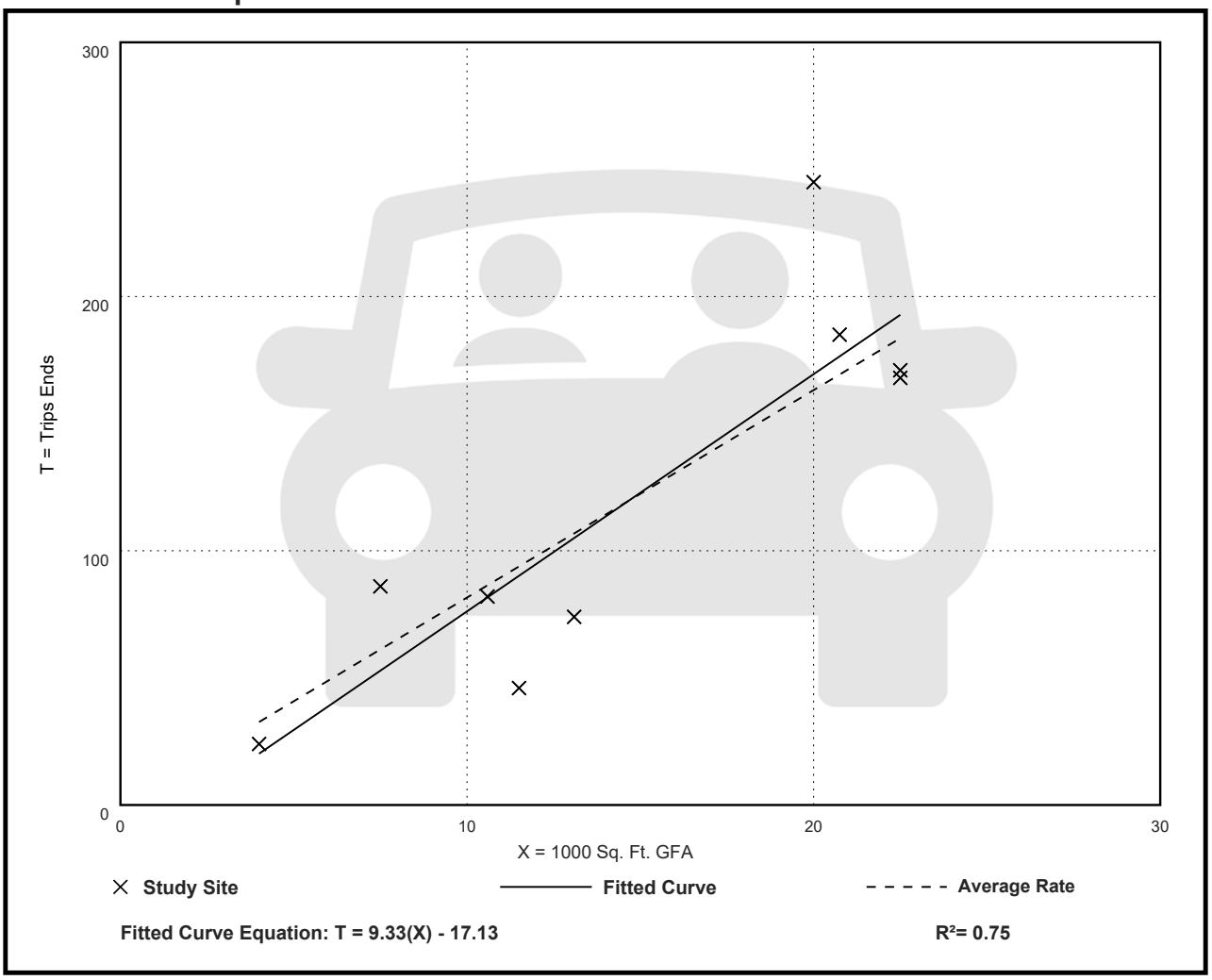
Library
(590)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.16	4.00 - 12.25	2.52

Data Plot and Equation



Fitted Curve Equation: T = 9.33(X) - 17.13

R^2= 0.75

Land Use: 610
Hospital

Description

A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. In this context, the term “hospital” does not refer to a medical clinic (a facility that provides diagnoses and outpatient care only) or a nursing home (a facility devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Clinic (Land Use 630) and free-standing emergency room (Land Use 650) are related uses.

Additional Data

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

The average numbers of person trips per vehicle trip at the four general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.6 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.6 during Weekday, AM Peak Hour of Generator
- 1.7 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.7 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Maryland, New Jersey, New York, Pennsylvania, Texas, and Washington.

Source Numbers

112, 186, 253, 262, 423, 429, 533, 573, 591, 601, 630, 719, 749, 878, 901, 904, 908, 909, 971, 1018

Hospital
(610)

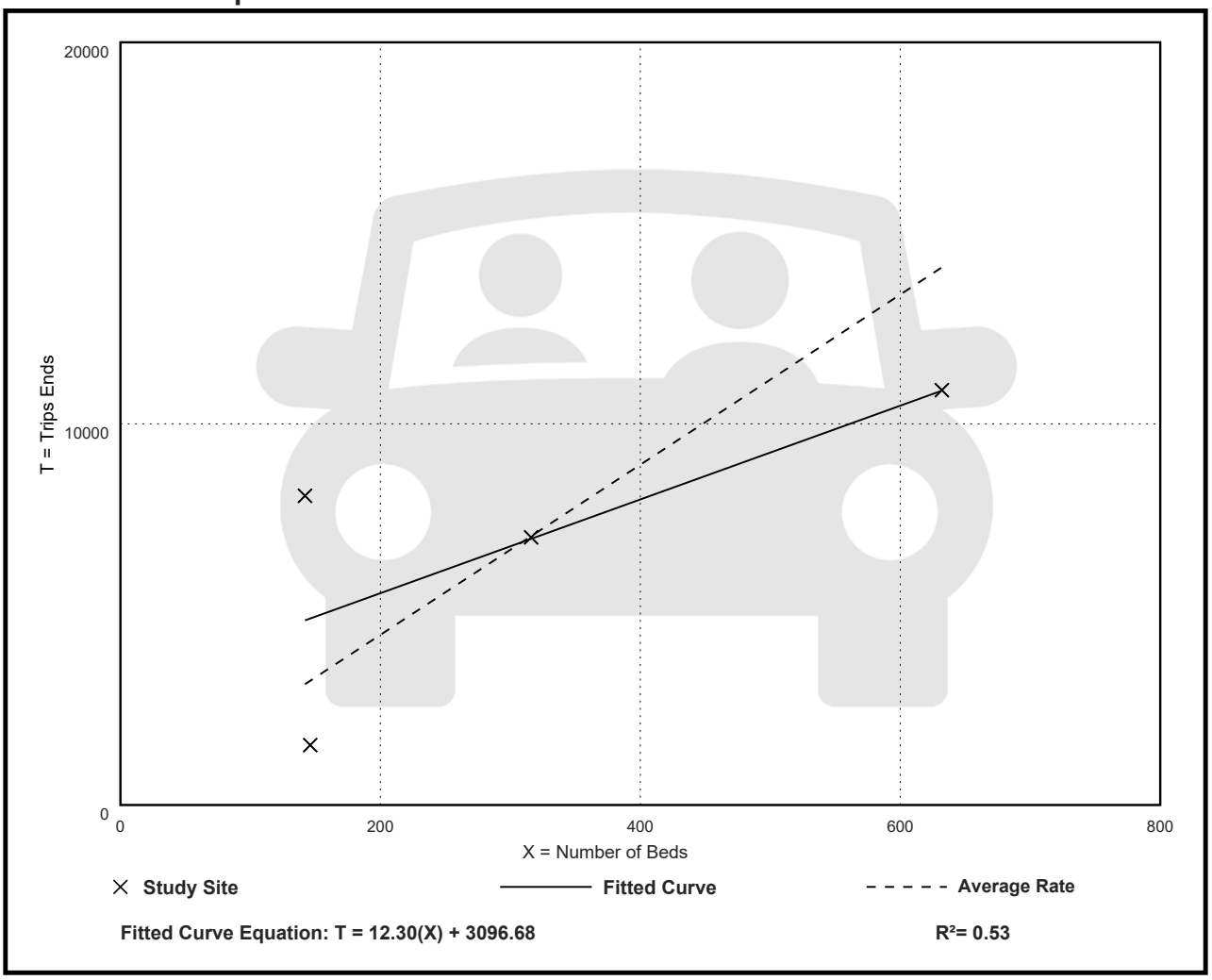
Vehicle Trip Ends vs: Beds
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Beds: 309
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
22.32	10.77 - 57.13	14.98

Data Plot and Equation



Fitted Curve Equation: T = 12.30(X) + 3096.68

R^2= 0.53

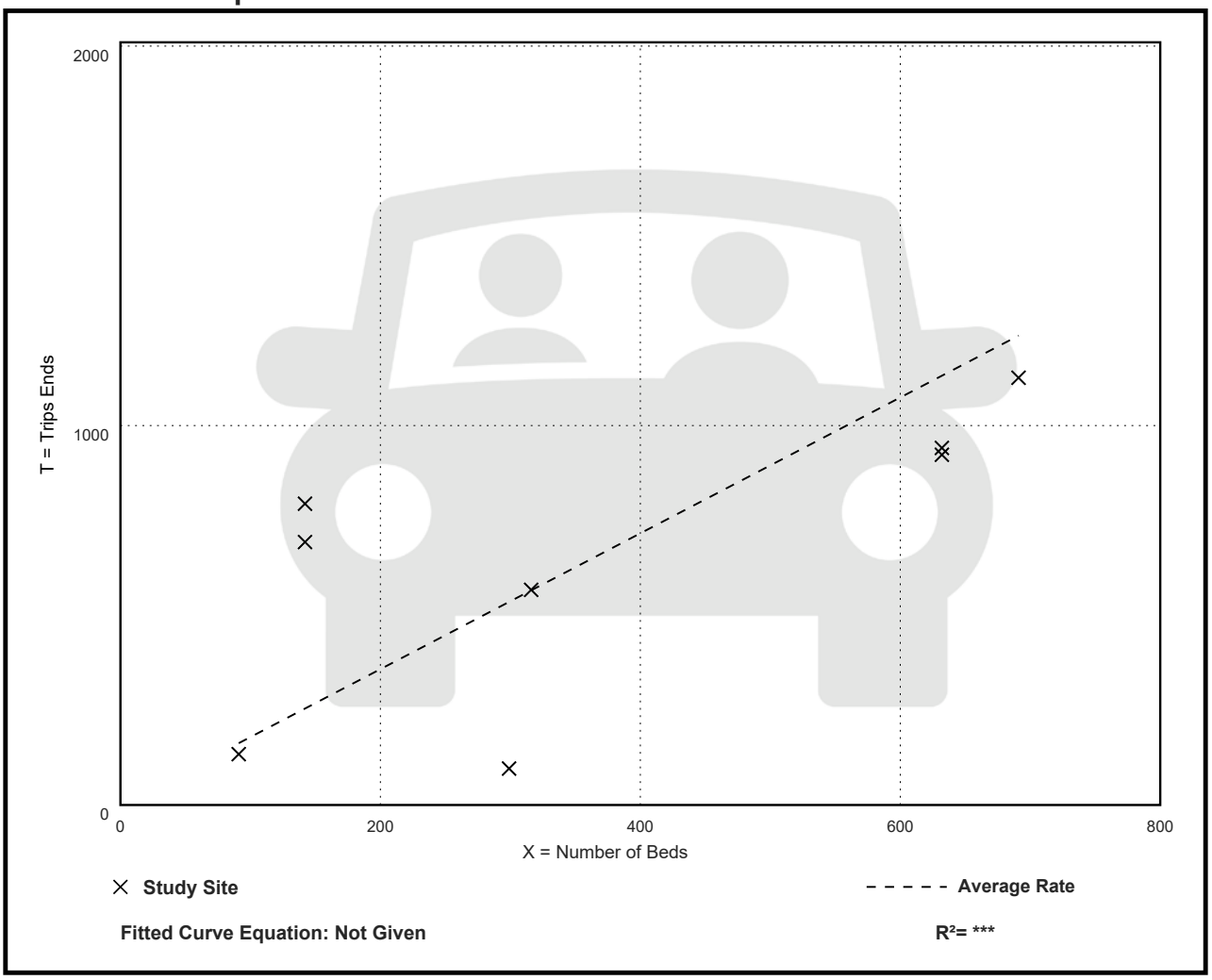
Hospital
(610)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Beds: 368
Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.79	0.32 - 5.59	1.28

Data Plot and Equation



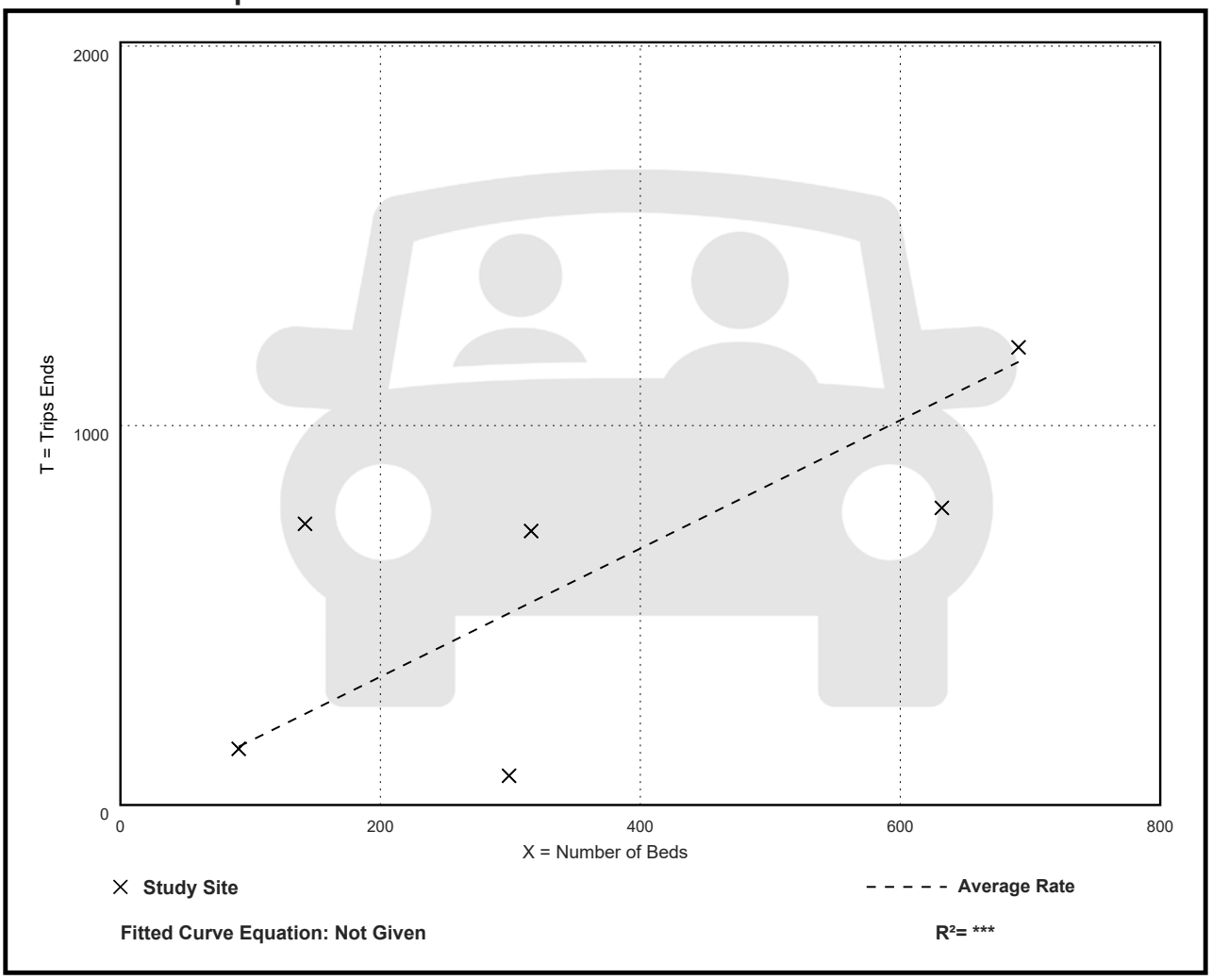
Hospital
(610)

Vehicle Trip Ends vs: Beds
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: 6
Avg. Num. of Beds: 362
Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.69	0.26 - 5.22	1.20

Data Plot and Equation



Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

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

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

General Office Building
(710)

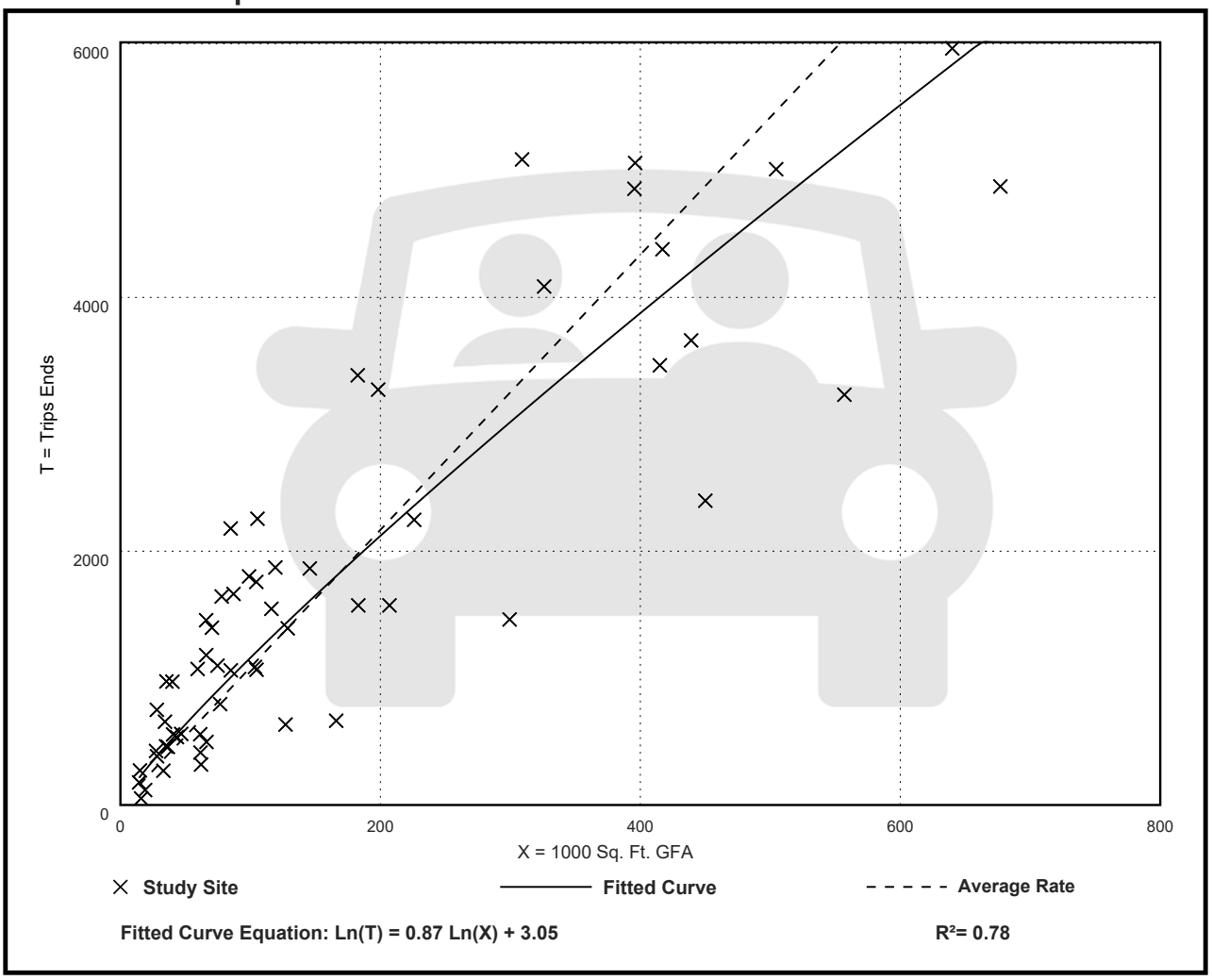
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

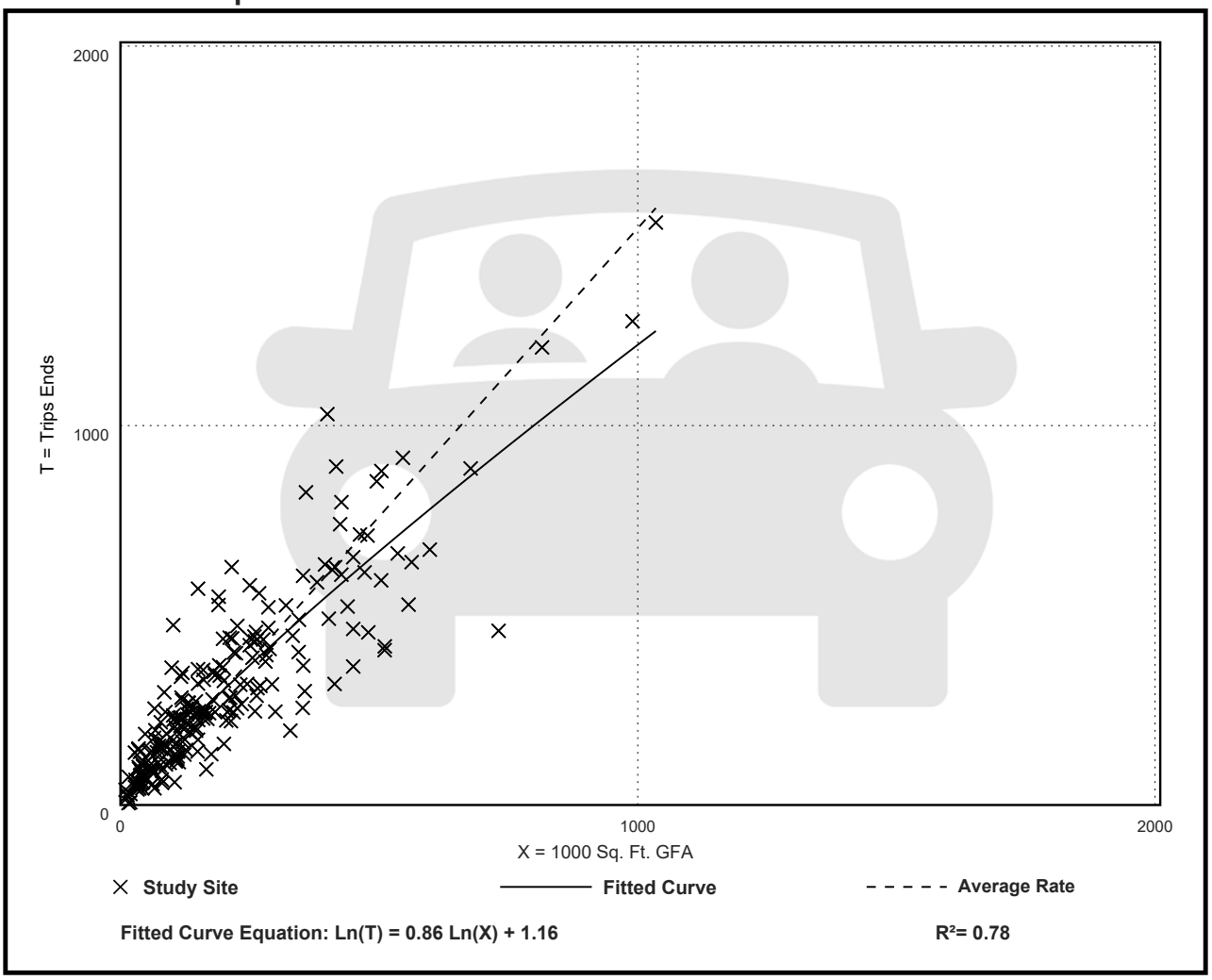
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building - Stand-Alone (720)

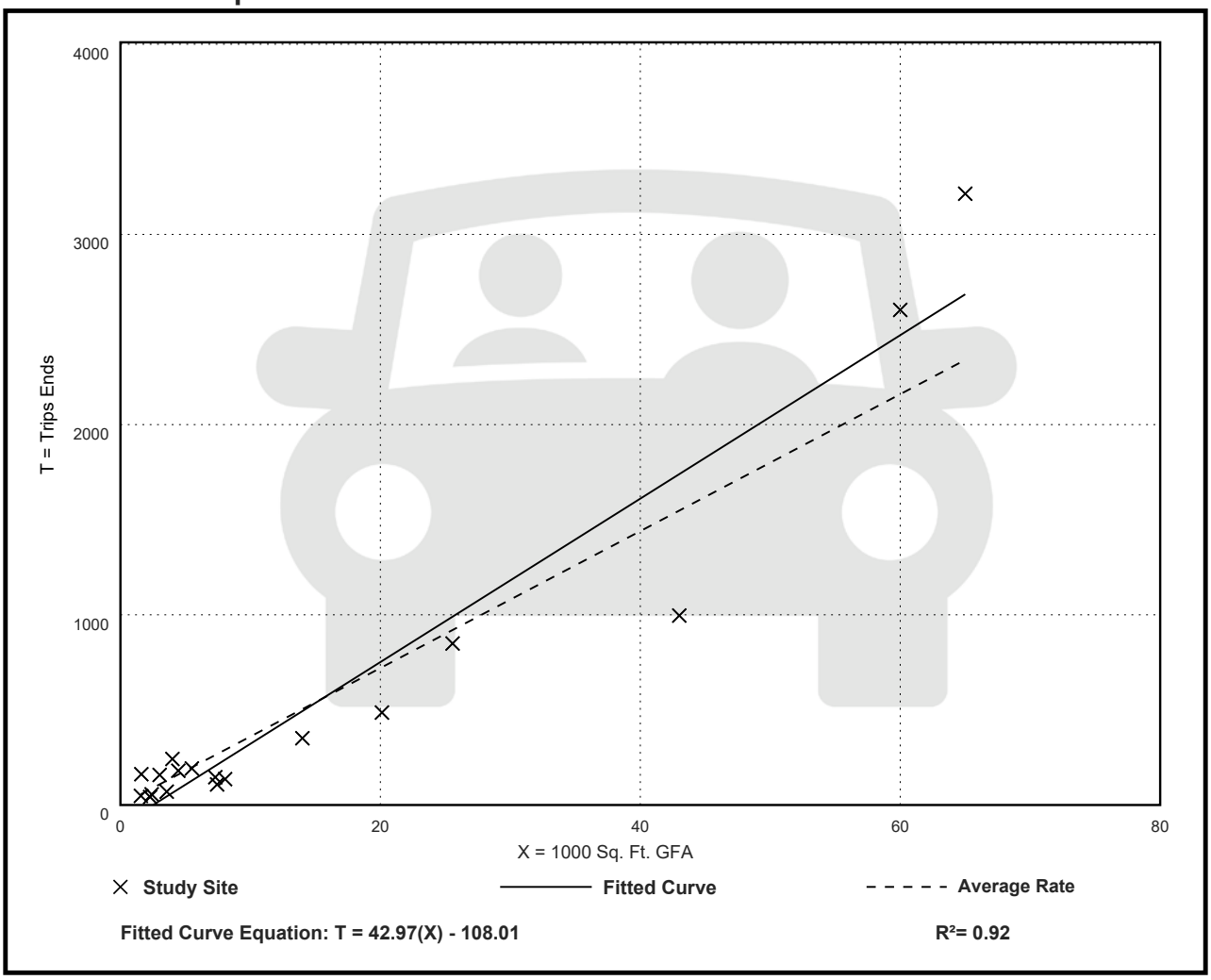
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



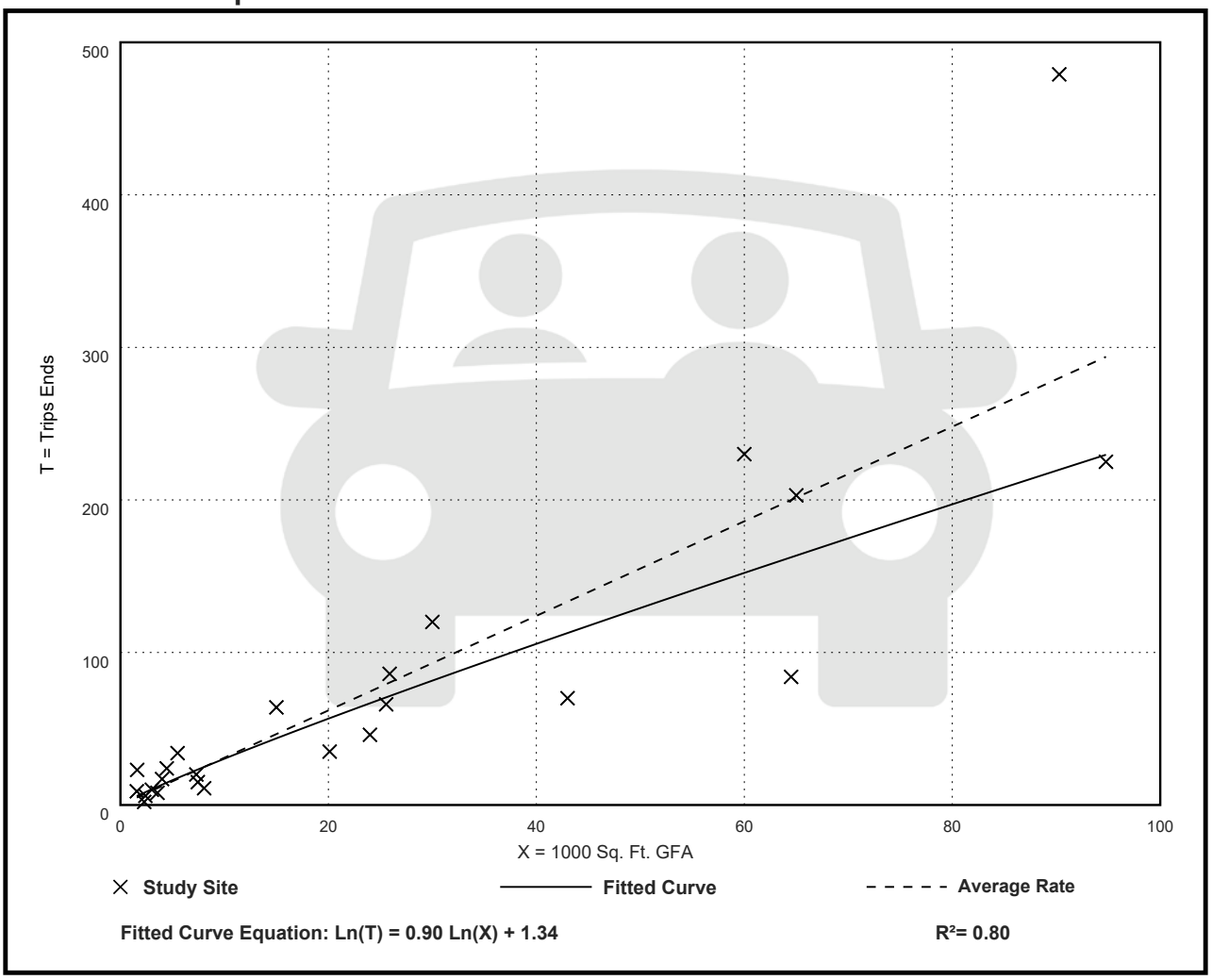
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



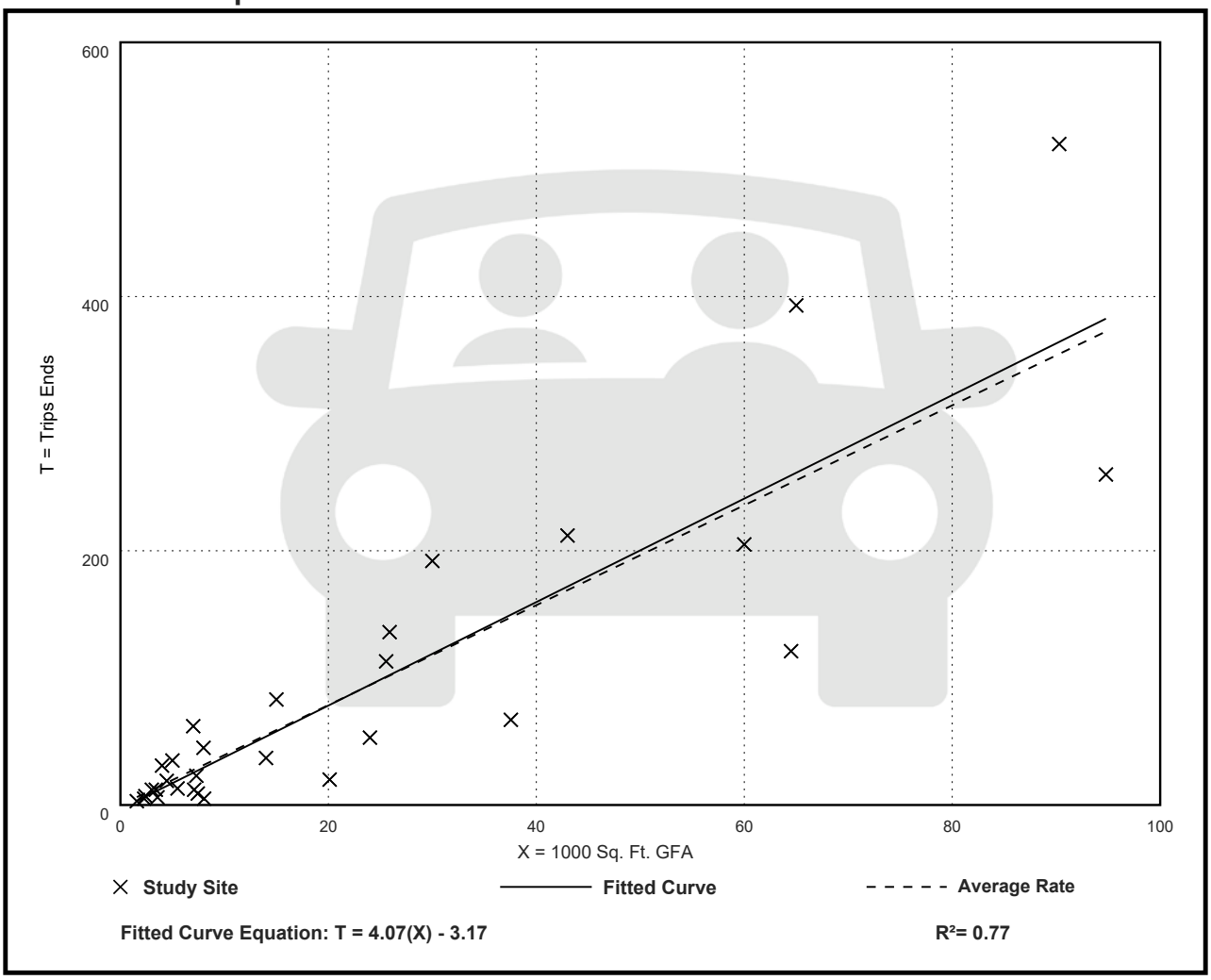
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Fitted Curve Equation: T = 4.07(X) - 3.17

R^2= 0.77

Land Use: 730
Government Office Building

Description

A government office building is an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other governmental unit.

Additional Data

Each study site in the current database serves a municipal or county agency.

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

The sites were surveyed in the 2000s and the 2010s in Oregon and Texas.

Source Numbers

579, 889

Government Office Building
(730)

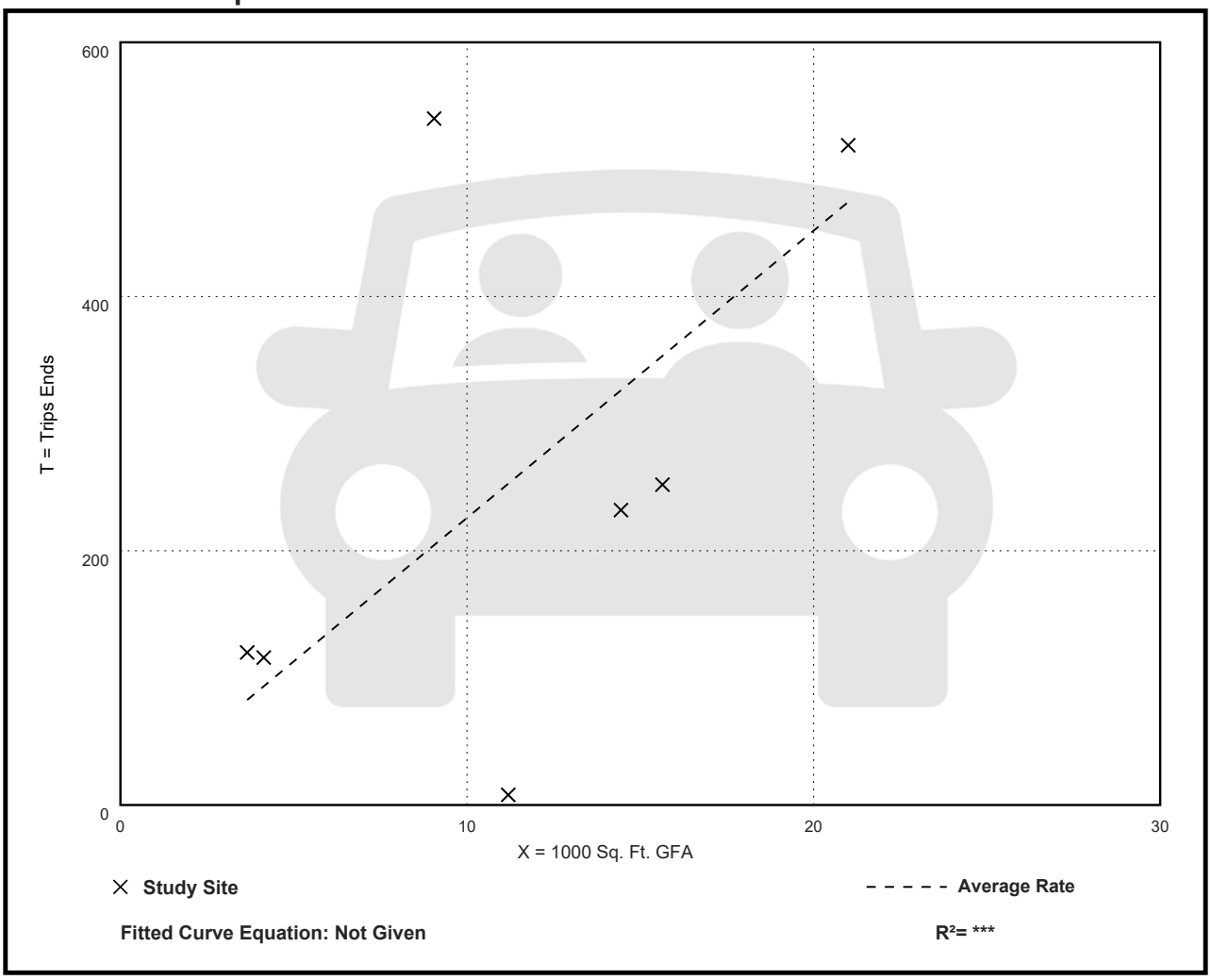
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
22.59	0.71 - 59.66	17.03

Data Plot and Equation



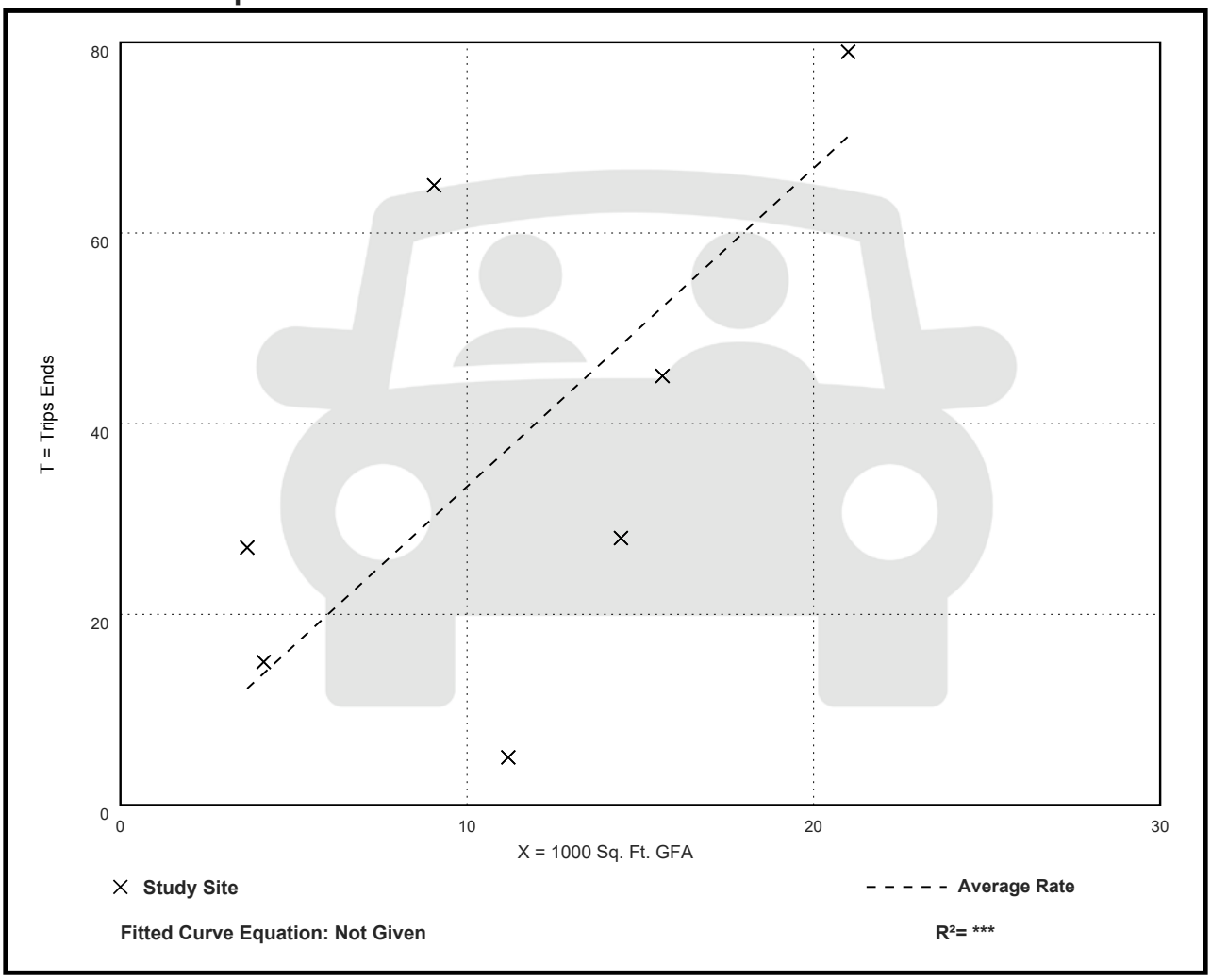
Government Office Building
(730)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.34	0.45 - 7.38	2.18

Data Plot and Equation



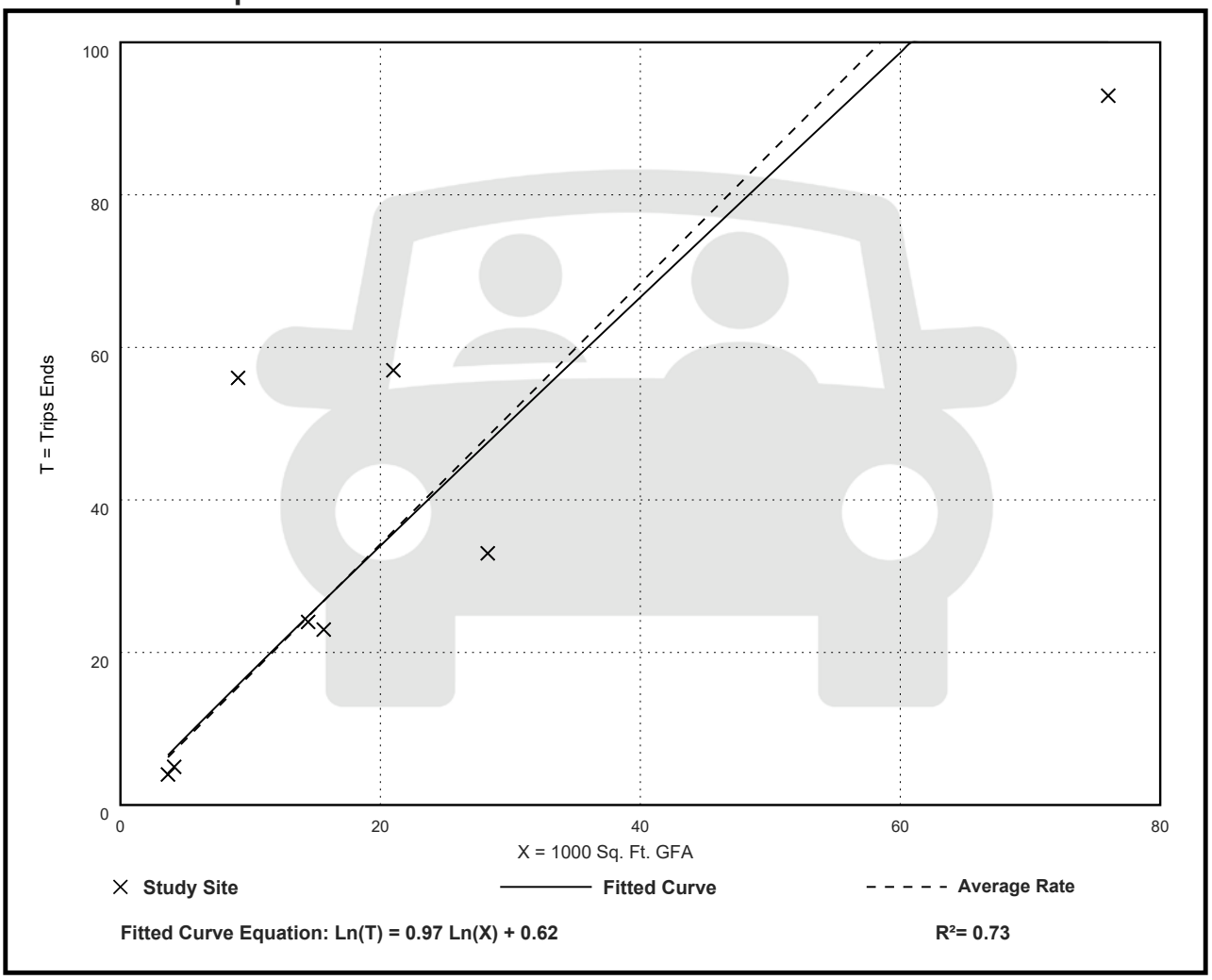
Government Office Building
(730)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 22
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	1.09 - 6.19	1.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 0.62

R^2= 0.73

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

Shopping Center (>150k)
(820)

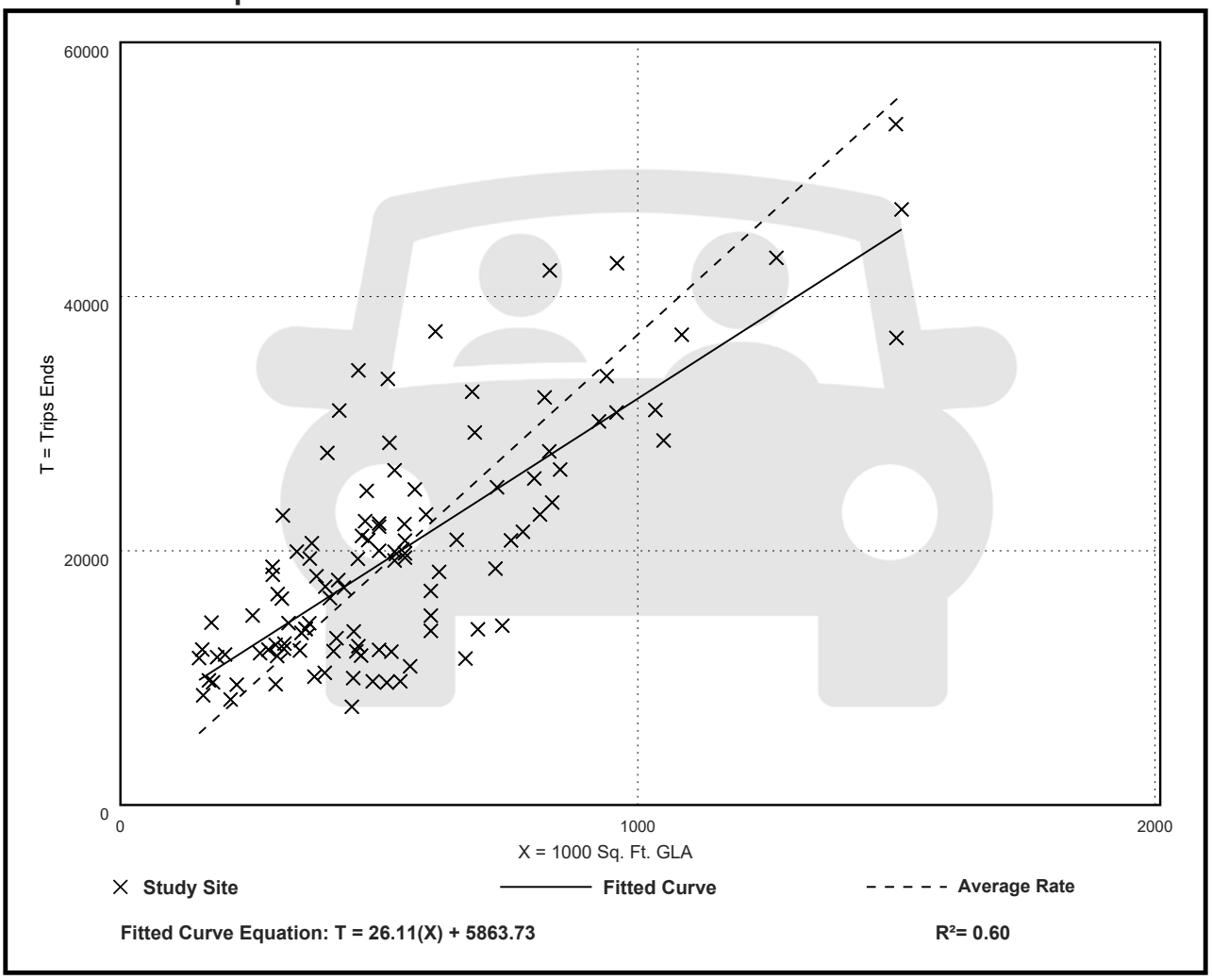
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73

R^2= 0.60

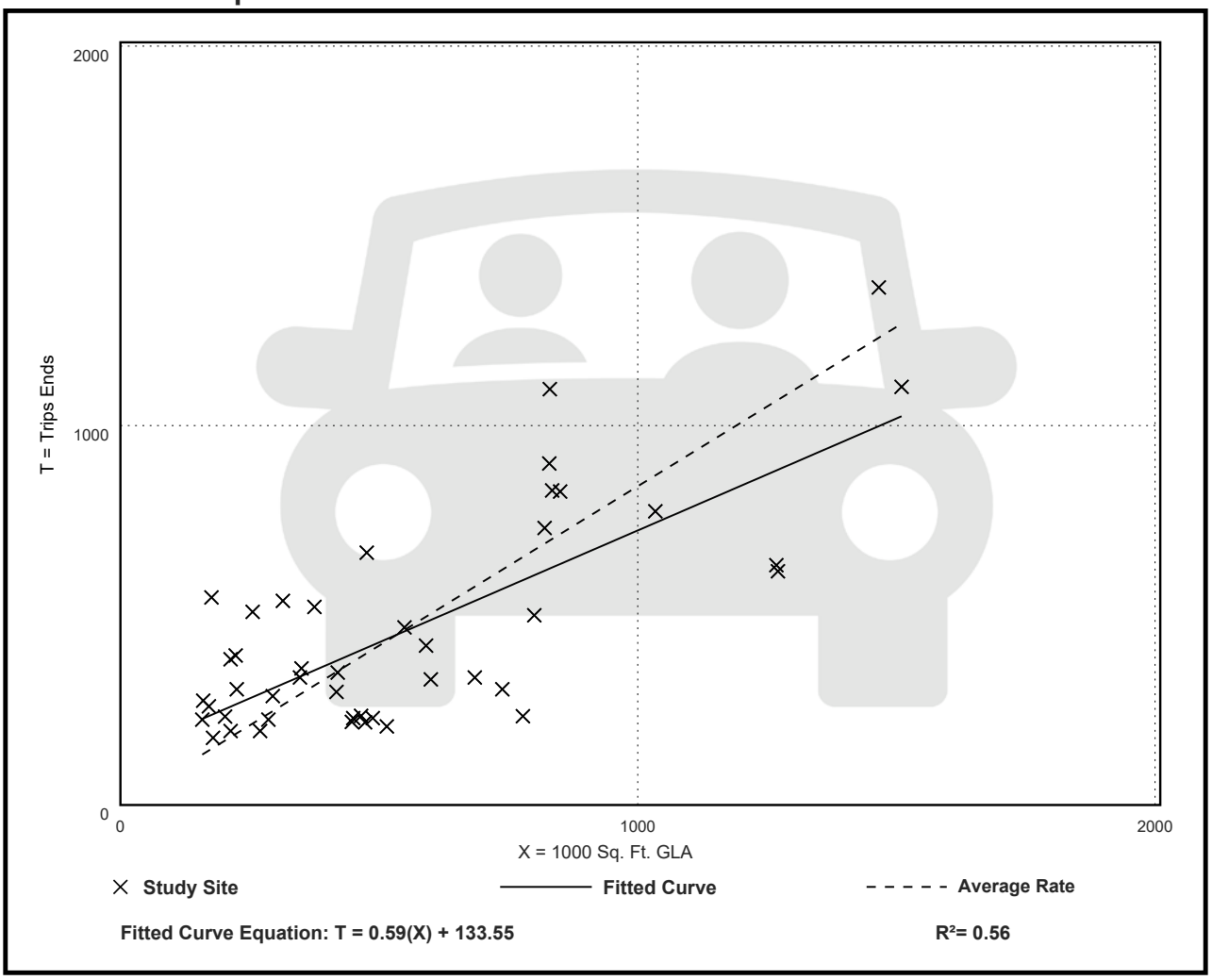
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) + 133.55

R^2= 0.56

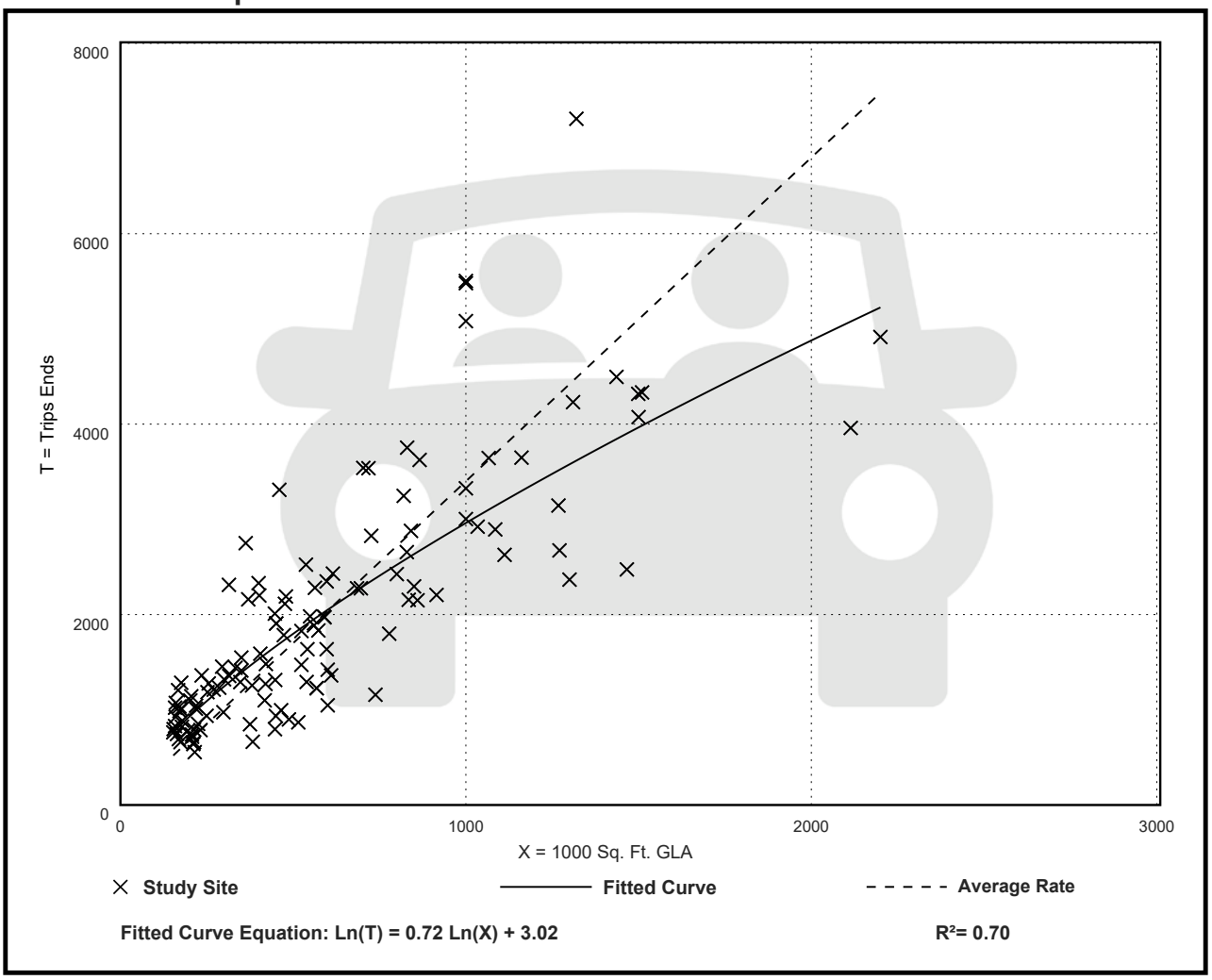
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
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: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



ITE Trip Generation Handbook (3rd Edition)
Mixed-Use Development Trip Capture Rates

Table 6.1 Unconstrained Internal Person Trip Capture Rates for Trip Origins within a Mixed-Use Development

		WEEKDAY	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Retail	28%	20%
	To Restaurant	63%	4%
	To Cinema/Entertainment	0%	0%
	To Residential	1%	2%
	To Hotel	0%	0%
From RETAIL	To Office	29%	2%
	To Restaurant	13%	29%
	To Cinema/Entertainment	0%	4%
	To Residential	14%	26%
	To Hotel	0%	5%
From RESTAURANT	To Office	31%	3%
	To Retail	14%	41%
	To Cinema/Entertainment	0%	8%
	To Residential	4%	18%
	To Hotel	3%	7%
From CINEMA/ENTERTAINMENT	To Office	0%	2%
	To Retail	0%	21%
	To Restaurant	0%	31%
	To Residential	0%	8%
	To Hotel	0%	2%
From RESIDENTIAL	To Office	2%	4%
	To Retail	1%	42%
	To Restaurant	20%	21%
	To Cinema/Entertainment	0%	0%
	To Hotel	0%	3%
From HOTEL	To Office	75%	0%
	To Retail	14%	16%
	To Restaurant	9%	68%
	To Cinema/Entertainment	0%	0%
	To Residential	0%	2%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 99 and 100, 2011.

Table 6.2 Unconstrained Internal Person Trip Capture Rates for Trip Destinations within a Mixed-Use Development

		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Retail	4%	31%
	From Restaurant	14%	30%
	From Cinema/Entertainment	0%	6%
	From Residential	3%	57%
	From Hotel	3%	0%
To RETAIL	From Office	32%	8%
	From Restaurant	8%	50%
	From Cinema/Entertainment	0%	4%
	From Residential	17%	10%
	From Hotel	4%	2%
To RESTAURANT	From Office	23%	2%
	From Retail	50%	29%
	From Cinema/Entertainment	0%	3%
	From Residential	20%	14%
	From Hotel	6%	5%
To CINEMA/ENTERTAINMENT	From Office	0%	1%
	From Retail	0%	26%
	From Restaurant	0%	32%
	From Residential	0%	0%
	From Hotel	0%	0%
To RESIDENTIAL	From Office	0%	4%
	From Retail	2%	46%
	From Restaurant	5%	16%
	From Cinema/Entertainment	0%	4%
	From Hotel	0%	0%
To HOTEL	From Office	0%	0%
	From Retail	0%	17%
	From Restaurant	4%	71%
	From Cinema/Entertainment	0%	1%
	From Residential	0%	12%

Source: Bochner, B., K. Hooper, B. Sperry, and R. Dunphy. NCHRP Report 684: *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments.* Washington, DC: Transportation Research Board, Tables 101 and 102, 2011.

ITE Trip Generation (11th Edition) Appendices
Updated Pass-By Rates

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Babcock Ranch Community DRI Increment 1 – NOPC (2019) Traffic Study (Excerpts)
Dated March 11, 2020

EXHIBIT 7a
BRC NOPC 2019
Year 2026 - With NOPC
BRC DRI TAZ 4070
Trip Generation - Daily

LAND USE	ITE (LUC)	SIZE	UNIT	Trip Type	ITE Trip Generation [1] Trip Rate	DAILY Enter	DAILY Exit	IN	OUT	TOTAL	
HOTEL											
Hotel	310	600	Occupied Room	Weekday Average Rate	12.23	0.5	0.5	3,669	3,669	7,338	(2)
		600						3,669	3,669	7,338	
Hotel Total								3,669	3,669	7,338	
Mixed-Use Internal						18%		1,064	262	1,326	
Retail - Internal				NCHRP-684	Balanced ICR	17%	7%	624	262	886	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	12%	0%	440	0	440	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Multimodal						0%		0	0	0	
External Auto						82%		2,605	3,407	6,012	
Net New						82%		2,605	3,407	6,012	
RETAIL											
Shopping Center	820	870,000	GLFA Sq. Ft.	Weekday Equation per 1,000 s.f.	Ln(T) =0.68 Ln(X) + 5.57	0.5	0.5	13,088	13,087	26,175	
		870,000						13,088	13,087	26,175	
Retail Total								13,088	13,087	26,175	
Mixed-Use Internal						24%		2,105	4,289	6,394	
Hotel - Internal				NCHRP-684	Balanced ICR	2%	5%	262	624	886	(4)
Office - Internal				NCHRP-684	Balanced ICR	4%	2%	534	262	796	(4)
Residential - Internal				NCHRP-684	Balanced ICR	10%	26%	1,309	3,403	4,712	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						76%		10,983	8,798	19,781	
Pass-by						2%		150	150	300	(7)
Net New								10,833	8,648	19,481	
OFFICE											
General Office	710	257,000	GFA Sq. Ft.	Weekday Equation per 1,000 s.f.	Ln(T) = 0.97 Ln(X) + 2.50	0.5	0.5	1,326	1,325	2,651	
Medical - Dental Office	720	43,000	GFA Sq. Ft.	Weekday Equation per 1,000 s.f.	T = 38.42(X) - 87.62	0.5	0.5	782	782	1,564	
Government/Civic	730	50,000	GFA Sq. Ft.	Weekday Average Rate per 1,000 s.f.	22.59	0.5	0.5	565	565	1,130	
		350,000						2,673	2,672	5,345	
Office Total								2,673	2,672	5,345	
Mixed-Use Internal						31%		1,044	587	1,631	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	10%	20%	262	534	796	(4)
Residential - Internal				NCHRP-684	Balanced ICR	29%	2%	782	53	835	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						69%		1,629	2,085	3,714	
Net New						69%		1,629	2,085	3,714	
RESIDENTIAL											
Single-Family Detached	210	3,000	D.U.s	Weekday Equation per D.U.	Ln(T) = 0.92 Ln(X) + 2.71	0.5	0.5	11,881	11,881	23,762	(6)
Multifamily Housing (Low-Rise)	220	2,000	D.U.s	Weekday Equation per D.U.	T= 7.56(X) - 40.86	0.5	0.5	7,540	7,539	15,079	(6)
Assisted Living	254	100	Beds	Weekday Average Rate per Bed	2.6	0.5	0.5	130	130	260	
		5,100						19,551	19,550	39,101	
Residential Total								19,551	19,550	39,101	
Mixed-Use Internal						21%		4,626	3,704	8,330	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	2%	0	440	440	(4)
Retail - Internal				NCHRP-684	Balanced ICR	17%	7%	3,403	1,309	4,712	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	4%	53	782	835	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	1%	1%	283	284	567	(5)
Schools - Internal				Estimate	Balanced ICR	5%	5%	887	889	1,776	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						79%		14,925	15,846	30,771	
Net New						79%		14,925	15,846	30,771	
COMMUNITY / ANCILLARY / OTHER											
Public Park	411	50	Acres	Weekday Equation per Acre	T = 0.64(X) + 88.46	0.5	0.5	60	60	120	
Golf Course	430	18	Holes	Weekday Average Rate per Hole	30.38	0.5	0.5	274	273	547	
								334	333	667	
Community / Ancillary / Other Total								334	333	667	
Mixed-Use Internal						85%		284	283	567	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	85%	85%	284	283	567	(4)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						15%		50	50	100	
Net New						15%		50	50	100	
SCHOOLS											
Elementary School	520	536	Students	Weekday Average Rate per Student	1.89	0.5	0.5	507	506	1,013	
Middle School/Junior High School	522	330	Students	Weekday Average Rate per Student	2.13	0.5	0.5	352	351	703	
High School	530	600	Students	Weekday Equation per Student	Ln(T) = 0.76 Ln(X) + 2.46	0.5	0.5	757	756	1,513	
		1,466						1,616	1,613	3,229	
Recreation Total								1,616	1,613	3,229	
Mixed-Use Internal						55%		889	887	1,776	
Hotel - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Retail - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Office - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Residential - Internal				Estimate	Balanced ICR	55%	55%	889	887	1,776	(5)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						45%		727	726	1,453	
Net New						45%		727	726	1,453	
TOTAL											
Development Total								40,931	40,924	81,855	
Mixed-Use Internal						24%		10,012	10,012	20,024	
Hotel - Internal				NCHRP-684	Balanced ICR	3%	1%	1,064	262	1,326	
Retail - Internal				NCHRP-684	Balanced ICR	5%	10%	2,105	4,289	6,394	
Office - Internal				NCHRP-684	Balanced ICR	3%	1%	1,044	587	1,631	
Residential - Internal				NCHRP-684	Balanced ICR	11%	9%	4,626	3,704	8,330	
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	1%	1%	284	283	567	(5)
Schools - Internal				Estimate	Balanced ICR	2%	2%	889	887	1,776	
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						76%		30,919	30,912	61,831	
Pass-by				Retail				150	150	300	
Net New						75.2%		30,769	30,762	61,531	
Interzonal with Babcock MPD				D1RPM	10%	7.6%		3,122	3,122	6,244	
Interzonal to All Other TAZs				Interzonal Distribution	90%	67.5%		27,647	27,640	55,287	
					100%						
Total SR 31 Driveway Trips (Includes Pass-by)								27,797	27,790	55,587	

Destination / Origin

To - From	From - To
Unbalanced ICR	
17%	16%
0%	0%
12%	2%
0%	0%
0%	0%

To - From	From - To
Unbalanced ICR	
2%	5%
8%	2%
10%	26%
0%	0%
0%	0%

To - From	From - To
Unbalanced ICR	
0%	0%
31%	20%
57%	2%
0%	0%
0%	0%

To - From	From - To
Unbalanced ICR	
0%	3%
46%	42%
4%	4%
20%	20%
10%	10%

To - From	From - To
Unbalanced ICR	
0%	0%
0%	0%
0%	0%
85%	85%
0%	0%

To - From	From - To
Unbalanced ICR	
0%	0%
0%	0%
0%	0%
55%	55%
0%	0%

Referenced for SR 31 pass-by trips (DRI)

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.
(2) Left Intentionally Blank.
(3) Left Intentionally Blank.
(4) ITE, Trip Generation Handbook (3rd Edition). September 2017.
Chapter 6 - Trip Generation for Mixed-Use Development. PM ICR applied.
(5) Babcock Ranch / DPA estimates.
(6) Reflects alternative travel mode, where available.
(7) Lower than ITE recommended vehicular pass-by trips assumed.

EXHIBIT 7b
BRC NOPC 2019
Year 2026 - With NOPC
BRC DRI TAZ 4070
Trip Generation - PM Peak Hour

LAND USE	ITE (LUC)	SIZE	UNIT	Trip Type	ITE Trip Generation [1] PM Trip Rate	Enter	Exit	IN	OUT	TOTAL	
HOTEL											
				Weekday, PM Pk.Hr. of Adjacent St.							(2)
Hotel	310	600	Occupied Room	Average Rate	0.73	0.49	0.51	215	223	438	
		600						215	223	438	
Hotel Total								215	223	438	
Mixed-Use Internal						20%		63	26	89	
Retail - Internal				NCHRP-684	Balanced ICR	17%	12%	37	26	63	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	12%	0%	26	0	26	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Multimodal						0%		0	0	0	
External Auto						80%		152	197	349	
Net New						80%		152	197	349	
RETAIL											
				Weekday, PM Pk.Hr. of Adjacent St.							
			GLFA	Equation per	Ln(T) = 0.74						
Shopping Center	820	870,000	Sq. Ft.	1,000 s.f.	Ln(x) + 2.89	0.48	0.52	1,293	1,401	2,694	
		870,000						1,293	1,401	2,694	
Retail Total								1,293	1,401	2,694	
Mixed-Use Internal						25%		236	429	665	
Hotel - Internal				NCHRP-684	Balanced ICR	2%	3%	26	37	63	(4)
Office - Internal				NCHRP-684	Balanced ICR	6%	2%	81	28	109	(4)
Residential - Internal				NCHRP-684	Balanced ICR	10%	26%	129	364	493	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						75%		1,057	972	2,029	
Pass-by						2%		15	15	30	(7)
Net New						74%		1,042	957	1,999	
OFFICE											
				Weekday, PM Pk.Hr. of Adjacent St.							
			GFA	Equation per	Ln(T) = 0.95						
General Office	710	257,000	Sq. Ft.	1,000 s.f.	Ln(X) + 0.36	0.16	0.84	45	234	279	
											(5)
				Weekday, PM Pk.Hr. of Adjacent St.							
			GFA	Equation per	T = 3.39(X) +						
Medical - Dental Office	720	43,000	Sq. Ft.	1,000 s.f.	2.02	0.28	0.72	41	107	148	
				Weekday, PM Pk.Hr. of Adjacent St.							(8)
			GFA	Average Rate							
Government/Civic	730	50,000	Sq. Ft.	per 1,000 s.f.	1.71	0.25	0.75	22	64	86	
		350,000						108	405	513	
Office Total								108	405	513	
Mixed-Use Internal						33%		81	89	170	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	26%	20%	28	81	109	(4)
Residential - Internal				NCHRP-684	Balanced ICR	49%	2%	53	8	61	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						67%		27	316	343	
Net New						67%		27	316	343	
RESIDENTIAL											
				Weekday, PM Pk.Hr. of Adjacent St.							(6)
				Equation per	Ln(T) = 0.96						
Single-Family Detached	210	3,000	D.U.s	D.U.	Ln(X) + 0.20	0.63	0.37	1,676	984	2,660	
				Weekday, PM Pk.Hr. of Adjacent St.							(6)
				Equation per	Ln(T) = 0.89						
Multifamily Housing (Low-Rise)	220	2,000	D.U.s	D.U.	Ln(X) - 0.02	0.63	0.37	536	314	850	
				Weekday, PM Pk.Hr. of Adjacent St.							
				Equation per							
Assisted Living	254	100	Beds	Bed	0.26	0.38	0.62	10	16	26	
		5,100						2,222	1,314	3,536	
Residential Total								2,222	1,314	3,536	
Mixed-Use Internal						21%		461	295	756	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	2%	0	26	26	(4)
Retail - Internal				NCHRP-684	Balanced ICR	16%	10%	364	129	493	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	4%	8	53	61	(4)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	1%	2%	23	26	49	(5)
Schools - Internal				Estimate	Balanced ICR	3%	5%	66	61	127	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						79%		1,761	1,019	2,780	
Net New						79%		1,761	1,019	2,780	
COMMUNITY / ANCILLARY / OTHER											
				Weekday, PM Pk.Hr. of Adjacent St.							
				Avrage Rate							
Public Park	411	50	Acres	per Acre	0.11	0.55	0.45	3	3	6	
				Weekday, PM Pk.Hr. of Adjacent St.							
				Average Rate							
Golf Course	430	18	Holes	per Hole	2.91	0.53	0.47	28	24	52	
								31	27	58	
Community / Ancillary / Other Total								31	27	58	
Mixed-Use Internal						84%		26	23	49	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	84%	85%	26	23	49	(4)
Schools - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						16%		5	4	9	
Net New						16%		5	4	9	
SCHOOLS											
				Weekday, PM Pk.Hr. of Adjacent St.							
				Average Rate							
Elementary School	520	536	Students	per Student	0.17	0.48	0.52	44	47	91	
				Weekday, PM Pk.Hr. of Adjacent St.							
				Average Rate							
Middle School/Junior High School	522	330	Students	per Student	0.17	0.49	0.51	27	29	56	
				Weekday, PM Pk.Hr. of Adjacent St.							
				Average Rate							
High School	530	600	Students	per Student	0.14	0.48	0.52	40	44	84	
		1,466						111	120	231	
Recreation Total								111	120	231	
Mixed-Use Internal						55%		61	66	127	
Hotel - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Retail - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Office - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Residential - Internal				Estimate	Balanced ICR	0%	0%	61	66	127	(5)
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						45%		50	54	104	
Net New						45%		50	54	104	
TOTAL											
Development Total								3,980	3,490	7,470	
Mixed-Use Internal						25%		928	928	1,856	
Hotel - Internal				NCHRP-684	Balanced ICR	2%	1%	63	26	89	
Retail - Internal				NCHRP-684	Balanced ICR	6%	12%	236	429	665	
Office - Internal				NCHRP-684	Balanced ICR	2%	3%	81	89	170	
Residential - Internal				NCHRP-684	Balanced ICR	12%	8%	461	295	756	
Community / Ancillary / Other - Internal				Estimate	Balanced ICR	1%	1%	26	23	49	(5)
Schools - Internal				Estimate	Balanced ICR	2%	2%	61	66	127	
				Passenger Car Equiv.							(6)
External Non-Auto						0%		0	0	0	
External Auto						75%		3,052	2,562	5,614	
Pass-by				Retail				15	15	30	
Net New						74.7%		3,037	2,547	5,584	
Interzonal with Babcock MPD				D1RPM	8%	6.3%		211	256	469	
Interzonal to All Other TAZs				Interzonal	92%	68.5%		2,826	2,289	5,115	
				Distribution	100%						
Total SR 31 Driveway Trips (Includes Pass-by)								2,841	2,304	5,145	

Destination / Origin

	To - From	From - To
Unbalanced ICR		
	17%	16%
	0%	0%
	12%	2%
	0%	0%
	0%	0%

Destination / Origin

	To - From	From - To
Unbalanced ICR		
	2%	5%
	8%	2%
	10%	26%
	0%	0%
	0%	0%

Destination / Origin

	To - From	From - To
Unbalanced ICR		
	0%	0%
	31%	20%
	57%	2%
	0%	0%
	2%	2%

Destination / Origin

	To - From	From - To
Unbalanced ICR		
	0%	0%
	46%	42%
	4%	4%
	20%	20%
	10%	10%

Destination / Origin

	To - From	From - To
Unbalanced ICR		
	0%	0%
	85%	85%
	0%	0%

Destination / Origin

	To - From	From - To
Unbalanced ICR		
	0%	0%
	0%	0%
	0%	0%
	55%	55%
	0%	0%

Referenced for SR 31 pass-by trips (DRI)

FOOTNOTES:

(1) ITE, Trip Generation (10th Edition). Land use location are General Urban / Suburban.
(2) Left Intentionally Blank.
(3) Left Intentionally Blank.
(4) ITE, Trip Generation Handbook (3rd Edition). September 2017.
Chapter 6 - Trip Generation for Mixed-Use Development. PM ICR applied.
(5) Babcock Ranch / DPA estimates.

Babcock Mixed Use Planned Development Supplemental Traffic Study (Excerpts)
Dated December 8, 2017

EXHIBIT 8a (FDOT)
Babcock MPD
Year 2026 - Buildout
Trip Generation - Daily

LAND USE	ITE (LUC)	SIZE	UNIT	ITE Trip Generation (1) Trip Type	Trip Rate	DAILY Enter	Exit	IN	OUT	TOTAL	
HOTEL											
Hotel 1	310	300	Occupied Room	Weekday Average Rate	8.92	0.5	0.5	1338	1,338	2,676	(2)
Hotel 2	310	300	Occupied Room	Weekday Average Rate	8.92	0.5	0.5	1338	1,338	2,676	(2)
Hotel 3	310	0	Occupied Room	Weekday Average Rate	8.92	0.5	0.5	0	0	0	(2)
SubTotal		**600**						**2,676**	**2,676**	**5,352**	
Hotel Total								**2,676**	**2,676**	**5,352**	
Mixed-Use Internal						**17%**		**634**	**277**	**911**	
Retail - Internal				NCHRP-684	Balanced ICR	17%	10%	455	277	732	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	7%	0%	179	0	179	(4)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Multimodal				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**83%**		**2,042**	**2,399**	**4,441**	
Net New						**83%**		**2,042**	**2,399**	**4,441**	
RETAIL											
Shopping Center	820	**870,000**	GLFA Sq. Ft.	Weekday Equation per 1,000 s.f.	Ln(T) = 0.65 Ln(X) + 5.83	0.5	0.5	**13,855**	**13,854**	**27,709**	
Retail Total								**13,855**	**13,854**	**27,709**	
Mixed-Use Internal						**20%**		**2,086**	**3,458**	**5,544**	
Hotel - Internal				NCHRP-684	Balanced ICR	2%	3%	277	455	732	(4)
Office - Internal				NCHRP-684	Balanced ICR	3%	2%	423	277	700	(4)
Residential - Internal				NCHRP-684	Balanced ICR	10%	20%	1,386	2,726	4,112	(4)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**80%**		**11,769**	**10,396**	**22,165**	
Pass-by						**4%**		**416**	**416**	**832**	(7)
Net New						**77%**		**11,353**	**9,980**	**21,333**	
OFFICE											
General Office	710	**257,000**	GFA Sq. Ft.	Weekday Equation per 1,000 s.f.	Ln(T) = 0.76 Ln(X) + 3.68	0.5	0.5	1,345	1,345	2,690	
Medical Office	720	**43,000**	GFA Sq. Ft.	Weekday Equation per 1,000 s.f.	T = 40.89(X) - 214.97	0.5	0.5	772	771	1,543	
		300,000						**2,117**	**2,116**	**4,233**	
Office Total								**2,117**	**2,116**	**4,233**	
Mixed-Use Internal						**23%**		**514**	**465**	**979**	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	13%	20%	277	423	700	(4)
Residential - Internal				NCHRP-684	Balanced ICR	11%	2%	237	42	279	(4)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**77%**		**1,603**	**1,651**	**3,254**	
Net New						**77%**		**1,603**	**1,651**	**3,254**	
RESIDENTIAL											
Single-Family Detached	210	**980**	D.U.s	Weekday Equation per D.U.	Ln(T) = 0.92 Ln(X) + 2.72	0.5	0.5	4288	4,287	8,575	(6)
Condominium/Townhouse	230	**650**	D.U.s	Weekday Equation per D.U.	Ln(T) = 0.87 Ln(X) + 2.46	0.5	0.5	1639	1,639	3,278	(6)
		1,630						**5,927**	**5,926**	**11,853**	
Residential Total								**5,927**	**5,926**	**11,853**	
Mixed-Use Internal						**39%**		**2,806**	**1,840**	**4,646**	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	3%	0	178	178	(4)
Retail - Internal				NCHRP-684	Balanced ICR	46%	23%	2,726	1,386	4,112	(4)
Office - Internal				NCHRP-684	Balanced ICR	1%	4%	42	237	279	(4)
Community/Civic - Internal				Estimate	Balanced ICR	1%	1%	38	39	77	(5)
Baseball Fields - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**61%**		**3,121**	**4,086**	**7,207**	
Net New						**61%**		**3,121**	**4,086**	**7,207**	
COMMUNITY / CIVIC											
City Park	411	**48**	Acres	Weekday Average Rate per Acre	1.89	0.5	0.5	**46**	**45**	**91**	
Ancillary-Civic Total								**46**	**45**	**91**	
Mixed-Use Internal						**85%**		**39**	**38**	**77**	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	85%	84%	39	38	77	(4)
Baseball Fields - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**15%**		**7**	**7**	**14**	
Net New						**15%**		**7**	**7**	**14**	
RECREATION - Baseball											
Baseball Fields	n/a	**0**	Fields	Perfect Game Estimate	Average of 60 Trip Ends/Game, 5 Games/Day	0.5	0.5	0	0	0	(2)
				Perfect Game Estimate	Winter/Spring Average to Annual Average Ratio = 32% Reduction	14%		0	0	0	(3)
					PSWADT			**0**	**0**	**0**	
Recreation - Baseball Total								**0**	**0**	**0**	
Mixed-Use Internal						**0%**		**0**	**0**	**0**	
Hotel - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Retail - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Office - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Residential - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**0%**		**0**	**0**	**0**	
Net New						**0%**		**0**	**0**	**0**	
TOTAL											
Development Total								**24,621**	**24,617**	**49,238**	
Mixed-Use Internal						**25%**		**6,079**	**6,078**	**12,157**	
Hotel - Internal				NCHRP-684	Balanced ICR	3%	1%	634	277	911	
Retail - Internal				NCHRP-684	Balanced ICR	8%	14%	2,086	3,458	5,544	
Office - Internal				NCHRP-684	Balanced ICR	2%	2%	514	465	979	
Residential - Internal				NCHRP-684	Balanced ICR	11%	7%	2,806	1,840	4,646	
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	39	38	77	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**75%**		**18,542**	**18,539**	**37,081**	
Pass-by				Retail				**416**	**416**	**832**	
Net New						**74%**		**18,126**	**18,123**	**36,249**	

Referenced for SR 31 pass-by trips (MPD)

Destination	Origin
To - From	From - To
Unbalanced ICR	
17%	16%
0%	0%
12%	2%
0%	0%
50%	50%
2%	5%
8%	2%
10%	26%
0%	0%
10%	10%
31%	20%
57%	2%
0%	0%
2%	2%
0%	3%
46%	42%
4%	4%
5%	5%
2%	2%
0%	0%
0%	0%
0%	0%
85%	85%
0%	0%
40%	40%
20%	20%
2%	2%
2%	2%
0%	0%

FOOTNOTES:

(1) ITE, Trip Generation(9th Edition).
(2) Source: Perfect Game, Inc.
(3) Peak baseball activities is Summer and Fall. SWFL peak season baseball activities is 68% of Annual Average = 32% deduction from PSWADT. For purposes of this traffic study, only approximately 14% deduction to PSWADT was applied.
(4) ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice(3rd Edition). Chapter 6 - Trip Generation for Mixed-Use Development. PM ICR applied.
(5) BRC and DPA estimates.
(6) Reflects alternative travel mode, where available.
(7) Lower than ITE recommended vehicular pass-by trips assumed.

EXHIBIT 8b (FDOT)
Babcock MPD
Year 2026 - Buildout
Trip Generation - PM Peak Hour

LAND USE	ITE (LUC)	SIZE	UNIT	PM ITE Trip Generation (1) Trip Type	Trip Rate	Enter	Exit	IN	OUT	TOTAL	
HOTEL											
Hotel 1	310	300	Occupied Room	Weekday, PM Pk.Hr. of Adjacent St. Average Rate	0.70	0.49	0.51	103	107	210	(2)
Hotel 2	310	300	Occupied Room	Weekday, PM Pk.Hr. of Adjacent St. Average Rate	0.70	0.49	0.51	103	107	210	(2)
Hotel 3	310	0	Occupied Room	Weekday, PM Pk.Hr. of Adjacent St. Average Rate	0.70	0.49	0.51	0	0	0	
SubTotal		**600**						**206**	**214**	**420**	
Hotel Total								**206**	**214**	**420**	
Mixed-Use Internal						**17%**		**47**	**25**	**72**	
Retail - Internal				NCHRP-684	Balanced ICR	17%	12%	35	25	60	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	6%	0%	12	0	12	(4)
Community Park - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Multimodal				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**83%**		**159**	**189**	**348**	
Net New						**83%**		**159**	**189**	**348**	
RETAIL											
Shopping Center	820	**870,000**	GLFA Sq. Ft.	Weekday, PM Pk.Hr. of Adjacent St. Average Rate	Ln(T) = 0.67 Ln(X) + 3.31	0.48	0.52	**1,225**	**1,328**	**2,553**	
Retail Total								**1,225**	**1,328**	**2,553**	
Mixed-Use Internal						**24%**		**228**	**386**	**614**	
Hotel - Internal				NCHRP-684	Balanced ICR	2%	3%	25	35	60	(4)
Office - Internal				NCHRP-684	Balanced ICR	7%	2%	80	27	107	(4)
Residential - Internal				NCHRP-684	Balanced ICR	10%	24%	123	324	447	(4)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**76%**		**997**	**942**	**1,939**	
Pass-by						**4%**		**39**	**39**	**78**	(7)
Net New						**73%**		**958**	**903**	**1,861**	
OFFICE											
General Office	710	**257,000**	GFA Sq. Ft.	Weekday, PM Pk.Hr.	T = 1.12(X) + 78.45	0.17	0.83	**62**	**304**	**366**	(5)
Medical Office	720	**43,000**	GFA Sq. Ft.	Weekday, PM Pk.Hr. of Adjacent St. Average Rate	Ln(T) = 0.90 Ln(X) + 1.53	0.28	0.72	**38**	**98**	**136**	
		300,000						**100**	**402**	**502**	
Office Total								**100**	**402**	**502**	
Mixed-Use Internal						**26%**		**43**	**88**	**131**	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	27%	20%	27	80	107	(4)
Residential - Internal				NCHRP-684	Balanced ICR	16%	2%	16	8	24	(4)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**74%**		**87**	**314**	**371**	
Net New						**74%**		**87**	**314**	**371**	
RESIDENTIAL											
Single-Family Detached	210	**980**	D.U.s	Weekday, PM Pk.Hr. of Adjacent St.	Ln(T) = 0.90 Ln(X) + 0.51	0.63	0.37	517	303	820	(6)
Condominium/Townhouse	230	**650**	D.U.s	Weekday, PM Pk.Hr. of Adjacent St.	Ln(T) = 0.82 Ln(X) + 0.32	0.67	0.33	187	92	279	(6)
		1,630						**704**	**395**	**1,099**	
Residential Total								**704**	**395**	**1,099**	
Mixed-Use Internal						**49%**		**367**	**171**	**538**	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	3%	0	12	12	(4)
Retail - Internal				NCHRP-684	Balanced ICR	46%	31%	324	123	447	(4)
Office - Internal				NCHRP-684	Balanced ICR	1%	4%	8	16	24	(4)
Community/Civic - Internal				Estimate	Balanced ICR	5%	5%	35	20	55	(5)
Baseball Fields - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**51%**		**337**	**224**	**561**	
Net New						**51%**		**337**	**224**	**561**	
COMMUNITY / CIVIC											
City Park	411	**48**	Acres	Weekday, PM Pk.Hr. of Adjacent St.	3.50	0.57	0.43	**96**	**72**	**168**	(6)
Community/Civic Total								**96**	**72**	**168**	
Mixed-Use Internal						**33%**		**20**	**35**	**55**	
Hotel - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Retail - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Office - Internal				NCHRP-684	Balanced ICR	0%	0%	0	0	0	(4)
Residential - Internal				NCHRP-684	Balanced ICR	21%	49%	20	35	55	(4)
Baseball Fields - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**67%**		**76**	**37**	**113**	
Net New						**67%**		**76**	**37**	**113**	
RECREATION - Baseball											
Baseball Fields	n/a	**0**	Fields	Perfect Game Estimate	Average of 60 Trip Ends/Game, 5 Games/Day w/ 14% reduction during SWFL Peak Season					0	(2)
				Perfect Game Estimate	PM Pk. Hr. = 15% of PSWADT	0.55	0.45	**0**	**0**	**0**	(3)
Recreation - Baseball Total								**0**	**0**	**0**	
Mixed-Use Internal						**0%**		**0**	**0**	**0**	
Hotel - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Retail - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Office - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Residential - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
Community/Civic - Internal				Estimate	Balanced ICR	0%	0%	0	0	0	(5)
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**0%**		**0**	**0**	**0**	
Net New						**0%**		**0**	**0**	**0**	
TOTAL											
Development Total								**2,331**	**2,411**	**4,742**	
Mixed-Use Internal						**30%**		**705**	**706**	**1,410**	
Hotel - Internal				NCHRP-684	Balanced ICR	2%	1%	47	25	72	
Retail - Internal				NCHRP-684	Balanced ICR	10%	16%	228	386	614	
Office - Internal				NCHRP-684	Balanced ICR	2%	4%	43	88	131	
Residential - Internal				NCHRP-684	Balanced ICR	16%	7%	367	171	538	
Community/Civic - Internal				Estimate	Balanced ICR	1%	1%	20	35	55	(5)
Baseball Fields - Internal				Perfect Game Estimate	Balanced ICR	0%	0%	0	0	0	
External Non-Auto				Passenger Car Equiv.		**0%**		**0**	**0**	**0**	(6)
External Auto						**70%**		**1,626**	**1,706**	**3,332**	
Pass-by				Retail				**39**	**39**	**78**	
Net New						**69%**		**1,587**	**1,667**	**3,254**	

Destination - To	Origin - From
Unbalanced ICR	
17%	16%
0%	0%
12%	2%
0%	0%
50%	50%

Destination - To	Origin - From
Unbalanced ICR	
2%	5%
8%	2%
10%	26%
0%	0%
10%	10%

Destination - To	Origin - From
Unbalanced ICR	
0%	0%
31%	20%
57%	2%
0%	0%
2%	2%

Destination - To	Origin - From
Unbalanced ICR	
0%	0%
46%	42%
4%	4%
5%	5%
2%	2%

Destination - To	Origin - From
Unbalanced ICR	
0%	0%
0%	0%
0%	0%
85%	85%
0%	0%

Destination - To	Origin - From
Unbalanced ICR	
40%	40%
20%	20%
2%	2%
2%	2%
0%	0%

Referenced for SR 31 pass-by trips (MPD)

FOOTNOTES:

(1) ITE, Trip Generation (9th Edition).
(2) Source: Perfect Game, Inc. - Daily trip generation based on average 60 trip ends per game and 5 games per field per day.
(3) Source: Perfect Game, Inc. - Peak baseball activities is Summer and Fall. SWFL peak season baseball activities is 68% of Annual Average = 32% reduction from PG Peak Season. For purposes of this traffic study, only approximately 14% reduction to PG Peak Season was applied.
(4) ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice(3rd Edition). Chapter 6 - Trip Generation for Mixed-Use Development. PM ICR applied.
(5) BRC and DPA estimates.
(6) Reflects alternative travel mode, where available.
(7) Lower than ITE recommended vehicular pass-by trips assumed.
(8) Per FDOT Recommendation, September 15, 2017.

APPENDIX 21-E

TRIP GENERATION – WITH BRC DRI

Model Zonal Data – With BRC DRI
TAZ Parameters

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
D1RPM ZONAL DATA BY TAZ - DRI
YEAR 2045 WITH BRC DRI

PROPOSED DEVELOPMENT SUMMARY (2045) - MASTER TRAFFIC STUDY UPDATE (2024)

	Unit	COUNTY >	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Charlotte	Total
		TYPE >	DRI	DRI	DRI	DRI	DRI	DRI	DRI	DRI	DRI	DRI	DRI	
		TRACT >	Town Center	V2 P1-P3	V2 P4-7	Village II	Village III	Hamlet I	Hamlet II	Hamlet III	Hamlet IV	Hamlet V		
		TAZ No. >	4598	4953	4954	4955	4956	4957	4958	4959	4960	4961		
Residential														
Single-Family	d.u.		2,424	1,335	1,189	1,301	801	2,177	1,290	812	1,066	40		12,435
Multifamily	d.u.		790	0	0	1,425	778	1,290	845	0	157	150		5,435
Senior Adult (Det)	d.u.		0	0	0	0	0	0	0	0	0	0		0
	Subtotal		3,214	1,335	1,189	2,726	1,579	3,467	2,135	812	1,223	190		17,870
Hotel	rooms		0	0	0	600	0	0	0	0	0	0		600
Industrial	sq. ft.		450,000	0	0	100,000	0	0	100,000	0	0	0		650,000
Retail	sq. ft.		350,229	0	0	1,336,771	0	0	321,500	0	321,500	0		2,330,000
Office														
General	sq. ft.		543,840	0	0	500,000	0	0	20,000	0	20,000	0		1,083,840
Medical	sq. ft.		825,500	0	0	150,000	0	0	20,000	0	20,000	0		1,015,500
Civic	sq. ft.		27,660	0	0	48,500	0	0	10,000	0	0	0		86,160
	Subtotal		1,397,000	0	0	698,500	0	0	50,000	0	40,000	0		2,185,500
Other														
Hospital	beds		177	0	0	0	0	0	0	0	0	0		177
Assisted Living	beds		140	0	0	139	0	0	139	0	0	0		418
Community - Ancillary [1]														
Golf	holes		0	0	0	0	18	18	18	0	0	0		54
Public Park	acres		58	0	0	60	0	0	7	0	50	50		225
Civic/Recreation Center	sq. ft.		40,600	0	0	30,000	0	0	10,000	0	0	0		80,600
Library	sq. ft.		0	0	0	12,000	0	0	0	0	0	0		12,000
Churches	sq. ft.		24,000	0	0	72,000	0	0	72,000	0	0	0		168,000
Elementary School	students		536	0	0	0	0	0	500	0	0	500		1,536
Middle School	students		330	0	0	0	0	0	0	0	0	0		330
High School	students		600	0	0	0	0	0	0	0	0	0		600

ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

ZDATA - POPULATION / OCCUPANCY

			TRACT >	Town Center	V2 P1-P3	V2 P4-7	Village II	Village III	Hamlet I	Hamlet II	Hamlet III	Hamlet IV	Hamlet V	
			TAZ No. >	4598	4953	4954	4955	4956	4957	4958	4959	4960	4961	49,211
														0
	per/d.u.													0
Single-Family	2.50	Tot. Pop.		6,060	3,338	2,973	3,253	2,003	5,443	3,225	2,030	2,665	100	31,090
	0%	PCTVAC												0
	20%	PCTVNP												0
	2.50	Single-Family Pop.		6,060	3,338	2,973	3,253	2,003	5,443	3,225	2,030	2,665	100	31,090
														0
	per/d.u.													0
Multifamily	2.00	Tot. Pop.		1,580	0	0	2,850	1,556	2,580	1,690	0	314	300	10,870
	0%	PCTVAC												0
	40%	PCTVNP												0
	2.00	Multifamily Pop.		1,580	0	0	2,850	1,556	2,580	1,690	0	314	300	10,870
														0
	per/d.u.													0
Senior Adult	1.50	Tot. Pop.		0	0	0	0	0	0	0	0	0	0	0
	0%	PCTVAC												0
	25%	PCTVNP												0
	1.50	Retire. Pop.		0	0	0	0	0	0	0	0	0	0	0
														0
	occp/rm													0
Hotel	2.00	Occupants		0	0	0	1,200	0	0	0	0	0	0	1,200
														0
		Total Pop.		7,640	3,338	2,973	6,103	3,559	8,023	4,915	2,030	2,979	400	41,960
														0
		Pop/HH		2.38	2.50	2.50	2.24	2.25	2.31	2.30	2.50	2.44	2.11	24
														0

ZDATA - EMPLOYMENT

ZDATA - EMPLOYM

			TRACT >	Town Center	V2 P1-P3	V2 P4-7	Village II	Village III	Hamlet I	Hamlet II	Hamlet III	Hamlet IV	Hamlet V	
	Unit		TAZ No. >	4598	4953	4954	4955	4956	4957	4958	4959	4960	4961	49,211
														0
	emp/1k													0
Industrial	2.00	Emplys		900	0	0	200	0	0	200	0	0	0	1,300
														0
Commercial														0
	emp/1k													0
General Retail	2.50	Emplys		876	0	0	3,342	0	0	804	0	804	0	5,826
														0
	emp/hole													0
Golf [1]	1.74	Emplys		0	0	0	0	31	31	31	0	0	0	93
														0
	Subtotal	Emplys		876	0	0	3,342	31	31	835	0	804	0	5,919
														0
Service / Other														0
	emp/rm													0
Hotel	0.90	Emplys		0	0	0	540	0	0	0	0	0	0	540
														0
	emp/1k													0
General Office	4.50	Emplys		2,447	0	0	2,250	0	0	90	0	90	0	4,877
														0
	emp/1k													0
Medical Office	4.10	Emplys		3,385	0	0	615	0	0	82	0	82	0	4,164
														0
	emp/1k													0
Government Office	4.50	Emplys		124	0	0	218	0	0	45	0	0	0	387
														0
	emp/bed													0
Hospital	2.28	Emplys		404	0	0	0	0	0	0	0	0	0	404
														0
	emp/unit													0
Assisted Living	0.65	Emplys		91	0	0	90	0	0	90	0	0	0	271
														0
	Sub Total	Emplys		6,451	0	0	3,713	0	0	307	0	172	0	10,643
														0
Community - Ancillary [1]														0
	emp/acre													0
Public Park	0.27	Emplys		16	0	0	16	0	0	2	0	14	14	62
														0
	emp/1k													0
Civic/Recreation Center	2.00	Emplys		81	0	0	60	0	0	20	0	0	0	161
														0
	emp/1k													0
Library	1.10	Emplys		0	0	0	13	0	0	0	0	0	0	13
														0
	emp/1k													0
Church	1.00	Emplys		24	0	0	72	0	0	72	0	0	0	168
														0
	emp/student													0
Elementary School	0.10	Emplys		54	0	0	0	0	0	50	0	0	50	154
														0
	emp/student													0
Middle School	0.19	Emplys		0	0	0	0	0	0	0	0	0	0	0
														0
	emp/student													0
High School	0.19	Emplys		0	0	0	0	0	0	0	0	0	0	0
														0
	Sub Total	Emplys		175	0	0	161	0	0	144	0	14	64	558
														0
	Total Service			6,626	0	0	3,874	0	0	451	0	186	64	11,201
														0
Total Employment	Total	Emplys		8,402	0	0	7,416	31	31	1,486	0	990	64	18,420
														0
Students														0
														0
Elementary School		Students		536	0	0	0	0	0	500	0	0	500	1,536
Middle School		Students		330	0	0	0	0	0	0	0	0	0	330
High School		Students		600	0	0	0	0	0	0	0	0	0	600
	Total	Students		1,466	0	0	0	0	0	500	0	0	500	2,466

Footnotes:
(1) Not subject to BRC MDO 6 million s.f. threshold.

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)
D1RPM ZONAL DATA BY TAZ - MPD
YEAR 2045 WITH BRC DRI

PROPOSED DEVELOPMENT SUMMARY (2045) - MASTER TRAFFIC STUDY UPDATE (2024)

	Unit	COUNTY >	Lee	Lee	Lee	Lee	Lee	Lee	Lee	Lee	
		TYPE >	MPD	MPD	MPD	MPD	MPD	MPD	MPD	MPD	
		TRACT >	MU-1/R	MU-1	MU-2	Lee County	Lee County	Lee County	R-2	R-3	
		TAZ No. >	4305	4498	4499	4493	4494	4495	4496	4497	Total
Residential											
Single-Family	d.u.		1,000	0	0	249	124	235	22	0	1,630
Multifamily	d.u.		0	360	0	0	0	0	0	0	360
Senior Adult (Det)	d.u.		0	0	0	0	0	0	0	0	0
	Subtotal		1,000	360	0	249	124	235	22	0	1,990
Hotel	rooms		0	0	250	0	0	0	0	0	250
Industrial	sq. ft.		0	0	0	0	0	0	0	0	0
Retail	sq. ft.		0	192,250	192,250	0	0	0	0	0	384,500
Office											
General	sq. ft.		0	0	0	0	0	0	0	0	0
Medical	sq. ft.		0	0	0	0	0	0	0	0	0
Civic	sq. ft.		0	0	0	0	0	0	0	0	0
	Subtotal		0	0	0	0	0	0	0	0	0
Other											
Hospital	beds		0	0	0	0	0	0	0	0	0
Assisted Living	beds		0	350	0	0	0	0	0	0	350
Community - Ancillary [1]											
Golf	holes		0	0	0	0	0	0	0	0	0
Public Park	acres		8.00	8.00	8.00	8.00	8.00	8.00	0.00	0.00	48
Civic/Recreation Center	sq. ft.		0	0	0	0	0	0	0	0	0
Library	sq. ft.		0	24,000	0	0	0	0	0	0	24,000
Churches	sq. ft.		0	0	0	0	0	0	0	0	0
Elementary School	students		0	0	0	0	0	0	0	0	0
Middle School	students		0	0	0	0	0	0	0	0	0
High School	students		0	0	0	0	0	0	0	0	0

ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

ZDATA - POPULATION / OCCUPANCY

			TRACT >	J-1/RDivosta	MU-1	MU-2	nty Parcel 1	nty Parcel 2	nty Parcel 3	R-2	R-3	
			TAZ No. >	4305	4498	4499	4493	4494	4495	4496	4497	Total
	per/d.u.											
Single-Family	2.50	Tot. Pop.		2,500	0	0	623	310	588	55	0	4,076
	0%	PCTVAC										
	20%	PCTVNP										
	2.50	Single-Family Pop.		2,500	0	0	623	310	588	55	0	4,076
	per/d.u.											
Multifamily	2.00	Tot. Pop.		0	720	0	0	0	0	0	0	720
	0%	PCTVAC										
	40%	PCTVNP										
	2.00	Multifamily Pop.		0	720	0	0	0	0	0	0	720
	per/d.u.											
Senior Adult	1.50	Tot. Pop.		0	0	0	0	0	0	0	0	0
	0%	PCTVAC										
	25%	PCTVNP										
	1.50	Retire. Pop.		0	0	0	0	0	0	0	0	0
	occp/rm											
Hotel	2.00	Occupants		0	0	500	0	0	0	0	0	500
		Total Pop.		2,500	720	0	623	310	588	55	0	4,796
		Pop/HH		2.50	2.00	#DIV/0!	2.50	2.50	2.50	2.50	#DIV/0!	2.41

ZDATA - EMPLOYMENT ZDATA - EMPLOYMENT

			TRACT >	J-1/RDivosta	MU-1	MU-2	nty Parcel 1	nty Parcel 2	nty Parcel 3	R-2	R-3	
	Unit		TAZ No. >	4305	4498	4499	4493	4494	4495	4496	4497	Total
	emp/1k											
Industrial	2.00	Emplys		0	0	0	0	0	0	0	0	0
Commercial												
	emp/1k											
General Retail	2.50	Emplys		0	481	481	0	0	0	0	0	962
	emp/hole											
Golf [1]	1.74	Emplys		0	0	0	0	0	0	0	0	0
	Subtotal	Emplys		0	481	481	0	0	0	0	0	962
Service / Other												
	emp/rm											
Hotel	0.90	Emplys		0	0	225	0	0	0	0	0	225
	emp/1k											
General Office	4.50	Emplys		0	0	0	0	0	0	0	0	0
	emp/1k											
Medical Office	4.10	Emplys		0	0	0	0	0	0	0	0	0
	emp/1k											
Government Office	4.50	Emplys		0	0	0	0	0	0	0	0	0
	emp/bed											
Hospital	2.28	Emplys		0	0	0	0	0	0	0	0	0
	emp/unit											
Assisted Living	0.65	Emplys		0	227	0	0	0	0	0	0	227
	Sub Total	Emplys		0	227	225	0	0	0	0	0	452
Community - Ancillary [1]												
	emp/acre											
Public Park	0.27	Emplys		2	2	2	2	2	2	0	0	12
	emp/1k											
Civic/Recreation Center	2.00	Emplys		0	0	0	0	0	0	0	0	0
	emp/1k											
Library	1.10	Emplys		0	26	0	0	0	0	0	0	26
	emp/1k											
Church	1.00	Emplys		0	0	0	0	0	0	0	0	0
	emp/student											
Elementary School	0.10	Emplys		0	0	0	0	0	0	0	0	0
	emp/student											
Middle School	0.19	Emplys		0	0	0	0	0	0	0	0	0
	emp/student											
High School	0.19	Emplys		0	0	0	0	0	0	0	0	0
	Sub Total	Emplys		2	28	2	2	2	2	0	0	38
	Total Service			2	255	227	2	2	2	0	0	490
Total Employment	Total	Emplys		2	736	708	2	2	2	0	0	1,452
Students												
Elementary School		Students		0	0	0	0	0	0	0	0	0
Middle School		Students		0	0	0	0	0	0	0	0	0
High School		Students		0	0	0	0	0	0	0	0	0
	Total	Students		0	0	0	0	0	0	0	0	0

Footnotes:
(1) Not subject to BRC MDO 6 million s.f. threshold.

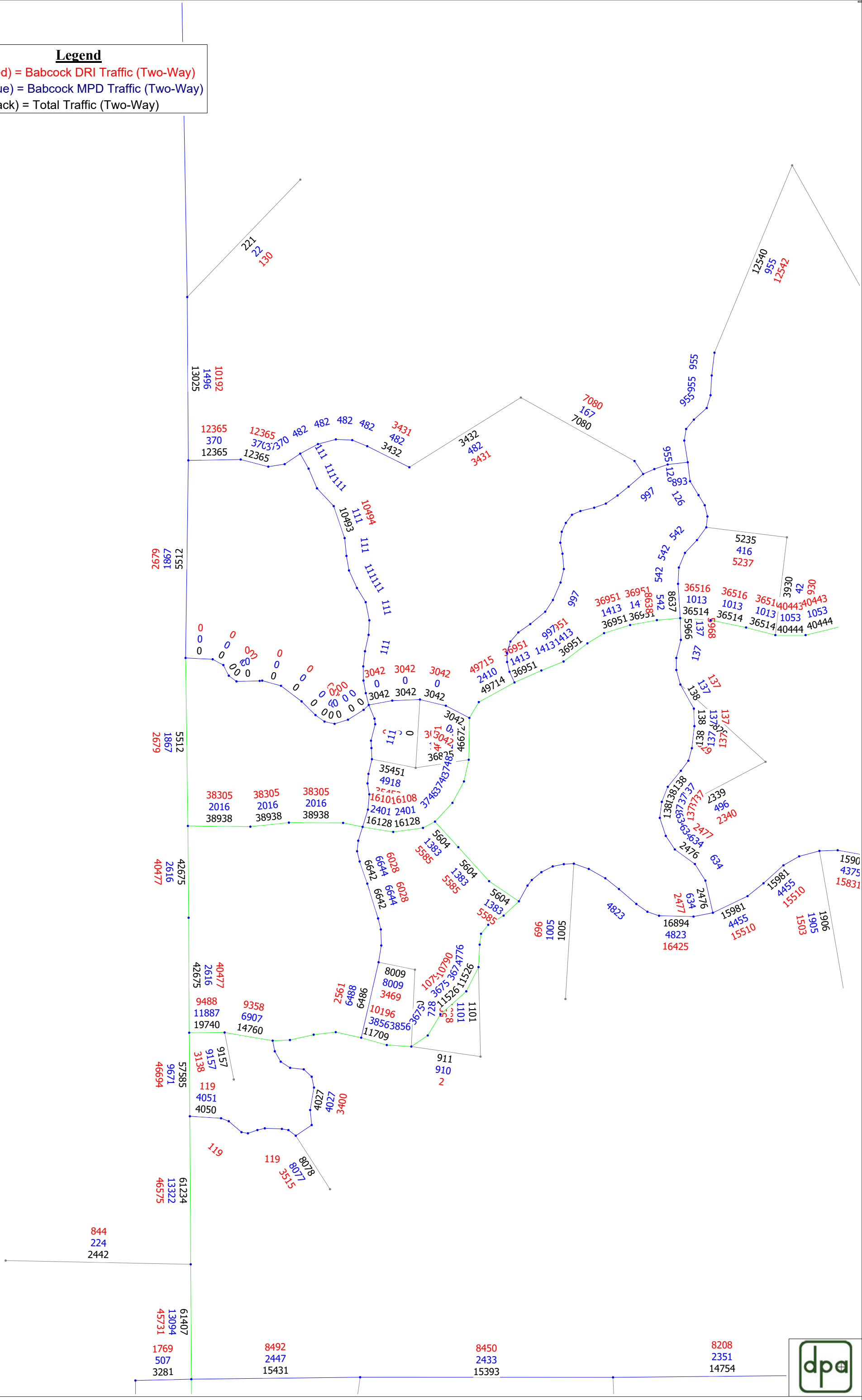
Model Zonal Data – With BRC DRI
FSUTMS AADT Plot

Legend

xx (Red) = Babcock DRI Traffic (Two-Way)

xx (Blue) = Babcock MPD Traffic (Two-Way)

xx (Black) = Total Traffic (Two-Way)



Master Traffic Study Update (2024)
Future Year 2045 - With DRI
D1RPM - AADT

cube
(Licensed to David Plummer and Associates)

Babcock Ranch Interzonal Trip Matrix – With BRC DRI

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

BABCOCK RANCH INTERZONAL TRIP MATRIX - WITH BRC DRI

	Total Trips	4598	4953	4954	4955	4956	4957	4958	4959	4960	4961	4305	4498	4499	4493	4494	4495	4496	4497	Total Interzonal Trips
4598	90628	18351	2464	2299	13483	2852	6785	3903	1004	2759	243	1837	1738	1431	461	291	462	35	0	72277
4953	9361	2464	197	171	2381	235	666	831	95	431	150	67	182	129	25	15	37	3	0	9165
4954	8347	2299	171	178	2026	193	509	568	93	426	130	77	180	149	30	19	38	3	0	8169
4955	69343	13483	2381	2026	13127	2467	7070	6802	1581	3472	500	869	827	520	330	207	515	48	0	56216
4956	10842	2852	235	193	2467	330	826	548	60	292	109	118	209	251	27	14	27	2	0	10512
4957	26593	6785	666	509	7070	826	3317	2514	169	682	294	139	405	264	54	30	65	5	0	23276
4958	27443	3903	831	568	6802	548	2514	5641	1005	2196	292	160	198	147	66	49	161	25	0	21802
4959	5758	1004	95	93	1581	60	169	1005	175	556	131	36	84	65	16	11	34	4	0	5583
4960	15843	2759	431	426	3472	292	682	2196	556	1311	224	201	218	164	78	49	131	15	0	14531
4961	2392	243	150	130	500	109	294	292	131	224	32	12	22	18	5	13	34	4	0	2360
4305	8244	1837	67	77	869	118	139	160	36	201	12	166	264	295	35	15	19	1	0	8078
4498	8913	1738	182	180	827	209	405	198	84	218	22	264	176	163	60	28	42	3	0	8737
4499	9305	1431	129	149	520	251	264	147	65	164	18	295	163	148	62	27	34	2	0	9157
4493	2022	461	25	30	330	27	54	66	16	78	5	35	60	62	9	5	7	1	0	2013
4494	1007	291	15	19	207	14	30	49	11	49	13	15	28	27	5	3	5	0	0	1004
4495	1918	462	37	38	515	27	65	161	34	131	34	19	42	34	7	5	12	1	0	1905
4496	192	35	3	3	48	2	5	25	4	15	4	1	3	2	1	0	1	0	0	192
4497	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		4598	4953	4954	4955	4956	4957	4958	4959	4960	4961	4305	4498	4499	4493	4494	4495	4496	4497
4598			3.41%	3.18%	18.65%	3.95%	9.39%	5.40%	1.39%	3.82%	0.34%	2.54%	2.40%	1.98%	0.64%	0.40%	0.64%	0.05%	0.00%
4953		26.88%		1.87%	25.98%	2.57%	7.27%	9.07%	1.03%	4.71%	1.64%	0.73%	1.98%	1.41%	0.27%	0.16%	0.40%	0.04%	0.00%
4954		28.14%	2.10%		24.81%	2.36%	6.23%	6.96%	1.14%	5.21%	1.59%	0.95%	2.20%	1.83%	0.37%	0.23%	0.47%	0.04%	0.00%
4955		23.98%	4.24%	3.60%		4.39%	12.58%	12.10%	2.81%	6.18%	0.89%	1.55%	1.47%	0.93%	0.59%	0.37%	0.92%	0.08%	0.00%
4956		27.13%	2.24%	1.83%	23.47%		7.86%	5.21%	0.58%	2.78%	1.04%	1.12%	1.99%	2.38%	0.26%	0.13%	0.26%	0.02%	0.00%
4957		29.15%	2.86%	2.19%	30.38%	3.55%		10.80%	0.73%	2.93%	1.26%	0.60%	1.74%	1.13%	0.23%	0.13%	0.28%	0.02%	0.00%
4958		17.90%	3.81%	2.61%	31.20%	2.51%	11.53%		4.61%	10.07%	1.34%	0.73%	0.91%	0.67%	0.30%	0.22%	0.74%	0.11%	0.00%
4959		17.98%	1.69%	1.66%	28.31%	1.08%	3.03%	18.01%		9.96%	2.34%	0.65%	1.50%	1.16%	0.28%	0.19%	0.60%	0.08%	0.00%
4960		18.99%	2.97%	2.93%	23.89%	2.01%	4.70%	15.11%	3.82%		1.54%	1.38%	1.50%	1.13%	0.54%	0.34%	0.90%	0.10%	0.00%
4961		10.29%	6.36%	5.49%	21.17%	4.62%	12.44%	12.35%	5.54%	9.47%		0.50%	0.93%	0.75%	0.19%	0.53%	1.44%	0.15%	0.00%
4305		22.74%	0.83%	0.96%	10.75%	1.46%	1.72%	1.98%	0.45%	2.49%	0.15%		3.26%	3.66%	0.43%	0.19%	0.23%	0.02%	0.00%
4498		19.89%	2.08%	2.05%	9.47%	2.40%	4.64%	2.27%	0.96%	2.50%	0.25%	3.02%		1.87%	0.69%	0.33%	0.48%	0.03%	0.00%
4499		15.63%	1.41%	1.63%	5.68%	2.74%	2.88%	1.60%	0.71%	1.80%	0.19%	3.23%	1.79%		0.68%	0.30%	0.37%	0.03%	0.00%
4493		22.92%	1.22%	1.49%	16.41%	1.34%	2.66%	3.29%	0.78%	3.86%	0.23%	1.74%	2.99%	3.07%		0.23%	0.37%	0.03%	0.00%
4494		28.93%	1.45%	1.84%	20.65%	1.38%	3.02%	4.85%	1.05%	4.92%	1.25%	1.51%	2.83%	2.70%	0.46%		0.47%	0.04%	0.00%
4495		24.26%	1.93%	2.01%	27.05%	1.42%	3.39%	8.43%	1.77%	6.87%	1.78%	0.98%	2.18%	1.78%	0.39%	0.25%		0.05%	0.00%
4496		18.45%	1.78%	1.73%	24.81%	1.19%	2.76%	12.76%	2.20%	7.85%	1.85%	0.73%	1.53%	1.23%	0.30%	0.20%	0.54%		0.00%
4497		0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

Trip Generation Calculations - With BRC DRI

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI (CUMULATIVE TAZ'S)

				AM PEAK HOUR						PM PEAK HOUR						DAILY	
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total	Rate/Equation	Total
General Office Building (General Urban/Suburban)	710	1,083.840	1000 Sq. Ft. GFA	Fitted Curve	88%	1,144	12%	156	1,300	Fitted Curve	17%	204	83%	996	1,200	Fitted Curve	9,226
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	1,015.500	1000 Sq. Ft. GFA	Fitted Curve	79%	1,533	21%	408	1,941	Fitted Curve	30%	1,239	70%	2,891	4,130	Fitted Curve	43,528
Government Office Building (General Urban/Suburban)	730	86.160	1000 Sq. Ft. GFA	Average	75%	216	25%	72	288	Average	25%	37	75%	110	147	Average	1,946
Shopping Center (>150k) (General Urban/Suburban)	820	2,330.000	1000 Sq. Ft. GLA	Fitted Curve	62%	935	38%	573	1,508	Fitted Curve	48%	2,614	52%	2,832	5,446	Fitted Curve	66,700
Single-Family Detached Housing (General Urban/Suburban)	210	12,435	Dwelling Units	Fitted Curve	26%	1,560	74%	4,441	6,001	Fitted Curve	63%	5,829	37%	3,423	9,252	Fitted Curve	85,307
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/Suburban)	220	5,435	Dwelling Units	Fitted Curve	24%	410	76%	1,298	1,708	Fitted Curve	63%	1,486	37%	872	2,358	Fitted Curve	34,914
Assisted Living (General Urban/Suburban)	254	418	Beds	Average	60%	45	40%	30	75	Average	39%	39	61%	61	100	Average	1,087
Hotel (General Urban/Suburban)	310	600	Rooms	Fitted Curve	56%	164	44%	129	293	Fitted Curve	51%	212	49%	204	416	Fitted Curve	6,080
Public Park (General Urban/Suburban)	411	225	Acres	Average	59%	3	41%	2	5	Average	55%	14	45%	11	25	Fitted Curve	232
Golf Course (General Urban/Suburban)	430	54	Holes	Average	79%	75	21%	20	95	Average	53%	83	47%	74	157	Average	1,641
Recreational Community Center (General Urban/Suburban)	495	80.600	1000 Sq. Ft. GFA	Average	66%	102	34%	52	154	Average	47%	95	53%	107	202	Average	2,323
Church (General Urban/Suburban)	560	168.000	1000 Sq. Ft. GFA	Fitted Curve	62%	37	38%	23	60	Fitted Curve	44%	29	56%	36	65	Average	1,277
Library (General Urban/Suburban)	590	12.000	1000 Sq. Ft. GFA	Fitted Curve	71%	4	29%	2	6	Fitted Curve	48%	46	52%	49	95	Fitted Curve	846
Elementary School (General Urban/Suburban)	520	1,536	Students	Average	54%	614	46%	523	1,137	Average	46%	113	54%	133	246	Average	3,487
Middle School/Junior High School (General Urban/Suburban)	522	330	Students	Average	54%	119	46%	102	221	Average	48%	24	52%	26	50	Fitted Curve	717
High School (General Urban/Suburban)	525	600	Students	Fitted Curve	68%	261	32%	123	384	Average	48%	40	52%	44	84	Average	1,164
Hospital (General Urban/Suburban)	610	177	Beds	Average	72%	228	28%	89	317	Average	33%	99	67%	200	299	Average	3,951
General Light Industrial (General Urban/Suburban)	110	650.000	1000 Sq. Ft. GFA	Fitted Curve	88%	392	12%	54	446	Fitted Curve	14%	22	86%	133	155	Fitted Curve	2,494
						In		**Out**	**Total**			**In**		**Out**	**Total**		**Total**
TOTAL						**7,842**		**8,097**	**15,939**			**12,225**		**12,202**	**24,427**		**266,920**

Footnote:
(1) ITE Trip Generation, 11th Edition.

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI TOWN CENTER (TAZ 4598)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	543.840	1000 Sq. Ft. GFA	% of Total	88%	574	12%	78	652		% of Total	17%	102	83%	501	603		% of Total	4,630	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	825.500	1000 Sq. Ft. GFA	% of Total	79%	1,247	21%	332	1,579		% of Total	30%	1,008	70%	2,350	3,358		% of Total	35,382	
Government Office Building (General Urban/Suburban)	730	27.660	1000 Sq. Ft. GFA	% of Total	75%	69	25%	23	92		% of Total	25%	12	75%	35	47		% of Total	624	
Trips						1890		433	2,323				1122		2886	4,008			40,636	
NCHRP Internal Capture						46		45	91	*4%*			42		86	128	*3%*		1,348	*4%*
Retail						25		45	70				9		31	40			501	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						21		0	21				33		55	88			847	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						1,844		388	2,232				1,080		2,800	3,880			39,288	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	350.229	1000 Sq. Ft. GLA	% of Total	62%	141	38%	86	227		% of Total	48%	392	52%	425	817		% of Total	10,024	
Trips						141		86	227				392		425	817			10,024	
NCHRP Internal Capture						56		33	89	*39%*			70		120	190	*23%*		2,305	*23%*
Office						45		25	70				31		9	40			501	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						11		8	19				39		111	150			1,804	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						85		53	138				322		305	627			7,719	
Pass-by						13		13	26	*19%*			60		59	119	*19%*		1,466	*19%*
Pass-by at 19%						13		13	26	*19%*			60		59	119	*19%*		1,466	*19%*
10% of Adjacent Street Traffic						15		15	30				15		15	30			300	
Net New External						72		40	112				262		246	508			6,253	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	2,424	Dwelling Units	% of Total	26%	305	74%	865	1,170		% of Total	63%	1,136	37%	669	1,805		% of Total	16,631	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	790	Dwelling Units	% of Total	24%	60	76%	189	249		% of Total	63%	215	37%	126	341		% of Total	5,076	
Assisted Living (General Urban/Suburban)	254	140	Beds	% of Total	60%	15	40%	10	25		% of Total	39%	13	61%	21	34		% of Total	363	
Trips						380		1064	1,444				1364		816	2,180			22,070	
NCHRP Internal Capture						8		32	40	*3%*			166		72	238	*11%*		2,651	*12%*
Office						0		21	21				55		33	88			847	
Retail						8		11	19				111		39	150			1,804	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						45		112	157	*11%*			78		59	137	*6%*		1,774	*8%*
Ancillary						16		28	44				32		28	60			706	
School						19		53	72				23		21	44			620	
Hospital						9		23	32				20		10	30			396	
Industrial						1		8	9				3		0	3			52	
External						327		920	1,247				1,120		685	1,805			17,645	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	58	Acres	% of Total	59%	0	41%	1	1		% of Total	55%	4	45%	4	8		% of Total	58	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	40.600	1000 Sq. Ft. GFA	% of Total	66%	51	34%	27	78		% of Total	47%	48	53%	54	102		% of Total	1,170	
Church (General Urban/Suburban)	560	24.000	1000 Sq. Ft. GFA	% of Total	62%	5	38%	3	8		% of Total	44%	4	56%	5	9		% of Total	182	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						56		31	87				56		63	119			1,410	
Non-NCHRP Internal Capture						28		16	44	*51%*			28		32	60	*50%*		706	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						28		16	44				28		32	60			706	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						28		15	43				28		31	59			704	
School																				
Elementary School (General Urban/Suburban)	520	536	Students	% of Total	54%	214	46%	183	397		% of Total	46%	39	54%	47	86		% of Total	1,217	
Middle School/Junior High School (General Urban/Suburban)	522	330	Students	% of Total	54%	119	46%	102	221		% of Total	48%	24	52%	26	50		% of Total	717	
High School (General Urban/Suburban)	525	600	Students	% of Total	68%	261	32%	123	384		% of Total	48%	40	52%	44	84		% of Total	1,164	
Trips						594		408	1,002				103		117	220			3,098	
Non-NCHRP Internal Capture						53		19	72	*7%*			21		23	44	*20%*		620	*20%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						53		19	72				21		23	44			620	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						541		389	930				82		94	176			2,478	
Hospital																				
Hospital (General Urban/Suburban)	610	177	Beds	% of Total	72%	228	28%	89	317		% of Total	33%	99	67%	200	299		% of Total	3,951	
Trips						228		89	317				99		200	299			3,951	
Non-NCHRP Internal Capture						23		9	32	*10%*			10		20	30	*10%*		396	*10%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						23		9	32				10		20	30			396	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						205		80	285				89		180	269			3,555	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	450.000	1000 Sq. Ft. GFA	% of Total	88%	272	12%	38	310		% of Total	14%	16	86%	93	109		% of Total	1,726	
Trips						272		38	310				16		93	109			1,726	
Non-NCHRP Internal Capture						8		1	9	*3%*			0		3	3	*3%*		52	*3%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						8		1	9				0		3	3			52	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						264		37	301				16		90	106			1,674	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**3,561**	**2,149**	**5,710**	**100.0%**	**3,152**	**4,600**	**7,752**	**100.0%**	**82,915**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**267**	**267**	**534**	**9.4%**	**415**	**415**	**830**	**10.7%**	**9,852**	**11.9%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	110	110	220	**3.9%**	278	278	556	**7.2%**	6,304	**7.6%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	157	157	314	**5.5%**	137	137	274	**3.5%**	3,548	**4.3%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**3,294**	**1,882**	**5,176**	**90.6%**	**2,737**	**4,185**	**6,922**	**89.3%**	**73,063**	**88.1%**
TOTAL RETAIL PASS-BY TRIPS	**13**	**13**	**26**	**0.5%**	**60**	**59**	**119**	**1.5%**	**1,466**	**1.8%**
EXTERNAL RETAIL PASS-BY TRIPS	13	13	26	**0.5%**	15	15	30	**0.4%**	300	**0.4%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	45	44	89	**1.1%**	1,166	**1.4%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**3,281**	**1,869**	**5,150**	**90.2%**	**2,677**	**4,126**	**6,803**	**87.8%**	**71,597**	**86.3%**
INTERZONAL CAPTURE WITHIN DRI	**1,263**	**779**	**2,042**	**35.8%**	**1,315**	**1,753**	**3,068**	**39.6%**	**35,730**	**43.1%**
INTERZONAL CAPTURE - 4598/4953	112	45	157	**2.7%**	93	143	236	**3.0%**	2,462	**3.0%**
INTERZONAL CAPTURE - 4598/4954	105	42	147	**2.6%**	87	133	220	**2.8%**	2,296	**2.8%**
INTERZONAL CAPTURE - 4598/4955	307	351	658	**11.5%**	511	520	1,031	**13.3%**	13,472	**16.2%**
INTERZONAL CAPTURE - 4598/4956	125	46	171	**3.0%**	93	160	253	**3.3%**	2,846	**3.4%**
INTERZONAL CAPTURE - 4598/4957	309	110	419	**7.3%**	234	393	627	**8.1%**	6,768	**8.2%**
INTERZONAL CAPTURE - 4598/4958	154	102	256	**4.5%**	148	193	341	**4.4%**	3,899	**4.7%**
INTERZONAL CAPTURE - 4598/4959	46	18	64	**1.1%**	38	58	96	**1.2%**	1,002	**1.2%**
INTERZONAL CAPTURE - 4598/4960	94	59	153	**2.7%**	104	144	248	**3.2%**	2,753	**3.3%**
INTERZONAL CAPTURE - 4598/4961	11	6	17	**0.3%**	7	9	16	**0.2%**	232	**0.3%**
COMMUNITY CAPTURE WITHIN DRI	**1,530**	**1,046**	**2,576**	**45.1%**	**1,730**	**2,168**	**3,898**	**50.3%**	**45,582**	**55.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**2,018**	**1,090**	**3,108**	**54.4%**	**1,407**	**2,417**	**3,824**	**49.3%**	**37,033**	**44.7%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**196**	**121**	**317**	**5.6%**	**236**	**335**	**571**	**7.4%**	**6,280**	**7.6%**
INTERZONAL CAPTURE - 4598/4305	84	34	118	**2.1%**	70	106	176	**2.3%**	1,836	**2.2%**
INTERZONAL CAPTURE - 4598/4498	37	37	74	**1.3%**	66	91	157	**2.0%**	1,756	**2.1%**
INTERZONAL CAPTURE - 4598/4499	18	27	45	**0.8%**	54	65	119	**1.5%**	1,446	**1.7%**
INTERZONAL CAPTURE - 4598/4493	21	9	30	**0.5%**	17	27	44	**0.6%**	460	**0.6%**
INTERZONAL CAPTURE - 4598/4494	13	5	18	**0.3%**	11	17	28	**0.4%**	290	**0.3%**
INTERZONAL CAPTURE - 4598/4495	21	8	29	**0.5%**	17	27	44	**0.6%**	460	**0.6%**
INTERZONAL CAPTURE - 4598/4496	2	1	3	**0.1%**	1	2	3	**0.0%**	32	**0.0%**
INTERZONAL CAPTURE - 4598/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**1,822**	**969**	**2,791**	**48.9%**	**1,171**	**2,082**	**3,253**	**42.0%**	**30,753**	**37.1%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI VILLAGE II Parcels 1-3 (TAZ 4953)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,335	Dwelling Units	% of Total	26%	167	74%	477	644		% of Total	63%	626	37%	367	993		% of Total	9,158	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						167		477	644				626		367	993			9,158	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						167		477	644				626		367	993			9,158	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total[6]	44%	0	56%	0	0		% of Total[6]	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**167**	**477**	**644**	**100.0%**	**626**	**367**	**993**	**100.0%**	**9,158**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**167**	**477**	**644**	**100.0%**	**626**	**367**	**993**	**100.0%**	**9,158**	**100.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**167**	**477**	**644**	**100.0%**	**626**	**367**	**993**	**100.0%**	**9,158**	**100.0%**
INTERZONAL CAPTURE WITHIN DRI	**135**	**249**	**384**	**59.6%**	**348**	**288**	**636**	**64.0%**	**7,409**	**80.9%**
INTERZONAL CAPTURE - 4953/4598	45	112	157	**24.4%**	143	93	236	**23.8%**	2,462	**26.9%**
INTERZONAL CAPTURE - 4953/4954	3	3	6	**0.9%**	7	7	14	**1.4%**	172	**1.9%**
INTERZONAL CAPTURE - 4953/4955	43	75	118	**18.3%**	108	92	200	**20.1%**	2,379	**26.0%**
INTERZONAL CAPTURE - 4953/4956	4	4	8	**1.2%**	8	9	17	**1.7%**	234	**2.6%**
INTERZONAL CAPTURE - 4953/4957	12	11	23	**3.6%**	23	27	50	**5.0%**	664	**7.3%**
INTERZONAL CAPTURE - 4953/4958	15	25	40	**6.2%**	32	33	65	**6.5%**	830	**9.1%**
INTERZONAL CAPTURE - 4953/4959	2	2	4	**0.6%**	4	4	8	**0.8%**	94	**1.0%**
INTERZONAL CAPTURE - 4953/4960	8	9	17	**2.6%**	18	17	35	**3.5%**	430	**4.7%**
INTERZONAL CAPTURE - 4953/4961	3	8	11	**1.7%**	5	6	11	**1.1%**	144	**1.6%**
COMMUNITY CAPTURE WITHIN DRI	**135**	**249**	**384**	**59.6%**	**348**	**288**	**636**	**64.0%**	**7,409**	**80.9%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**32**	**228**	**260**	**40.4%**	**278**	**79**	**357**	**36.0%**	**1,749**	**19.1%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**7**	**8**	**15**	**2.3%**	**22**	**18**	**40**	**4.0%**	**458**	**5.0%**
INTERZONAL CAPTURE - 4953/4305	1	1	2	**0.3%**	3	3	6	**0.6%**	68	**0.7%**
INTERZONAL CAPTURE - 4953/4498	3	4	7	**1.1%**	10	7	17	**1.7%**	182	**2.0%**
INTERZONAL CAPTURE - 4953/4499	2	2	4	**0.6%**	6	5	11	**1.1%**	130	**1.4%**
INTERZONAL CAPTURE - 4953/4493	0	0	0	**0.0%**	1	1	2	**0.2%**	24	**0.3%**
INTERZONAL CAPTURE - 4953/4494	0	0	0	**0.0%**	1	1	2	**0.2%**	14	**0.2%**
INTERZONAL CAPTURE - 4953/4495	1	1	2	**0.3%**	1	1	2	**0.2%**	36	**0.4%**
INTERZONAL CAPTURE - 4953/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.0%**
INTERZONAL CAPTURE - 4953/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**25**	**220**	**245**	**38.0%**	**256**	**61**	**317**	**31.9%**	**1,291**	**14.1%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI VILLAGE II Parcels 4-6 (TAZ 4954)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,189	Dwelling Units	% of Total	26%	149	74%	425	574		% of Total	63%	557	37%	327	884		% of Total	8,156	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						149		425	574				557		327	884			8,156	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						149		425	574				557		327	884			8,156	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total[6]	44%	0	56%	0	0		% of Total[6]	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**149**	**425**	**574**	**100.0%**	**557**	**327**	**884**	**100.0%**	**8,156**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**149**	**425**	**574**	**100.0%**	**557**	**327**	**884**	**100.0%**	**8,156**	**100.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**149**	**425**	**574**	**100.0%**	**557**	**327**	**884**	**100.0%**	**8,156**	**100.0%**
INTERZONAL CAPTURE WITHIN DRI	**117**	**218**	**335**	**58.4%**	**304**	**249**	**553**	**62.6%**	**6,400**	**78.5%**
INTERZONAL CAPTURE - 4954/4598	42	105	147	**25.6%**	133	87	220	**24.9%**	2,296	**28.2%**
INTERZONAL CAPTURE - 4954/4953	3	3	6	**1.0%**	7	7	14	**1.6%**	172	**2.1%**
INTERZONAL CAPTURE - 4954/4955	37	64	101	**17.6%**	92	78	170	**19.2%**	2,024	**24.8%**
INTERZONAL CAPTURE - 4954/4956	4	3	7	**1.2%**	6	8	14	**1.6%**	192	**2.4%**
INTERZONAL CAPTURE - 4954/4957	9	8	17	**3.0%**	18	20	38	**4.3%**	508	**6.2%**
INTERZONAL CAPTURE - 4954/4958	10	17	27	**4.7%**	22	23	45	**5.1%**	568	**7.0%**
INTERZONAL CAPTURE - 4954/4959	2	2	4	**0.7%**	4	4	8	**0.9%**	92	**1.1%**
INTERZONAL CAPTURE - 4954/4960	8	9	17	**3.0%**	18	17	35	**4.0%**	424	**5.2%**
INTERZONAL CAPTURE - 4954/4961	2	7	9	**1.6%**	4	5	9	**1.0%**	124	**1.5%**
COMMUNITY CAPTURE WITHIN DRI	**117**	**218**	**335**	**58.4%**	**304**	**249**	**553**	**62.6%**	**6,400**	**78.5%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**32**	**207**	**239**	**41.6%**	**253**	**78**	**331**	**37.4%**	**1,756**	**21.5%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**8**	**10**	**18**	**3.1%**	**23**	**20**	**43**	**4.9%**	**496**	**6.1%**
INTERZONAL CAPTURE - 4954/4305	1	1	2	**0.3%**	3	3	6	**0.7%**	78	**1.0%**
INTERZONAL CAPTURE - 4954/4498	3	4	7	**1.2%**	10	7	17	**1.9%**	180	**2.2%**
INTERZONAL CAPTURE - 4954/4499	2	3	5	**0.9%**	7	6	13	**1.5%**	148	**1.8%**
INTERZONAL CAPTURE - 4954/4493	1	1	2	**0.3%**	1	1	2	**0.2%**	30	**0.4%**
INTERZONAL CAPTURE - 4954/4494	0	0	0	**0.0%**	1	1	2	**0.2%**	18	**0.2%**
INTERZONAL CAPTURE - 4954/4495	1	1	2	**0.3%**	1	2	3	**0.3%**	38	**0.5%**
INTERZONAL CAPTURE - 4954/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.0%**
INTERZONAL CAPTURE - 4954/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**24**	**197**	**221**	**38.5%**	**230**	**58**	**288**	**32.6%**	**1,260**	**15.4%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI VILLAGE II Midtown (TAZ 4955)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	500.000	1000 Sq. Ft. GFA	% of Total	88%	528	12%	72	600		% of Total	17%	94	83%	459	553		% of Total	4,256	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	150.000	1000 Sq. Ft. GFA	% of Total	79%	226	21%	60	286		% of Total	30%	183	70%	427	610		% of Total	6,430	
Government Office Building (General Urban/Suburban)	730	48.500	1000 Sq. Ft. GFA	% of Total	75%	122	25%	41	163		% of Total	25%	21	75%	62	83		% of Total	1,096	
Trips						876		173	1,049				298		948	1,246			11,782	
NCHRP Internal Capture						77		48	125	*12%*			57		139	196	*16%*		2,048	*14%*
Retail						35		48	83				33		120	153			1,561	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						16		0	16				24		19	43			487	
Hotel						26		0	26				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						799		125	924				241		809	1,050			9,734	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	1336.771	1000 Sq. Ft. GLA	% of Total	62%	536	38%	329	865		% of Total	48%	1,500	52%	1,625	3,125		% of Total	38,268	
Trips						536		329	865				1500		1625	3,125			38,268	
NCHRP Internal Capture						74		41	115	*13%*			300		492	792	*25%*		8,616	*23%*
Office						48		35	83				120		33	153			1,561	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						8		6	14				150		423	573			6,155	
Hotel						18		0	18				30		36	66			900	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						462		288	750				1,200		1,133	2,333			29,652	
Pass-by						72		71	143	*19%*			222		221	443	*19%*		5,634	*19%*
Net New External						390		217	607				978		912	1,890			24,018	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,301	Dwelling Units	% of Total	26%	163	74%	465	628		% of Total	63%	610	37%	358	968		% of Total	8,926	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	1,425	Dwelling Units	% of Total	24%	107	76%	340	447		% of Total	63%	390	37%	229	619		% of Total	9,154	
Assisted Living (General Urban/Suburban)	254	139	Beds	% of Total	60%	15	40%	10	25		% of Total	39%	13	61%	20	33		% of Total	362	
Trips						285		815	1,100				1013		607	1,620			18,442	
NCHRP Internal Capture						6		24	30	*3%*			442		192	634	*39%*		6,919	*38%*
Office						0		16	16				19		24	43			487	
Retail						6		8	14				423		150	573			6,155	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		18	18			277	
Non-NCHRP Internal Capture						16		32	48	*4%*			55		49	104	*6%*		1,173	*6%*
Ancillary						16		30	46				54		49	103			1,161	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		2	2				1		0	1			12	
External						263		759	1,022				516		366	882			10,350	
Hotel																				
Hotel (General Urban/Suburban)	310	600	Rooms	% of Total	56%	164	44%	129	293		% of Total	51%	212	49%	204	416		% of Total	6,080	
Trips						164		129	293				212		204	416			6,080	
NCHRP Internal Capture						0		44	44	*15%*			54		30	84	*20%*		1,177	*19%*
Office						0		26	26				0		0	0			0	
Retail						0		18	18				36		30	66			900	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				18		0	18			277	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						164		85	249				158		174	332			4,903	
Ancillary																				
Public Park (General Urban/Suburban)	411	60	Acres	% of Total	59%	1	41%	1	2		% of Total	55%	4	45%	3	7		% of Total	62	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	30.000	1000 Sq. Ft. GFA	% of Total	66%	38	34%	19	57		% of Total	47%	35	53%	40	75		% of Total	865	
Church (General Urban/Suburban)	560	72.000	1000 Sq. Ft. GFA	% of Total	62%	16	38%	10	26		% of Total[6]	44%	13	56%	16	29		% of Total[6]	548	
Library (General Urban/Suburban)	590	12.000	1000 Sq. Ft. GFA	% of Total	71%	4	29%	2	6		% of Total	48%	46	52%	49	95		% of Total	846	
Trips						59		32	91				98		108	206			2,321	
Non-NCHRP Internal Capture						30		16	46	*51%*			49		54	103	*50%*		1,161	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						30		16	46				49		54	103			1,161	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						29		16	45				49		54	103			1,160	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	100.000	1000 Sq. Ft. GFA	% of Total	88%	60	12%	8	68		% of Total	14%	3	86%	20	23		% of Total	384	
Trips						60		8	68				3		20	23			384	
Non-NCHRP Internal Capture						2		0	2	*3%*			0		1	1	*4%*		12	*3%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						2		0	2				0		1	1			12	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						58		8	66				3		19	22			372	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**1,980**	**1,486**	**3,466**	**100.0%**	**3,124**	**3,512**	**6,636**	**100.0%**	**77,277**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**205**	**205**	**410**	**11.8%**	**957**	**957**	**1,914**	**28.8%**	**21,106**	**27.3%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	157	157	314	**9.1%**	853	853	1,706	**25.7%**	18,760	**24.3%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	48	48	96	**2.8%**	104	104	208	**3.1%**	2,346	**3.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**1,775**	**1,281**	**3,056**	**88.2%**	**2,167**	**2,555**	**4,722**	**71.2%**	**56,171**	**72.7%**
TOTAL RETAIL PASS-BY TRIPS	**72**	**71**	**143**	**4.1%**	**222**	**221**	**443**	**6.7%**	**5,634**	**7.3%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	72	71	143	**4.1%**	222	221	443	**6.7%**	5,634	**7.3%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**1,703**	**1,210**	**2,913**	**84.0%**	**1,945**	**2,334**	**4,279**	**64.5%**	**50,537**	**65.4%**
INTERZONAL CAPTURE WITHIN DRI	**1,182**	**811**	**1,993**	**57.5%**	**1,486**	**1,702**	**3,188**	**48.0%**	**39,699**	**51.4%**
INTERZONAL CAPTURE - 4955/4598	351	307	658	**19.0%**	520	511	1,031	**15.5%**	13,472	**17.4%**
INTERZONAL CAPTURE - 4955/4953	75	43	118	**3.4%**	92	108	200	**3.0%**	2,379	**3.1%**
INTERZONAL CAPTURE - 4955/4954	64	37	101	**2.9%**	78	92	170	**2.6%**	2,024	**2.6%**
INTERZONAL CAPTURE - 4955/4956	78	39	117	**3.4%**	80	112	192	**2.9%**	2,462	**3.2%**
INTERZONAL CAPTURE - 4955/4957	223	115	338	**9.8%**	244	321	565	**8.5%**	7,053	**9.1%**
INTERZONAL CAPTURE - 4955/4958	215	155	370	**10.7%**	262	309	571	**8.6%**	6,794	**8.8%**
INTERZONAL CAPTURE - 4955/4959	50	29	79	**2.3%**	61	72	133	**2.0%**	1,576	**2.0%**
INTERZONAL CAPTURE - 4955/4960	110	75	185	**5.3%**	134	158	292	**4.4%**	3,463	**4.5%**
INTERZONAL CAPTURE - 4955/4961	16	11	27	**0.8%**	15	19	34	**0.5%**	476	**0.6%**
COMMUNITY CAPTURE WITHIN DRI	**1,387**	**1,016**	**2,403**	**69.3%**	**2,443**	**2,659**	**5,102**	**76.9%**	**60,805**	**78.7%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**593**	**470**	**1,063**	**30.7%**	**681**	**853**	**1,534**	**23.1%**	**16,472**	**21.3%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**87**	**64**	**151**	**4.4%**	**126**	**150**	**276**	**4.2%**	**3,306**	**4.3%**
INTERZONAL CAPTURE - 4955/4305	27	16	43	**1.2%**	33	39	72	**1.1%**	868	**1.1%**
INTERZONAL CAPTURE - 4955/4498	18	18	36	**1.0%**	32	38	70	**1.1%**	826	**1.1%**
INTERZONAL CAPTURE - 4955/4499	7	10	17	**0.5%**	20	24	44	**0.7%**	520	**0.7%**
INTERZONAL CAPTURE - 4955/4493	10	6	16	**0.5%**	12	15	27	**0.4%**	330	**0.4%**
INTERZONAL CAPTURE - 4955/4494	7	4	11	**0.3%**	8	9	17	**0.3%**	206	**0.3%**
INTERZONAL CAPTURE - 4955/4495	16	9	25	**0.7%**	19	23	42	**0.6%**	512	**0.7%**
INTERZONAL CAPTURE - 4955/4496	2	1	3	**0.1%**	2	2	4	**0.1%**	44	**0.1%**
INTERZONAL CAPTURE - 4955/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**506**	**406**	**912**	**26.3%**	**555**	**703**	**1,258**	**19.0%**	**13,166**	**17.0%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI VILLAGE III (TAZ 4956)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	801	Dwelling Units	% of Total	26%	100	74%	286	386		% of Total	63%	375	37%	220	595		% of Total	5,495	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	778	Dwelling Units	% of Total	24%	59	76%	186	245		% of Total	63%	213	37%	125	338		% of Total	4,998	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						159		472	631				588		345	933			10,493	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						3		13	16	*3%*			12		14	26	*3%*		274	*3%*
Ancillary						3		13	16				12		14	26			274	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						156		459	615				576		331	907			10,219	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	18	Holes	% of Total	79%	25	21%	6	31		% of Total	53%	27	47%	24	51		% of Total	547	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						25		6	31				27		24	51			547	
Non-NCHRP Internal Capture						13		3	16	*52%*			14		12	26	*51%*		274	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						13		3	16				14		12	26			274	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						12		3	15				13		12	25			273	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**184**	**478**	**662**	**100.0%**	**615**	**369**	**984**	**100.0%**	**11,040**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**16**	**16**	**32**	**4.8%**	**26**	**26**	**52**	**5.3%**	**548**	**5.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	16	16	32	**4.8%**	26	26	52	**5.3%**	548	**5.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**168**	**462**	**630**	**95.2%**	**589**	**343**	**932**	**94.7%**	**10,492**	**95.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**168**	**462**	**630**	**95.2%**	**589**	**343**	**932**	**94.7%**	**10,492**	**95.0%**
INTERZONAL CAPTURE WITHIN DRI	**122**	**252**	**374**	**56.5%**	**356**	**248**	**604**	**61.4%**	**7,560**	**68.5%**
INTERZONAL CAPTURE - 4956/4598	46	125	171	**25.8%**	160	93	253	**25.7%**	2,846	**25.8%**
INTERZONAL CAPTURE - 4956/4953	4	4	8	**1.2%**	9	8	17	**1.7%**	234	**2.1%**
INTERZONAL CAPTURE - 4956/4954	3	4	7	**1.1%**	8	6	14	**1.4%**	192	**1.7%**
INTERZONAL CAPTURE - 4956/4955	39	78	117	**17.7%**	112	80	192	**19.5%**	2,462	**22.3%**
INTERZONAL CAPTURE - 4956/4957	13	13	26	**3.9%**	29	27	56	**5.7%**	824	**7.5%**
INTERZONAL CAPTURE - 4956/4958	9	16	25	**3.8%**	21	18	39	**4.0%**	546	**4.9%**
INTERZONAL CAPTURE - 4956/4959	1	1	2	**0.3%**	2	2	4	**0.4%**	60	**0.5%**
INTERZONAL CAPTURE - 4956/4960	5	6	11	**1.7%**	12	10	22	**2.2%**	292	**2.6%**
INTERZONAL CAPTURE - 4956/4961	2	5	7	**1.1%**	3	4	7	**0.7%**	104	**0.9%**
COMMUNITY CAPTURE WITHIN DRI	**138**	**268**	**406**	**61.3%**	**382**	**274**	**656**	**66.7%**	**8,108**	**73.4%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**46**	**210**	**256**	**38.7%**	**233**	**95**	**328**	**33.3%**	**2,932**	**26.6%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**8**	**12**	**20**	**3.0%**	**31**	**21**	**52**	**5.3%**	**646**	**5.9%**
INTERZONAL CAPTURE - 4956/4305	2	2	4	**0.6%**	5	4	9	**0.9%**	118	**1.1%**
INTERZONAL CAPTURE - 4956/4498	3	4	7	**1.1%**	11	7	18	**1.8%**	210	**1.9%**
INTERZONAL CAPTURE - 4956/4499	3	5	8	**1.2%**	12	8	20	**2.0%**	250	**2.3%**
INTERZONAL CAPTURE - 4956/4493	0	1	1	**0.2%**	1	1	2	**0.2%**	26	**0.2%**
INTERZONAL CAPTURE - 4956/4494	0	0	0	**0.0%**	1	0	1	**0.1%**	14	**0.1%**
INTERZONAL CAPTURE - 4956/4495	0	0	0	**0.0%**	1	1	2	**0.2%**	26	**0.2%**
INTERZONAL CAPTURE - 4956/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**0.0%**
INTERZONAL CAPTURE - 4956/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**38**	**198**	**236**	**35.6%**	**202**	**74**	**276**	**28.0%**	**2,286**	**20.7%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI HAMLET 1 (TAZ 4957)

				AM PEAK HOUR						PM PEAK HOUR						DAILY		
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	%	Rate/Equation	In		Out		Total	%	Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	2,177	Dwelling Units	% of Total	26%	273	74%	777	1,050		% of Total	63%	1,020	37%	599	1,619		% of Total	14,934	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	1,290	Dwelling Units	% of Total	24%	97	76%	308	405		% of Total	63%	353	37%	207	560		% of Total	8,286	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						370		1085	1,455				1373		806	2,179			23,220	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						4		13	17	*1%*			13		14	27	*1%*		274	*1%*
Ancillary						4		13	17				13		14	27			274	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						366		1,072	1,438				1,360		792	2,152			22,946	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	18	Holes	% of Total	79%	25	21%	7	32		% of Total	53%	28	47%	25	53		% of Total	547	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						25		7	32				28		25	53			547	
Non-NCHRP Internal Capture						13		4	17	*53%*			14		13	27	*51%*		274	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						13		4	17				14		13	27			274	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						12		3	15				14		12	26			273	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**395**	**1,092**	**1,487**	**100.0%**	**1,401**	**831**	**2,232**	**100.0%**	**23,767**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**17**	**17**	**34**	**2.3%**	**27**	**27**	**54**	**2.4%**	**548**	**2.3%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	17	17	34	**2.3%**	27	27	54	**2.4%**	548	**2.3%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**378**	**1,075**	**1,453**	**97.7%**	**1,374**	**804**	**2,178**	**97.6%**	**23,219**	**97.7%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**378**	**1,075**	**1,453**	**97.7%**	**1,374**	**804**	**2,178**	**97.6%**	**23,219**	**97.7%**
INTERZONAL CAPTURE WITHIN DRI	**317**	**673**	**990**	**66.6%**	**931**	**675**	**1,606**	**72.0%**	**19,453**	**81.8%**
INTERZONAL CAPTURE - 4957/4598	110	309	419	**28.2%**	393	234	627	**28.1%**	6,768	**28.5%**
INTERZONAL CAPTURE - 4957/4953	11	12	23	**1.5%**	27	23	50	**2.2%**	664	**2.8%**
INTERZONAL CAPTURE - 4957/4954	8	9	17	**1.1%**	20	18	38	**1.7%**	508	**2.1%**
INTERZONAL CAPTURE - 4957/4955	115	223	338	**22.7%**	321	244	565	**25.3%**	7,053	**29.7%**
INTERZONAL CAPTURE - 4957/4956	13	13	26	**1.7%**	27	29	56	**2.5%**	824	**3.5%**
INTERZONAL CAPTURE - 4957/4958	41	75	116	**7.8%**	98	87	185	**8.3%**	2,508	**10.6%**
INTERZONAL CAPTURE - 4957/4959	3	3	6	**0.4%**	7	6	13	**0.6%**	168	**0.7%**
INTERZONAL CAPTURE - 4957/4960	11	15	26	**1.7%**	29	24	53	**2.4%**	680	**2.9%**
INTERZONAL CAPTURE - 4957/4961	5	14	19	**1.3%**	9	10	19	**0.9%**	280	**1.2%**
COMMUNITY CAPTURE WITHIN DRI	**334**	**690**	**1,024**	**68.9%**	**958**	**702**	**1,660**	**74.4%**	**20,001**	**84.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**61**	**402**	**463**	**31.1%**	**443**	**129**	**572**	**25.6%**	**3,766**	**15.8%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**14**	**20**	**34**	**2.3%**	**45**	**33**	**78**	**3.5%**	**956**	**4.0%**
INTERZONAL CAPTURE - 4957/4305	2	3	5	**0.3%**	5	5	10	**0.4%**	138	**0.6%**
INTERZONAL CAPTURE - 4957/4498	7	9	16	**1.1%**	22	14	36	**1.6%**	404	**1.7%**
INTERZONAL CAPTURE - 4957/4499	3	5	8	**0.5%**	13	9	22	**1.0%**	262	**1.1%**
INTERZONAL CAPTURE - 4957/4493	1	1	2	**0.1%**	2	2	4	**0.2%**	54	**0.2%**
INTERZONAL CAPTURE - 4957/4494	0	1	1	**0.1%**	1	1	2	**0.1%**	30	**0.1%**
INTERZONAL CAPTURE - 4957/4495	1	1	2	**0.1%**	2	2	4	**0.2%**	64	**0.3%**
INTERZONAL CAPTURE - 4957/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.0%**
INTERZONAL CAPTURE - 4957/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**47**	**382**	**429**	**28.9%**	**398**	**96**	**494**	**22.1%**	**2,810**	**11.8%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI HAMLET II (TAZ 4958)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	20.000	1000 Sq. Ft. GFA	% of Total	88%	21	12%	3	24		% of Total	17%	4	83%	18	22		% of Total	170	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	20.000	1000 Sq. Ft. GFA	% of Total	79%	30	21%	8	38		% of Total	30%	24	70%	57	81		% of Total	858	
Government Office Building (General Urban/Suburban)	730	10.000	1000 Sq. Ft. GFA	% of Total	75%	25	25%	8	33		% of Total	25%	4	75%	13	17		% of Total	226	
Trips						76		19	95				32		88	120			1,254	
NCHRP Internal Capture						5		5	10	*11%*			26		20	46	*38%*		523	*24%*
Retail						3		5	8				8		18	26			217	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						2		0	2				18		2	20			306	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						71		14	85				6		68	74			731	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	321.500	1000 Sq. Ft. GLA	% of Total	62%	129	38%	79	208		% of Total	48%	361	52%	391	752		% of Total	9,204	
Trips						129		79	208				361		391	752			9,204	
NCHRP Internal Capture						12		8	20	*10%*			54		110	164	*22%*		1,874	*20%*
Office						5		3	8				18		8	26			217	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						7		5	12				36		102	138			1,657	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						117		71	188				307		281	588			7,330	
Pass-by						18		18	36	*19%*			56		56	112	*19%*		1,393	*19%*
Net New External						99		53	152				251		225	476			5,937	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,290	Dwelling Units	% of Total	26%	162	74%	461	623		% of Total	63%	605	37%	355	960		% of Total	8,850	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	845	Dwelling Units	% of Total	24%	64	76%	202	266		% of Total	63%	231	37%	136	367		% of Total	5,428	
Assisted Living (General Urban/Suburban)	254	139	Beds	% of Total	60%	15	40%	10	25		% of Total	39%	13	61%	20	33		% of Total	362	
Trips						241		673	914				849		511	1,360			14,640	
NCHRP Internal Capture						5		9	14	*2%*			104		54	158	*12%*		1,963	*13%*
Office						0		2	2				2		18	20			306	
Retail						5		7	12				102		36	138			1,657	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						24		63	87	*10%*			37		33	70	*5%*		934	*6%*
Ancillary						12		27	39				27		26	53			695	
School						12		34	46				9		7	16			227	
Hospital						0		0	0				0		0	0			0	
Industrial						0		2	2				1		0	1			12	
External						212		601	813				708		424	1,132			11,743	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	7	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	8	
Golf Course (General Urban/Suburban)	430	18	Holes	% of Total	79%	25	21%	7	32		% of Total	53%	28	47%	25	53		% of Total	547	
Recreational Community Center (General Urban/Suburban)	495	10.000	1000 Sq. Ft. GFA	% of Total	66%	13	34%	6	19		% of Total	47%	12	53%	13	25		% of Total	288	
Church (General Urban/Suburban)	560	72.000	1000 Sq. Ft. GFA	% of Total	62%	16	38%	10	26		% of Total	44%	12	56%	15	27		% of Total	547	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						54		23	77				52		53	105			1,390	
Non-NCHRP Internal Capture						27		12	39	*51%*			26		27	53	*50%*		695	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						27		12	39				26		27	53			695	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						27		11	38				26		26	52			695	
School																				
Elementary School (General Urban/Suburban)	520	500	Students	% of Total	54%	200	46%	170	370		% of Total	46%	37	54%	43	80		% of Total	1,135	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						200		170	370				37		43	80			1,135	
Non-NCHRP Internal Capture						34		12	46	*12%*			7		9	16	*20%*		227	*20%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						34		12	46				7		9	16			227	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						166		158	324				30		34	64			908	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	100.000	1000 Sq. Ft. GFA	% of Total	88%	60	12%	8	68		% of Total	14%	3	86%	20	23		% of Total	384	
Trips						60		8	68				3		20	23			384	
Non-NCHRP Internal Capture						2		0	2	*3%*			0		1	1	*4%*		12	*3%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						2		0	2				0		1	1			12	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						58		8	66				3		19	22			372	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**760**	**972**	**1,732**	**100.0%**	**1,334**	**1,106**	**2,440**	**100.0%**	**28,007**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**109**	**109**	**218**	**12.6%**	**254**	**254**	**508**	**20.8%**	**6,228**	**22.2%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	22	22	44	**2.5%**	184	184	368	**15.1%**	4,360	**15.6%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	87	87	174	**10.0%**	70	70	140	**5.7%**	1,868	**6.7%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**651**	**863**	**1,514**	**87.4%**	**1,080**	**852**	**1,932**	**79.2%**	**21,779**	**77.8%**
TOTAL RETAIL PASS-BY TRIPS	**18**	**18**	**36**	**2.1%**	**56**	**56**	**112**	**4.6%**	**1,393**	**5.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	18	18	36	**2.1%**	56	56	112	**4.6%**	1,393	**5.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**633**	**845**	**1,478**	**85.3%**	**1,024**	**796**	**1,820**	**74.6%**	**20,386**	**72.8%**
INTERZONAL CAPTURE WITHIN DRI	**495**	**521**	**1,016**	**58.7%**	**804**	**719**	**1,523**	**62.4%**	**18,615**	**66.5%**
INTERZONAL CAPTURE - 4958/4598	102	154	256	**14.8%**	193	148	341	**14.0%**	3,899	**13.9%**
INTERZONAL CAPTURE - 4958/4953	25	15	40	**2.3%**	33	32	65	**2.7%**	830	**3.0%**
INTERZONAL CAPTURE - 4958/4954	17	10	27	**1.6%**	23	22	45	**1.8%**	568	**2.0%**
INTERZONAL CAPTURE - 4958/4955	155	215	370	**21.4%**	309	262	571	**23.4%**	6,794	**24.3%**
INTERZONAL CAPTURE - 4958/4956	16	9	25	**1.4%**	18	21	39	**1.6%**	546	**1.9%**
INTERZONAL CAPTURE - 4958/4957	75	41	116	**6.7%**	87	98	185	**7.6%**	2,508	**9.0%**
INTERZONAL CAPTURE - 4958/4959	30	18	48	**2.8%**	40	39	79	**3.2%**	1,002	**3.6%**
INTERZONAL CAPTURE - 4958/4960	66	47	113	**6.5%**	92	86	178	**7.3%**	2,190	**7.8%**
INTERZONAL CAPTURE - 4958/4961	9	12	21	**1.2%**	9	11	20	**0.8%**	278	**1.0%**
COMMUNITY CAPTURE WITHIN DRI	**604**	**630**	**1,234**	**71.2%**	**1,058**	**973**	**2,031**	**83.2%**	**24,843**	**88.7%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**156**	**342**	**498**	**28.8%**	**276**	**133**	**409**	**16.8%**	**3,164**	**11.3%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**20**	**15**	**35**	**2.0%**	**35**	**32**	**67**	**2.7%**	**800**	**2.9%**
INTERZONAL CAPTURE - 4958/4305	5	3	8	**0.5%**	6	6	12	**0.5%**	160	**0.6%**
INTERZONAL CAPTURE - 4958/4498	4	4	8	**0.5%**	10	8	18	**0.7%**	198	**0.7%**
INTERZONAL CAPTURE - 4958/4499	2	3	5	**0.3%**	7	6	13	**0.5%**	146	**0.5%**
INTERZONAL CAPTURE - 4958/4493	2	1	3	**0.2%**	3	3	6	**0.2%**	66	**0.2%**
INTERZONAL CAPTURE - 4958/4494	1	1	2	**0.1%**	2	2	4	**0.2%**	48	**0.2%**
INTERZONAL CAPTURE - 4958/4495	5	3	8	**0.5%**	6	6	12	**0.5%**	160	**0.6%**
INTERZONAL CAPTURE - 4958/4496	1	0	1	**0.1%**	1	1	2	**0.1%**	22	**0.1%**
INTERZONAL CAPTURE - 4958/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**136**	**327**	**463**	**26.7%**	**241**	**101**	**342**	**14.0%**	**2,364**	**8.4%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI HAMLET III (TAZ 4959)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	812	Dwelling Units	% of Total	26%	102	74%	290	392		% of Total	63%	381	37%	224	605		% of Total	5,570	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						102		290	392				381		224	605			5,570	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						102		290	392				381		224	605			5,570	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**102**	**290**	**392**	**100.0%**	**381**	**224**	**605**	**100.0%**	**5,570**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**102**	**290**	**392**	**100.0%**	**381**	**224**	**605**	**100.0%**	**5,570**	**100.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**102**	**290**	**392**	**100.0%**	**381**	**224**	**605**	**100.0%**	**5,570**	**100.0%**
INTERZONAL CAPTURE WITHIN DRI	**85**	**153**	**238**	**60.7%**	**212**	**183**	**395**	**65.3%**	**4,672**	**83.9%**
INTERZONAL CAPTURE - 4959/4598	18	46	64	**16.3%**	58	38	96	**15.9%**	1,002	**18.0%**
INTERZONAL CAPTURE - 4959/4953	2	2	4	**1.0%**	4	4	8	**1.3%**	94	**1.7%**
INTERZONAL CAPTURE - 4959/4954	2	2	4	**1.0%**	4	4	8	**1.3%**	92	**1.7%**
INTERZONAL CAPTURE - 4959/4955	29	50	79	**20.2%**	72	61	133	**22.0%**	1,576	**28.3%**
INTERZONAL CAPTURE - 4959/4956	1	1	2	**0.5%**	2	2	4	**0.7%**	60	**1.1%**
INTERZONAL CAPTURE - 4959/4957	3	3	6	**1.5%**	6	7	13	**2.1%**	168	**3.0%**
INTERZONAL CAPTURE - 4959/4958	18	30	48	**12.2%**	39	40	79	**13.1%**	1,002	**18.0%**
INTERZONAL CAPTURE - 4959/4960	10	12	22	**5.6%**	23	22	45	**7.4%**	554	**9.9%**
INTERZONAL CAPTURE - 4959/4961	2	7	9	**2.3%**	4	5	9	**1.5%**	124	**2.2%**
COMMUNITY CAPTURE WITHIN DRI	**85**	**153**	**238**	**60.7%**	**212**	**183**	**395**	**65.3%**	**4,672**	**83.9%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**17**	**137**	**154**	**39.3%**	**169**	**41**	**210**	**34.7%**	**898**	**16.1%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**5**	**5**	**10**	**2.6%**	**11**	**9**	**20**	**3.3%**	**248**	**4.5%**
INTERZONAL CAPTURE - 4959/4305	1	1	2	**0.5%**	1	1	2	**0.3%**	36	**0.6%**
INTERZONAL CAPTURE - 4959/4498	2	2	4	**1.0%**	5	3	8	**1.3%**	84	**1.5%**
INTERZONAL CAPTURE - 4959/4499	1	1	2	**0.5%**	3	3	6	**1.0%**	64	**1.1%**
INTERZONAL CAPTURE - 4959/4493	0	0	0	**0.0%**	1	1	2	**0.3%**	16	**0.3%**
INTERZONAL CAPTURE - 4959/4494	0	0	0	**0.0%**	0	0	0	**0.0%**	10	**0.2%**
INTERZONAL CAPTURE - 4959/4495	1	1	2	**0.5%**	1	1	2	**0.3%**	34	**0.6%**
INTERZONAL CAPTURE - 4959/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.1%**
INTERZONAL CAPTURE - 4959/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**12**	**132**	**144**	**36.7%**	**158**	**32**	**190**	**31.4%**	**650**	**11.7%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI HAMLET IV (TAZ 4960)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	20.000	1000 Sq. Ft. GFA	% of Total	88%	21	12%	3	24		% of Total	17%	4	83%	18	22		% of Total	170	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	20.000	1000 Sq. Ft. GFA	% of Total	79%	30	21%	8	38		% of Total	30%	24	70%	57	81		% of Total	858	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						51		11	62				28		75	103			1,028	
NCHRP Internal Capture						4		3	7	*11%*			21		17	38	*37%*		371	*24%*
Retail						2		3	5				8		15	23			195	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						2		0	2				13		2	15			176	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						47		8	55				7		58	65			657	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	321.500	1000 Sq. Ft. GLA	% of Total	62%	129	38%	79	208		% of Total	48%	361	52%	391	752		% of Total	9,204	
Trips						129		79	208				361		391	752			9,204	
NCHRP Internal Capture						7		5	12	*6%*			51		110	161	*21%*		1,852	*20%*
Office						3		2	5				15		8	23			195	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						4		3	7				36		102	138			1,657	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						122		74	196				310		281	591			7,352	
Pass-by						19		18	37	*19%*			56		56	112	*19%*		1,396	*19%*
Net New External						103		56	159				254		225	479			5,956	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,066	Dwelling Units	% of Total	26%	134	74%	381	515		% of Total	63%	500	37%	293	793		% of Total	7,313	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	157	Dwelling Units	% of Total	24%	12	76%	37	49		% of Total	63%	43	37%	25	68		% of Total	1,008	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						146		418	564				543		318	861			8,321	
NCHRP Internal Capture						3		6	9	*2%*			104		49	153	*18%*		1,833	*22%*
Office						0		2	2				2		13	15			176	
Retail						3		4	7				102		36	138			1,657	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		1	1	*0%*			1		2	3	*0%*		26	*0%*
Ancillary						0		1	1				1		2	3			26	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						143		411	554				438		267	705			6,462	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	50	Acres	% of Total	59%	1	41%	0	1		% of Total	55%	3	45%	2	5		% of Total	52	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						1		0	1				3		2	5			52	
Non-NCHRP Internal Capture						1		0	1	*100%*			2		1	3	*60%*		26	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		0	1				2		1	3			26	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				1		1	2			26	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**327**	**508**	**835**	**100.0%**	**935**	**786**	**1,721**	**100.0%**	**18,605**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**15**	**15**	**30**	**3.6%**	**179**	**179**	**358**	**20.8%**	**4,108**	**22.1%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	14	14	28	**3.4%**	176	176	352	**20.5%**	4,056	**21.8%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	1	1	2	**0.2%**	3	3	6	**0.3%**	52	**0.3%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**312**	**493**	**805**	**96.4%**	**756**	**607**	**1,363**	**79.2%**	**14,497**	**77.9%**
TOTAL RETAIL PASS-BY TRIPS	**19**	**18**	**37**	**4.4%**	**56**	**56**	**112**	**6.5%**	**1,396**	**7.5%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	19	18	37	**4.4%**	56	56	112	**6.5%**	1,396	**7.5%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**293**	**475**	**768**	**92.0%**	**700**	**551**	**1,251**	**72.7%**	**13,101**	**70.4%**
INTERZONAL CAPTURE WITHIN DRI	**237**	**320**	**557**	**66.7%**	**485**	**439**	**924**	**53.7%**	**10,999**	**59.1%**
INTERZONAL CAPTURE - 4960/4598	59	94	153	**18.3%**	144	104	248	**14.4%**	2,753	**14.8%**
INTERZONAL CAPTURE - 4960/4953	9	8	17	**2.0%**	17	18	35	**2.0%**	430	**2.3%**
INTERZONAL CAPTURE - 4960/4954	9	8	17	**2.0%**	17	18	35	**2.0%**	424	**2.3%**
INTERZONAL CAPTURE - 4960/4955	75	110	185	**22.2%**	158	134	292	**17.0%**	3,463	**18.6%**
INTERZONAL CAPTURE - 4960/4956	6	5	11	**1.3%**	10	12	22	**1.3%**	292	**1.6%**
INTERZONAL CAPTURE - 4960/4957	15	11	26	**3.1%**	24	29	53	**3.1%**	680	**3.7%**
INTERZONAL CAPTURE - 4960/4958	47	66	113	**13.5%**	86	92	178	**10.3%**	2,190	**11.8%**
INTERZONAL CAPTURE - 4960/4959	12	10	22	**2.6%**	22	23	45	**2.6%**	554	**3.0%**
INTERZONAL CAPTURE - 4960/4961	5	8	13	**1.6%**	7	9	16	**0.9%**	213	**1.1%**
COMMUNITY CAPTURE WITHIN DRI	**252**	**335**	**587**	**70.3%**	**664**	**618**	**1,282**	**74.5%**	**15,107**	**81.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**75**	**173**	**248**	**29.7%**	**271**	**168**	**439**	**25.5%**	**3,498**	**18.8%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**17**	**16**	**33**	**4.0%**	**38**	**35**	**73**	**4.2%**	**854**	**4.6%**
INTERZONAL CAPTURE - 4960/4305	4	4	8	**1.0%**	8	8	16	**0.9%**	200	**1.1%**
INTERZONAL CAPTURE - 4960/4498	5	5	10	**1.2%**	11	9	20	**1.2%**	218	**1.2%**
INTERZONAL CAPTURE - 4960/4499	2	3	5	**0.6%**	8	7	15	**0.9%**	164	**0.9%**
INTERZONAL CAPTURE - 4960/4493	2	1	3	**0.4%**	3	3	6	**0.3%**	78	**0.4%**
INTERZONAL CAPTURE - 4960/4494	1	1	2	**0.2%**	2	2	4	**0.2%**	50	**0.3%**
INTERZONAL CAPTURE - 4960/4495	3	2	5	**0.6%**	5	5	10	**0.6%**	130	**0.7%**
INTERZONAL CAPTURE - 4960/4496	0	0	0	**0.0%**	1	1	2	**0.1%**	14	**0.1%**
INTERZONAL CAPTURE - 4960/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**58**	**157**	**215**	**25.7%**	**233**	**133**	**366**	**21.3%**	**2,644**	**14.2%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI HAMLET V (TAZ 4961)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	40	Dwelling Units	% of Total	26%	5	74%	14	19		% of Total	63%	19	37%	11	30		% of Total	274	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	150	Dwelling Units	% of Total	24%	11	76%	36	47		% of Total	63%	41	37%	24	65		% of Total	964	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						16		50	66				60		35	95			1,238	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						1		4	5	*8%*			4		4	8	*8%*		88	*7%*
Ancillary						0		1	1				1		2	3			26	
School						1		3	4				3		2	5			62	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						15		46	61				56		31	87			1,150	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	50	Acres	% of Total	59%	1	41%	0	1		% of Total	55%	3	45%	2	5		% of Total	52	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						1		0	1				3		2	5			52	
Non-NCHRP Internal Capture						1		0	1	*100%*			2		1	3	*60%*		26	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		0	1				2		1	3			26	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				1		1	2			26	
School																				
Elementary School (General Urban/Suburban)	520	500	Students	% of Total	54%	200	46%	170	370		% of Total	46%	37	54%	43	80		% of Total	1,135	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						200		170	370				37		43	80			1,135	
Non-NCHRP Internal Capture						3		1	4	*1%*			2		3	5	*6%*		62	*5%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						3		1	4				2		3	5			62	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						197		169	366				35		40	75			1,073	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**217**	**220**	**437**	**100.0%**	**100**	**80**	**180**	**100.0%**	**2,425**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**5**	**5**	**10**	**2.3%**	**8**	**8**	**16**	**8.9%**	**176**	**7.3%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	5	5	10	**2.3%**	8	8	16	**8.9%**	176	**7.3%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**212**	**215**	**427**	**97.7%**	**92**	**72**	**164**	**91.1%**	**2,249**	**92.7%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**212**	**215**	**427**	**97.7%**	**92**	**72**	**164**	**91.1%**	**2,249**	**92.7%**
INTERZONAL CAPTURE WITHIN DRI	**78**	**55**	**133**	**30.4%**	**78**	**63**	**141**	**78.3%**	**1,975**	**81.4%**
INTERZONAL CAPTURE - 4961/4598	6	11	17	**3.9%**	9	7	16	**8.9%**	232	**9.6%**
INTERZONAL CAPTURE - 4961/4953	8	3	11	**2.5%**	6	5	11	**6.1%**	144	**5.9%**
INTERZONAL CAPTURE - 4961/4954	7	2	9	**2.1%**	5	4	9	**5.0%**	124	**5.1%**
INTERZONAL CAPTURE - 4961/4955	11	16	27	**6.2%**	19	15	34	**18.9%**	476	**19.6%**
INTERZONAL CAPTURE - 4961/4956	5	2	7	**1.6%**	4	3	7	**3.9%**	104	**4.3%**
INTERZONAL CAPTURE - 4961/4957	14	5	19	**4.3%**	10	9	19	**10.6%**	280	**11.5%**
INTERZONAL CAPTURE - 4961/4958	12	9	21	**4.8%**	11	9	20	**11.1%**	278	**11.5%**
INTERZONAL CAPTURE - 4961/4959	7	2	9	**2.1%**	5	4	9	**5.0%**	124	**5.1%**
INTERZONAL CAPTURE - 4961/4960	8	5	13	**3.0%**	9	7	16	**8.9%**	213	**8.8%**
COMMUNITY CAPTURE WITHIN DRI	**83**	**60**	**143**	**32.7%**	**86**	**71**	**157**	**87.2%**	**2,151**	**88.7%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**134**	**160**	**294**	**67.3%**	**14**	**9**	**23**	**12.8%**	**274**	**11.3%**
INTERZONAL TRIPS TO/FROM MPD TAZs	**4**	**1**	**5**	**1.1%**	**3**	**3**	**6**	**3.3%**	**100**	**4.1%**
INTERZONAL CAPTURE - 4961/4305	1	0	1	**0.2%**	0	0	0	**0.0%**	12	**0.5%**
INTERZONAL CAPTURE - 4961/4498	0	0	0	**0.0%**	1	1	2	**1.1%**	20	**0.8%**
INTERZONAL CAPTURE - 4961/4499	0	0	0	**0.0%**	1	1	2	**1.1%**	16	**0.7%**
INTERZONAL CAPTURE - 4961/4493	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.2%**
INTERZONAL CAPTURE - 4961/4494	1	0	1	**0.2%**	0	0	0	**0.0%**	12	**0.5%**
INTERZONAL CAPTURE - 4961/4495	2	1	3	**0.7%**	1	1	2	**1.1%**	32	**1.3%**
INTERZONAL CAPTURE - 4961/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.2%**
INTERZONAL CAPTURE - 4961/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**130**	**159**	**289**	**66.1%**	**11**	**6**	**17**	**9.4%**	**174**	**7.2%**

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)

TRIP GENERATION SUMMARY - WITH BRC DRI
DRI (CUMULATIVE TAZ'S)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	In		Out		Total	%
Office																								
General Office Building (General Urban/Suburban)	710	1,084	1000 Sq. Ft. GFA	Sum of Total	88%	1,144	12%	156	1,300		Sum of Total	17%	204	83%	996	1,200		Sum of Total	50%	4,613	50%	4,613	9,226	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban	720	1,016	1000 Sq. Ft. GFA	Sum of Total	79%	1,533	21%	408	1,941		Sum of Total	30%	1,239	70%	2,891	4,130		Sum of Total	50%	21,764	50%	21,764	43,528	
Government Office Building (General Urban/Suburban)	730	86	1000 Sq. Ft. GFA	Sum of Total	75%	216	25%	72	288		Sum of Total	25%	37	75%	110	147		Sum of Total	50%	973	50%	973	1,946	
Trips						2893		636	3,529				1480		3997	5,477				27350		27350	54,700	
NCHRP Internal Capture						132		101	233	7%			146		262	408	7%			2,148		2,142	4,290	7%
Retail						65		101	166				58		184	242				1,239		1,235	2,474	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						41		0	41				88		78	166				909		907	1,816	
Hotel						26		0	26				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	0%			0		0	0	0%			0		0	0	0%
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						2,761		535	3,296				1,334		3,735	5,069				25,202		25,208	50,410	
Retail																								
Shopping Center (>150k) (General Urban/Suburban)	820	2,330	1000 Sq. Ft. GLA	Sum of Total	62%	935	38%	573	1,508		Sum of Total	48%	2,614	52%	2,832	5,446		Sum of Total	50%	33,350	50%	33,350	66,700	
Trips						935		573	1,508				2614		2832	5,446				33350		33350	66,700	
NCHRP Internal Capture						149		87	236	16%			475		832	1,307	24%			7,327		7,320	14,647	22%
Office						101		65	166				184		58	242				1,239		1,235	2,474	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						30		22	52				261		738	999				5,638		5,635	11,273	
Hotel						18		0	18				30		36	66				450		450	900	
Non-NCHRP Internal Capture						0		0	0	0%			0		0	0	0%			0		0	0	0%
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						786		486	1,272				2,139		2,000	4,139				26,023		26,030	52,053	
Pass-by						122		120	242	19%			394		392	786	19%			4,945		4,944	9,889	19%
Net New External						664		366	1,030				1,745		1,608	3,353				21,078		21,086	42,164	
Residential																								
Single-Family Detached Housing (General Urban/Suburban)	210	12,435	Dwelling Units	Sum of Total	26%	1,560	74%	4,441	6,001		Sum of Total	63%	5,829	37%	3,423	9,252		Sum of Total	50%	42,654	50%	42,653	85,307	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urb	220	5,435	Dwelling Units	Sum of Total	24%	410	76%	1,298	1,708		Sum of Total	63%	1,486	37%	872	2,358		Sum of Total	50%	17,457	50%	17,457	34,914	
Assisted Living (General Urban/Suburban)	254	418	Beds	Sum of Total	60%	45	40%	30	75		Sum of Total	39%	39	61%	61	100		Sum of Total	50%	544	50%	543	1,087	
Trips						2015		5769	7,784				7354		4356	11,710				60655		60653	121,308	
NCHRP Internal Capture						22		71	93	1%			816		367	1,183	10%			6,686		6,680	13,366	11%
Office						0		41	41				78		88	166				909		907	1,816	
Retail						22		30	52				738		261	999				5,638		5,635	11,273	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		18	18				139		138	277	
Non-NCHRP Internal Capture						93		238	331	4%			200		175	375	3%			2,273		2,270	4,543	4%
Ancillary						51		113	164				140		135	275				1,582		1,580	3,162	
School						32		90	122				35		30	65				455		454	909	
Hospital						9		23	32				20		10	30				198		198	396	
Industrial						1		12	13				5		0	5				38		38	76	
External						1,900		5,460	7,360				6,338		3,814	10,152				51,696		51,703	103,399	
Hotel																								
Hotel (General Urban/Suburban)	310	0	Rooms	Sum of Total	56%	164	44%	129	293		Sum of Total	51%	212	49%	204	416		Sum of Total	50%	3,040	50%	3,040	6,080	
Trips						164		129	293				212		204	416				3040		3040	6,080	
NCHRP Internal Capture						0		44	44	15%			54		30	84	20%			589		588	1,177	19%
Office						0		26	26				0		0	0				0		0	0	
Retail						0		18	18				36		30	66				450		450	900	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				18		0	18				139		138	277	
Non-NCHRP Internal Capture						0		0	0	0%			0		0	0	0%			0		0	0	0%
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						164		85	249				158		174	332				2,451		2,452	4,903	
Ancillary																								
Public Park (General Urban/Suburban)	411	225	Acres	Sum of Total	59%	3	41%	2	5		Sum of Total	55%	14	45%	11	25		Sum of Total	50%	116	50%	116	232	
Golf Course (General Urban/Suburban)	430	54	Holes	Sum of Total	79%	75	21%	20	95		Sum of Total	53%	83	47%	74	157		Sum of Total	50%	821	50%	820	1,641	
Recreational Community Center (General Urban/Suburban)	495	80.6	1000 Sq. Ft. GFA	Sum of Total	66%	102	34%	52	154		Sum of Total	47%	95	53%	107	202		Sum of Total	50%	1,162	50%	1,161	2,323	
Church (General Urban/Suburban)	560	168	1000 Sq. Ft. GFA	Sum of Total	62%	37	38%	23	60		Sum of Total	44%	29	56%	36	65		Sum of Total	50%	639	50%	638	1,277	
Library (General Urban/Suburban)	590	12	1000 Sq. Ft. GFA	Sum of Total	71%	4	29%	2	6		Sum of Total	48%	40	52%	55	95		Sum of Total	50%	423	50%	423	846	
Trips						221		99	320				267		277	544				3,161		3,158	6,319	
Non-NCHRP Internal Capture						113		51	164	51%			135		140	275	51%			1,582		1,580	3,162	50%
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						113		51	164				135		140	275				1,582		1,580	3,162	
Hotel						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						108		48	156				132		137	269				1,579		1,578	3,157	
School																								
Elementary School (General Urban/Suburban)	520	1,536	Students	Sum of Total	54%	614	46%	523	1,137		Sum of Total	46%	113	54%	133	246		Sum of Total	50%	1,744	50%	1,743	3,487	
Middle School/Junior High School (General Urban/Suburban)	522	330	Students	Sum of Total	54%	119	46%	102	221		Sum of Total	48%	24	52%	26	50		Sum of Total	50%	359	50%	358	717	
High School (General Urban/Suburban)	525	600	Students	Sum of Total	68%	261	32%	123	384		Sum of Total	48%	40	52%	44	84		Sum of Total	50%	582	50%	582	1,164	
Trips						994		748	1,742				177		203	380				2,685		2,683	5,368	
Non-NCHRP Internal Capture						90		32	122	7%			30		35	65	17%			455		454	909	17%
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						90		32	122				30		35	65				455		454	909	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						904		716	1,620				147		168	315				2,230		2,229	4,459	
Hospital																								
Hospital (General Urban/Suburban)	610	177	Beds	Sum of Total	72%	228	28%	89	317		Sum of Total	33%	99	67%	200	299		Sum of Total	50%	1,976	50%	1,975	3,951	
Trips						228		89	317				99		200	299				1,976		1,975	3,951	
Non-NCHRP Internal Capture						23		9	32	10%			10		20	30	10%			198		198	396	10%
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						23		9	32				10		20	30				198		198	396	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						205		80	285				89		180	269				1,778		1,777	3,555	
Industrial																								
General Light Industrial (General Urban/Suburban)	110	650	1000 Sq. Ft. GFA	Sum of Total	88%	392	12%	54	446		Sum of Total	14%	22	86%	133	155		Sum of Total	50%	1,247	50%	1,247	2,494	
Trips						392		54	446				22		133	155				1,247		1,247	2,494	
Non-NCHRP Internal Capture						12		1	13	3%			0		5	5	3%			38		38	76	3%
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						12		1	13				0		5	5				38		38	76	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
External						380		53	433				22		128	150				1,209		1,209	2,418	

	In	Out	Total	%	In	Out	Total	%	In	Out	Total	%	FSUTMS
TOTAL TRIPS	**7,842**	**8,097**	**15,939**	**100%**	**12,225**	**12,202**	**24,427**	**100%**	**133,464**	**133,456**	**266,920**	**100.0%**	**266,549**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**634**	**634**	**1,268**	**8.0%**	**1,866**	**1,866**	**3,732**	**15.3%**	**21,296**	**21,270**	**42,566**	**15.9%**	**42,658**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	303	303	606	3.8%	1,491	1,491	2,982	12.2%	16,750	16,730	33,480	12.5%	-
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	331	331	662	4.2%	375	375	750	3.1%	4,546	4,540	9,086	3.4%	-
TOTAL INTERZONAL (EXTERNAL) TRIPS	**7,208**	**7,463**	**14,671**	**92.0%**	**10,359**	**10,336**	**20,695**	**84.7%**	**112,168**	**112,186**	**224,354**	**84.1%**	**223,891**
INTERZONAL CAPTURE WITHIN DRI	4,031	4,031	**8,062**	**50.6%**	6,319	6,319	**12,638**	**51.7%**	76,256	76,256	**152,512**	**57.1%**	**152,969**
INTERNAL RETAIL PASS-BY TRIPS	109	107	216	1.4%	379	377	756	3.1%	4,795	4,794	9,589	3.6%	**N/A**
COMMUNITY CAPTURE WITHIN DRI	**4,665**	**4,665**	**9,330**	**58.5%**	**8,185**	**8,185**	**16,370**	**67.0%**	**97,552**	**97,526**	**195,078**	**73.1%**	**195,627**
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-DRI TAZs	**3,177**	**3,432**	**6,609**	**41.5%**	**4,040**	**4,017**	**8,057**	**33.0%**	**35,912**	**35,930**	**71,842**	**26.9%**	**70,922**
INTERZONAL TRIPS TO/FROM MPD TAZs VIA INTERNAL ROAD NETWORK	**321**	**238**	**559**	**3.5%**	**499**	**575**	**1,074**	**4.4%**	**6,195**	**6,195**	**12,390**	**4.6%**	**12,399**
INTERZONAL TRIPS TO/FROM MPD TAZs	366	272	638	**4.0%**	570	656	1,226	**5.0%**	7,072	7,072	14,144	**5.3%**	**14,153**
INTERZONAL TRIPS TO/FROM MPD TAZs VIA SR 31 (DRI TRIP ENDS)	45	34	79	0.5%	71	81	152	0.6%	877	877	1,754	0.7%	**1,754**
INTERZONAL TRIPS TO/FROM MPD TAZs VIA SR 31 (TRIPS ASSIGNED AT ENTRANCES)	79	79	158	1.0%	152	152	304	1.9%	1,754	1,754	3,508	22.0%	**3,509**
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**2,811**	**3,160**	**5,971**	**37.5%**	**3,470**	**3,361**	**6,831**	**28.0%**	**28,840**	**28,858**	**57,698**	**21.6%**	**56,768**
INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**2,890**	**3,239**	**6,129**	**38.5%**	**3,622**	**3,513**	**7,135**	**29.2%**	**30,594**	**30,612**	**61,206**	**22.9%**	**60,277**
EXTERNAL RETAIL PASS-BY TRIPS	13	13	26	0.2%	15	15	30	0.1%	150	150	300	0.1%	**N/A**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**2,798**	**3,147**	**5,945**	**37.3%**	**3,455**	**3,346**	**6,801**	**27.8%**	**28,690**	**28,708**	**57,398**	**21.5%**	**N/A**
NET NEW INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**2,877**	**3,226**	**6,103**	**38.3%**	**3,607**	**3,498**	**7,105**	**29.1%**	**30,444**	**30,462**	**60,906**	**22.8%**	**N/A**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD (CUMULATIVE TAZ'S)

				AM PEAK HOUR						PM PEAK HOUR						DAILY	
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	Rate/Equation	In		Out		Total	Rate/Equation	Total
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	Fitted Curve	88%	0	12%	0	0	Fitted Curve	17%	0	83%	0	0	Fitted Curve	0
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	Fitted Curve	79%	0	21%	0	0	Fitted Curve	30%	0	70%	0	0	Fitted Curve	0
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	Average	75%	0	25%	0	0	Average	25%	0	75%	0	0	Average	0
Shopping Center (>150k) (General Urban/Suburban)	820	384.500	1000 Sq. Ft. GLA	Fitted Curve	62%	223	38%	137	360	Fitted Curve	48%	714	52%	774	1,488	Fitted Curve	15,903
Single-Family Detached Housing (General Urban/Suburban)	210	1,630	Dwelling Units	Fitted Curve	26%	246	74%	699	945	Fitted Curve	63%	863	37%	507	1,370	Fitted Curve	13,156
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urb	220	360	Dwelling Units	Fitted Curve	24%	32	76%	102	134	Fitted Curve	63%	110	37%	65	175	Fitted Curve	2,383
Assisted Living (General Urban/Suburban)	254	350	Beds	Average	60%	38	40%	25	63	Average	39%	33	61%	51	84	Average	910
Hotel (General Urban/Suburban)	310	250	Rooms	Fitted Curve	56%	66	44%	52	118	Fitted Curve	51%	80	49%	77	157	Fitted Curve	2,286
Public Park (General Urban/Suburban)	411	48	Acres	Average	59%	1	41%	0	1	Average	55%	3	45%	2	5	Fitted Curve	119
Golf Course (General Urban/Suburban)	430	0	Holes	Average	79%	0	21%	0	0	Average	53%	0	47%	0	0	Average	0
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	Average	66%	0	34%	0	0	Average	47%	0	53%	0	0	Average	0
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	Fitted Curve	62%	0	38%	0	0	Fitted Curve	44%	0	56%	0	0	Average	0
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	Fitted Curve	71%	19	29%	8	27	Fitted Curve	48%	99	52%	108	207	Fitted Curve	1,680
Elementary School (General Urban/Suburban)	520	0	Students	Average	54%	0	46%	0	0	Average	46%	0	54%	0	0	Average	0
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	Average	54%	0	46%	0	0	Average	48%	0	52%	0	0	Fitted Curve	0
High School (General Urban/Suburban)	525	0	Students	Fitted Curve	68%	0	32%	0	0	Average	48%	0	52%	0	0	Average	0
Hospital (General Urban/Suburban)	610	0	Beds	Average	72%	0	28%	0	0	Average	33%	0	67%	0	0	Average	0
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	Fitted Curve	88%	0	12%	0	0	Fitted Curve	14%	0	86%	0	0	Fitted Curve	0
						In		**Out**	**Total**			**In**		**Out**	**Total**		**Total**
TOTAL						**625**		**1,023**	**1,648**			**1,902**		**1,584**	**3,486**		**36,437**

Footnote:
(1) ITE Trip Generation, 11th Edition.

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT DIVOSTA (TAZ 4305)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,000	Dwelling Units	% of Total	26%	151	74%	429	580		% of Total	63%	529	37%	311	840		% of Total	8,072	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						151		429	580				529		311	840			8,072	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		1	1	*0%*			1		0	1	*0%*		10	*0%*
Ancillary						0		1	1				1		0	1			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						151		428	579				528		311	839			8,062	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	1	41%	0	1		% of Total	55%	0	45%	2	2		% of Total	19	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						1		0	1				0		2	2			19	
Non-NCHRP Internal Capture						1		0	1	*100%*			0		1	1	*50%*		10	*53%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		0	1				0		1	1			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		1	1			9	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**152**	**429**	**581**	**100.0%**	**529**	**313**	**842**	**100.0%**	**8,091**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**1**	**1**	**2**	**0.3%**	**1**	**1**	**2**	**0.2%**	**20**	**0.2%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	1	1	2	**0.3%**	1	1	2	**0.2%**	20	**0.2%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**151**	**428**	**579**	**99.7%**	**528**	**312**	**840**	**99.8%**	**8,071**	**99.8%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**151**	**428**	**579**	**99.7%**	**528**	**312**	**840**	**99.8%**	**8,071**	**99.8%**
INTERZONAL CAPTURE WITHIN MPD	**10**	**13**	**23**	**4.0%**	**31**	**24**	**55**	**6.5%**	**632**	**7.8%**
INTERZONAL CAPTURE - 4305/4498	5	6	11	**1.9%**	14	10	24	**2.9%**	264	**3.3%**
INTERZONAL CAPTURE - 4305/4499	4	6	10	**1.7%**	14	11	25	**3.0%**	296	**3.7%**
INTERZONAL CAPTURE - 4305/4493	1	1	2	**0.3%**	1	1	2	**0.2%**	36	**0.4%**
INTERZONAL CAPTURE - 4305/4494	0	0	0	**0.0%**	1	1	2	**0.2%**	16	**0.2%**
INTERZONAL CAPTURE - 4305/4495	0	0	0	**0.0%**	1	1	2	**0.2%**	18	**0.2%**
INTERZONAL CAPTURE - 4305/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**0.0%**
INTERZONAL CAPTURE - 4305/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**11**	**14**	**25**	**4.3%**	**32**	**25**	**57**	**6.8%**	**652**	**8.1%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**141**	**415**	**556**	**95.7%**	**497**	**288**	**785**	**93.2%**	**7,439**	**91.9%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**65**	**128**	**193**	**33.2%**	**175**	**134**	**309**	**36.7%**	**3,514**	**43.4%**
INTERZONAL CAPTURE - 4305/4598	34	84	118	**20.3%**	106	70	176	**20.9%**	1,836	**22.7%**
INTERZONAL CAPTURE - 4305/4953	1	1	2	**0.3%**	3	3	6	**0.7%**	68	**0.8%**
INTERZONAL CAPTURE - 4305/4954	1	1	2	**0.3%**	3	3	6	**0.7%**	78	**1.0%**
INTERZONAL CAPTURE - 4305/4955	16	27	43	**7.4%**	39	33	72	**8.6%**	868	**10.7%**
INTERZONAL CAPTURE - 4305/4956	2	2	4	**0.7%**	4	5	9	**1.1%**	118	**1.5%**
INTERZONAL CAPTURE - 4305/4957	3	2	5	**0.9%**	5	5	10	**1.2%**	138	**1.7%**
INTERZONAL CAPTURE - 4305/4958	3	5	8	**1.4%**	6	6	12	**1.4%**	160	**2.0%**
INTERZONAL CAPTURE - 4305/4959	1	1	2	**0.3%**	1	1	2	**0.2%**	36	**0.4%**
INTERZONAL CAPTURE - 4305/4960	4	4	8	**1.4%**	8	8	16	**1.9%**	200	**2.5%**
INTERZONAL CAPTURE - 4305/4961	0	1	1	**0.2%**	0	0	0	**0.0%**	12	**0.1%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**76**	**287**	**363**	**62.5%**	**322**	**154**	**476**	**56.5%**	**3,925**	**48.5%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT MU-1 (TAZ 4498)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	192.250	1000 Sq. Ft. GLA	% of Total	62%	112	38%	69	181		% of Total	48%	357	52%	387	744		% of Total	7,952	
Trips						112		69	181				357		387	744			7,952	
NCHRP Internal Capture [2]						1		1	2	*1%*			36		66	102	*14%*		1,156	*15%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		1	2				36		66	102			1,156	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						111		68	179				321		321	642			6,796	
Pass-by						17		17	34	*19%*			61		61	122	*19%*		1,291	*19%*
Net New External						94		51	145				260		260	520			5,505	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	0	Dwelling Units	% of Total	26%	0	74%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	360	Dwelling Units	% of Total	24%	32	76%	102	134		% of Total	63%	110	37%	65	175		% of Total	2,383	
Assisted Living (General Urban/Suburban)	254	350	Beds	% of Total	60%	38	40%	25	63		% of Total	39%	33	61%	51	84		% of Total	910	
Trips						70		127	197				143		116	259			3,293	
NCHRP Internal Capture [2]						1		1	2	*1%*			66		36	102	*39%*		1,156	*35%*
Office						0		0	0				0		0	0			0	
Retail						1		1	2				66		36	102			1,156	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						4		10	14	*7%*			21		17	38	*15%*		494	*15%*
Ancillary						4		10	14				21		17	38			494	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						65		116	181				56		63	119			1,643	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	% of Total	71%	19	29%	8	27		% of Total	48%	99	52%	108	207		% of Total	1,680	
Trips						19		8	27				100		108	208			1,700	
Non-NCHRP Internal Capture						10		4	14	*52%*			17		21	38	*18%*		494	*29%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						10		4	14				17		21	38			494	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						9		4	13				83		87	170			1,206	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**201**	**204**	**405**	**100.0%**	**600**	**611**	**1,211**	**100.0%**	**12,945**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**16**	**16**	**32**	**7.9%**	**140**	**140**	**280**	**23.1%**	**3,300**	**25.5%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	2	2	4	**1.0%**	102	102	204	**16.8%**	2,312	**17.9%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	14	14	28	**6.9%**	38	38	76	**6.3%**	988	**7.6%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**185**	**188**	**373**	**92.1%**	**460**	**471**	**931**	**76.9%**	**9,645**	**74.5%**
TOTAL RETAIL PASS-BY TRIPS	**17**	**17**	**34**	**8.4%**	**61**	**61**	**122**	**10.1%**	**1,291**	**10.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	17	17	34	**8.4%**	61	61	122	**10.1%**	1,291	**10.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**168**	**171**	**339**	**83.7%**	**399**	**410**	**809**	**66.8%**	**8,354**	**64.5%**
INTERZONAL CAPTURE WITHIN MPD	**11**	**11**	**22**	**5.4%**	**23**	**28**	**51**	**4.2%**	**570**	**4.4%**
INTERZONAL CAPTURE - 4498/4305	6	5	11	**2.7%**	10	14	24	**2.0%**	264	**2.0%**
INTERZONAL CAPTURE - 4498/4499	2	3	5	**1.2%**	8	7	15	**1.2%**	174	**1.3%**
INTERZONAL CAPTURE - 4498/4493	1	1	2	**0.5%**	2	3	5	**0.4%**	60	**0.5%**
INTERZONAL CAPTURE - 4498/4494	1	1	2	**0.5%**	1	2	3	**0.2%**	28	**0.2%**
INTERZONAL CAPTURE - 4498/4495	1	1	2	**0.5%**	2	2	4	**0.3%**	42	**0.3%**
INTERZONAL CAPTURE - 4498/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**0.0%**
INTERZONAL CAPTURE - 4498/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**27**	**27**	**54**	**13.3%**	**163**	**168**	**331**	**27.3%**	**3,870**	**29.9%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**174**	**177**	**351**	**86.7%**	**437**	**443**	**880**	**72.7%**	**9,075**	**70.1%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**87**	**82**	**169**	**41.7%**	**185**	**178**	**363**	**30.0%**	**4,078**	**31.5%**
INTERZONAL CAPTURE - 4498/4598	37	37	74	**18.3%**	91	66	157	**13.0%**	1,756	**13.6%**
INTERZONAL CAPTURE - 4498/4953	4	3	7	**1.7%**	7	10	17	**1.4%**	182	**1.4%**
INTERZONAL CAPTURE - 4498/4954	4	3	7	**1.7%**	7	10	17	**1.4%**	180	**1.4%**
INTERZONAL CAPTURE - 4498/4955	18	18	36	**8.9%**	38	32	70	**5.8%**	826	**6.4%**
INTERZONAL CAPTURE - 4498/4956	4	3	7	**1.7%**	7	11	18	**1.5%**	210	**1.6%**
INTERZONAL CAPTURE - 4498/4957	9	7	16	**4.0%**	14	22	36	**3.0%**	404	**3.1%**
INTERZONAL CAPTURE - 4498/4958	4	4	8	**2.0%**	8	10	18	**1.5%**	198	**1.5%**
INTERZONAL CAPTURE - 4498/4959	2	2	4	**1.0%**	3	5	8	**0.7%**	84	**0.6%**
INTERZONAL CAPTURE - 4498/4960	5	5	10	**2.5%**	9	11	20	**1.7%**	218	**1.7%**
INTERZONAL CAPTURE - 4498/4961	0	0	0	**0.0%**	1	1	2	**0.2%**	20	**0.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**87**	**95**	**182**	**44.9%**	**252**	**265**	**517**	**42.7%**	**4,997**	**38.6%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT MU-2 (TAZ 4499)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	192.250	1000 Sq. Ft. GLA	% of Total	62%	111	38%	68	179		% of Total	48%	357	52%	387	744		% of Total	7,951	
Trips						111		68	179				357		387	744			7,951	
NCHRP Internal Capture [2]						4		0	4	*2%*			7		14	21	*3%*		274	*3%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						4		0	4				7		14	21			274	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						107		68	175				350		373	723			7,677	
Pass-by						17		16	33	*19%*			69		68	137	*19%*		1,458	*19%*
Net New External						90		52	142				281		305	586			6,219	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	0	Dwelling Units	% of Total	26%	0	74%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hotel																				
Hotel (General Urban/Suburban)	310	250	Rooms	% of Total	56%	66	44%	52	118		% of Total	51%	80	49%	77	157		% of Total	2,286	
Trips						66		52	118				80		77	157			2,286	
NCHRP Internal Capture [2]						0		4	4	*3%*			14		7	21	*13%*		274	*12%*
Office						0		0	0				0		0	0			0	
Retail						0		4	4				14		7	21			274	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						66		48	114				66		70	136			2,012	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				1		0	1			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				1		0	1			20	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**177**	**120**	**297**	**100.0%**	**438**	**464**	**902**	**100.0%**	**10,257**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**4**	**4**	**8**	**2.7%**	**21**	**21**	**42**	**4.7%**	**548**	**5.3%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	4	4	8	**2.7%**	21	21	42	**4.7%**	548	**5.3%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**173**	**116**	**289**	**97.3%**	**417**	**443**	**860**	**95.3%**	**9,709**	**94.7%**
TOTAL RETAIL PASS-BY TRIPS	**17**	**16**	**33**	**11.1%**	**69**	**68**	**137**	**15.2%**	**1,458**	**14.2%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	17	16	33	**11.1%**	69	68	137	**15.2%**	1,458	**14.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**156**	**100**	**256**	**86.2%**	**348**	**375**	**723**	**80.2%**	**8,251**	**80.4%**
INTERZONAL CAPTURE WITHIN MPD	**12**	**7**	**19**	**6.4%**	**22**	**28**	**50**	**5.5%**	**596**	**5.8%**
INTERZONAL CAPTURE - 4499/4305	6	4	10	**3.4%**	11	14	25	**2.8%**	296	**2.9%**
INTERZONAL CAPTURE - 4499/4498	3	2	5	**1.7%**	7	8	15	**1.7%**	174	**1.7%**
INTERZONAL CAPTURE - 4499/4493	1	1	2	**0.7%**	2	3	5	**0.6%**	62	**0.6%**
INTERZONAL CAPTURE - 4499/4494	1	0	1	**0.3%**	1	1	2	**0.2%**	28	**0.3%**
INTERZONAL CAPTURE - 4499/4495	1	0	1	**0.3%**	1	2	3	**0.3%**	34	**0.3%**
INTERZONAL CAPTURE - 4499/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**0.0%**
INTERZONAL CAPTURE - 4499/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**16**	**11**	**27**	**9.1%**	**43**	**49**	**92**	**10.2%**	**1,144**	**11.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**161**	**109**	**270**	**90.9%**	**395**	**415**	**810**	**89.8%**	**9,113**	**88.8%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**59**	**40**	**99**	**33.3%**	**134**	**131**	**265**	**29.4%**	**3,146**	**30.7%**
INTERZONAL CAPTURE - 4499/4598	27	18	45	**15.2%**	65	54	119	**13.2%**	1,446	**14.1%**
INTERZONAL CAPTURE - 4499/4953	2	2	4	**1.3%**	5	6	11	**1.2%**	130	**1.3%**
INTERZONAL CAPTURE - 4499/4954	3	2	5	**1.7%**	6	7	13	**1.4%**	148	**1.4%**
INTERZONAL CAPTURE - 4499/4955	10	7	17	**5.7%**	24	20	44	**4.9%**	520	**5.1%**
INTERZONAL CAPTURE - 4499/4956	5	3	8	**2.7%**	8	12	20	**2.2%**	250	**2.4%**
INTERZONAL CAPTURE - 4499/4957	5	3	8	**2.7%**	9	13	22	**2.4%**	262	**2.6%**
INTERZONAL CAPTURE - 4499/4958	3	2	5	**1.7%**	6	7	13	**1.4%**	146	**1.4%**
INTERZONAL CAPTURE - 4499/4959	1	1	2	**0.7%**	3	3	6	**0.7%**	64	**0.6%**
INTERZONAL CAPTURE - 4499/4960	3	2	5	**1.7%**	7	8	15	**1.7%**	164	**1.6%**
INTERZONAL CAPTURE - 4499/4961	0	0	0	**0.0%**	1	1	2	**0.2%**	16	**0.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**102**	**69**	**171**	**57.6%**	**261**	**284**	**545**	**60.4%**	**5,967**	**58.2%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT PARCEL 1 (TAZ 4493)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	249	Dwelling Units	% of Total	26%	38	74%	107	145		% of Total	63%	132	37%	77	209		% of Total	2,010	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						38		107	145				132		77	209			2,010	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		1	1	*0%*		10	*0%*
Ancillary						0		0	0				0		1	1			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						38		107	145				132		76	208			2,000	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				1		0	1			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			1		0	1	*100%*		10	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				1		0	1			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			10	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**38**	**107**	**145**	**100.0%**	**133**	**77**	**210**	**100.0%**	**2,030**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**1**	**1**	**2**	**1.0%**	**20**	**1.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	1	1	2	**1.0%**	20	**1.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**38**	**107**	**145**	**100.0%**	**132**	**76**	**208**	**99.0%**	**2,010**	**99.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**38**	**107**	**145**	**100.0%**	**132**	**76**	**208**	**99.0%**	**2,010**	**99.0%**
INTERZONAL CAPTURE WITHIN MPD	**3**	**3**	**6**	**4.1%**	**7**	**5**	**12**	**5.7%**	**170**	**8.4%**
INTERZONAL CAPTURE - 4493/4305	1	1	2	**1.4%**	1	1	2	**1.0%**	36	**1.8%**
INTERZONAL CAPTURE - 4493/4498	1	1	2	**1.4%**	3	2	5	**2.4%**	60	**3.0%**
INTERZONAL CAPTURE - 4493/4499	1	1	2	**1.4%**	3	2	5	**2.4%**	62	**3.1%**
INTERZONAL CAPTURE - 4493/4494	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.2%**
INTERZONAL CAPTURE - 4493/4495	0	0	0	**0.0%**	0	0	0	**0.0%**	8	**0.4%**
INTERZONAL CAPTURE - 4493/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4493/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**3**	**3**	**6**	**4.1%**	**8**	**6**	**14**	**6.7%**	**190**	**9.4%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**35**	**104**	**139**	**95.9%**	**125**	**71**	**196**	**93.3%**	**1,840**	**90.6%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**20**	**37**	**57**	**39.3%**	**54**	**41**	**95**	**45.2%**	**1,088**	**53.6%**
INTERZONAL CAPTURE - 4493/4598	9	21	30	**20.7%**	27	17	44	**21.0%**	460	**22.7%**
INTERZONAL CAPTURE - 4493/4953	0	0	0	**0.0%**	1	1	2	**1.0%**	24	**1.2%**
INTERZONAL CAPTURE - 4493/4954	1	1	2	**1.4%**	1	1	2	**1.0%**	30	**1.5%**
INTERZONAL CAPTURE - 4493/4955	6	10	16	**11.0%**	15	12	27	**12.9%**	330	**16.3%**
INTERZONAL CAPTURE - 4493/4956	1	0	1	**0.7%**	1	1	2	**1.0%**	26	**1.3%**
INTERZONAL CAPTURE - 4493/4957	1	1	2	**1.4%**	2	2	4	**1.9%**	54	**2.7%**
INTERZONAL CAPTURE - 4493/4958	1	2	3	**2.1%**	3	3	6	**2.9%**	66	**3.3%**
INTERZONAL CAPTURE - 4493/4959	0	0	0	**0.0%**	1	1	2	**1.0%**	16	**0.8%**
INTERZONAL CAPTURE - 4493/4960	1	2	3	**2.1%**	3	3	6	**2.9%**	78	**3.8%**
INTERZONAL CAPTURE - 4493/4961	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**15**	**67**	**82**	**56.6%**	**71**	**30**	**101**	**48.1%**	**752**	**37.0%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT PARCEL 2(TAZ 4494)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	124	Dwelling Units	% of Total	26%	19	74%	53	72		% of Total	63%	66	37%	39	105		% of Total	1,000	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						19		53	72				66		39	105			1,000	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		1	1	*1%*		10	*1%*
Ancillary						0		0	0				0		1	1			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						19		53	72				66		38	104			990	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				1		0	1			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			1		0	1	*100%*		10	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				1		0	1			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			10	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**19**	**53**	**72**	**100.0%**	**67**	**39**	**106**	**100.0%**	**1,020**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**1**	**1**	**2**	**1.9%**	**20**	**2.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	1	1	2	**1.9%**	20	**2.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**19**	**53**	**72**	**100.0%**	**66**	**38**	**104**	**98.1%**	**1,000**	**98.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**19**	**53**	**72**	**100.0%**	**66**	**38**	**104**	**98.1%**	**1,000**	**98.0%**
INTERZONAL CAPTURE WITHIN MPD	**1**	**2**	**3**	**4.2%**	**4**	**3**	**7**	**6.6%**	**80**	**7.8%**
INTERZONAL CAPTURE - 4494/4305	0	0	0	**0.0%**	1	1	2	**1.9%**	16	**1.6%**
INTERZONAL CAPTURE - 4494/4498	1	1	2	**2.8%**	2	1	3	**2.8%**	28	**2.7%**
INTERZONAL CAPTURE - 4494/4499	0	1	1	**1.4%**	1	1	2	**1.9%**	28	**2.7%**
INTERZONAL CAPTURE - 4494/4493	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.4%**
INTERZONAL CAPTURE - 4494/4495	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.4%**
INTERZONAL CAPTURE - 4494/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4494/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**1**	**2**	**3**	**4.2%**	**5**	**4**	**9**	**8.5%**	**100**	**9.8%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**18**	**51**	**69**	**95.8%**	**62**	**35**	**97**	**91.5%**	**920**	**90.2%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**12**	**23**	**35**	**48.6%**	**33**	**27**	**60**	**56.6%**	**692**	**67.8%**
INTERZONAL CAPTURE - 4494/4598	5	13	18	**25.0%**	17	11	28	**26.4%**	290	**28.4%**
INTERZONAL CAPTURE - 4494/4953	0	0	0	**0.0%**	1	1	2	**1.9%**	14	**1.4%**
INTERZONAL CAPTURE - 4494/4954	0	0	0	**0.0%**	1	1	2	**1.9%**	18	**1.8%**
INTERZONAL CAPTURE - 4494/4955	4	7	11	**15.3%**	9	8	17	**16.0%**	206	**20.2%**
INTERZONAL CAPTURE - 4494/4956	0	0	0	**0.0%**	0	1	1	**0.9%**	14	**1.4%**
INTERZONAL CAPTURE - 4494/4957	1	0	1	**1.4%**	1	1	2	**1.9%**	30	**2.9%**
INTERZONAL CAPTURE - 4494/4958	1	1	2	**2.8%**	2	2	4	**3.8%**	48	**4.7%**
INTERZONAL CAPTURE - 4494/4959	0	0	0	**0.0%**	0	0	0	**0.0%**	10	**1.0%**
INTERZONAL CAPTURE - 4494/4960	1	1	2	**2.8%**	2	2	4	**3.8%**	50	**4.9%**
INTERZONAL CAPTURE - 4494/4961	0	1	1	**1.4%**	0	0	0	**0.0%**	12	**1.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**6**	**28**	**34**	**47.2%**	**29**	**8**	**37**	**34.9%**	**228**	**22.4%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT PARCEL 3 (TAZ 4495)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	235	Dwelling Units	% of Total	26%	35	74%	101	136		% of Total	63%	124	37%	73	197		% of Total	1,896	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						35		101	136				124		73	197			1,896	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		1	1	*1%*		10	*1%*
Ancillary						0		0	0				0		1	1			10	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						35		101	136				124		72	196			1,886	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	8	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	1	45%	0	1		% of Total	20	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				1		0	1			20	
Non-NCHRP Internal Capture						0		0	0	*0%*			1		0	1	*100%*		10	*50%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				1		0	1			10	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			10	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**35**	**101**	**136**	**100.0%**	**125**	**73**	**198**	**100.0%**	**1,916**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**1**	**1**	**2**	**1.0%**	**20**	**1.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	1	1	2	**1.0%**	20	**1.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**35**	**101**	**136**	**100.0%**	**124**	**72**	**196**	**99.0%**	**1,896**	**99.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**35**	**101**	**136**	**100.0%**	**124**	**72**	**196**	**99.0%**	**1,896**	**99.0%**
INTERZONAL CAPTURE WITHIN MPD	**1**	**2**	**3**	**2.2%**	**5**	**4**	**9**	**4.5%**	**106**	**5.5%**
INTERZONAL CAPTURE - 4495/4305	0	0	0	**0.0%**	1	1	2	**1.0%**	18	**0.9%**
INTERZONAL CAPTURE - 4495/4498	1	1	2	**1.5%**	2	2	4	**2.0%**	42	**2.2%**
INTERZONAL CAPTURE - 4495/4499	0	1	1	**0.7%**	2	1	3	**1.5%**	34	**1.8%**
INTERZONAL CAPTURE - 4495/4493	0	0	0	**0.0%**	0	0	0	**0.0%**	8	**0.4%**
INTERZONAL CAPTURE - 4495/4494	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**0.2%**
INTERZONAL CAPTURE - 4495/4496	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4495/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**1**	**2**	**3**	**2.2%**	**6**	**5**	**11**	**5.6%**	**126**	**6.6%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**34**	**99**	**133**	**97.8%**	**119**	**68**	**187**	**94.4%**	**1,790**	**93.4%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**27**	**51**	**78**	**57.4%**	**69**	**54**	**123**	**62.1%**	**1,492**	**77.9%**
INTERZONAL CAPTURE - 4495/4598	8	21	29	**21.3%**	27	17	44	**22.2%**	460	**24.0%**
INTERZONAL CAPTURE - 4495/4953	1	1	2	**1.5%**	1	1	2	**1.0%**	36	**1.9%**
INTERZONAL CAPTURE - 4495/4954	1	1	2	**1.5%**	2	1	3	**1.5%**	38	**2.0%**
INTERZONAL CAPTURE - 4495/4955	9	16	25	**18.4%**	23	19	42	**21.2%**	512	**26.7%**
INTERZONAL CAPTURE - 4495/4956	0	0	0	**0.0%**	1	1	2	**1.0%**	26	**1.4%**
INTERZONAL CAPTURE - 4495/4957	1	1	2	**1.5%**	2	2	4	**2.0%**	64	**3.3%**
INTERZONAL CAPTURE - 4495/4958	3	5	8	**5.9%**	6	6	12	**6.1%**	160	**8.4%**
INTERZONAL CAPTURE - 4495/4959	1	1	2	**1.5%**	1	1	2	**1.0%**	34	**1.8%**
INTERZONAL CAPTURE - 4495/4960	2	3	5	**3.7%**	5	5	10	**5.1%**	130	**6.8%**
INTERZONAL CAPTURE - 4495/4961	1	2	3	**2.2%**	1	1	2	**1.0%**	32	**1.7%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**7**	**48**	**55**	**40.4%**	**50**	**14**	**64**	**32.3%**	**298**	**15.6%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT R-2 (TAZ 4496)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Net New External						0		0	0				0		0	0			0	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	22	Dwelling Units	% of Total	26%	3	74%	9	12		% of Total	63%	12	37%	7	19		% of Total	178	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	0	
Trips						3		9	12				12		7	19			178	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						3		9	12				12		7	19			178	
Hotel																				
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Ancillary																				
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%
TOTAL TRIPS	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**178**	**100.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**178**	**100.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**178**	**100.0%**
INTERZONAL CAPTURE WITHIN MPD	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**6**	**3.4%**
INTERZONAL CAPTURE - 4496/4305	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**1.1%**
INTERZONAL CAPTURE - 4496/4498	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**1.1%**
INTERZONAL CAPTURE - 4496/4499	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**1.1%**
INTERZONAL CAPTURE - 4496/4493	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4496/4494	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4496/4495	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
INTERZONAL CAPTURE - 4496/4497	0	0	0	**0.0%**	0	0	0	**0.0%**	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**6**	**3.4%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**3**	**9**	**12**	**100.0%**	**12**	**7**	**19**	**100.0%**	**172**	**96.6%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**2**	**5**	**7**	**58.3%**	**6**	**5**	**11**	**57.9%**	**134**	**75.3%**
INTERZONAL CAPTURE - 4496/4598	1	2	3	**25.0%**	2	1	3	**15.8%**	32	**18.0%**
INTERZONAL CAPTURE - 4496/4953	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**2.2%**
INTERZONAL CAPTURE - 4496/4954	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**2.2%**
INTERZONAL CAPTURE - 4496/4955	1	2	3	**25.0%**	2	2	4	**21.1%**	44	**24.7%**
INTERZONAL CAPTURE - 4496/4956	0	0	0	**0.0%**	0	0	0	**0.0%**	2	**1.1%**
INTERZONAL CAPTURE - 4496/4957	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**2.2%**
INTERZONAL CAPTURE - 4496/4958	0	1	1	**8.3%**	1	1	2	**10.5%**	22	**12.4%**
INTERZONAL CAPTURE - 4496/4959	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**2.2%**
INTERZONAL CAPTURE - 4496/4960	0	0	0	**0.0%**	1	1	2	**10.5%**	14	**7.9%**
INTERZONAL CAPTURE - 4496/4961	0	0	0	**0.0%**	0	0	0	**0.0%**	4	**2.2%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**1**	**4**	**5**	**41.7%**	**6**	**2**	**8**	**42.1%**	**38**	**21.3%**

BABCOCK RANCH COMMUNITY
MASTER TRAFFIC STUDY UPDATE (2024)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD TRACT R-3 (TAZ 4497)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	In		Out		Total	%
Office																								
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	17%	0	83%	0	0		% of Total	50%	0	50%	0	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	% of Total	79%	0	21%	0	0		% of Total	30%	0	70%	0	0		% of Total	50%	0	50%	0	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	% of Total	75%	0	25%	0	0		% of Total	25%	0	75%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
Retail																								
Shopping Center (>150k) (General Urban/Suburban)	820	0.000	1000 Sq. Ft. GLA	% of Total	62%	0	38%	0	0		% of Total	48%	0	52%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
Pass-by						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Net New External						0		0	0				0		0	0				0		0	0	
Residential																								
Single-Family Detached Housing (General Urban/Suburban)	210	0	Dwelling Units	% of Total	26%	0	74%	0	0		% of Total	63%	0	37%	0	0		% of Total	50%	0	50%	0	0	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/S	220	0	Dwelling Units	% of Total	24%	0	76%	0	0		% of Total	63%	0	37%	0	0		% of Total	50%	0	50%	0	0	
Assisted Living (General Urban/Suburban)	254	0	Beds	% of Total	60%	0	40%	0	0		% of Total	39%	0	61%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
Hotel																								
Hotel (General Urban/Suburban)	310	0	Rooms	% of Total	56%	0	44%	0	0		% of Total	51%	0	49%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
Ancillary																								
Public Park (General Urban/Suburban)	411	0	Acres	% of Total	59%	0	41%	0	0		% of Total	55%	0	45%	0	0		% of Total	50%	0	50%	0	0	
Golf Course (General Urban/Suburban)	430	0	Holes	% of Total	79%	0	21%	0	0		% of Total	53%	0	47%	0	0		% of Total	50%	0	50%	0	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	% of Total	66%	0	34%	0	0		% of Total	47%	0	53%	0	0		% of Total	50%	0	50%	0	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	% of Total	62%	0	38%	0	0		% of Total	44%	0	56%	0	0		% of Total	50%	0	50%	0	0	
Library (General Urban/Suburban)	590	0.000	1000 Sq. Ft. GFA	% of Total	71%	0	29%	0	0		% of Total	48%	0	52%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
School																								
Elementary School (General Urban/Suburban)	520	0	Students	% of Total	54%	0	46%	0	0		% of Total	46%	0	54%	0	0		% of Total	50%	0	50%	0	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	% of Total	54%	0	46%	0	0		% of Total	48%	0	52%	0	0		% of Total	50%	0	50%	0	0	
High School (General Urban/Suburban)	525	0	Students	% of Total	68%	0	32%	0	0		% of Total	48%	0	52%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
Industrial						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
Hospital																								
Hospital (General Urban/Suburban)	610	0	Beds	% of Total	72%	0	28%	0	0		% of Total	33%	0	67%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	
Industrial																								
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	% of Total	88%	0	12%	0	0		% of Total	14%	0	86%	0	0		% of Total	50%	0	50%	0	0	
Trips						0		0	0				0		0	0				0		0	0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*			0		0	0	*0%*
Office						0		0	0				0		0	0				0		0	0	
Retail						0		0	0				0		0	0				0		0	0	
Restaurant						0		0	0				0		0	0				0		0	0	
Cinema/Entertainment						0		0	0				0		0	0				0		0	0	
Residential						0		0	0				0		0	0				0		0	0	
Hotel						0		0	0				0		0	0				0		0	0	
Ancillary						0		0	0				0		0	0				0		0	0	
School						0		0	0				0		0	0				0		0	0	
Hospital						0		0	0				0		0	0				0		0	0	
External						0		0	0				0		0	0				0		0	0	

	In		Out	Total	%	In		Out	Total	%		In		Out	Total	%
TOTAL TRIPS	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0		0	0	**0.0%**	0		0	0	**0.0%**		0		0	0	**0.0%**
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	0		0	0	**0.0%**	0		0	0	**0.0%**		0		0	0	**0.0%**
TOTAL INTERZONAL (EXTERNAL) TRIPS	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
TOTAL RETAIL PASS-BY TRIPS	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
EXTERNAL RETAIL PASS-BY TRIPS	0		0	0	**0.0%**	0		0	0	**0.0%**		0		0	0	**0.0%**
INTERNAL RETAIL PASS-BY TRIPS	0		0	0	**0.0%**	0		0	0	**0.0%**		0		0	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
INTERZONAL CAPTURE WITHIN MPD	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**				**0**	**0**	**0.0%**
INTERZONAL CAPTURE - 4497/4305	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4498	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4499	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4493	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4494	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4495	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4496	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
COMMUNITY CAPTURE WITHIN MPD	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
INTERZONAL TRIPS TO/FROM DRI TAZs	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**		**0**		**0**	**0**	**0.0%**
INTERZONAL CAPTURE - 4497/4598	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4953	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4954	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4955	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4956	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4957	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4958	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4959	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4960	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
INTERZONAL CAPTURE - 4497/4961	0		0	0	**0.0%**	0		0	0	**0.0%**	FALSE	0	FALSE	0	0	**0.0%**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**0**		**0**	**0**	**0.0%**	**0**		**0**	**0**	**0.0%**				**0**	**0**	**0.0%**

BABCOCK RANCH COMMUNITY
INCREMENT 3 (2022)

TRIP GENERATION SUMMARY - WITH BRC DRI
MPD (CUMULATIVE TAZ'S)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	In		Out		Total	%	PM PEAK HOUR Rate/Equation	In		Out		Total	%	DAILY Rate/Equation	Total	%
Office																				
General Office Building (General Urban/Suburban)	710	0.000	1000 Sq. Ft. GFA	Sum of Total	88%	0	12%	0	0		Sum of Total	17%	0	83%	0	0		Sum of Total	0	
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	0.000	1000 Sq. Ft. GFA	Sum of Total	79%	0	21%	0	0		Sum of Total	30%	0	70%	0	0		Sum of Total	0	
Government Office Building (General Urban/Suburban)	730	0.000	1000 Sq. Ft. GFA	Sum of Total	75%	0	25%	0	0		Sum of Total	25%	0	75%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
NCHRP Internal Capture [2]						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Retail																				
Shopping Center (>150k) (General Urban/Suburban)	820	384.500	1000 Sq. Ft. GLA	Sum of Total	62%	223	38%	137	360		Sum of Total	48%	714	52%	774	1,488		Sum of Total	15,903	
Trips						223		137	360				714		774	1,488			15,903	
NCHRP Internal Capture [2]						5		1	6	*2%*			43		80	123	*8%*		1,430	*9%*
Office						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						1		1	2				36		66	102			1,156	
Hotel						4		0	4				7		14	21			274	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						218		136	354				671		694	1,365			14,473	
Pass-by						34		33	67	*19%*			130		129	259	*19%*		2,749	*19%*
Net New External						184		103	287				541		565	1,106			11,724	
Residential																				
Single-Family Detached Housing (General Urban/Suburban)	210	1,630	Dwelling Units	Sum of Total	26%	246	74%	699	945		Sum of Total	63%	863	37%	507	1,370		Sum of Total	13,156	
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban	220	360	Dwelling Units	Sum of Total	24%	32	76%	102	134		Sum of Total	63%	110	37%	65	175		Sum of Total	2,383	
Assisted Living (General Urban/Suburban)	254	350	Beds	Sum of Total	60%	38	40%	25	63		Sum of Total	39%	33	61%	51	84		Sum of Total	910	
Trips						316		826	1,142				1006		623	1,629			16,449	
NCHRP Internal Capture [2]						1		1	2	*0%*			66		36	102	*6%*		1,156	*7%*
Office						0		0	0				0		0	0			0	
Retail						1		1	2				66		36	102			1,156	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						4		11	15	*1%*			22		20	42	*3%*		534	*3%*
Ancillary						4		11	15				22		20	42			534	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						311		814	1,125				918		567	1,485			14,759	
Hotel																				
Hotel (General Urban/Suburban)	310	250	Rooms	Sum of Total	56%	66	44%	52	118		Sum of Total	51%	80	49%	77	157		Sum of Total	2,286	
Trips						66		52	118				80		77	157			2,286	
NCHRP Internal Capture [2]						0		4	4	*3%*			14		7	21	*13%*		274	*12%*
Office						0		0	0				0		0	0			0	
Retail						0		4	4				14		7	21			274	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						66		48	114				66		70	136			2,012	
Ancillary																				
Public Park (General Urban/Suburban)	411	48	Acres	Sum of Total	59%	1	41%	0	1		Sum of Total	55%	5	45%	2	7		Sum of Total	119	
Golf Course (General Urban/Suburban)	430	0	Holes	Sum of Total	79%	0	21%	0	0		Sum of Total	53%	0	47%	0	0		Sum of Total	0	
Recreational Community Center (General Urban/Suburban)	495	0.000	1000 Sq. Ft. GFA	Sum of Total	66%	0	34%	0	0		Sum of Total	47%	0	53%	0	0		Sum of Total	0	
Church (General Urban/Suburban)	560	0.000	1000 Sq. Ft. GFA	Sum of Total	62%	0	38%	0	0		Sum of Total	44%	0	56%	0	0		Sum of Total	0	
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	Sum of Total	71%	19	29%	8	27		Sum of Total	48%	99	52%	108	207		Sum of Total	1,680	
Trips						20		8	28				104		110	214			1,799	
Non-NCHRP Internal Capture						11		4	15	*54%*			20		22	42	*20%*		534	*30%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						11		4	15				20		22	42			534	
Hotel						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						9		4	13				84		88	172			1,265	
School																				
Elementary School (General Urban/Suburban)	520	0	Students	Sum of Total	54%	0	46%	0	0		Sum of Total	46%	0	54%	0	0		Sum of Total	0	
Middle School/Junior High School (General Urban/Suburban)	522	0	Students	Sum of Total	54%	0	46%	0	0		Sum of Total	48%	0	52%	0	0		Sum of Total	0	
High School (General Urban/Suburban)	525	0	Students	Sum of Total	68%	0	32%	0	0		Sum of Total	48%	0	52%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Hospital																				
Hospital (General Urban/Suburban)	610	0	Beds	Sum of Total	72%	0	28%	0	0		Sum of Total	33%	0	67%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Industrial						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	
Industrial																				
General Light Industrial (General Urban/Suburban)	110	0.000	1000 Sq. Ft. GFA	Sum of Total	88%	0	12%	0	0		Sum of Total	14%	0	86%	0	0		Sum of Total	0	
Trips						0		0	0				0		0	0			0	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*
Office						0		0	0				0		0	0			0	
Retail						0		0	0				0		0	0			0	
Restaurant						0		0	0				0		0	0			0	
Cinema/Entertainment						0		0	0				0		0	0			0	
Residential						0		0	0				0		0	0			0	
Hotel						0		0	0				0		0	0			0	
Ancillary						0		0	0				0		0	0			0	
School						0		0	0				0		0	0			0	
Hospital						0		0	0				0		0	0			0	
External						0		0	0				0		0	0			0	

	In	Out	Total	%	In	Out	Total	%	Total	%	FSUTMS
TOTAL TRIPS	**625**	**1,023**	**1,648**	**100.0%**	**1,904**	**1,584**	**3,488**	**100.0%**	**36,437**	**100.0%**	**31,601**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**21**	**21**	**42**	**2.5%**	**165**	**165**	**330**	**9.5%**	**3,928**	**10.8%**	**514**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	6	6	12	0.7%	123	123	246	7.1%	2,860	7.8%	-
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	15	15	30	1.8%	42	42	84	2.4%	1,068	2.9%	-
TOTAL INTERZONAL (EXTERNAL) TRIPS	**604**	**1,002**	**1,606**	**97.5%**	**1,739**	**1,419**	**3,158**	**90.5%**	**32,509**	**89.2%**	**31,087**
INTERZONAL CAPTURE WITHIN MPD	**38**	**38**	**76**	**4.6%**	**92**	**92**	**184**	**5.3%**	**2,160**	**5.9%**	**2,140**
INTERNAL RETAIL PASS-BY TRIPS	34	33	67	4.1%	130	129	259	7.4%	2,749	7.5%	**N/A**
COMMUNITY CAPTURE WITHIN MPD	**59**	**59**	**118**	**7.2%**	**257**	**257**	**514**	**14.7%**	**6,088**	**16.7%**	**2,654**
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-MPD TAZs	**566**	**964**	**1,530**	**92.8%**	**1,647**	**1,327**	**2,974**	**85.3%**	**30,349**	**83.3%**	**28,947**
INTERZONAL TRIPS TO/FROM DRI TAZs VIA INTERNAL ROAD NETWORK	**238**	**321**	**559**	**33.9%**	**575**	**499**	**1,074**	**30.8%**	**12,390**	**34.0%**	**12,388**
INTERZONAL TRIPS TO/FROM DRI TAZs	272	366	638	38.7%	656	570	1,226	35.1%	14,144	38.8%	**14,153**
INTERZONAL TRIPS TO/FROM DRI TAZs VIA SR 31 (MPD TRIP ENDS)	34	45	79	4.8%	81	71	152	4.4%	1,754	4.8%	**1,765**
INTERZONAL TRIPS TO/FROM MPD TAZs VIA SR 31 (TRIPS ASSIGNED AT ENTRANCES)	79	79	158	9.6%	152	152	304	18.4%	3,508	212.9%	**3,531**
INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**294**	**598**	**892**	**54.1%**	**991**	**757**	**1,748**	**50.1%**	**16,205**	**44.5%**	**14,793**
INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**373**	**677**	**1,050**	**63.7%**	**1,143**	**909**	**2,052**	**58.8%**	**19,713**	**54.1%**	**18,324**
EXTERNAL RETAIL PASS-BY TRIPS	0	0	0	0.0%	0	0	0	0.0%	0	0.0%	**N/A**
NET NEW INTERZONAL (EXTERNAL) TRIPS TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs	**294**	**598**	**892**	**54.1%**	**991**	**757**	**1,748**	**50.1%**	**16,205**	**44.5%**	**N/A**
NET NEW INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	**373**	**677**	**1,050**	**63.7%**	**1,143**	**909**	**2,052**	**58.8%**	**19,713**	**54.1%**	**N/A**

APPENDIX 21-F

LEFT INTENTIONALLY BLANK

APPENDIX 21-G

TRAFFIC DATA

FDOT District 1 2023 LOS Report

RDWYID	BegPt	EndPt	Side	330-FLWBRKID	331-AADTDATE	331-AVGDFACT	331-AVGKFACT	331-AVGTFACT	331-SECTADT
1000002	.000	3.503	C	14422	12/31/2023	54.7	9	8.5	10100
1000003	.000	1.763	C	14400	12/31/2023	54.7	9	8.5	6700
1000004	.000	.793	C	14423	12/31/2023	54.7	9	8.5	2100
1000005	.000	3.234	C	14424	12/31/2023	54.7	9	8.5	8700
1000006	.000	2.281	C	14425	12/31/2023	54.7	9	8.5	3400
1000007	.000	1.180	C	14426	12/31/2023	54.7	9	8.5	15800
1000009	.000	1.543	C	14178	12/31/2023	54.7	9	9.7	2500
1000010	.000	.465	C	14401	12/31/2023	54.7	9	15.8	1850
1000011	.000	1.722	C	14427	12/31/2023	54.7	9	8.5	6300
1000011	1.722	2.939	C	14428	12/31/2023	54.7	9	8.5	9000
1000011	2.939	3.701	C	14310	12/31/2023	54.7	9	12.9	9500
1000015	.000	1.720	C	14429	12/31/2023	54.7	9	8.5	2200
1000016	.438	2.282	C	14152	12/31/2023	54.7	9	8.5	7900
1000017	.000	.474	C	14248	12/31/2023	54.7	9	8.5	5700
1000017	.474	.857	C	14249	12/31/2023	54.7	9	5.2	5600
1000018	.000	.692	C	10058	12/31/2023	54.7	9	8.5	4200
1000019	.000	2.276	C	14170	12/31/2023	54.7	9	8.5	8000
1000020	.000	1.033	C	14430	12/31/2023	54.7	9	8.5	6400
1000022	.000	.069	C	14329	12/31/2023	99.9	9	7.2	2000
1000022	.069	1.359	C	14329	12/31/2023	54.7	9	7.2	4100
1000023	.000	.722	C	14330	12/31/2023	54.7	9	8.5	6200
1000024	.000	.454	C	14314	12/31/2023	54.7	9	6.6	12700
1000024	.454	1.458	C	14315	12/31/2023	54.7	9	8.5	3200
1000027	.000	.980	C	14431	12/31/2023	99.9	9	8.5	5900
1000030	.000	.400	C	14432	12/31/2023	54.7	9	8.5	4300
1000031	.000	2.316	C	14062	12/31/2023	54.7	9	8.5	5100
1000033	.000	.711	C	14433	12/31/2023	54.7	9	8.5	2600
1000034	.000	.506	C	14434	12/31/2023	54.7	9	8.5	9600
1000035	.000	5.531	C	14113	12/31/2023	54.7	9	8.5	11900
1000036	.000	.916	C	14435	12/31/2023	54.7	9	8.5	350
1000037	.000	1.415	C	14436	12/31/2023	54.7	9	8.5	3200
1000041	.000	.430	C	14072	12/31/2023	54.7	9	8.5	9100
1000041	.430	1.981	C	14071	12/31/2023	54.7	9	5	5400
1000042	.000	.880	C	14273	12/31/2023	54.7	9	18.3	17300
1000043	.000	2.958	C	14035	12/31/2023	54.7	9	8.5	14600
1000044	.000	.890	C	14066	12/31/2023	54.7	9	8.5	16700
1000044	.890	3.248	C	14065	12/31/2023	54.7	9	8.5	17600
1000045	.000	.862	C	14437	12/31/2023	54.7	9	8.5	17900
1000046	.000	1.347	C	14048	12/31/2023	54.7	9	4.4	10300
1000050	.063	.989	C	14405	12/31/2023	54.7	9	8.5	600
1000056	.000	.101	C	14259	12/31/2023	54.7	9	4.4	19400
1000057	.000	2.234	C	14123	12/31/2023	54.7	9	8.5	4000
1000057	2.234	3.170	C	14124	12/31/2023	54.7	9	8.5	5300
1000058	.000	3.027	C	14031	12/31/2023	54.7	9	8.5	5000
1000064	.000	.366	C	14439	12/31/2023	54.7	9	8.5	4000
1000065	.000	1.953	C	14153	12/31/2023	54.7	9	9	850
1000067	.000	3.400	C	14440	12/31/2023	54.7	9	8.5	2200
1000068	.000	1.921	C	14441	12/31/2023	54.7	9	8.5	2900
1000071	.000	1.070	C	14167	12/31/2023	54.7	9	11.7	1700
1000072	.000	1.742	C	14406	12/31/2023	54.7	9	6.2	3800
1000073	.000	1.805	C	14442	12/31/2023	54.7	9	8.5	6300
1000073	1.805	2.546	C	14464	12/31/2023	54.7	9	8.5	2500
1000074	.000	2.263	C	14443	12/31/2023	54.7	9	8.5	2500
1000075	.000	2.249	C	10059	12/31/2023	54.7	9	8.5	7800
1000076	.000	.122	C	10060	12/31/2023	54.7	9	8.5	4900
1000078	.000	2.089	C	14259	12/31/2023	54.7	9	4.4	19400
1000078	2.089	2.704	C	14259	12/31/2023	54.7	9	4.4	19400
1000078	2.704	2.731	C	14260	12/31/2023	54.7	9	4.6	9200
1000078	2.731	3.463	C	14260	12/31/2023	54.7	9	4.6	9200
1000079	.000	2.068	C	10061	12/31/2023	54.7	9	8.5	3100
1000080	.000	.610	C	14007	12/31/2023	54.7	9	8.5	6000
1000080	.610	2.150	C	14040	12/31/2023	54.7	9	8.5	9800
1000081	.000	2.352	C	14058	12/31/2023	54.7	9	8.5	9800
1000084	.000	1.273	C	14444	12/31/2023	54.7	9	11.7	300
1000086	.000	5.393	C	14002	12/31/2023	54.7	9	8.5	2050
1000087	.000	2.700	C	14445	12/31/2023	54.7	9	8.5	3200
1000089	2.420	3.726	C	14895	12/31/2023	54.7	9	6.3	2200
1000090	.000	.629	C	14451	12/31/2023	54.7	9	8.5	4900
1000090	1.227	1.338	C	14451	12/31/2023	54.7	9	8.5	4900
1000090	1.612	1.963	C	14451	12/31/2023	54.7	9	8.5	4900
1000091	1.414	3.846	C	14450	12/31/2023	54.7	9	8.5	300
1000092	.000	2.576	C	14451	12/31/2023	54.7	9	8.5	4900
1000101	.000	7.045	C	14011	12/31/2023	54.7	9	7.1	6900
1000102	.000	3.445	C	14282	12/31/2023	54.7	9	10.7	26000
1000102	3.445	6.951	C	14026	12/31/2023	54.7	9	12	26000
1000105	.000	8.487	C	14900	12/31/2023	54.7	9	7.2	1450
1000108	.000	.767	C	10062	12/31/2023	54.7	9	6.4	5200
1000110	.000	1.040	C	14083	12/31/2023	54.7	9	2.7	12000
1000110	1.040	1.332	C	14087	12/31/2023	54.7	9	6.4	12200
1000121	.000	1.244	C	10063	12/31/2023	54.7	9	8.5	5300
1000508	.000	4.200	C	14452	12/31/2023	54.7	9	8.5	1050
1000509	.000	2.726	C	14453	12/31/2023	54.7	9	8.5	4300
1000514	.000	2.290	C	14009	12/31/2023	54.7	9	6.4	5700
1000523	.000	.600	C	14454	12/31/2023	54.7	9	8.5	9500
1000528	.000	2.907	C	14109	12/31/2023	54.7	9	8.5	15000
1000529	.000	3.157	C	14225	12/31/2023	54.7	9	8.5	7600
1000531	.000	2.819	C	10064	12/31/2023	54.7	9	8.5	15000
1000532	.000	2.979	C	14455	12/31/2023	54.7	9	8.5	5800
1000537	.000	1.918	C	14456	12/31/2023	54.7	9	8.5	7200
1000540	.000	2.174	C	14457	12/31/2023	54.7	9	8.5	2500
1000549	.000	2.000	C	14256	12/31/2023	54.7	9	8.5	900
1000550	.000	4.338	C	14458	12/31/2023	54.7	9	8.5	4400
1000552	.000	.902	C	14459	12/31/2023	99.9	9	8.5	7900
1000562	.000	.210	C	14460	12/31/2023	54.7	9	8.5	1750
1000565	.000	2.095	C	14461	12/31/2023	54.7	9	8.5	6600
1000566	.000	1.897	C	14462	12/31/2023	54.7	9	8.5	3000
1000586	.000	1.434	C	14464	12/31/2023	54.7	9	8.5	2500
1000587	.000	.464	C	14414	12/31/2023	54.7	9	8.5	850
1010000	.000	2.339	C	10019	12/31/2023	51.6	9.5	12.6	26000
1010000	2.339	8.583	C	10367	12/31/2023	51.6	9.5	12	22918
1010000	8.583	10.184	C	10021	12/31/2023	51.6	9	10.4	17100
1010000	10.184	12.489	C	10016	12/31/2023	51.6	9	8.5	31500
1010000	12.489	13.270	C	15001	12/31/2023	51.6	9	6.1	35000
1010000	13.270	13.859	C	15027	12/31/2023	99.9	9	4.9	17500
1010000	13.859	15.295	C	10032	12/31/2023	99.9	9	5.1	30000
1010000	15.295	18.177	C	15018	12/31/2023	51.6	9	6.4	45500
1010000	18.177	19.668	C	10030	12/31/2023	51.6	9	3.6	49000
1010000	19.668	21.055	C	15042	12/31/2023	51.6	9	3.2	60000
1010000	21.055	21.537	C	10050	12/31/2023	51.6	9	3.5	51500
1010000	21.537	21.888	C	10007	12/31/2023	51.6	9	3.9	43000
1010000	21.888	23.065	C	10049	12/31/2023	51.6	9	4.7	38000
1010000	23.065	25.946	C	10048	12/31/2023	51.6	9	5.5	38000
1010101	.000	1.617	C	10033	12/31/2023	99.9	9	5.7	29000
1010101	1.617	2.042	C	15023	12/31/2023	99.9	9	6	18500
1030000	.000	2.009	C	120273	12/31/2023	52.1	9.5	19.1	14878
1030000	2.009	12.126	C	10039	12/31/2023	56.8	9.5	30.8	8200
1030000	12.126	18.397	C	10041	12/31/2023	56.8	9.5	45.8	6800
1040000	.000	.184	C	15038	12/31/2023	99.9	9	3.6	12000
1040000	.184	.882	C	15025	12/31/2023	99.9	9	6.9	9400
1040000	.882	1.532	C	15036	12/31/2023	99.9	9	5.7	13000
1040000	1.532	2.558	C	15024	12/31/2023	51.6	9	6.8	22500
1040000	2.558	3.436	C	15015	12/31/2023	54.7	9	19.4	29500
1040000	3.436	6.425	C	10010	12/31/2023	54.7	9	20.6	18700
1040101	.000	.708	C	15037	12/31/2023	99.9	9	6.1	14500
1040101	.708	1.484	C	10015	12/31/2023	99.9	9	6.1	12000
1040101	1.484	1.668	C	15039	12/31/2023	99.9	9	4.1	7900
1040201	.000	1.673	C	10008	12/31/2023	54.7	9	15.9	16200

1040201	1.673	4.425	C	10023	12/31/2023	54.7	9.5	20.5	15500
1050000	2.237	3.799	C	10001	12/31/2023	51.6	9	5.1	29000
1050000	3.799	4.484	C	10042	12/31/2023	51.6	9	4.2	37500
1050000	4.484	5.320	C	10051	12/31/2023	51.6	9	5.9	32000
1050000	5.320	6.333	C	10044	12/31/2023	51.6	9	6.2	31000
1050000	6.333	8.529	C	10052	12/31/2023	51.6	9	9.7	26500
1050000	8.529	9.403	C	10029	12/31/2023	51.6	9	7.6	29000
1050000	9.403	14.018	C	10228	12/31/2023	52.7	9	9.3	35194
1050000	14.018	16.449	C	10045	12/31/2023	51.6	9	8.4	38000
1050000	16.449	17.549	C	10004	12/31/2023	51.6	9	9.1	30500
1050001	.000	1.433	C	14465	12/31/2023	54.7	9	8.5	13400
1060000	.285	4.990	C	10022	12/31/2023	54.7	9	6	13300
1060000	4.990	9.230	C	10002	12/31/2023	54.7	9	3.9	18300
1060000	9.230	10.024	C	10040	12/31/2023	51.6	9	2.4	34500
1060000	10.024	10.385	C	19233	12/31/2023	51.6	9	3.8	26000
1070000	.000	1.767	C	14196	12/31/2023	54.7	9	8.5	19400
1075000	.000	8.526	C	10055	12/31/2023	51.9	10.5	13.5	65000
1075000	8.526	11.787	C	10034	12/31/2023	51.9	10.5	17.6	64000
1075000	11.787	15.090	C	10350	12/31/2023	51.9	10.5	17.2	74412
1075000	15.090	17.896	C	10036	12/31/2023	51.9	9	16.6	82500
1075000	17.896	21.057	C	10037	12/31/2023	51.9	9	15.5	69000
1075000	21.057	21.928	C	10038	12/31/2023	51.9	9	18	65000
1075000	21.928	21.968	C	10038	12/31/2023	.	.	.	.
1075301	.000	.250	C	17001	12/31/2023	99.9	10.5	16.9	2400
1075302	.000	.269	C	17002	12/31/2023	99.9	10.5	16.9	2100
1075303	.000	.291	C	17003	12/31/2023	99.9	10.5	17.2	5300
1075304	.000	.261	C	17004	12/31/2023	99.9	10.5	17.2	5400
1075307	.000	.183	C	17011	12/31/2023	99.9	10.5	16.9	3800
1075308	.000	.379	C	17012	12/31/2023	99.9	10.5	16.9	4300
1075309	.000	.329	C	17013	12/31/2023	99.9	9	16.9	7500
1075310	.000	.237	C	17014	12/31/2023	99.9	10.5	16.9	8000
1075311	.000	.373	C	17021	12/31/2023	99.9	9	17.2	5800
1075312	.000	.341	C	17022	12/31/2023	99.9	9	17.2	5600
1075313	.000	.209	C	17024	12/31/2023	99.9	9	17.2	11500
1075314	.000	.213	C	17023	12/31/2023	99.9	9	17.2	9500
1075315	.000	.311	C	17031	12/31/2023	99.9	9	9.3	5200
1075316	.000	.298	C	17032	12/31/2023	99.9	9	9.3	5900
1075317	.000	.259	C	17033	12/31/2023	99.9	9	9.3	1900
1075318	.000	.310	C	17034	12/31/2023	99.9	9	9.3	1800
1075319	.000	.287	C	17041	12/31/2023	99.9	9	9.3	11000
1075320	.000	.248	C	17042	12/31/2023	99.9	9	9.3	11500
1075321	.000	.256	C	17043	12/31/2023	99.9	9	9.3	7400
1075322	.000	.313	C	17044	12/31/2023	99.9	9	9.3	7400
1501000	.000	2.752	C	14054	12/31/2023	54.7	9	5.9	14900
1501000	2.752	4.012	C	14114	12/31/2023	54.7	9	6.5	24500
1501000	4.012	5.289	C	14105	12/31/2023	54.7	9	9.7	22000
1505000	.000	.924	C	14466	12/31/2023	54.7	9	8.5	4500
1509000	.000	4.559	C	14467	12/31/2023	54.7	9	8.5	1700
1510000	.281	7.697	C	14156	12/31/2023	54.7	9	13	6700
1510100	.000	.439	C	14156	12/31/2023	54.7	9	13	6700
1511000	.000	3.272	C	14193	12/31/2023	54.7	9	8.5	2200
1511000	3.272	5.442	C	14174	12/31/2023	54.7	9.5	15.9	3800
1511000	5.442	5.998	C	14173	12/31/2023	54.7	9.5	19.9	25000
1512000	.000	1.703	C	10011	12/31/2023	54.7	9	7.2	5000
1520000	.000	14.838	C	14111	12/31/2023	54.7	9	32.1	8400
1520000	14.838	27.100	C	14468	12/31/2023	54.7	9.5	8.5	3900
1530000	.000	5.265	C	14326	12/31/2023	54.7	9	4.2	6600
1535000	.000	5.632	C	14469	12/31/2023	54.7	9	8.5	4900
1540000	.000	6.669	C	14187	12/31/2023	51.6	9.5	12	15300
1540000	6.669	8.710	C	14171	12/31/2023	51.6	9	10.4	21000
1560000	.000	3.571	C	14104	12/31/2023	54.7	9	9.8	10100
1560000	3.571	4.455	C	14103	12/31/2023	54.7	9	8.5	14000
1560001	.000	.890	C	14421	12/31/2023	54.7	9	6.9	3100
3000001	.000	1.992	C	34100	12/31/2023	56.5	9	4.4	8400
3000007	.000	.169	C	34199	12/31/2023	56	9	6.8	2400
3000007	.169	.716	C	34101	12/31/2023	56	9	7.9	1700
3000008	.000	2.032	C	34102	12/31/2023	56	9	8.1	2900
3000010	.000	.515	C	30022	12/31/2023	56	9	9.4	2500
3000013	.000	.700	C	34103	12/31/2023	56	9	3.5	3200
3000015	.000	.507	C	34530	12/31/2023	56	9	4.7	24000
3000018	.000	3.052	C	34900	12/31/2023	56	9	5.1	9400
3000019	.000	.865	C	34901	12/31/2023	56	9	5.1	15200
3000020	.000	4.220	C	34104	12/31/2023	56	9	3.9	24000
3000021	.000	1.028	C	30056	12/31/2023	56	9	2.4	3700
3000022	.000	.717	C	30057	12/31/2023	56	9	5.1	6600
3000025	.000	2.049	C	30058	12/31/2023	56	9	4.5	20500
3000026	.000	.713	C	30059	12/31/2023	56	9	6.6	3200
3000027	.000	1.105	C	34106	12/31/2023	56	9	7.2	6300
3000029	.000	1.070	C	30044	12/31/2023	56	9	7.3	3000
3000029	1.070	2.100	C	30045	12/31/2023	56	9	5.8	4900
3000030	.000	2.045	C	34034	12/31/2023	56	9	6.5	2000
3000036	.000	2.000	C	34108	12/31/2023	56	9	6.9	12600
3000038	.000	.883	C	34030	12/31/2023	56	9	6.5	12500
3000039	.000	1.667	C	34712	12/31/2023	56	9	6.3	4100
3000040	.000	1.058	C	34537	12/31/2023	56	9	3.8	38500
3000041	.000	1.014	C	30060	12/31/2023	56	9	3.2	11900
3000042	.000	1.363	C	34110	12/31/2023	56	9	3.1	11500
3000043	.000	6.262	C	34531	12/31/2023	56	9	9.4	37500
3000044	.000	1.325	C	34111	12/31/2023	56	9	3.9	2800
3000046	.000	1.335	C	34112	12/31/2023	56	9	3.9	4800
3000049	.000	3.043	C	30061	12/31/2023	56	9.5	13.3	2500
3000052	.000	.695	C	34522	12/31/2023	56	9	5	9200
3000052	.757	1.270	C	34200	12/31/2023	56	9	6.8	1250
3000053	.000	.754	C	34113	12/31/2023	56	9	4.8	9500
3000054	.000	3.215	C	34114	12/31/2023	56	9	13.1	8500
3000055	.000	.988	C	34621	12/31/2023	56	9	7.8	3400
3000055	.988	3.033	C	34622	12/31/2023	56	9	8.8	8600
3000056	.000	5.074	C	34531	12/31/2023	56	9	9.4	37500
3000056	5.074	10.846	C	34652	12/31/2023	56	9	9.3	33000
3000057	.000	3.410	C	34116	12/31/2023	56	9	6.8	18800
3000058	.000	1.088	C	34117	12/31/2023	56	9	6.2	5600
3000059	.000	.501	C	34118	12/31/2023	56	9	5	6000
3000060	.000	1.655	C	34119	12/31/2023	56	9	3.9	3000
3000061	.000	2.061	C	34902	12/31/2023	56	9	13.3	8700
3000062	.000	.084	C	34121	12/31/2023	56	9	12.2	9300
3000063	.000	.509	C	34122	12/31/2023	56	9	10.6	12100
3000064	.000	.506	C	34201	12/31/2023	56	9	6.8	4000
3000066	.000	.234	C	34123	12/31/2023	56	9.5	14.9	850
3000301	.000	1.520	C	30271	12/31/2023	56	9	11.8	2600
3000302	.000	1.520	C	30272	12/31/2023	56	9	4.1	200
3000302	1.520	3.277	C	30273	12/31/2023	56	9.5	12.7	3500
3000303	.000	.367	C	30201	12/31/2023	56	9.5	10.9	300
3000303	.411	1.400	C	30201	12/31/2023	56	9.5	10.9	300
3000523	.000	2.475	C	34124	12/31/2023	56	9	3.2	6800
3000523	2.732	4.721	C	34125	12/31/2023	56	9	13.3	9100
3000524	.000	4.323	C	30062	12/31/2023	56	9	5.4	14300
3000529	.000	1.636	C	34126	12/31/2023	56	9.5	16.2	6800
3000601	.000	2.351	C	34127	12/31/2023	56	9	9.6	6200
3001000	.000	1.005	C	30178	12/31/2023	56	9	5.1	26000
3001000	1.005	3.251	C	30176	12/31/2023	56	9	5.1	26000
3001000	3.251	4.005	C	30195	12/31/2023	56	9	5.5	28000
3001000	4.005	5.770	C	30170	12/31/2023	56	9	7.7	16500
3001000	5.770	6.487	C	30193	12/31/2023	56	9	6.1	28000
3003000	.000	.793	C	30177	12/31/2023	56	9	6.8	34000
3003000	.793	1.313	C	30175	12/31/2023	56	9	4.5	51500
3003000	1.313	3.225	C	30023	12/31/2023	56	9	5.2	51500
3003000	3.225	5.835	C	30024	12/31/2023	56	9	3.8	42000
3003000	5.835	7.280	C	30035	12/31/2023	56	9	4	52000
3003000	7.280	7.819	C	34128	12/31/2023	56	9	4.5	36500
3010000	.000	1.299	C	30179	12/31/2023	56.5	9	3.9	41500

3010000	1.299	3.041	C	30018	12/31/2023	56.5	9	4	63000
3010000	3.041	4.553	C	30192	12/31/2023	56.5	9	3.7	57000
3010000	4.553	5.824	C	30017	12/31/2023	56.5	9	4.1	43500
3010000	5.824	7.256	C	30012	12/31/2023	56.5	9	4.8	49000
3010000	7.256	8.538	C	30003	12/31/2023	56.5	9	3.3	44000
3010000	8.538	9.980	C	35011	12/31/2023	56.5	9	3.9	41500
3010000	9.980	10.653	C	35029	12/31/2023	56.5	9	3.9	41000
3010000	10.653	12.064	C	35007	12/31/2023	56.5	9	3.7	36000
3010000	12.064	12.310	C	30123	12/31/2023	56.5	9	4.6	42000
3010000	12.310	12.859	C	30124	12/31/2023	56.5	9	3.2	57500
3010000	12.859	14.147	C	35001	12/31/2023	56.5	9	3.4	36000
3010000	14.147	15.824	C	30094	12/31/2023	56.5	9	3	43255
3010000	15.824	18.273	C	30015	12/31/2023	56.5	9	3.9	47000
3010000	18.273	20.252	C	30014	12/31/2023	56.5	9	4.3	38000
3010000	20.252	26.115	C	30194	12/31/2023	56	9	8.2	24500
3010000	26.115	28.403	C	30005	12/31/2023	56	9.5	14.6	6100
3010000	28.403	44.140	C	30111	12/31/2023	56	9.5	17.5	3700
3020000	.000	8.512	C	34129	12/31/2023	56	9	13.3	3000
3030000	.000	2.606	C	30189	12/31/2023	56.5	9	5.4	15300
3030000	2.606	9.678	C	30157	12/31/2023	56.5	9	6.7	41000
3030000	9.678	11.565	C	34532	12/31/2023	56.5	9	6.4	42000
3030000	11.565	12.748	C	34657	12/31/2023	56.5	9	6.7	41500
3030000	12.748	13.098	C	34603	12/31/2023	56.5	9	5.5	45500
3030000	13.098	15.880	C	34602	12/31/2023	56.5	9	5.8	47500
3030000	15.880	16.205	C	34601	12/31/2023	56.5	9	6.7	58000
3030001	16.205	16.843	C	30190	12/31/2023	56.5	9	4.9	67500
3040000	.000	6.676	C	30104	12/31/2023	57.1	9.5	14.8	3600
3040000	6.676	16.967	C	30270	12/31/2023	57.1	9.5	14.2	3638
3040000	16.967	32.308	C	30011	12/31/2023	57.1	9.5	17.7	3200
3050000	.000	1.695	C	30183	12/31/2023	55.8	9.5	18	17800
3050000	1.695	7.058	C	30200	12/31/2023	55.8	9.5	13.7	17900
3060000	.000	2.027	C	34131	12/31/2023	56	9	4.3	4500
3060000	2.027	11.451	C	30048	12/31/2023	56	9	9.8	3000
3070000	.000	4.007	C	34137	12/31/2023	56	9.5	10.3	2400
3080000	.000	3.844	C	30006	12/31/2023	56	9.5	21.4	2700
3080000	3.844	17.000	C	30031	12/31/2023	56	9.5	16.6	1600
3080000	17.000	27.208	C	30182	12/31/2023	55.8	9.5	18.9	7000
3080000	27.208	36.243	C	30205	12/31/2023	55.8	9	13.5	8800
3080000	36.243	37.309	C	30002	12/31/2023	55.8	9	13.4	9800
3080000	37.309	38.680	C	30029	12/31/2023	55.8	9	7.6	18900
3080000	38.680	39.183	C	30038	12/31/2023	55.8	9	7.2	17800
3080000	39.183	39.819	C	30001	12/31/2023	55.8	9	6.4	16400
3080000	39.819	42.798	C	30143	12/31/2023	54.4	9.5	13.1	22092
3080000	42.798	44.884	C	30184	12/31/2023	55.8	9.5	22.5	7200
3175000	.063	29.200	C	30173	12/31/2023	53.1	10.5	16.3	26000
3175000	29.200	50.425	C	30351	12/31/2023	53.7	10.5	12.8	29848
3175000	50.425	53.716	C	32000	12/31/2023	53.6	9	10.7	49500
3175000	53.716	56.280	C	32003	12/31/2023	53.6	9	10.2	83000
3175000	56.280	60.550	C	30191	12/31/2023	54.7	9	9.5	90376
3175000	60.550	63.676	C	39950	12/31/2023	52.4	9	8.5	111849
3175001	.000	.323	C	37011	12/31/2023	99.9	9	6.1	2400
3175003	.000	.367	C	37012	12/31/2023	99.9	9	6.1	2800
3175005	.000	.369	C	37014	12/31/2023	99.9	10.5	6.1	16500
3175007	.000	.321	C	37013	12/31/2023	99.9	10.5	6.1	14500
3175009	.000	.348	C	37021	12/31/2023	99.9	9	6.1	6000
3175011	.000	.364	C	37022	12/31/2023	99.9	9	6.1	7600
3175013	.000	.346	C	37024	12/31/2023	99.9	9	6.1	13000
3175015	.000	.390	C	37023	12/31/2023	99.9	9	6.1	12500
3175017	.000	.247	C	37032	12/31/2023	99.9	9	6.1	10500
3175019	.000	.248	C	37031	12/31/2023	99.9	9	6.1	10500
3175021	.000	.231	C	37034	12/31/2023	99.9	9	6.1	20500
3175023	.000	.240	C	37033	12/31/2023	99.9	9	6.1	19500
3175025	.000	.415	C	37002	12/31/2023	99.9	10.5	16.6	2600
3175026	.000	.386	C	37004	12/31/2023	99.9	10.5	16.6	2200
3175027	.000	.384	C	37001	12/31/2023	99.9	10.5	16.6	700
3175028	.000	.419	C	37003	12/31/2023	99.9	10.5	16.6	1300
3175032	.000	.076	C	37007	12/31/2023	53.1	10.5	21.7	150
3175033	.000	.325	C	37006	12/31/2023	99.9	10.5	6.8	250
3175034	.000	.428	C	37005	12/31/2023	99.9	10.5	6.8	150
3175035	.000	.294	C	37035	12/31/2023	99.9	9	6.1	2400
3175036	.000	.203	C	37036	12/31/2023	99.9	9	6.1	2500
3175037	.000	.379	C	37037	12/31/2023	99.9	9	6.1	21000
3175038	.000	.748	C	37038	12/31/2023	99.9	9	6.1	12000
3175039	.000	.228	C	37039	12/31/2023	99.9	9	6.1	8600
3501000	.000	3.752	C	34139	12/31/2023	56	9.5	15.9	6800
3503000	2.615	4.833	C	34503	12/31/2023	56	9	6.8	43000
3503000	4.833	6.819	C	34659	12/31/2023	56	9	3.5	29500
3504000	1.467	2.521	C	30160	12/31/2023	56	9	4.5	58500
3504000	2.521	3.467	C	34628	12/31/2023	56	9	4.8	67500
3504000	3.467	6.487	C	34526	12/31/2023	56	9	4.5	45000
3505000	.000	1.202	C	34516	12/31/2023	56	9	4.5	21500
3505000	1.202	4.661	C	34534	12/31/2023	56	9	5	18700
3507000	.000	1.073	C	34569	12/31/2023	56	9	3.7	31000
3507000	1.073	2.030	C	34010	12/31/2023	56	9	4.5	35000
3510000	.000	2.860	C	34144	12/31/2023	56	9	4.9	13000
3510100	3.184	5.771	C	34148	12/31/2023	56	9	8.4	3600
3511000	1.006	4.290	C	34605	12/31/2023	56	9	4.5	57000
3511000	4.290	5.218	C	34510	12/31/2023	56	9	4.5	23500
3512000	.000	7.171	C	34149	12/31/2023	56	9	3.9	29500
3513000	.000	1.384	C	34528	12/31/2023	56	9	5.1	50500
3513000	1.384	3.096	C	34529	12/31/2023	56	9	5.1	29000
3514000	.000	1.550	C	34152	12/31/2023	56	9	4	17000
3515000	9.561	15.675	C	30050	12/31/2023	56	9	10.9	9800
3515000	15.675	25.000	C	30052	12/31/2023	56	9	11.9	11700
3516000	.000	.858	C	35629	12/31/2023	56	9	6.8	4600
3518000	.000	1.512	C	34585	12/31/2023	56	9	4	4200
3519000	.000	3.099	C	34155	12/31/2023	56	9	6.9	33500
3521000	.000	.751	C	34686	12/31/2023	56	9	5.2	27500
3521000	.751	1.409	C	34687	12/31/2023	56	9	6.4	40500
3521000	1.409	4.000	C	34690	12/31/2023	56	9	5.9	29000
3521000	4.000	5.503	C	34575	12/31/2023	56	9	4.9	32500
3521000	5.503	6.220	C	34576	12/31/2023	56	9	4.6	39500
3521000	6.220	8.214	C	34597	12/31/2023	56	9	3.9	31500
3521000	8.214	11.452	C	34673	12/31/2023	56	9	5.4	36000
3527000	.000	7.034	C	34157	12/31/2023	56	9.5	5.4	2800
3528000	.000	4.161	C	34165	12/31/2023	56	9.5	14.2	80
3530000	.000	.881	C	34034	12/31/2023	56	9	6.5	2000
3530000	.881	2.292	C	34521	12/31/2023	56	9	5.7	16700
3530000	4.444	8.573	C	34166	12/31/2023	56	9	7.5	28000
3530000	10.074	11.570	C	34523	12/31/2023	56	9	8.9	42000
3530000	11.570	13.480	C	34525	12/31/2023	56	9	7.2	43000
3530000	13.480	14.613	C	34536	12/31/2023	56	9	4.5	52000
3530000	14.613	17.582	C	34655	12/31/2023	56	9	4.6	43000
3530001	.000	.263	C	34171	12/31/2023	56	9	6.5	15700
3540000	.000	4.700	C	34172	12/31/2023	56	9.5	13.3	900
3550000	.000	1.490	C	34578	12/31/2023	56	9	4	7100
3550000	2.825	3.825	C	34524	12/31/2023	56	9	5.2	11900
3550000	7.535	8.047	C	30054	12/31/2023	56	9	1.9	3200
3560000	.000	2.876	C	34174	12/31/2023	56	9	3.8	9200
3580000	.000	2.157	C	34176	12/31/2023	55.8	9	15.8	15600
3580000	2.157	2.228	C	34176	12/31/2023	99.9	9	15.8	7800
3590000	.000	3.575	C	34567	12/31/2023	56	9	6.8	59000
3590000	3.575	32.920	C	34203	12/31/2023	56	9.5	6.8	10700
3600000	.000	3.736	C	34185	12/31/2023	56	9.5	9.6	1300
3610000	.000	.537	C	34669	12/31/2023	56	9	5	7100
3610000	.537	1.020	C	34670	12/31/2023	56	9	4.5	4700
3610000	1.020	3.543	C	34548	12/31/2023	56	9	4.5	9000
3631000	1.915	2.925	C	34507	12/31/2023	56	9	3.6	57500
3631000	2.925	5.693	C	30158	12/31/2023	56	9	4.5	34000
3631100	.000	1.491	C	34186	12/31/2023	56	9	6.8	49500

3631101	.000	.340	C	30064	12/31/2023	99.9	9	5	10500
3631102	.000	.274	C	30067	12/31/2023	99.9	9	5.3	10500
3631103	.000	.288	C	30065	12/31/2023	99.9	9	8	9100
3631104	.000	.321	C	30066	12/31/2023	99.9	9	7.5	7800
3631105	.000	.240	C	30063	12/31/2023	99.9	9	5.7	6500
3632000	.000	15.830	C	34187	12/31/2023	56	9.5	9.7	13700
3633000	.000	2.034	C	34188	12/31/2023	56	9	10.7	5100
3634001	.000	.805	C	32354	12/31/2023	56	9	6.8	6600
4000001	.000	1.700	C	44100	12/31/2023	56.5	9.5	20.1	350
4000002	.000	3.300	C	44101	12/31/2023	56.5	9.5	10.8	700
4000005	.000	2.000	C	44104	12/31/2023	56.5	9	7.3	2600
4000006	.000	1.992	C	44015	12/31/2023	56.5	9	6.4	3500
4000007	.000	1.300	C	44106	12/31/2023	56.5	9	3.9	950
4000008	.000	.300	C	44144	12/31/2023	56.5	9	23.8	500
4000008	.552	3.403	C	44109	12/31/2023	56.5	9.5	6.4	120
4000010	.000	2.235	C	44116	12/31/2023	56.5	9	6.1	1900
4000011	.000	1.290	C	44120	12/31/2023	56.5	9	3.3	1850
4000012	.000	.951	C	44009	12/31/2023	56.5	9	6.4	10000
4000013	.000	1.306	C	44122	12/31/2023	56.5	9	7.7	1200
4000014	.000	.787	C	44123	12/31/2023	56.5	9	3.5	1450
4000015	.000	1.407	C	44013	12/31/2023	56.5	9	6.4	2250
4000016	.000	1.929	C	44031	12/31/2023	56.5	9	11.1	1350
4000017	.000	.631	C	44125	12/31/2023	56.5	9	7.9	500
4000018	.000	.940	C	44128	12/31/2023	56.5	9	4.5	650
4010000	.000	2.340	C	40004	12/31/2023	55.9	9.5	37.9	5200
4010000	2.340	8.692	C	40031	12/31/2023	55.9	9.5	33.1	6000
4010000	8.692	13.198	C	40026	12/31/2023	55.9	9	26.7	8700
4020000	.000	2.257	C	40032	12/31/2023	56.5	9.5	19.9	11400
4020000	2.257	7.067	C	40010	12/31/2023	56.5	9.5	18	14000
4020000	7.067	9.579	C	40003	12/31/2023	56.5	9.5	19.4	13000
4020000	9.579	13.480	C	40018	12/31/2023	56.5	9	19.4	17600
4020000	13.480	14.021	C	45000	12/31/2023	56.5	9	16	17900
4020000	14.021	14.315	C	45001	12/31/2023	99.9	9	10.2	10000
4020000	14.315	14.470	C	45002	12/31/2023	99.9	9	15.7	9600
4020000	14.470	15.780	C	45003	12/31/2023	99.9	9	18.2	9700
4020000	15.780	16.693	C	40007	12/31/2023	56.5	9	26.7	13200
4020000	17.620	21.430	C	40008	12/31/2023	56.5	9	27.6	700
4020101	.000	1.273	C	45008	12/31/2023	99.9	9	17	8800
4020101	1.273	1.430	C	45007	12/31/2023	99.9	9	14.4	10500
4020101	1.430	1.736	C	45031	12/31/2023	99.9	9	17	8900
4020102	.000	1.085	C	40145	12/31/2023	57.7	9	22.5	11768
4020102	1.085	6.971	C	41000	12/31/2023	56.5	9	18.5	16200
4040000	.000	8.447	C	40068	12/31/2023	55.4	9.5	23.8	5416
4040000	8.447	10.161	C	40012	12/31/2023	55.9	9.5	29	6400
4040000	10.161	11.486	C	40002	12/31/2023	55.9	9.5	24.2	8000
4040000	11.486	12.612	C	40022	12/31/2023	55.9	9.5	21	17700
4040000	12.612	13.158	C	45013	12/31/2023	99.9	9	22.2	8000
4040000	13.158	13.363	C	45009	12/31/2023	99.9	9	17.4	10000
4040000	13.363	13.466	C	45011	12/31/2023	99.9	9	16	11500
4040000	13.466	14.108	C	45019	12/31/2023	99.9	9	16.7	12500
4040000	14.108	15.147	C	40021	12/31/2023	55.9	9	17.6	25500
4040000	15.147	20.190	C	40011	12/31/2023	55.9	9	14.9	14900
4040000	20.190	31.770	C	40006	12/31/2023	55.9	9.5	29.4	6200
4040101	.000	.651	C	45020	12/31/2023	99.9	9	21.9	10500
4040101	.651	.737	C	45012	12/31/2023	99.9	9	15.7	10500
4040101	.737	.889	C	45010	12/31/2023	99.9	9	15.3	10500
4040101	.889	1.503	C	45014	12/31/2023	99.9	9	18.9	9000
4060000	.000	4.119	C	40001	12/31/2023	55.9	9.5	18.4	2700
4060000	4.564	6.110	C	40070	12/31/2023	55.9	9.5	17.3	3400
4060000	6.110	9.841	C	40013	12/31/2023	55.9	9.5	18.8	6800
4060000	9.841	10.140	C	40271	12/31/2023	56.3	9.5	15.8	6947
4060000	10.140	10.991	C	40017	12/31/2023	55.9	9.5	14.3	8500
4060101	.000	.442	C	49146	12/31/2023	55.9	9.5	16.3	3100
4501000	.000	2.041	C	44129	12/31/2023	56.5	9.5	10.5	2200
4502000	.000	4.115	C	44132	12/31/2023	56.5	9.5	17.6	550
4503000	.000	9.800	C	44133	12/31/2023	56.5	9.5	26.1	900
4504000	.000	5.154	C	44002	12/31/2023	56.5	9.5	13.5	15600
4510000	.000	7.576	C	44136	12/31/2023	56.5	9.5	27.6	1300
4520000	.000	6.366	C	44028	12/31/2023	56.5	9.5	25.7	700
4550000	.000	6.315	C	44138	12/31/2023	56.5	9.5	23.6	400
4560000	.000	5.047	C	44139	12/31/2023	56.5	9.5	15.6	3200
4570000	.000	3.270	C	44141	12/31/2023	56.5	9.5	21.1	8300
4570000	3.270	3.341	C	134180	12/31/2023	99.9	9.5	21.1	550
4570000	3.341	11.572	C	44141	12/31/2023	56.5	9.5	21.1	8300
4582000	.000	3.173	C	44143	12/31/2023	56.5	9.5	19.4	3000
4583000	.000	3.398	C	44009	12/31/2023	56.5	9	6.4	10000
5000002	.000	2.500	C	51234	12/31/2023	54.9	9.5	42.7	200
5000003	.000	5.329	C	54000	12/31/2023	54.9	9.5	42.7	300
5000005	.000	4.046	C	54003	12/31/2023	54.9	9.5	23	1050
5000006	.000	1.023	C	54004	12/31/2023	54.9	9.5	4.7	180
5000010	.000	2.285	C	54006	12/31/2023	54.9	9.5	3.9	20
5010000	.000	6.753	C	50004	12/31/2023	55.9	9.5	39	14200
5010000	6.753	10.734	C	50003	12/31/2023	55.9	9.5	45.3	10900
5010000	10.734	21.200	C	50002	12/31/2023	55.9	9.5	50.9	7100
5010000	21.200	28.938	C	50007	12/31/2023	55.9	9.5	37.8	9500
5020000	.000	9.750	C	50272	12/31/2023	53.5	9.5	22.7	4882
5020000	9.750	27.391	C	50014	12/31/2023	54.7	9.5	28.7	4800
5020000	27.391	29.460	C	910114	12/31/2023	54.7	9.5	20.7	8100
5030000	.000	9.225	C	50005	12/31/2023	54.9	9.5	43.7	450
5040000	.000	14.858	C	50011	12/31/2023	55.2	9.5	33.8	4700
5090000	.000	2.505	C	51000	12/31/2023	55.2	9.5	31.6	7300
5090000	2.505	11.676	C	50008	12/31/2023	55.2	9.5	31.3	3900
5090000	11.676	12.437	C	51001	12/31/2023	55.2	9.5	30	5200
5503000	10.120	12.250	C	51254	12/31/2023	54.9	9.5	42.7	450
5504500	.316	2.500	C	54010	12/31/2023	54.9	9.5	30.5	350
5504501	.000	8.634	C	54011	12/31/2023	54.9	9.5	32.6	110
5504502	.000	.468	C	54012	12/31/2023	54.9	9.5	30.9	350
5510000	.000	2.370	C	50100	12/31/2023	54.9	9.5	13.3	300
5510000	2.853	10.500	C	54013	12/31/2023	54.9	9.5	16.1	2200
5510000	10.672	17.946	C	54022	12/31/2023	54.9	9.5	42.7	1500
5510001	.000	.157	C	54015	12/31/2023	54.9	9.5	14.7	2600
5520000	.000	10.824	C	54016	12/31/2023	54.9	9.5	18.2	1300
5530000	.000	15.290	C	54020	12/31/2023	54.9	9.5	42.7	1600
5532000	.000	1.458	C	54021	12/31/2023	54.9	9.5	9.3	450
6000001	.000	5.000	C	64000	12/31/2023	59.5	9.5	23.7	80
6000003	.000	.071	C	61254	12/31/2023	59.5	9	12.5	1050
6000005	.000	8.100	C	64003	12/31/2023	59.5	9.5	33	850
6000006	.000	4.682	C	64006	12/31/2023	59.5	9.5	19.8	300
6000007	.000	4.000	C	64007	12/31/2023	59.5	9.5	10.2	700
6000008	.000	3.500	C	64008	12/31/2023	59.5	9.5	21	600
6000009	.000	2.380	C	64010	12/31/2023	59.5	9	4.1	1850
6000011	.000	4.976	C	64015	12/31/2023	59.5	9.5	20.9	400
6000015	.000	4.172	C	64016	12/31/2023	59.5	9.5	33	450
6000520	.000	.211	C	64017	12/31/2023	59.5	9	8.2	700
6010000	.000	7.958	C	60022	12/31/2023	56.2	9.5	32.8	11800
6010000	7.958	9.315	C	65008	12/31/2023	56.2	9	29.3	12800
6010000	10.225	10.865	C	65111	12/31/2023	59.5	9	14.8	500
6010000	11.165	11.753	C	60003	12/31/2023	60	9	22.8	17100
6010000	15.292	17.927	C	60016	12/31/2023	60	9	20.3	23000
6010000	17.927	20.468	C	60024	12/31/2023	60	9	21	18400
6010000	20.468	21.500	C	60019	12/31/2023	60	9	17.8	18700
6010001	.000	1.843	C	65007	12/31/2023	60	9	24.8	18900
6010101	.000	2.792	C	65011	12/31/2023	99.9	9	12.5	13000
6010101	2.792	3.468	C	65012	12/31/2023	99.9	9	11	14000
6010102	.000	.687	C	65005	12/31/2023	99.9	9	13.6	12500
6010102	.687	3.539	C	65004	12/31/2023	99.9	9	13.9	13000
6020000	.000	6.755	C	60009	12/31/2023	60	9.5	26.3	4900
6020000	6.755	14.280	C	60010	12/31/2023	60	9	17.2	5800
6030000	.000	2.685	C	60014	12/31/2023	60	9	8.3	8300
6030000	2.685	6.969	C	60006	12/31/2023	60	9.5	11.1	4900

6030000	6.969	12.151	C	60013	12/31/2023	60	9.5	18.7	9200
6030000	12.151	15.932	C	60025	12/31/2023	60	9.5	16.6	8600
6050000	.000	1.927	C	60012	12/31/2023	60	9.5	17.8	4200
6050000	1.927	15.680	C	60011	12/31/2023	60	9.5	25.2	5200
6050000	15.680	16.611	C	65009	12/31/2023	60	9	19.6	6500
6050000	16.611	19.994	C	60021	12/31/2023	60	9	22.3	7300
6050000	19.994	23.867	C	60008	12/31/2023	60	9.5	20.9	4400
6070000	.000	8.144	C	64018	12/31/2023	59.5	9.5	16.1	800
6070001	.000	2.620	C	64019	12/31/2023	59.5	9.5	22.4	90
6070500	.000	5.065	C	64020	12/31/2023	59.5	9.5	22.4	40
6080000	.000	.594	C	65010	12/31/2023	60	9	30.4	7200
6080000	.594	15.682	C	60017	12/31/2023	60	9	33.4	6000
6501000	.000	4.725	C	64021	12/31/2023	59.5	9.5	21	550
6502000	.000	2.300	C	64023	12/31/2023	59.5	9.5	15	1550
6503000	.000	4.810	C	64024	12/31/2023	59.5	9.5	21	600
6504000	.000	6.882	C	64025	12/31/2023	59.5	9.5	22.4	1300
6504101	.000	.974	C	64069	12/31/2023	59.5	9.5	12.5	2400
6505000	.000	2.170	C	64030	12/31/2023	59.5	9.5	14.5	700
6510000	.000	9.363	C	64032	12/31/2023	59.5	9.5	21	200
6510000	9.613	16.316	C	64070	12/31/2023	59.5	9.5	12.5	2100
6520000	.000	8.879	C	64038	12/31/2023	59.5	9.5	13.7	600
6530000	.000	10.925	C	64041	12/31/2023	59.5	9.5	20.3	750
6540000	.000	16.375	C	64042	12/31/2023	59.5	9.5	22.4	300
6560000	.000	9.310	C	64048	12/31/2023	59.5	9.5	21	1250
6560001	.000	1.512	C	64055	12/31/2023	59.5	9.5	21	1050
6570000	.000	15.251	C	64056	12/31/2023	59.5	9.5	33	400
6580000	.000	5.249	C	64058	12/31/2023	59.5	9	5.7	3600
6620000	.000	12.107	C	64061	12/31/2023	59.5	9.5	25.4	800
6630000	.000	3.579	C	64064	12/31/2023	59.5	9.5	17.6	1850
6640000	1.776	4.466	C	64066	12/31/2023	59.5	9.5	12.6	750
6660000	.000	3.915	C	64068	12/31/2023	59.5	9.5	11.7	700
7000001	.000	5.287	C	74101	12/31/2023	55.7	9.5	12.7	3600
7000003	.000	3.269	C	74102	12/31/2023	55.7	9.5	9	1500
7000005	.000	8.917	C	74105	12/31/2023	55.7	9.5	20.1	800
7000006	.000	.797	C	74106	12/31/2023	55.7	9	6.5	1000
7000007	.000	1.113	C	74033	12/31/2023	55.7	9	20.1	6800
7000008	.000	.778	C	74109	12/31/2023	55.7	9	4.5	550
7000010	.000	.917	C	74111	12/31/2023	55.7	9	2.1	3500
7000011	.000	.485	C	74034	12/31/2023	55.7	9	19	3000
7000012	.000	.481	C	74115	12/31/2023	55.7	9	4.4	600
7000014	.000	.867	C	74116	12/31/2023	55.7	9	7.7	1050
7000022	.000	1.058	C	74000	12/31/2023	55.7	9	8.9	190
7000023	.000	1.115	C	74117	12/31/2023	55.7	9	7.2	2500
7000024	.000	3.132	C	74118	12/31/2023	55.7	9	12.8	500
7000025	.000	1.340	C	74119	12/31/2023	55.7	9	4.6	1200
7000026	.000	2.057	C	70027	12/31/2023	55.7	9	19.4	1350
7000027	.000	.828	C	70028	12/31/2023	55.7	9.5	11.4	2800
7010000	.000	3.005	C	70039	12/31/2023	56.8	9.5	15.2	22509
7010000	3.005	7.470	C	70019	12/31/2023	56.4	9.5	18.6	22000
7010000	7.470	8.595	C	75000	12/31/2023	56.4	9	16.2	17700
7010000	8.595	9.355	C	75002	12/31/2023	56.4	9	10.9	25000
7010000	9.355	9.422	C	70011	12/31/2023	56.4	9	8.1	25000
7010000	9.422	10.390	C	75003	12/31/2023	56.4	9	9.4	16800
7010000	10.390	29.830	C	70013	12/31/2023	56.4	9	12.5	16400
7010001	.000	2.066	C	70001	12/31/2023	56.4	9.5	21.7	9100
7010002	.000	.427	C	70041	12/31/2023	99.9	9.5	31.3	950
7010003	.000	.319	C	70042	12/31/2023	99.9	9.5	19.3	3700
7010004	.000	.356	C	70043	12/31/2023	99.9	9.5	19.7	3900
7010004	.356	.710	C	70044	12/31/2023	99.9	9.5	30.7	950
7020000	.000	1.275	C	70040	12/31/2023	56.4	9.5	16.8	16900
7030000	.000	1.635	C	70021	12/31/2023	56.4	9.5	31.2	21500
7030000	1.635	3.026	C	70015	12/31/2023	56.4	9	21.3	22500
7030000	3.026	3.266	C	75008	12/31/2023	56.4	9	14.5	26500
7030000	3.266	5.840	C	70004	12/31/2023	56.40	9.5	27.3	23,000
7030000	5.840	11.184	C	79918	12/31/2023	55.9	9.5	21.2	20256
7030000	11.184	12.259	C	70002	12/31/2023	56.4	9.5	32.2	19500
7030000	12.259	13.213	C	70010	12/31/2023	56.4	9.5	39.7	13100
7040000	.000	1.011	C	70003	12/31/2023	55.7	9.5	31.1	1000
7060000	.000	5.527	C	70008	12/31/2023	55.2	9.5	23	7000
7060000	5.527	8.985	C	70025	12/31/2023	55.2	9.5	19	7,100
7060000	8.985	14.932	C	70024	12/31/2023	55.2	9.5	18.5	6900
7060000	14.932	15.827	C	70022	12/31/2023	55.20	9	18.5	11,000
7060000	15.827	15.910	C	70022	12/31/2023	55.2	9	18.5	11000
7060000	15.910	16.570	C	70023	12/31/2023	55.2	9	9.2	9400
7060000	16.570	16.944	C	75005	12/31/2023	55.2	9	10.8	8600
7060000	17.008	17.993	C	70006	12/31/2023	55.2	9	17.4	18,900
7060000	17.993	18.498	C	51000	12/31/2023	55.2	9.5	31.6	7300
7070000	.000	4.370	C	74120	12/31/2023	55.70	9	5.9	5,200
7080000	.000	43.525	C	74122	12/31/2023	55.7	9.5	21.2	1300
7500000	.000	1.429	C	74125	12/31/2023	55.7	9	9.5	6700
7500001	.000	.924	C	74126	12/31/2023	55.7	9	8.2	1400
7505000	.000	.890	C	74035	12/31/2023	55.7	9	11	3100
7507000	.000	1.673	C	74128	12/31/2023	55.7	9.5	28.6	1550
7510000	.000	11.212	C	74130	12/31/2023	55.7	9.5	21.2	1000
7512000	.000	3.111	C	74032	12/31/2023	55.7	9	11.6	10400
7512000	3.111	4.300	C	74018	12/31/2023	55.7	9	12.5	2700
7520000	.000	20.118	C	74131	12/31/2023	55.7	9.5	16.9	700
7530000	.000	28.510	C	74133	12/31/2023	55.7	9.5	21.2	750
7532000	.000	1.100	C	74135	12/31/2023	55.7	9	15.4	3900
7540000	.000	.534	C	74100	12/31/2023	55.7	9	16.3	3400
7550000	.000	1.349	C	74115	12/31/2023	55.7	9	4.4	600
7550000	2.202	3.608	C	74138	12/31/2023	55.7	9	5.3	4500
7560000	.000	10.009	C	74139	12/31/2023	55.7	9.5	15.9	2600
7560000	10.009	10.077	C	74139	12/31/2023	99.9	9.5	15.9	1300
7560000	10.077	10.435	C	74139	12/31/2023	55.7	9.5	15.9	2600
7582000	.000	4.706	C	74142	12/31/2023	55.7	9.5	12	1400
7590000	.000	2.846	C	74144	12/31/2023	55.7	9.5	8	1500
9000001	.000	3.011	C	94149	12/31/2023	59.2	9.5	16.3	1400
9000001	3.626	7.345	C	94100	12/31/2023	59.2	9	9.5	400
9000002	.000	3.152	C	94150	12/31/2023	59.2	9	16.3	2400
9000003	.000	1.113	C	94114	12/31/2023	59.2	9	31.9	3200
9000004	.000	.502	C	94151	12/31/2023	59.2	9	16.3	1450
9000005	.000	.306	C	94115	12/31/2023	59.2	9	2.7	850
9000006	.000	.310	C	94116	12/31/2023	59.2	9	4	2700
9000007	.000	.744	C	94117	12/31/2023	59.2	9	16.3	2600
9000008	.000	.573	C	94152	12/31/2023	59.2	9	16.3	2000
9000009	.000	.487	C	94153	12/31/2023	59.2	9	16.3	2200
9000011	.000	6.006	C	94154	12/31/2023	59.2	9	16.3	5200
9000012	.000	.500	C	94156	12/31/2023	59.2	9	16.3	5700
9000013	.000	.387	C	94118	12/31/2023	59.2	9	3	9800
9000014	.000	.380	C	94157	12/31/2023	59.2	9	16.3	1200
9000015	.000	.933	C	94119	12/31/2023	59.2	9	2.5	1150
9000016	.000	.129	C	94121	12/31/2023	59.2	9	2.4	1350
9000016	.129	.197	C	94121	12/31/2023	59.2	9	2.4	1350
9000016	.197	.677	C	94121	12/31/2023	59.2	9	2.4	1350
9000017	.000	.446	C	94123	12/31/2023	59.2	9	8	750
9000018	.000	.344	C	94159	12/31/2023	59.2	9	16.3	650
9000019	.000	.213	C	94124	12/31/2023	59.2	9	6.5	1400
9000020	.000	1.050	C	94125	12/31/2023	59.2	9	6.1	4000
9000021	.000	1.538	C	94160	12/31/2023	59.2	9	16.3	4700
9000022	.000	1.096	C	94126	12/31/2023	59.2	9	5.7	4200
9000023	.000	.682	C	94161	12/31/2023	59.2	9	16.3	2400
9000023	.682	.909	C	94162	12/31/2023	59.2	9	16.3	500
9000024	.000	.229	C	94002	12/31/2023	59.2	9	17.5	600
9000025	.000	2.023	C	94128	12/31/2023	59.2	9	6.2	700
9000027	.000	1.816	C	94090	12/31/2023	59.2	9	17.5	3400
9000028	.000	1.247	C	94163	12/31/2023	59.2	9	16.3	900
9000029	.000	1.004	C	94091	12/31/2023	59.2	9	17.5	1850
9000029	1.004	2.509	C	94092	12/31/2023	59.2	9	4	3500
9000030	.109	.823	C	94164	12/31/2023	59.2	9	16.3	900

9000031	.000	.348	C	94165	12/31/2023	59.2	9	16.3	400
9000032	.000	.751	C	94166	12/31/2023	59.2	9	16.3	950
9000033	.000	.340	C	94094	12/31/2023	59.2	9	6.4	800
9000033	.340	1.315	C	94095	12/31/2023	59.2	9	11.6	2200
9000034	.000	.790	C	94096	12/31/2023	59.2	9	17.5	500
9000035	.000	.500	C	94132	12/31/2023	59.2	9	6.1	2300
9000036	.000	.500	C	94133	12/31/2023	59.2	9	4	1450
9000038	.360	.890	C	94167	12/31/2023	59.2	9	16.3	5600
9000041	.000	.333	C	94135	12/31/2023	59.2	9	3	1000
9000042	.000	.145	C	94168	12/31/2023	59.2	9	16.3	230
9000042	.400	2.593	C	94169	12/31/2023	59.2	9	16.3	1700
9000043	.000	.504	C	94170	12/31/2023	59.2	9	16.3	3600
9000047	.000	.500	C	94139	12/31/2023	59.2	9	14.1	550
9000052	.000	2.000	C	94171	12/31/2023	59.2	9.5	16.3	1100
9000055	.000	.934	C	94333	12/31/2023	59.2	9	7.2	13300
9000055	.934	2.689	C	94337	12/31/2023	59.2	9	5.3	14500
9000509	.000	1.000	C	94172	12/31/2023	59.2	9	16.3	1600
9000512	.000	3.569	C	94173	12/31/2023	59.2	9	13.5	1100
9000515	.000	8.360	C	94174	12/31/2023	59.2	9.5	16.3	300
9000518	.000	2.199	C	94175	12/31/2023	59.2	9	16.3	1350
9000521	.000	2.011	C	94141	12/31/2023	59.2	9	9.8	550
9000522	.000	2.000	C	94176	12/31/2023	59.2	9	16.3	1250
9000531	.000	1.976	C	94260	12/31/2023	59.2	9	3.8	16200
9000532	.000	1.580	C	94177	12/31/2023	59.2	9	16.3	2200
9000532	1.613	3.052	C	94177	12/31/2023	59.2	9	16.3	2200
9000534	.000	1.025	C	94178	12/31/2023	59.2	9	16.3	2100
9000535	.000	1.540	C	94142	12/31/2023	59.2	9	6.1	4400
9000536	.000	1.529	C	94179	12/31/2023	59.2	9	16.3	3300
9000538	.000	.859	C	94180	12/31/2023	59.2	9	16.3	3100
9000550	.000	2.488	C	94181	12/31/2023	59.2	9	16.3	1100
9000551	.000	3.135	C	94182	12/31/2023	59.2	9.5	16.3	1000
9000555	.000	1.730	C	94145	12/31/2023	59.2	9	9.6	900
9000556	.000	2.600	C	94183	12/31/2023	59.2	9	16.3	900
9000557	.000	1.633	C	94184	12/31/2023	59.2	9	16.3	1450
9010000	.000	2.377	C	90019	12/31/2023	57	9.5	43.4	7800
9010000	2.377	12.164	C	90327	12/31/2023	55.8	9.5	31.9	9211
9010000	12.164	13.980	C	90005	12/31/2023	57	9.5	32.7	9400
9010000	13.980	16.453	C	90032	12/31/2023	57	9	27.3	11700
9010000	16.453	17.911	C	90006	12/31/2023	57	9	21	20000
9010000	17.911	18.671	C	90031	12/31/2023	57	9	19.4	20400
9010000	18.671	21.924	C	90021	12/31/2023	57	9	21	19800
9010000	21.924	28.970	C	90039	12/31/2023	57	9	18.4	23000
9020000	.000	3.656	C	90010	12/31/2023	59.2	9.5	16.3	600
9030000	.000	3.505	C	90026	12/31/2023	57	9	10.4	33000
9030000	3.505	5.488	C	95016	12/31/2023	57	9	6.4	42000
9030000	5.488	8.474	C	95020	12/31/2023	57	9	6.3	44000
9030000	8.474	10.266	C	95022	12/31/2023	57	9	6.6	42500
9030000	10.266	12.457	C	95023	12/31/2023	57	9	10	32500
9030000	12.457	14.230	C	90017	12/31/2023	57	9	7.8	38500
9030000	14.230	15.732	C	95007	12/31/2023	57	9	9.1	33500
9030000	15.732	18.041	C	90001	12/31/2023	57	9	13.5	29500
9030001	.000	1.058	C	95009	12/31/2023	59.2	9	4.5	16200
9040000	.000	.440	C	95010	12/31/2023	59.2	9	3	14100
9040000	.440	.728	C	95011	12/31/2023	59.2	9	3.9	10200
9040000	.728	1.108	C	95014	12/31/2023	59.2	9	4.5	7000
9040000	1.108	1.302	C	95012	12/31/2023	59.2	9	7.1	6500
9040000	1.302	2.903	C	95013	12/31/2023	59.2	9	9.7	5100
9040000	2.903	4.362	C	90042	12/31/2023	59.2	9	10.8	6700
9040000	4.362	8.646	C	90030	12/31/2023	59.2	9	14.1	5700
9040000	8.646	9.396	C	90043	12/31/2023	59.2	9	9.7	4000
9040000	9.396	9.895	C	95002	12/31/2023	59.2	9	5.6	5600
9040000	9.895	10.276	C	90016	12/31/2023	59.2	9	6.9	8000
9040000	10.276	11.147	C	95006	12/31/2023	59.2	9	5.6	13200
9060000	.000	10.217	C	90033	12/31/2023	60.3	9.5	34.6	4500
9060000	10.217	14.490	C	90002	12/31/2023	60.3	9.5	33	5200
9060000	14.490	29.216	C	90003	12/31/2023	60.3	9.5	29.4	6000
9060000	29.216	36.334	C	90020	12/31/2023	60.3	9.5	25.2	5300
9080000	.000	1.070	C	95000	12/31/2023	60.3	9.5	16.2	9100
9080000	1.070	3.082	C	90015	12/31/2023	60.3	9	11.4	14500
9110000	.000	.953	C	90045	12/31/2023	60.3	9	14.4	10300
9110000	.953	10.397	C	90012	12/31/2023	60.3	9	14.5	9600
9110000	10.397	13.856	C	90029	12/31/2023	60.3	9.5	22.7	4200
9110000	13.856	24.521	C	90023	12/31/2023	60.3	9.5	25.7	3400
9130000	.000	5.932	C	90009	12/31/2023	59.2	9.5	14.4	800
9140000	.000	3.063	C	90025	12/31/2023	60.3	9.5	33	6200
9140000	3.063	8.935	C	90229	12/31/2023	58.2	9	17.1	7208
9140000	8.935	9.342	C	90018	12/31/2023	60.3	9	29.8	8400
9400000	.000	11.119	C	94185	12/31/2023	59.2	9.5	16.3	1000
9400000	11.179	15.432	C	94186	12/31/2023	59.2	9.5	16.3	1200
9501000	.000	8.692	C	94187	12/31/2023	59.2	9.5	16.3	700
9502000	.000	13.923	C	94188	12/31/2023	59.2	9.5	16.3	1950
9505000	.000	5.647	C	94189	12/31/2023	59.2	9	16.3	1350
9506000	.000	4.028	C	94190	12/31/2023	59.2	9.5	16.3	2000
9520000	.000	2.646	C	94191	12/31/2023	59.2	9	8.4	1750
9520000	4.392	11.248	C	94720	12/31/2023	59.2	9.5	20.7	800
9520000	11.722	15.084	C	90048	12/31/2023	59.2	9	15.5	1100
9520000	15.084	17.938	C	94440	12/31/2023	59.2	9	7.4	10100
9520001	.000	.504	C	94192	12/31/2023	59.2	9	16.3	6200
9521000	.000	1.205	C	94193	12/31/2023	59.2	9	16.3	1150
9522000	.000	2.230	C	94194	12/31/2023	59.2	9	16.3	1300
9523000	.000	2.300	C	94195	12/31/2023	59.2	9	16.3	2800
9524000	.000	2.000	C	94196	12/31/2023	59.2	9	16.3	4800
9525000	.000	1.365	C	94197	12/31/2023	59.2	9	16.3	5500
9530000	.000	.131	C	94114	12/31/2023	59.2	9	31.9	3200
9530000	.131	.223	C	94147	12/31/2023	99.9	9	9.3	2000
9530000	.223	3.156	C	94147	12/31/2023	59.2	9	9.3	4100
9533000	.000	1.186	C	94198	12/31/2023	59.2	9	16.3	5700
9540000	.000	5.197	C	91080	12/31/2023	59.2	9	6.1	8600
9540000	5.197	5.900	C	94470	12/31/2023	59.2	9	31.9	8200
9550000	.000	5.842	C	94199	12/31/2023	59.2	9.5	16.3	900
9560000	.000	1.054	C	90100	12/31/2023	59.2	9.5	16.3	2200
9570000	.000	10.796	C	94200	12/31/2023	59.2	9.5	16.3	1200
9580000	.000	10.306	C	94590	12/31/2023	59.2	9.5	14.1	600
9590000	.000	1.768	C	94148	12/31/2023	59.2	9	7.4	12900
9590000	2.123	5.399	C	94188	12/31/2023	59.2	9.5	16.3	1950
9600000	.000	3.991	C	94201	12/31/2023	59.2	9.5	16.3	4000
9610000	.000	5.020	C	94202	12/31/2023	59.2	9.5	16.3	3000
9620000	.000	.047	C	94385	12/31/2023	99.9	9	4	2500
9620000	.047	5.643	C	94385	12/31/2023	59.2	9	4	5000
9620000	5.643	5.763	C	94385	12/31/2023	99.9	9	4	2500
9620001	.000	2.256	C	94203	12/31/2023	59.2	9	16.3	10300
9630000	.000	4.796	C	94315	12/31/2023	59.2	9	31.9	3800
9670000	.000	7.554	C	94204	12/31/2023	59.2	9.5	16.3	750
9670500	.000	2.225	C	94205	12/31/2023	59.2	9	16.3	1400
12000001	.000	5.300	C	124101	12/31/2023	55.4	9	7.8	8000
12000002	.000	5.426	C	124104	12/31/2023	55.4	9	7.7	19000
12000003	.000	5.784	C	124110	12/31/2023	55.4	9.5	21.7	1550
12000004	.000	1.983	C	124487	12/31/2023	55.4	9.5	12.9	4000
12000005	.000	2.044	C	121254	12/31/2023	55.4	9	7.8	4000
12000006	.000	.660	C	124315	12/31/2023	55.4	9	10.5	10400
12000010	.000	1.376	C	121269	12/31/2023	53.5	9	5.3	11200
12000010	1.376	2.395	C	121269	12/31/2023	53.5	9	5.3	11200
12000013	.000	2.000	C	121248	12/31/2023	53.8	9	8.9	4300
12000014	.000	1.100	C	124114	12/31/2023	53.5	9	6.1	10300
12000016	.000	1.361	C	124115	12/31/2023	53.5	9	6.4	7700
12000019	.000	2.880	C	124116	12/31/2023	55.4	9	11.7	4700
12000022	.000	2.068	C	126017	12/31/2023	53.5	9	7.2	24500
12000023	.000	1.942	C	124118	12/31/2023	53.5	9	6	9300
12000024	.000	1.999	C	124323	12/31/2023	55.4	9	5	28000
12000025	.000	1.777	C	123079	12/31/2023	53.5	9	5.9	1300

12000026	.000	2.700	C	123119	12/31/2023	53.5	9	3.8	29000
12000027	.000	1.629	C	126055	12/31/2023	53.5	9	8.9	27500
12000027	1.629	2.275	C	126054	12/31/2023	53.5	9	4.8	25000
12000029	.000	1.492	C	123043	12/31/2023	53.5	9	5.9	15600
12000035	.000	.335	C	124121	12/31/2023	55.4	9	4.7	2700
12000035	.335	.700	C	124280	12/31/2023	53.5	9	5.4	32000
12000036	.000	.753	C	124122	12/31/2023	55.4	9	4.8	20200
12000038	.000	1.005	C	124526	12/31/2023	53.8	9	6.4	30000
12000038	1.005	3.843	C	124527	12/31/2023	53.8	9	9.6	22000
12000040	.000	.510	C	124614	12/31/2023	53.5	9	5	2000
12000040	.510	1.130	C	124123	12/31/2023	55.4	9	5.3	10400
12000040	1.130	2.000	C	125062	12/31/2023	54.5	9	12.6	16600
12000040	2.000	2.747	C	124612	12/31/2023	53.8	9	6.2	5000
12000043	.000	.140	C	125218	12/31/2023	53.5	9	8.7	2150
12000044	.000	2.605	C	121256	12/31/2023	55.4	9	8.9	200
12000045	.000	.398	C	128571	12/31/2023	55.4	9	3	350
12000045	.457	2.300	C	124124	12/31/2023	55.4	9	7.1	9700
12000046	.000	2.479	C	124608	12/31/2023	53.8	9	12.7	4300
12000048	.000	.628	C	124126	12/31/2023	99.9	9	6.4	13100
12000050	.000	1.395	C	124127	12/31/2023	53.8	9	4	3500
12000051	.000	.322	C	124129	12/31/2023	53.8	9	6.4	350
12000055	.000	1.496	C	124130	12/31/2023	55.4	9	6.4	2600
12000056	.000	1.258	C	121004	12/31/2023	55.4	9	6.7	2200
12000058	.000	.158	C	121006	12/31/2023	55.4	9	1.8	650
12000060	.000	1.479	C	121278	12/31/2023	53.8	9	8.9	3600
12000063	.000	.459	C	123049	12/31/2023	53.5	9	5.9	11000
12000064	.000	.773	C	124131	12/31/2023	55.4	9	6	4600
12000080	.000	1.972	C	126013	12/31/2023	53.5	9	4	35000
12000080	1.972	2.950	C	126056	12/31/2023	53.5	9	3.5	52500
12000081	.000	1.900	C	124133	12/31/2023	53.5	9	5.6	6500
12000082	.000	1.072	C	124134	12/31/2023	53.5	9	6.8	5100
12000083	.000	2.142	C	121232	12/31/2023	53.5	9	5.6	9900
12000084	.000	1.400	C	120121	12/31/2023	53.5	9	9.1	3300
12000085	.000	1.254	C	121211	12/31/2023	55.4	9	8.9	1700
12000085	1.254	3.256	C	121212	12/31/2023	55.4	9	4.9	7700
12000086	.000	1.252	C	124215	12/31/2023	55.4	9	5.9	8600
12000088	.000	.546	C	124199	12/31/2023	55.4	9	4.4	12600
12000090	.000	1.065	C	124135	12/31/2023	55.4	9	7.2	17500
12000091	.000	1.200	C	124136	12/31/2023	55.4	9	4.7	4400
12000092	.476	3.191	C	126010	12/31/2023	53.8	9	9	49500
12000094	.000	2.724	C	122102	12/31/2023	55.4	9	5	23500
12000095	.000	2.271	C	124901	12/31/2023	55.4	9.5	5.9	3100
12000097	.000	.545	C	124249	12/31/2023	53.8	9	5.3	40500
12000097	.545	7.725	C	124250	12/31/2023	53.8	9.5	13.6	13800
12000098	.000	.600	C	124140	12/31/2023	55.4	9.5	10	6000
12000099	.000	1.590	C	124141	12/31/2023	53.5	9	5.1	23500
12000100	.000	.204	C	124142	12/31/2023	55.4	9	5.6	17500
12000105	.000	3.401	C	124443	12/31/2023	55.4	9	11.2	11000
12000108	.000	.928	C	124511	12/31/2023	53.5	9	5.4	26500
12000110	.000	.373	C	124143	12/31/2023	53.8	9	7.1	10000
12000111	.000	1.179	C	124521	12/31/2023	53.8	9	7.4	8300
12000111	1.179	4.869	C	124370	12/31/2023	53.8	9	6.1	15200
12000112	.000	3.028	C	124607	12/31/2023	53.8	9	10.7	15100
12000112	3.028	3.531	C	124126	12/31/2023	99.9	9	6.4	13100
12000113	.000	.500	C	124902	12/31/2023	53.8	9	17.8	15200
12000114	.000	.494	C	124144	12/31/2023	53.8	9	26.3	3400
12000115	.000	1.750	C	124905	12/31/2023	53.7	9	5	6000
12000116	.000	2.576	C	124903	12/31/2023	55.4	9	6	17400
12000116	2.576	5.502	C	.	12/31/2023	55.4	9	6	17400
12000117	.000	2.001	C	124492	12/31/2023	52.4	9	6.9	23500
12000117	2.001	6.469	C	126063	12/31/2023	53.8	9	4.6	10000
12000117	6.469	9.057	C	124525	12/31/2023	53.8	9	4.6	30000
12000119	.000	1.734	C	124490	12/31/2023	53.8	9	4.5	12500
12000120	.000	1.237	C	123114	12/31/2023	53.5	9	8.9	17400
12000121	.000	.936	C	124145	12/31/2023	53.8	9	10.6	5900
12000122	.000	.850	C	123016	12/31/2023	53.5	9	4.5	37000
12000124	.000	1.045	C	124147	12/31/2023	55.4	9	14.7	3000
12000125	.000	.451	C	124148	12/31/2023	55.4	9	5.9	24000
12000126	.000	5.794	C	124250	12/31/2023	53.8	9.5	13.6	13800
12000128	.000	1.990	C	124389	12/31/2023	55.4	9	10.8	10500
12000129	.000	2.949	C	126038	12/31/2023	55.4	9	5.9	17000
12000130	.000	.281	C	124149	12/31/2023	53.8	9	4.1	6300
12000130	.281	1.496	C	124248	12/31/2023	53.8	9	4.2	8400
12000131	.000	1.767	C	121213	12/31/2023	53.5	9	8.9	6400
12000132	.000	.117	C	120190	12/31/2023	53.8	9	2.5	5000
12000135	.000	.913	C	120110	12/31/2023	55.4	9	10.9	9200
12000135	.913	3.030	C	124152	12/31/2023	55.4	9	6.4	5700
12000138	.000	.800	C	124153	12/31/2023	53.8	9	10.7	7600
12000140	.000	2.539	C	122013	12/31/2023	53.5	9	4.1	29000
12000141	.082	6.169	C	126058	12/31/2023	53.5	9	6.8	27500
12000141	6.169	10.260	C	124155	12/31/2023	55.4	9	8.9	14400
12000142	.000	5.574	C	124157	12/31/2023	53.5	9	4.4	23000
12000144	.000	2.029	C	124161	12/31/2023	53.5	9	5.6	9700
12000145	.000	4.064	C	123147	12/31/2023	55.4	9	5.9	5200
12000145	4.064	5.158	C	123146	12/31/2023	55.4	9	5.9	4500
12000146	.000	2.500	C	124164	12/31/2023	55.4	9	7.5	7600
12000147	.000	1.020	C	122024	12/31/2023	55.4	9	4.6	39500
12000147	1.020	2.000	C	123054	12/31/2023	55.4	9	5.9	34500
12000147	2.000	5.396	C	123053	12/31/2023	55.4	9	5.9	30000
12000148	.000	2.723	C	124465	12/31/2023	53.8	9	2.8	19600
12000149	.000	2.071	C	124166	12/31/2023	53.5	9	4	19700
12000150	.000	1.588	C	123154	12/31/2023	53.5	9	4.8	14600
12000151	.000	2.197	C	124168	12/31/2023	53.5	9	4.9	21000
12000152	.000	4.258	C	124514	12/31/2023	53.8	9	2.7	31500
12000152	4.258	5.555	C	126060	12/31/2023	53.8	9	9	21500
12000152	5.555	8.030	C	126061	12/31/2023	53.8	9	9	24500
12000152	8.030	12.984	C	126062	12/31/2023	53.8	9	9	13500
12000154	.000	3.575	C	126033	12/31/2023	99.9	9	6	4700
12000155	.000	3.290	C	126051	12/31/2023	99.9	9	5.5	1000
12000157	.000	1.493	C	124171	12/31/2023	55.4	9	5.4	12100
12000158	.000	1.143	C	124172	12/31/2023	53.8	9	5.4	11600
12000159	.000	5.377	C	124173	12/31/2023	55.4	9	4.7	11100
12000160	.000	2.938	C	124175	12/31/2023	55.4	9	13.6	35000
12000162	.000	2.986	C	121214	12/31/2023	53.5	9	5.7	5500
12000180	.000	.798	C	124177	12/31/2023	55.4	9	11.9	28500
12000181	.000	.483	C	124178	12/31/2023	53.5	9	3.3	36500
12000182	.000	1.957	C	126036	12/31/2023	55.4	9	4.8	26500
12000182	1.957	6.060	C	126019	12/31/2023	55.4	9	4.8	36500
12000182	6.060	7.875	C	126047	12/31/2023	54.5	9	9	29500
12000182	7.875	8.685	C	126066	12/31/2023	54.5	9	9	34500
12000182	8.685	11.638	C	126035	12/31/2023	53.5	9	4.8	34500
12000184	.000	1.500	C	124181	12/31/2023	53.5	9	4.7	5300
12000197	.000	.564	C	121215	12/31/2023	55.4	9	4.2	3400
12000198	.000	.487	C	121216	12/31/2023	55.4	9	8.9	2300
12000201	.000	.665	C	124904	12/31/2023	55.4	9	18.7	3000
12000202	.000	1.828	C	120122	12/31/2023	55.4	9	6.3	6000
12000203	.000	3.154	C	120123	12/31/2023	55.4	9	17.3	2050
12000204	.000	1.437	C	120124	12/31/2023	55.4	9	11.5	600
12000205	.000	.443	C	120125	12/31/2023	55.4	9	5.9	7700
12000206	.000	1.058	C	120126	12/31/2023	55.4	9	14.5	5200
12000207	.000	.758	C	120127	12/31/2023	53.5	9	7.2	5600
12000208	.000	2.721	C	120128	12/31/2023	53.8	9	4.2	3300
12000209	.000	1.584	C	120129	12/31/2023	53.8	9	4.2	4200
12000209	1.584	1.830	C	120130	12/31/2023	53.8	9	3.9	1650
12000211	.000	.185	C	120131	12/31/2023	55.4	9	7.9	1350
12000212	.000	1.128	C	120132	12/31/2023	55.4	9	2.4	4800
12000213	.000	1.004	C	120133	12/31/2023	53.8	9	11.2	2400
12000214	.000	1.586	C	120134	12/31/2023	53.8	9	5.5	3700
12000215	.000	5.366	C	120135	12/31/2023	55.4	9	9.4	3400
12000216	.000	1.044	C	120136	12/31/2023	53.5	9	7.1	3400

12000217	.000	1.240	C	121217	12/31/2023	53.5	9	8.9	3100
12000218	.000	.906	C	120137	12/31/2023	55.4	9	7.1	8700
12000219	.000	1.695	C	120138	12/31/2023	55.4	9	5.7	2100
12000221	.000	1.649	C	120139	12/31/2023	55.4	9	5	1850
12000222	.000	.764	C	120140	12/31/2023	53.5	9	8.9	5100
12000223	.000	3.614	C	124182	12/31/2023	55.4	9	11.2	11600
12000224	.000	.996	C	120141	12/31/2023	53.5	9	8.9	2300
12000225	.000	.982	C	120142	12/31/2023	55.4	9	8.9	1650
12000226	.000	.472	C	120143	12/31/2023	55.4	9	8.9	5400
12000226	.472	1.685	C	120144	12/31/2023	55.4	9	8.9	3700
12000226	1.685	2.663	C	120145	12/31/2023	55.4	9	13.3	1150
12000226	2.663	3.633	C	120146	12/31/2023	55.4	9	9.8	1700
12000226	3.633	4.024	C	120147	12/31/2023	55.4	9	7.7	4600
12000227	.000	.830	C	120148	12/31/2023	53.5	9	8.3	2350
12000228	.000	.750	C	120149	12/31/2023	53.8	9	5.9	4400
12000230	.000	1.565	C	120150	12/31/2023	55.4	9	4.2	1950
12000231	.000	1.022	C	120151	12/31/2023	53.5	9	8.9	300
12000232	.000	4.520	C	120152	12/31/2023	55.4	9	13.6	3800
12000233	.000	1.074	C	120153	12/31/2023	55.4	9	3.2	1600
12000235	.000	4.545	C	120154	12/31/2023	56.8	9	5.9	40
12000236	.000	3.449	C	120155	12/31/2023	56.8	9	8	1800
12000237	.000	1.793	C	120156	12/31/2023	56.8	9	4.2	1100
12000238	.000	1.768	C	120157	12/31/2023	55.4	9	4.3	1600
12000239	.000	3.428	C	120158	12/31/2023	55.4	9	6.3	5100
12000241	.000	5.366	C	120159	12/31/2023	55.4	9	16.2	1500
12000242	.000	2.811	C	120160	12/31/2023	55.4	9.5	9.7	3100
12000243	.000	.519	C	120161	12/31/2023	55.4	9	8.9	3400
12000244	.000	.817	C	120162	12/31/2023	53.8	9	5.6	3100
12000245	.000	1.110	C	120163	12/31/2023	53.8	9	4.2	2000
12000246	.000	1.059	C	120164	12/31/2023	53.8	9	5	1950
12000247	.000	.850	C	120165	12/31/2023	53.8	9	5.6	3000
12000248	.000	.749	C	120166	12/31/2023	53.8	9	4.2	3000
12000249	.000	.941	C	120167	12/31/2023	53.5	9	8.9	2300
12000250	.000	.731	C	120168	12/31/2023	53.8	9	4.2	2300
12000251	.000	1.427	C	120169	12/31/2023	55.4	9	8.9	6900
12000252	.000	1.297	C	120170	12/31/2023	55.4	9	4.2	6300
12000253	.000	1.087	C	120171	12/31/2023	53.8	9	7.1	1300
12000254	.000	2.940	C	120172	12/31/2023	53.5	9	8.9	900
12000255	.000	5.977	C	120173	12/31/2023	55.4	9	8.5	17500
12000256	.000	.976	C	120174	12/31/2023	55.4	9	8.9	2700
12000257	.221	1.015	C	120175	12/31/2023	55.4	9	8.9	3100
12000258	.000	1.000	C	120176	12/31/2023	53.5	9	5.5	4000
12000259	.000	.901	C	120177	12/31/2023	55.4	9	4.1	3200
12000260	.000	.188	C	120175	12/31/2023	55.4	9	8.9	3100
12000263	.000	.580	C	120178	12/31/2023	53.8	9	8.9	10500
12000265	.000	.279	C	120179	12/31/2023	53.5	9	8.9	16200
12000523	.000	4.179	C	124183	12/31/2023	55.4	9.5	11.4	12400
12000524	.000	5.391	C	124469	12/31/2023	55.4	9	9	19900
12000526	.000	1.000	C	126006	12/31/2023	55.4	9	12.8	28500
12000527	.000	1.600	C	124185	12/31/2023	55.4	9	19.7	2500
12000528	.000	5.200	C	124186	12/31/2023	55.4	9	9	2600
12000529	.000	2.385	C	126048	12/31/2023	53.8	9	9	42000
12000530	.128	1.586	C	120115	12/31/2023	53.5	9	5.1	3000
12000531	.000	1.018	C	120180	12/31/2023	55.4	9	8.9	3300
12000534	.000	.735	C	124189	12/31/2023	53.5	9	9.5	2500
12000535	.000	1.951	C	124190	12/31/2023	53.5	9	8.2	4400
12000536	.000	3.809	C	123140	12/31/2023	53.5	9	5	5600
12000537	.000	3.035	C	124192	12/31/2023	53.5	9	5.3	9600
12000539	.000	1.543	C	120181	12/31/2023	53.8	9	4.8	2700
12000541	.000	.930	C	124526	12/31/2023	53.8	9	6.4	30000
12000541	.930	2.064	C	124522	12/31/2023	53.8	9	8.9	52000
12000542	.000	1.495	C	120182	12/31/2023	53.8	9	8.9	7900
12000543	.000	.764	C	120183	12/31/2023	53.5	9	5.6	4200
12000544	.000	2.030	C	120185	12/31/2023	55.4	9	4.2	3900
12000545	.000	1.130	C	120186	12/31/2023	55.4	9	3.8	5400
12000546	.000	.765	C	120187	12/31/2023	55.4	9	6.2	5600
12000547	.000	2.529	C	124194	12/31/2023	53.5	9	5.7	15300
12000548	.000	1.120	C	120188	12/31/2023	55.4	9	3.2	4700
12000549	.000	1.561	C	124195	12/31/2023	53.8	9	6.1	13600
12000553	.000	.521	C	120189	12/31/2023	55.4	9	8.9	1500
12000554	.000	2.382	C	120190	12/31/2023	53.8	9	2.5	5000
12000556	.000	.650	C	121218	12/31/2023	55.4	9	8.9	4600
12000558	.000	.668	C	120191	12/31/2023	55.4	9	15.3	18400
12000559	.000	1.190	C	120192	12/31/2023	55.4	9	2.6	13900
12000560	.000	1.818	C	120193	12/31/2023	55.4	9	7.5	6800
12000561	.000	1.500	C	124196	12/31/2023	55.4	9	6.6	3400
12000562	.000	.361	C	120194	12/31/2023	55.4	9.5	8.9	500
12000563	.000	3.043	C	124197	12/31/2023	55.4	9	5.7	14600
12000564	.000	2.124	C	124198	12/31/2023	55.4	9	8.9	6300
12000564	2.124	7.187	C	120116	12/31/2023	55.4	9	8.6	11300
12000564	7.187	8.817	C	120117	12/31/2023	55.4	9	6.1	10800
12000565	.000	3.502	C	124600	12/31/2023	55.4	9	8.5	11300
12000566	.000	.802	C	120195	12/31/2023	55.4	9	5.9	10300
12000567	.000	5.043	C	124604	12/31/2023	55.4	9	12.4	5400
12000568	.000	1.516	C	124605	12/31/2023	55.4	9	7.3	12400
12000569	.000	.667	C	126053	12/31/2023	53.8	9	9	27500
12000569	.667	7.600	C	120118	12/31/2023	55.4	9	27.2	17100
12000570	.000	.570	C	124620	12/31/2023	53.8	9	6	26500
12000570	.570	2.530	C	124447	12/31/2023	53.8	9	6	25000
12000570	2.530	3.805	C	124201	12/31/2023	55.4	9	8.9	6900
12000572	.000	1.032	C	120196	12/31/2023	55.4	9	6.4	5400
12000573	.000	.567	C	124610	12/31/2023	53.8	9	24.1	3000
12000574	.000	1.227	C	120197	12/31/2023	55.4	9	7.4	6300
12000577	.000	.202	C	120198	12/31/2023	53.5	9	8.9	1550
12000578	.000	3.074	C	120199	12/31/2023	55.4	9	8.9	4700
12000579	.000	1.534	C	120200	12/31/2023	53.5	9	9.8	1050
12000580	.000	1.071	C	120201	12/31/2023	53.5	9	10.3	1200
12000581	.000	1.432	C	120202	12/31/2023	53.8	9	8.9	5700
12000582	.000	1.432	C	120204	12/31/2023	55.4	9	8.9	13800
12000587	.000	1.769	C	124611	12/31/2023	55.4	9	5.7	10000
12000587	1.769	4.282	C	120208	12/31/2023	55.4	9	5.8	12500
12000590	.000	3.972	C	120205	12/31/2023	55.4	9	8.9	5500
12000591	.000	1.529	C	124613	12/31/2023	55.4	9	13.6	3300
12000592	.000	6.156	C	120206	12/31/2023	53.5	9	8.5	5400
12000594	.000	.458	C	120207	12/31/2023	55.4	9	8.9	13000
12000597	.000	4.515	C	124414	12/31/2023	53.8	9	5.9	21000
12000598	.000	2.386	C	124617	12/31/2023	53.8	9	4.5	6700
12000599	.000	2.596	C	121219	12/31/2023	53.8	9	4.9	8400
12000601	.000	.227	C	121227	12/31/2023	99.9	9	5	3100
12000601	.227	.456	C	121228	12/31/2023	99.9	9	5.6	4600
12000602	.000	.236	C	121229	12/31/2023	99.9	9	5.6	4900
12000602	.236	.431	C	121230	12/31/2023	99.9	9	4.5	3400
12000603	.000	.171	C	120111	12/31/2023	99.9	9	3.7	15500
12000604	.000	.177	C	120112	12/31/2023	99.9	9	4.3	12500
12000605	.000	.178	C	120113	12/31/2023	99.9	9	4	12000
12000606	.000	.170	C	120114	12/31/2023	99.9	9	4.4	15500
12000607	.000	.162	C	120220	12/31/2023	99.9	9	2.5	7400
12000608	.000	.262	C	120221	12/31/2023	99.9	9	3.4	8000
12000609	.000	.155	C	120222	12/31/2023	99.9	9	3.1	7300
12000610	.000	.157	C	120223	12/31/2023	99.9	9	2.8	6900
12000612	.000	.277	C	124615	12/31/2023	55.4	9	11.1	12200
12001000	.000	1.029	C	125035	12/31/2023	99.9	9	8.8	25500
12001000	1.029	1.679	C	126041	12/31/2023	54.5	9	8.2	47500
12001000	1.679	2.731	C	125043	12/31/2023	54.5	9	8.3	34500
12001000	2.731	3.838	C	125027	12/31/2023	54.5	9	12.5	24000
12001000	3.838	5.137	C	120078	12/31/2023	54.5	9	13.1	13900
12001000	5.137	5.257	C	121005	12/31/2023	99.9	9	16.9	6200
12001101	.690	.870	C	125068	12/31/2023	99.9	9	7.2	25000
12001101	.870	1.090	C	125069	12/31/2023	99.9	9	7.9	24500
12001101	1.090	1.233	C	125070	12/31/2023	99.9	9	6.7	23500

12001101	1.233	2.290	C	125071	12/31/2023	99.9	9	9.8	25500
12004000	.000	3.122	C	126008	12/31/2023	53.8	9	5.9	23000
12004000	3.122	4.778	C	120020	12/31/2023	53.8	9	8.2	14500
12004000	5.258	6.295	C	124284	12/31/2023	55.4	9	5.7	18300
12004000	6.295	8.014	C	126039	12/31/2023	55.4	9	5	25000
12004000	8.014	9.570	C	126046	12/31/2023	55.4	9	5	43000
12004000	9.570	10.726	C	125054	12/31/2023	54.5	9	9.6	43000
12004101	.000	.344	C	120224	12/31/2023	99.9	9	6	18000
12004102	.000	.390	C	120225	12/31/2023	99.9	9	3	4600
12005000	.414	1.171	C	126014	12/31/2023	53.5	9	4.8	58000
12005000	1.171	1.327	C	120049	12/31/2023	53.8	9	6.7	49000
12005000	1.327	1.726	C	120048	12/31/2023	53.8	9	3.5	55000
12005000	1.726	2.490	C	120050	12/31/2023	53.8	9	3.8	71500
12005000	2.490	4.067	C	120081	12/31/2023	53.8	9	5.8	63500
12005000	4.067	4.612	C	120203	12/31/2023	53.8	9	6.2	53126
12005000	4.612	5.283	C	120080	12/31/2023	53.8	9	6	77500
12005000	5.283	6.460	C	120063	12/31/2023	53.8	9	6	75000
12005000	6.460	8.127	C	124616	12/31/2023	55.4	9	6	63000
12005000	8.127	11.557	C	126022	12/31/2023	55.4	9	6	41000
12005000	11.557	15.353	C	120097	12/31/2023	55.4	9	4.4	52000
12005000	15.353	26.230	C	120070	12/31/2023	55.4	9	6.2	15000
12005100	.000	.224	C	122101	12/31/2023	53.8	9	4.8	60500
12005100	.224	.450	C	126014	12/31/2023	53.5	9	4.8	58000
12005101	.000	.193	C	120209	12/31/2023	99.9	9	3.6	6100
12005102	.000	.185	C	120210	12/31/2023	99.9	9	4.2	5500
12005103	.000	.164	C	120211	12/31/2023	99.9	9	2.4	12500
12005104	.000	.163	C	120212	12/31/2023	99.9	9	3.7	10500
12005105	.000	.161	C	120213	12/31/2023	99.9	9	4.3	6700
12005106	.000	.158	C	120214	12/31/2023	99.9	9	4.8	7700
12007500	.000	2.912	C	122100	12/31/2023	53.5	9	5	54000
12007501	.000	.789	C	126043	12/31/2023	55.4	9	4.8	38500
12007501	.789	1.720	C	124237	12/31/2023	53.5	9	5	38000
12010000	.000	.990	C	126023	12/31/2023	53.8	9	4.2	33500
12010000	.990	2.129	C	120041	12/31/2023	53.8	9	4.3	52500
12010000	2.129	4.420	C	120099	12/31/2023	53.8	9	4.3	49500
12010000	4.420	7.929	C	120065	12/31/2023	53.8	9	3.9	58000
12010000	7.929	9.292	C	120089	12/31/2023	53.8	9	4.4	52500
12010000	9.292	10.403	C	126025	12/31/2023	53.8	9	4.4	51000
12010000	10.403	11.979	C	120034	12/31/2023	53.8	9	4.4	51500
12010000	11.979	13.128	C	120066	12/31/2023	53.8	9	5	63500
12010000	13.128	13.807	C	120067	12/31/2023	53.8	9	6.3	63000
12010000	13.807	14.393	C	120098	12/31/2023	53.8	9	5.3	63000
12010000	14.393	15.780	C	120025	12/31/2023	53.8	9	5.3	70500
12010000	15.780	17.051	C	120037	12/31/2023	53.8	9	3.9	53500
12010000	17.051	17.758	C	125041	12/31/2023	53.8	9	3.4	71000
12010000	17.758	19.162	C	126009	12/31/2023	53.8	9	3.8	52500
12010000	19.162	19.565	C	125025	12/31/2023	53.8	9	4.1	62000
12010000	19.565	20.305	C	120091	12/31/2023	53.8	9	3.2	55000
12010000	20.305	20.530	C	125039	12/31/2023	53.8	9	2.6	55000
12010000	20.530	21.047	C	120092	12/31/2023	53.8	9	2.9	46000
12010000	21.047	22.115	C	120093	12/31/2023	53.8	9	3.8	46500
12010000	22.115	22.298	C	125010	12/31/2023	53.8	9	3.6	40000
12010000	22.298	23.051	C	125011	12/31/2023	53.8	9	3.3	39000
12010000	23.051	23.555	C	125012	12/31/2023	53.8	9	3.8	35000
12010000	23.555	25.385	C	126001	12/31/2023	53.8	9	6.8	45500
12010000	25.385	25.681	C	120094	12/31/2023	53.8	9	5.8	39000
12010000	25.681	26.949	C	125023	12/31/2023	53.8	9	7.9	31000
12010000	26.949	27.964	C	125029	12/31/2023	53.8	9	6.5	30500
12010000	27.964	29.167	C	120079	12/31/2023	53.8	9	6.6	25000
12010000	29.167	29.992	C	120036	12/31/2023	53.8	9	11.2	36000
12010000	29.992	31.915	C	120109	12/31/2023	53.8	9	12.5	39000
12010000	31.915	33.409	C	120103	12/31/2023	53.8	9	13.9	24500
12010002	.000	.059	C	120215	12/31/2023	99.9	9	5.3	3800
12010003	.000	.107	C	120216	12/31/2023	99.9	9	4	3800
12010007	.000	.089	C	120217	12/31/2023	99.9	9	3.6	4700
12011000	.215	3.000	C	125036	12/31/2023	54.5	9	7.6	36000
12011000	3.000	4.257	C	125055	12/31/2023	54.5	9	6.6	28000
12011000	4.257	5.509	C	126045	12/31/2023	54.5	9	8.9	26000
12011000	5.509	6.763	C	125078	12/31/2023	54.5	9	8.9	35500
12011000	6.763	7.815	C	125058	12/31/2023	54.5	9	6.6	37500
12011000	7.815	8.310	C	125059	12/31/2023	54.5	9	8	23000
12011000	8.906	9.610	C	125072	12/31/2023	54.5	9	14.5	6900
12011001	.000	.338	C	120218	12/31/2023	99.9	9	9.8	7400
12011002	.000	.426	C	120219	12/31/2023	99.9	9	8.9	9900
12011003	.000	.416	C	125059	12/31/2023	54.5	9	8	23000
12011003	.416	.578	C	125072	12/31/2023	54.5	9	14.5	6900
12014000	.495	1.011	C	124278	12/31/2023	53.5	9	6.8	27000
12014000	1.011	2.295	C	126028	12/31/2023	53.5	9	7.2	25500
12014000	2.295	3.046	C	125064	12/31/2023	54.5	9	5.1	25600
12014000	3.046	3.556	C	125065	12/31/2023	54.5	9	4.2	22800
12014000	3.556	3.851	C	125067	12/31/2023	99.9	9	6.4	24000
12014000	3.851	4.000	C	125066	12/31/2023	99.9	9	6.7	25500
12015000	1.060	2.330	C	125079	12/31/2023	.	.	.	.
12015101	.000	.250	C	125081	12/31/2023	99.9	9	6.2	6100
12017000	.000	.714	C	125080	12/31/2023	53.5	9	5.2	16300
12017000	.714	2.330	C	125080	12/31/2023	99.9	9	5.2	9600
12020000	.000	.168	C	125015	12/31/2023	53.8	9	2.2	8200
12020000	.168	.658	C	125037	12/31/2023	53.5	9	4.1	6900
12020000	.658	1.666	C	120023	12/31/2023	99.9	9	5.2	8300
12020000	1.666	2.506	C	125007	12/31/2023	53.8	9	9.8	22500
12020000	2.506	4.364	C	125073	12/31/2023	53.8	9	9.6	29000
12020000	4.364	5.546	C	125020	12/31/2023	53.8	9	9.2	30000
12020000	5.546	8.237	C	126005	12/31/2023	56.8	9	12.8	36000
12020000	8.237	10.727	C	120085	12/31/2023	56.8	9	7.5	44500
12020000	10.727	13.295	C	120012	12/31/2023	56.8	9	13.5	38000
12020000	13.295	18.215	C	120006	12/31/2023	56.8	9.5	15.4	27000
12020000	18.215	20.340	C	120086	12/31/2023	56.8	9.5	18.2	24000
12020101	.000	.419	C	125045	12/31/2023	53.5	9	8.3	2200
12020102	.000	.397	C	124100	12/31/2023	55.4	9	4.9	3200
12020102	.397	.634	C	125049	12/31/2023	99.9	9	5.3	8400
12020102	.634	1.082	C	125050	12/31/2023	99.9	9	7.7	9200
12020102	1.082	1.560	C	125051	12/31/2023	99.9	9	5.3	10100
12040000	.000	.626	C	126037	12/31/2023	55.4	9	5	28500
12040000	.626	1.993	C	125075	12/31/2023	53.8	9	5	33000
12040000	1.993	2.661	C	120082	12/31/2023	53.8	9	6.4	39000
12040000	2.661	3.465	C	120008	12/31/2023	53.8	9	4.2	36000
12040000	3.465	4.896	C	125001	12/31/2023	53.8	9	6	16000
12040000	4.896	5.705	C	120095	12/31/2023	53.8	9	5.2	23500
12040000	5.705	6.485	C	120083	12/31/2023	53.8	9	3.4	22500
12040000	6.485	7.099	C	125018	12/31/2023	53.5	9	4.7	22500
12040000	7.099	8.146	C	120084	12/31/2023	53.5	9	4.6	22500
12040000	8.146	9.858	C	126029	12/31/2023	53.5	9	5	13000
12060000	.000	5.467	C	126003	12/31/2023	55.4	9.5	8.9	13500
12060000	5.467	7.514	C	121003	12/31/2023	53.5	9	11.7	20400
12060000	7.514	9.757	C	125040	12/31/2023	53.5	9	7	43000
12060000	9.757	12.061	C	120038	12/31/2023	53.5	9	7.9	54500
12060000	12.061	13.248	C	126049	12/31/2023	53.5	9	8.9	30500
12060000	13.248	14.741	C	125042	12/31/2023	53.5	9	8.6	39500
12060000	14.741	15.858	C	120003	12/31/2023	53.5	9	9.9	34000
12060000	15.858	17.015	C	125028	12/31/2023	53.5	9	6.5	42500
12060000	17.015	18.235	C	120017	12/31/2023	53.5	9	12.6	43000
12060000	18.235	21.106	C	126064	12/31/2023	54.5	9	8.9	26000
12060000	21.106	23.758	C	120022	12/31/2023	56.8	9	20.7	17400
12060000	23.758	24.404	C	121002	12/31/2023	56.8	9	25.4	13200
12060001	.000	7.490	C	124625	12/31/2023	55.4	9.5	8	8900
12070000	.000	.200	C	125006	12/31/2023	53.8	9	5.4	9000
12070000	.200	.645	C	125005	12/31/2023	53.8	9	4.1	20500
12070000	.645	.756	C	125052	12/31/2023	53.8	9	5.6	37000
12070000	.756	1.019	C	125076	12/31/2023	53.8	9	8.4	40500
12070000	1.019	1.984	C	125009	12/31/2023	53.8	9	6.9	40500

12070000	1.984	2.966	C	125019	12/31/2023	53.8	9	12.5	50000
12070000	2.966	3.826	C	125053	12/31/2023	53.8	9	10.9	53000
12070000	3.826	4.507	C	126020	12/31/2023	53.8	9	10.7	44500
12070000	4.507	6.154	C	126068	12/31/2023	54.5	9	8.5	41000
12070000	6.154	6.874	C	120021	12/31/2023	53.8	9	9.5	47500
12070000	6.874	7.906	C	120077	12/31/2023	53.8	9	6.6	49500
12070000	7.906	9.314	C	120107	12/31/2023	53.8	9	7.7	36000
12070000	9.314	11.123	C	120108	12/31/2023	53.8	9	7.9	33500
12070000	11.123	14.709	C	126021	12/31/2023	54.5	9	8.5	47500
12070000	14.709	18.929	C	120068	12/31/2023	53.8	9	14.1	20700
12070000	18.929	21.590	C	125074	12/31/2023	53.8	9	16.8	15900
12070001	.000	.148	C	125038	12/31/2023	53.8	9	5.3	7800
12075000	.000	8.667	C	120054	12/31/2023	56.1	9	9.4	108000
12075000	8.667	12.664	C	120055	12/31/2023	56.1	9	11.1	126500
12075000	12.664	16.422	C	120184	12/31/2023	57.5	9	11.8	125171
12075000	16.422	21.030	C	120057	12/31/2023	56.1	9	14.7	121000
12075000	21.030	22.584	C	120058	12/31/2023	56.1	9	15	109500
12075000	22.584	24.079	C	120059	12/31/2023	56.1	9	15.7	114000
12075000	24.079	25.987	C	120060	12/31/2023	56.1	9	16.2	110000
12075000	25.987	28.367	C	120061	12/31/2023	56.1	9	14.3	77000
12075000	28.367	34.138	C	120062	12/31/2023	56.1	10.5	18.9	62000
12075001	.000	.274	C	127001	12/31/2023	99.9	9	10.6	11000
12075002	.000	.287	C	127002	12/31/2023	99.9	9	10.6	12000
12075003	.000	.281	C	127003	12/31/2023	99.9	9	10.6	11500
12075004	.000	.255	C	127004	12/31/2023	99.9	9	10.6	11500
12075005	.000	.312	C	127011	12/31/2023	99.9	8	10.6	9000
12075006	.000	.264	C	127012	12/31/2023	99.9	8	10.6	11000
12075007	.000	.259	C	127013	12/31/2023	99.9	8	10.6	10500
12075008	.000	.312	C	127014	12/31/2023	99.9	8	10.6	10000
12075013	.000	.349	C	127031	12/31/2023	99.9	8	10.6	18000
12075014	.000	.274	C	127032	12/31/2023	99.9	8	10.6	13500
12075015	.000	.196	C	127033	12/31/2023	99.9	8	10.6	6700
12075016	.000	.287	C	127035	12/31/2023	99.9	8	10.6	4600
12075017	.000	.278	C	127034	12/31/2023	99.9	8	10.6	11000
12075018	.000	.333	C	127041	12/31/2023	99.9	8	10.6	13500
12075019	.000	.263	C	127042	12/31/2023	99.9	8	10.6	15000
12075020	.000	.442	C	127043	12/31/2023	99.9	8	10.6	11000
12075021	.000	.357	C	127045	12/31/2023	99.9	8	10.6	10500
12075022	.000	.219	C	127044	12/31/2023	99.9	8	10.6	13000
12075023	.000	.268	C	127051	12/31/2023	99.9	8	10.6	10000
12075024	.000	.293	C	127052	12/31/2023	99.9	8	10.6	10500
12075025	.000	.292	C	127053	12/31/2023	99.9	8	10.6	13500
12075026	.000	.271	C	127054	12/31/2023	99.9	8	10.6	14000
12075027	.000	.252	C	127061	12/31/2023	99.9	8	15.3	6000
12075028	.000	.254	C	127062	12/31/2023	99.9	8	15.3	6300
12075029	.000	.265	C	127063	12/31/2023	99.9	8	15.3	4200
12075030	.000	.265	C	127064	12/31/2023	99.9	8	15.3	4000
12075031	.000	.303	C	127071	12/31/2023	99.9	8	15.3	17500
12075032	.000	.208	C	127072	12/31/2023	99.9	8	15.3	18500
12075033	.000	.213	C	127073	12/31/2023	99.9	8	15.3	7200
12075034	.000	.317	C	127074	12/31/2023	99.9	8	15.3	7600
12075035	.000	.234	C	127081	12/31/2023	99.9	8	15.3	16000
12075036	.000	.288	C	127082	12/31/2023	99.9	8	15.3	17000
12075037	.000	.286	C	127083	12/31/2023	99.9	8	15.3	2300
12075038	.000	.202	C	127084	12/31/2023	99.9	8	15.3	2800
12075050	.000	.487	C	127021	12/31/2023	99.9	8	10.6	10000
12075051	.000	.490	C	127022	12/31/2023	99.9	8	10.6	6300
12075052	.000	.609	C	127023	12/31/2023	99.9	8	10.6	10500
12075053	.000	.407	C	127110	12/31/2023	99.9	8	10.6	8800
12075054	.000	.390	C	127111	12/31/2023	99.9	8	10.6	20000
12075055	.000	.686	C	127024	12/31/2023	99.9	8	10.6	3700
12090000	.000	1.407	C	120030	12/31/2023	56.8	9	21.9	18900
12090000	1.407	2.670	C	121001	12/31/2023	56.8	9.5	23	19800
12090000	2.670	4.684	C	120273	12/31/2023	52.1	9.5	19.1	14878
12100000	.000	2.662	C	124257	12/31/2023	55.4	9	3.8	23000
12100000	2.662	3.841	C	126030	12/31/2023	53.5	9	9	51000
12100000	3.841	4.664	C	124263	12/31/2023	53.8	9	3.7	67500
12100000	4.664	7.247	C	126031	12/31/2023	53.5	9	8.9	62000
12100000	7.247	7.991	C	126052	12/31/2023	53.8	9	3.8	54500
12120000	.000	1.900	C	126059	12/31/2023	53.8	9	12.8	28000
12120001	.000	.243	C	126067	12/31/2023	.	.	.	.
12120003	.000	.204	C	126065	12/31/2023	.	.	.	.
12175001	.000	.606	C	125219	12/31/2023	99.9	9	10.3	15000
12175001	.606	2.009	C	125214	12/31/2023	99.9	9	13.6	21000
12175001	2.009	2.950	C	125220	12/31/2023	99.9	9	14.6	20000
12175002	.000	.498	C	125223	12/31/2023	99.9	9	15.1	21000
12175002	.498	2.037	C	125222	12/31/2023	99.9	9	12.5	21500
12175002	2.037	2.754	C	125221	12/31/2023	99.9	9	12.4	14000
12175006	.000	.312	C	125224	12/31/2023	99.9	9	3	5000
12175007	.000	.234	C	125215	12/31/2023	99.9	9	1.6	3900
12175008	.000	.413	C	125216	12/31/2023	99.9	9	1.6	4500
12175009	.000	.339	C	125217	12/31/2023	99.9	9	4.9	4200
12500500	.000	3.919	C	124623	12/31/2023	55.4	9	7.2	14200
12501000	.000	2.622	C	126002	12/31/2023	53.5	9	5	42000
12501000	2.622	3.111	C	124515	12/31/2023	53.5	9	12.8	42500
12501000	3.111	3.410	C	124516	12/31/2023	53.5	9	12.8	54000
12501000	3.410	6.155	C	126040	12/31/2023	53.5	9	8.9	46500
12501000	6.155	7.253	C	124267	12/31/2023	53.5	9	12.8	36500
12505000	.000	1.123	C	126050	12/31/2023	53.5	9	4.8	55000
12505000	1.123	1.903	C	124513	12/31/2023	53.8	9	4.8	68500
12505000	1.903	5.430	C	122101	12/31/2023	53.8	9	4.8	60500
12510000	.322	4.433	C	124202	12/31/2023	55.4	9.5	8.9	11800
12510000	4.433	6.981	C	126011	12/31/2023	55.4	9	15.3	11000
12511000	.000	4.190	C	124384	12/31/2023	55.4	9	3.9	14100
12512000	.000	1.176	C	126016	12/31/2023	55.4	9	4.2	16000
12512000	1.176	5.295	C	124641	12/31/2023	55.4	9	6.6	12900
12530000	.000	7.153	C	124274	12/31/2023	55.4	9	9.1	5300
12530000	7.153	9.929	C	126044	12/31/2023	55.4	9	5.9	13000
12540000	.000	8.829	C	126027	12/31/2023	55.4	9.5	5.9	4900
12550000	.000	1.107	C	120120	12/31/2023	55.4	9	12.7	3000
12550000	1.107	16.453	C	124319	12/31/2023	55.4	9	14.5	13800
12560000	.000	10.729	C	124650	12/31/2023	55.4	9.5	19	4700
12560501	.000	3.298	C	124654	12/31/2023	55.4	9.5	15.3	4000
12570000	.000	1.718	C	124387	12/31/2023	53.5	9	7.6	35000
12570000	1.718	6.723	C	126018	12/31/2023	53.5	9	8.9	22000
12570000	6.723	11.129	C	124203	12/31/2023	53.8	9	8.9	17700
12580000	.000	1.404	C	124373	12/31/2023	53.5	9	7.5	25000
12580000	1.404	2.988	C	126034	12/31/2023	53.5	9	8.9	23500
12580000	2.988	3.639	C	124374	12/31/2023	53.5	9	6.2	29000
12590000	.000	1.645	C	124656	12/31/2023	55.4	9.5	12.1	13900
12600000	.000	1.000	C	124300	12/31/2023	55.4	9	10.4	7100
12600000	1.000	2.195	C	120027	12/31/2023	55.4	9	10.3	9600
12600000	2.195	4.644	C	126007	12/31/2023	55.4	9	5.9	26500
12600000	4.644	7.090	C	124226	12/31/2023	55.4	9	5	39000
12600000	7.090	7.968	C	126042	12/31/2023	55.4	9	5	40500
12630000	.000	2.813	C	120029	12/31/2023	55.4	9	9.2	24500
12630000	2.813	9.149	C	126012	12/31/2023	55.4	9.5	8.9	9000
12640000	.000	1.379	C	124247	12/31/2023	53.8	9	7.2	23000
12640000	1.379	2.053	C	126015	12/31/2023	53.8	9	9	38000
12660501	.000	4.998	C	124510	12/31/2023	55.4	9	9.7	6200
13000001	.000	10.394	C	134210	12/31/2023	57.6	9.5	6.4	1100
13000002	.000	10.006	C	134211	12/31/2023	57.6	9.5	6.4	1450
13000003	.000	7.500	C	134212	12/31/2023	57.6	9.5	6.4	400
13000004	.000	9.100	C	134213	12/31/2023	57.6	9.5	6.4	400
13000005	.000	3.000	C	134214	12/31/2023	57.6	9.5	6.4	8000
13000006	.000	6.368	C	134014	12/31/2023	68.3	9	3.8	13200
13000007	.000	1.590	C	134002	12/31/2023	67.2	9	5.5	24500
13000007	2.116	5.964	C	134002	12/31/2023	67.2	9	5.5	24500
13000008	.764	3.080	C	131102	12/31/2023	67.2	9	3.8	8400
13000009	.000	1.525	C	131102	12/31/2023	67.2	9	3.8	8400

13000010	.000	2.047	C	131001	12/31/2023	67.2	9	4	12300
13000011	.000	1.304	C	134215	12/31/2023	57.6	9	6.4	10100
13000012	.000	1.195	C	130062	12/31/2023	57.6	9	27.5	5400
13000013	.000	1.237	C	131016	12/31/2023	57.6	9	5.6	2600
13000013	1.237	2.800	C	131017	12/31/2023	58.3	9	8.9	1750
13000014	.000	.873	C	134019	12/31/2023	55.7	9	5.1	49500
13000014	.873	3.013	C	134999	12/31/2023	67.2	9	5.1	29000
13000015	.000	1.200	C	134151	12/31/2023	57.6	9	9.1	2400
13000016	.000	.900	C	134152	12/31/2023	57.6	9	7.2	1300
13000017	.000	2.280	C	134216	12/31/2023	57.6	9	6.4	9800
13000018	.000	1.800	C	134754	12/31/2023	57.6	9	2.8	10800
13000018	1.800	4.695	C	134755	12/31/2023	57.6	9	5.1	11300
13000019	.000	.791	C	134906	12/31/2023	67.2	9	5.1	6600
13000020	.000	2.564	C	134153	12/31/2023	58.3	9	2.5	400
13000021	.000	1.996	C	134144	12/31/2023	67.2	9	3.7	600
13000022	.000	1.500	C	134217	12/31/2023	58.3	9	5.5	3200
13000023	.000	.544	C	134002	12/31/2023	67.2	9	5.5	24500
13000026	.000	2.300	C	134111	12/31/2023	52.1	9	27.5	19900
13000030	.000	1.450	C	134150	12/31/2023	57.6	9	6.4	2900
13000031	.000	3.271	C	134218	12/31/2023	57.6	9	6.4	10200
13000032	.000	1.510	C	134155	12/31/2023	58.3	9	4.7	2700
13000038	.000	.760	C	130084	12/31/2023	57.6	9	3.9	6100
13000048	.000	.734	C	134219	12/31/2023	57.6	9	6.4	2600
13000054	.519	2.401	C	134157	12/31/2023	57.6	9	2.7	7500
13000056	.000	2.300	C	134220	12/31/2023	57.6	9	6.4	14800
13000057	.000	2.300	C	134130	12/31/2023	67.2	9	2.8	9500
13000058	.000	2.288	C	134131	12/31/2023	67.2	9	3.7	9300
13000059	.000	1.951	C	134158	12/31/2023	57.6	9	4.9	4400
13000060	.000	2.264	C	134159	12/31/2023	57.6	9	3.8	7400
13000061	.000	1.567	C	134161	12/31/2023	57.6	9	2.5	4500
13000062	.000	2.500	C	134163	12/31/2023	57.6	9	4	3900
13000064	.000	.755	C	134221	12/31/2023	57.6	9	6.4	10300
13000065	.000	1.816	C	134012	12/31/2023	51.9	9	27.5	18800
13000068	.000	1.315	C	134222	12/31/2023	57.6	9	6.4	14200
13000068	1.315	3.780	C	134010	12/31/2023	67.2	9	27.5	8800
13000069	.000	1.511	C	134807	12/31/2023	67.2	9	3.7	6700
13000070	.000	1.766	C	134164	12/31/2023	57.6	9	4.6	4300
13000071	.000	2.517	C	134223	12/31/2023	57.6	9	6.4	5400
13000072	.000	1.334	C	134224	12/31/2023	57.6	9	6.4	12000
13000073	.000	2.100	C	134225	12/31/2023	57.6	9	6.4	8600
13000075	.000	.978	C	134512	12/31/2023	54.5	9	4.6	12100
13000076	.000	3.000	C	134226	12/31/2023	57.6	9	6.4	12600
13000078	.000	.522	C	134227	12/31/2023	57.6	9	4.7	9600
13000079	.000	1.300	C	134228	12/31/2023	57.6	9	6.4	9000
13000080	.000	1.779	C	134165	12/31/2023	57.6	9	7.9	16800
13000082	.000	2.536	C	134166	12/31/2023	57.6	9	7.9	20200
13000084	.000	1.787	C	134229	12/31/2023	57.6	9	6.4	7600
13000085	.000	1.740	C	134230	12/31/2023	57.6	9	6.4	4400
13000086	.000	.919	C	134167	12/31/2023	57.6	9	3.2	5700
13000087	.000	.379	C	134168	12/31/2023	57.6	9	5.5	9400
13000088	.000	1.093	C	134231	12/31/2023	57.6	9	6.4	10400
13000089	.000	2.543	C	134721	12/31/2023	67.2	9	7.7	8800
13000090	.000	.503	C	134205	12/31/2023	67.2	9	5.1	1500
13000091	.000	.755	C	134300	12/31/2023	67.2	9	3.5	18600
13000092	.000	2.283	C	134209	12/31/2023	58.3	9	3.7	16600
13000093	.000	1.504	C	134753	12/31/2023	67.2	9	5.1	14600
13000093	1.504	3.873	C	131134	12/31/2023	67.2	9	3.1	21000
13000093	3.873	7.605	C	134001	12/31/2023	55.5	9	27.5	23000
13000094	.000	1.625	C	134751	12/31/2023	67.2	9	5.1	21500
13000094	1.625	3.194	C	134018	12/31/2023	58.3	9	7.9	5900
13000095	.000	1.008	C	134807	12/31/2023	67.2	9	3.7	6700
13000098	.000	.617	C	134232	12/31/2023	57.6	9	6.4	3400
13000101	.000	2.256	C	134169	12/31/2023	57.6	9	4	6900
13000102	.000	1.667	C	134233	12/31/2023	57.6	9.5	6.4	3200
13000103	.000	3.415	C	134003	12/31/2023	51.6	9	27.5	9000
13000104	.000	.707	C	131055	12/31/2023	67.2	9	5.1	5100
13000105	.000	1.115	C	134234	12/31/2023	57.6	9	6.4	10100
13000106	.000	2.537	C	131019	12/31/2023	57.6	9	6.2	5000
13000107	.000	1.843	C	134235	12/31/2023	57.6	9.5	6.4	350
13000108	.000	4.747	C	134236	12/31/2023	57.6	9.5	6.4	800
13000110	.000	1.230	C	134237	12/31/2023	57.6	9	6.4	3200
13000112	.000	1.900	C	134238	12/31/2023	57.6	9	6.4	8600
13000113	.000	.900	C	134239	12/31/2023	57.6	9	6.4	1000
13000114	.000	1.260	C	134240	12/31/2023	57.6	9	6.4	7100
13000115	.000	1.291	C	134344	12/31/2023	67.2	9	3.7	6500
13000116	.000	1.358	C	134170	12/31/2023	57.6	9	5.4	6300
13000117	.000	1.516	C	131042	12/31/2023	67.2	9.5	22.3	1100
13000119	.000	2.103	C	134171	12/31/2023	57.6	9	5.2	13400
13000120	.000	1.000	C	134006	12/31/2023	58	9	27.5	20500
13000123	.000	.683	C	134241	12/31/2023	57.6	9	6.4	3400
13000124	.000	.883	C	134242	12/31/2023	57.6	9	6.4	1600
13000125	.000	2.400	C	134243	12/31/2023	57.6	9	10	1000
13000126	.000	2.238	C	134244	12/31/2023	57.6	9	6.4	3500
13000128	.000	.498	C	134245	12/31/2023	57.6	9	6.4	3800
13000134	.000	.314	C	134173	12/31/2023	57.6	9	3	1300
13000136	.000	1.100	C	134007	12/31/2023	64.6	9	6.5	9200
13000137	.000	2.423	C	134246	12/31/2023	57.6	9	12.7	5200
13000140	.000	2.529	C	134247	12/31/2023	57.6	9	6.4	8600
13000140	2.529	3.108	C	134248	12/31/2023	57.6	9	6.4	1250
13000142	.000	1.263	C	134249	12/31/2023	57.6	9	6.4	3900
13000148	.000	.997	C	134250	12/31/2023	57.6	9	6.4	15600
13000150	.000	1.013	C	134174	12/31/2023	57.6	9	2.5	8400
13000154	.000	3.165	C	134251	12/31/2023	57.6	9	6.4	12300
13000157	.000	.417	C	134252	12/31/2023	57.6	9	6.4	3000
13000158	.000	1.774	C	134175	12/31/2023	57.6	9	4.3	4900
13000158	1.774	2.113	C	134175	12/31/2023	57.6	9	4.3	4900
13000158	2.113	2.774	C	134175	12/31/2023	57.6	9	4.3	4900
13000159	.000	2.945	C	134750	12/31/2023	57.6	9	5.1	18500
13000160	.000	3.726	C	134253	12/31/2023	57.6	9	6.4	6000
13000162	.000	.757	C	134254	12/31/2023	57.6	9	6.4	6100
13000165	.000	1.017	C	134849	12/31/2023	67.2	9	7.9	3100
13000186	.000	.944	C	134017	12/31/2023	73.3	9	6.2	9400
13000186	.944	1.898	C	134178	12/31/2023	57.6	9	7.1	12300
13000186	1.898	4.196	C	130085	12/31/2023	67.2	9	4.9	10400
13000186	4.196	7.565	C	130086	12/31/2023	67.2	9	7.6	4700
13000187	.000	.830	C	134255	12/31/2023	57.6	9	6.4	10900
13000188	.000	4.086	C	131009	12/31/2023	67.2	9.5	30.6	2100
13000529	.000	3.800	C	134179	12/31/2023	57.6	9	2	1850
13000530	.000	6.177	C	134256	12/31/2023	57.6	9.5	6.4	650
13000531	.000	5.992	C	134009	12/31/2023	67.2	9.5	27.5	2200
13000532	.000	3.517	C	134257	12/31/2023	57.6	9.5	6.4	3400
13000534	.000	.256	C	134258	12/31/2023	57.6	9	6.4	12000
13000586	.000	.771	C	134263	12/31/2023	57.6	9	4.2	7900
13000588	.000	.956	C	134259	12/31/2023	57.6	9	6.4	8600
13010000	.000	1.378	C	135035	12/31/2023	56.8	9	2.8	39000
13010000	1.378	3.007	C	135079	12/31/2023	56.8	9	3.2	45000
13010000	3.007	4.277	C	135037	12/31/2023	56.8	9	2.8	45500
13010000	4.277	5.284	C	135038	12/31/2023	56.8	9	2.8	46500
13010000	5.284	6.079	C	130003	12/31/2023	56.8	9	3.2	27500
13010000	6.079	6.310	C	135078	12/31/2023	56.8	9	3.3	21000
13010000	6.310	7.320	C	135001	12/31/2023	56.8	9	2.6	19900
13010000	7.320	7.552	C	135014	12/31/2023	56.8	9	2.8	12100
13010000	8.878	9.248	C	135002	12/31/2023	56.8	9	3	32000
13010000	9.248	9.498	C	135003	12/31/2023	56.8	9	3.4	30500
13010001	.000	.213	C	135017	12/31/2023	56.8	9	3.7	27000
13010001	.213	1.379	C	130009	12/31/2023	56.8	9	4.1	41000
13020000	.000	.256	C	135006	12/31/2023	56.8	9	4.6	17000
13020000	.256	.643	C	135007	12/31/2023	56.8	9	5.1	20500
13020000	.643	2.745	C	130035	12/31/2023	56.8	9	6.9	38500
13020000	2.745	3.842	C	130180	12/31/2023	56.8	9	6.5	34609

13020000	3.842	4.389	C	130051	12/31/2023	56.8	9	8.4	39500
13020000	4.389	6.310	C	130052	12/31/2023	56.8	9	5.1	42500
13020000	6.310	7.382	C	135077	12/31/2023	56.8	9	5.8	26500
13020000	7.382	8.538	C	130080	12/31/2023	56.8	9	6.6	23500
13020000	8.538	10.446	C	130081	12/31/2023	56.8	9	9.3	17000
13020000	10.446	11.646	C	130014	12/31/2023	56.8	9	14	18200
13020000	11.646	16.111	C	130060	12/31/2023	57.6	9.5	10.7	9200
13030000	.000	.505	C	135004	12/31/2023	56.8	9	3.6	29500
13030000	.505	1.309	C	135027	12/31/2023	56.8	9	5.4	26500
13030000	2.225	2.582	C	130083	12/31/2023	99.9	9	10.9	20500
13030000	2.582	5.202	C	130007	12/31/2023	56.8	9	9.4	35000
13030000	5.202	8.542	C	130006	12/31/2023	56.8	9	13.8	19800
13030000	8.542	9.782	C	130082	12/31/2023	56.8	9	12.6	16100
13030050	.000	.038	C	130074	12/31/2023	99.9	9.5	9.9	350
13030051	.000	.084	C	130075	12/31/2023	99.9	9.5	6.4	700
13030052	.000	.127	C	130076	12/31/2023	99.9	9.5	20	150
13030101	.000	.560	C	135089	12/31/2023	99.9	9	5.8	13000
13030102	.000	.457	C	135088	12/31/2023	99.9	9	6.9	19000
13030103	.000	.385	C	135094	12/31/2023	99.9	9	5.5	12500
13040000	.000	.911	C	130001	12/31/2023	54.5	9	4.3	16000
13040000	.911	3.960	C	130054	12/31/2023	54.5	9	4.6	29500
13040000	3.960	6.361	C	130016	12/31/2023	57.6	9	3.6	30500
13040000	6.361	7.741	C	135048	12/31/2023	57.6	9	2.6	52500
13040000	7.741	8.425	C	135049	12/31/2023	56.8	9	4.4	42000
13040000	8.425	8.574	C	135090	12/31/2023	99.9	9	5.6	8400
13040001	.000	.158	C	135050	12/31/2023	56.8	9	3.8	32500
13040002	.000	.073	C	134512	12/31/2023	54.5	9	4.6	12100
13050000	.000	.553	C	135063	12/31/2023	99.9	9	4.2	17500
13050000	.553	1.054	C	135065	12/31/2023	99.9	9	3.2	19500
13050000	1.054	1.122	C	135066	12/31/2023	99.9	9	3.4	23000
13050000	1.808	5.188	C	130005	12/31/2023	57.6	9	4.7	52500
13050000	5.188	6.360	C	130049	12/31/2023	57.6	9	5.8	57500
13050000	6.360	7.389	C	130050	12/31/2023	57.6	9	5.6	51500
13050000	7.389	8.804	C	130072	12/31/2023	57.6	9	5.2	54000
13050000	8.804	10.618	C	130073	12/31/2023	57.6	9	6.9	34000
13050000	10.618	11.443	C	135076	12/31/2023	57.6	9	13.4	14400
13050000	11.443	16.898	C	130146	12/31/2023	67.2	9.5	13.8	6655
13050000	22.134	31.713	C	130030	12/31/2023	57.8	9.5	21	8900
13050000	31.713	39.483	C	130046	12/31/2023	57.8	9.5	26.3	6800
13050001	16.835	16.917	C	134016	12/31/2023	59.4	9.5	20.6	2300
13050001	16.917	16.994	C	134016	12/31/2023	99.9	9.5	20.6	1150
13050001	16.994	22.134	C	134016	12/31/2023	59.4	9.5	20.6	2300
13050002	.000	.398	C	135066	12/31/2023	99.9	9	3.4	23000
13050002	.398	.576	C	135075	12/31/2023	99.9	9	3.4	21000
13050101	.189	.451	C	135010	12/31/2023	99.9	9	4.8	21500
13050101	.451	.955	C	135009	12/31/2023	99.9	9	3.6	20000
13050101	.955	1.510	C	130022	12/31/2023	99.9	9	3.4	20500
13050102	.000	.258	C	135012	12/31/2023	53.4	9	5.4	20500
13050102	.258	.372	C	135010	12/31/2023	54.2	9	4.8	21500
13050104	.000	.277	C	134180	12/31/2023	99.9	9.5	21.1	550
13060000	.000	17.131	C	130015	12/31/2023	57.6	9.5	23.1	4500
13060000	17.131	19.244	C	130019	12/31/2023	57.6	9.5	29.3	5700
13060000	19.244	23.240	C	130013	12/31/2023	57.6	9.5	27.8	5400
13070000	.000	5.534	C	130045	12/31/2023	57.6	9.5	32	2900
13075000	.000	3.719	C	130039	12/31/2023	52.5	9	12.7	152000
13075000	3.719	7.330	C	130040	12/31/2023	52.5	9	12.7	136000
13075000	7.330	11.014	C	130041	12/31/2023	52.5	9	12.7	131000
13075000	11.014	14.548	C	130042	12/31/2023	52.5	9	14.7	125000
13075000	14.548	15.300	C	130063	12/31/2023	55.1	9	17.7	71500
13075000	15.300	16.132	C	130043	12/31/2023	52.5	9	15.4	97000
13075000	16.132	20.571	C	130044	12/31/2023	52.5	10.5	11.1	92500
13075001	.000	.349	C	137001	12/31/2023	99.9	8	7.9	17000
13075002	.000	.289	C	137002	12/31/2023	99.9	8	7.9	19000
13075003	.000	.204	C	137011	12/31/2023	99.9	8	7.9	8800
13075004	.000	.423	C	137012	12/31/2023	99.9	8	7.9	10500
13075005	.000	.227	C	137013	12/31/2023	99.9	9	7.9	9600
13075006	.000	.374	C	137014	12/31/2023	99.9	8	7.9	8300
13075007	.000	.409	C	137015	12/31/2023	99.9	8	6.8	13500
13075008	.000	.277	C	137016	12/31/2023	99.9	8	6.8	13500
13075009	.000	.277	C	137021	12/31/2023	99.9	8	6.8	15000
13075010	.000	.896	C	137022	12/31/2023	99.9	8	6.8	8900
13075011	.000	.270	C	137023	12/31/2023	.	.	.	.
13075012	.000	.460	C	137024	12/31/2023	99.9	8	6.8	8100
13075013	.000	.499	C	137025	12/31/2023	99.9	8	6.8	13500
13075014	.000	.315	C	137026	12/31/2023	99.9	8	6.8	12000
13075015	.000	.196	C	137031	12/31/2023	99.9	8	6.8	14000
13075016	.000	.196	C	137032	12/31/2023	99.9	8	6.8	15000
13075017	.000	.303	C	137033	12/31/2023	99.9	8	6.8	6000
13075018	.000	.332	C	137034	12/31/2023	99.9	8	6.8	5900
13075019	.000	.400	C	137051	12/31/2023	99.9	8	6.8	7400
13075020	.000	.237	C	137052	12/31/2023	99.9	8	6.8	7500
13075021	.000	.247	C	137053	12/31/2023	99.9	9.5	7.9	3900
13075022	.000	.376	C	137054	12/31/2023	99.9	9.5	7.9	4000
13080000	.000	5.177	C	135061	12/31/2023	58.3	9	5	10300
13080000	5.177	6.666	C	134004	12/31/2023	54.9	9	3.9	13900
13080000	6.666	8.717	C	130027	12/31/2023	58.3	9	3.9	10400
13100000	.000	1.726	C	134008	12/31/2023	62.2	9	6.2	8500
13100000	1.726	5.466	C	134953	12/31/2023	67.2	9	6.2	8600
13100000	5.466	6.242	C	130011	12/31/2023	67.2	9	27.5	6300
13120000	.226	6.423	C	134643	12/31/2023	67.2	9	10.3	10900
13120001	.000	.058	C	130004	12/31/2023	99.9	9	8.5	4400
13120001	.058	.696	C	139994	12/31/2023	57.6	9	8.5	8800
13120001	.696	1.600	C	135080	12/31/2023	57.6	9	8.8	12400
13120001	1.600	3.030	C	135032	12/31/2023	57.6	9	5.1	12900
13120002	.000	.093	C	134260	12/31/2023	57.6	9	6.4	15000
13121000	.000	2.811	C	130056	12/31/2023	56.8	9	7.3	41000
13121000	2.811	4.060	C	130057	12/31/2023	56.8	9	9	44000
13121000	4.060	5.346	C	135070	12/31/2023	56.8	9	8.7	38000
13121000	5.346	6.487	C	135071	12/31/2023	56.8	9	7.4	34500
13121000	6.487	7.908	C	135069	12/31/2023	56.8	9	9.1	31000
13130000	.115	.220	C	135050	12/31/2023	56.8	9	3.8	32500
13130000	.220	1.258	C	135031	12/31/2023	56.8	9	4.3	39500
13130000	1.661	2.165	C	135023	12/31/2023	56.8	9	4.6	65500
13130000	2.165	2.255	C	135022	12/31/2023	56.8	9	2.7	61500
13130000	2.255	4.056	C	130031	12/31/2023	56.8	9	7.1	65000
13130000	4.056	4.574	C	135026	12/31/2023	56.8	9	10.4	47000
13130000	4.574	5.819	C	135081	12/31/2023	56.8	9	7.4	39000
13130000	5.819	6.517	C	130065	12/31/2023	99.9	9	6.5	13500
13130000	6.517	8.466	C	130029	12/31/2023	56.8	9	6.4	24500
13130000	8.466	8.477	C	130029	12/31/2023	99.9	9.5	7	12500
13130000	8.477	9.194	C	130064	12/31/2023	99.9	9.5	7	12500
13130000	9.194	11.982	C	131000	12/31/2023	55.1	10.5	7.8	77500
13130001	.000	.174	C	130077	12/31/2023	99.9	9	7.3	9500
13130002	.000	.154	C	130078	12/31/2023	99.9	9	4.4	3100
13130003	.000	.159	C	130079	12/31/2023	99.9	9	6.4	8700
13130004	.000	.146	C	130087	12/31/2023	99.9	9	6	4000
13130005	.000	.010	C	130088	12/31/2023	99.9	9	3.8	1600
13130006	.000	.035	C	130089	12/31/2023	99.9	9	6.2	4100
13130007	.000	.023	C	130090	12/31/2023	99.9	9	1.7	1000
13130050	.000	.056	C	130091	12/31/2023	99.9	9.5	11.4	300
13130101	.000	.406	C	135086	12/31/2023	99.9	9	7.1	12000
13130101	.406	.654	C	135087	12/31/2023	99.9	9	8.5	32000
13130401	.000	.403	C	135092	12/31/2023	99.9	9	4.2	18500
13130402	.000	.608	C	137201	12/31/2023	99.9	9.5	7.9	11500
13130403	.000	.403	C	135091	12/31/2023	99.9	9	4.5	17000
13140000	.000	13.733	C	130021	12/31/2023	57.6	9.5	20.6	6200
13140000	13.733	16.040	C	139323	12/31/2023	57.6	9.5	21.1	4200
13150000	.000	2.882	C	130033	12/31/2023	54.5	9	4.6	18400
13150000	2.882	4.572	C	130036	12/31/2023	54.5	9	4.7	19000
13150000	4.572	6.074	C	135033	12/31/2023	57.6	9	3.8	34000

13150000	6.074	7.589	C	135025	12/31/2023	57.6	9	4	43000
13150000	7.589	8.305	C	135020	12/31/2023	57.6	9	2.8	48000
13150000	8.305	8.613	C	135062	12/31/2023	99.9	9	3.1	22000
13150101	.000	.235	C	135019	12/31/2023	99.9	9	4.3	22500
13160000	.000	1.001	C	130017	12/31/2023	57.6	9	5	36000
13160000	1.001	2.538	C	130061	12/31/2023	57.8	9	7	49000
13160000	2.538	4.388	C	130333	12/31/2023	50.9	9	7.9	53743
13160000	4.388	5.420	C	130047	12/31/2023	57.8	9	5.9	78000
13160000	5.420	7.448	C	130048	12/31/2023	57.8	9	5.1	58000
13160000	7.448	9.464	C	135083	12/31/2023	57.8	9	5.8	39000
13160000	9.464	15.567	C	135082	12/31/2023	57.8	9	10.3	21000
13162000	.000	1.761	C	135074	12/31/2023	57.6	9	3.4	33500
13175000	.000	1.344	C	137041	12/31/2023	99.9	9	6.8	18000
13175000	1.344	2.279	C	130058	12/31/2023	55.1	9	9.8	67500
13175000	2.279	5.233	C	130059	12/31/2023	55.1	9	6.5	51000
13175108	.000	.882	C	130092	12/31/2023	55.1	9.5	21.6	40
13175301	.000	1.079	C	137043	12/31/2023	99.9	8	6.8	12000
13175302	.000	.682	C	137044	12/31/2023	99.9	8	6.8	12000
13175303	.000	.281	C	137101	12/31/2023	99.9	8	13.8	11500
13175304	.000	.302	C	137102	12/31/2023	99.9	8	13.8	13000
13175305	.000	.243	C	137103	12/31/2023	99.9	8	7.9	4200
13175306	.000	.275	C	137104	12/31/2023	99.9	8	7.9	4200
13175310	.000	.807	C	137042	12/31/2023	99.9	8	6.8	20000
13502500	.000	1.168	C	134013	12/31/2023	56.4	9	2.6	11400
13502500	1.168	2.158	C	134401	12/31/2023	67.2	9	2.9	18000
13503000	.000	1.505	C	134116	12/31/2023	67.2	9	3.6	11800
13503000	1.505	3.761	C	134005	12/31/2023	67.2	9	2.6	25000
13504000	.000	3.447	C	134186	12/31/2023	58.3	9	4.8	21000
13505000	.000	4.060	C	134261	12/31/2023	57.6	9.5	6.4	2800
13510000	.000	11.136	C	134015	12/31/2023	59.6	9.5	20.6	3000
13530000	.000	1.250	C	134262	12/31/2023	58.3	9	4.3	13000
13550000	.000	2.569	C	134188	12/31/2023	58.3	9	6.1	3100
13560001	.000	1.328	C	131006	12/31/2023	67.2	9	14.2	8500
13560001	1.328	6.355	C	134020	12/31/2023	54.7	9	14.2	18900
16000013	.000	5.228	C	165196	12/31/2023	55	9.5	19.5	13700
16000017	.000	9.114	C	164608	12/31/2023	55	9.5	10.6	1400
16000018	.000	5.050	C	164609	12/31/2023	55	9.5	9.7	1450
16000022	.000	3.436	C	164901	12/31/2023	55	9	13.6	500
16000024	.000	3.400	C	164902	12/31/2023	55	9.5	13.6	1700
16000025	.000	7.921	C	164903	12/31/2023	55	9.5	13.6	350
16000027	.000	1.808	C	164610	12/31/2023	55	9	6.2	1350
16000028	.000	1.400	C	164611	12/31/2023	55	9.5	7.5	1550
16000029	.000	2.562	C	164232	12/31/2023	55	9	3.4	21500
16000029	2.804	3.992	C	164232	12/31/2023	55	9	3.4	21500
16000035	.000	5.190	C	164612	12/31/2023	55	9	5.9	5900
16000036	.000	2.181	C	164194	12/31/2023	55	9	6.6	3300
16000037	.000	1.471	C	164233	12/31/2023	55	9	4.8	10700
16000038	.000	1.108	C	164223	12/31/2023	55	9	7.5	6300
16000038	1.108	2.232	C	164222	12/31/2023	55	9	7.3	4900
16000039	.000	1.764	C	164345	12/31/2023	55	9	11.4	7600
16000039	1.764	3.124	C	164346	12/31/2023	55	9	12.3	7300
16000040	.000	1.492	C	164904	12/31/2023	55	9	13.6	4600
16000041	.000	2.432	C	164905	12/31/2023	55	9	13.6	10500
16000043	.000	.218	C	164943	12/31/2023	55	9	13.6	5800
16000043	.218	1.576	C	164979	12/31/2023	55	9	4.9	2300
16000043	1.576	2.444	C	164979	12/31/2023	55	9	4.9	2300
16000043	2.444	3.226	C	164979	12/31/2023	55	9	4.9	2300
16000043	3.226	4.113	C	164979	12/31/2023	55	9	4.9	2300
16000043	4.221	4.231	C	164333	12/31/2023	55	9	10.1	14400
16000043	4.231	4.993	C	164906	12/31/2023	55	9.5	13.6	1050
16000044	.000	1.042	C	164265	12/31/2023	55	9	4.5	18900
16000047	.000	2.755	C	164614	12/31/2023	55	9	8.1	3600
16000050	.000	.514	C	164440	12/31/2023	55	9	6.4	1600
16000052	.000	.513	C	164616	12/31/2023	55	9	8	6100
16000054	.000	1.281	C	164380	12/31/2023	55	9	3.9	4800
16000055	.000	2.376	C	164907	12/31/2023	55	9	13.6	4100
16000056	.000	.990	C	164383	12/31/2023	55	9	3	16900
16000056	.990	1.424	C	164495	12/31/2023	55	9	2.6	12700
16000058	.000	2.737	C	164908	12/31/2023	55	9	13.6	19100
16000059	.504	1.730	C	164909	12/31/2023	55	9	13.6	2000
16000060	.000	1.452	C	164910	12/31/2023	55	9	13.6	6400
16000061	.000	1.188	C	164911	12/31/2023	55	9	13.6	8800
16000062	.000	.273	C	164617	12/31/2023	55	9	3.6	3600
16000063	.000	.583	C	164600	12/31/2023	55	9	13.6	650
16000064	.000	1.088	C	160171	12/31/2023	55	9	13.6	10400
16000065	.000	1.337	C	164912	12/31/2023	55	9	13.6	4600
16000067	.000	1.559	C	164913	12/31/2023	55	9	13.6	6700
16000068	.000	1.033	C	164618	12/31/2023	55	9	3	4900
16000069	.000	.400	C	164198	12/31/2023	55	9	4.3	4700
16000070	.000	1.501	C	164259	12/31/2023	55	9	2.3	7100
16000071	.000	.414	C	164914	12/31/2023	55	9	13.6	7400
16000073	.000	.261	C	164937	12/31/2023	55	9	13.6	3300
16000073	.420	2.667	C	164421	12/31/2023	55	9	2.6	4700
16000075	.000	.633	C	164915	12/31/2023	55	9	13.6	6800
16000076	.000	.613	C	164446	12/31/2023	55	9	2.5	1400
16000076	.613	.844	C	164916	12/31/2023	55	9	13.6	3700
16000077	.000	.738	C	164625	12/31/2023	55	9	1.6	4100
16000078	.000	1.009	C	160175	12/31/2023	55	9	5.8	1850
16000079	.000	1.328	C	160172	12/31/2023	55	9	13.6	8800
16000080	.000	.587	C	164917	12/31/2023	55	9	13.6	1850
16000081	.000	1.752	C	164918	12/31/2023	55	9	3.3	3100
16000084	.072	.677	C	164445	12/31/2023	55	9	3.7	1850
16000086	.000	.259	C	164626	12/31/2023	55	9	3.4	1600
16000086	.279	.538	C	164626	12/31/2023	55	9	3.4	1600
16000095	.000	.128	C	164628	12/31/2023	55	9	5	1400
16000097	.122	1.254	C	164919	12/31/2023	55	9	13.6	3800
16000098	.000	.212	C	161225	12/31/2023	55	9	13.6	4300
16000101	.000	2.273	C	160400	12/31/2023	55	9	56.5	1750
16000102	.000	1.704	C	164499	12/31/2023	55	9.5	4.8	9000
16000107	.000	.553	C	164444	12/31/2023	55	9	3.7	3000
16000108	.000	.980	C	164325	12/31/2023	55	9	4.1	7100
16000110	.000	4.712	C	161221	12/31/2023	55	9.5	13.6	1750
16000110	4.712	5.417	C	161222	12/31/2023	55	9.5	13.6	2900
16000111	.000	1.742	C	161223	12/31/2023	55	9.5	13.6	350
16000112	.000	2.041	C	164921	12/31/2023	55	9	13.6	3700
16000113	.500	1.261	C	164629	12/31/2023	55	9	5.9	6700
16000114	.000	1.036	C	164630	12/31/2023	55	9	5	7600
16000118	.000	.471	C	164922	12/31/2023	55	9	13.6	7000
16000120	.000	3.184	C	164923	12/31/2023	55	9	13.6	4800
16000121	.000	2.500	C	164312	12/31/2023	55	9	15.6	7600
16000123	.000	.720	C	164850	12/31/2023	55	9	8.4	1700
16000124	.000	.949	C	164501	12/31/2023	55	9	6.3	1550
16000125	.000	.984	C	164634	12/31/2023	55	9	5.9	11100
16000131	.000	1.217	C	164924	12/31/2023	55	9	13.6	1100
16000132	.000	1.984	C	164031	12/31/2023	55	9	4.1	4700
16000133	.000	1.028	C	164003	12/31/2023	55	9	4.1	2500
16000134	.000	.824	C	164051	12/31/2023	55	9	8.5	3300
16000135	.000	2.401	C	164050	12/31/2023	55	9	5	14400
16000137	.000	.439	C	164638	12/31/2023	55	9	5.2	5400
16000138	.000	2.283	C	164925	12/31/2023	55	9	13.6	6700
16000139	.000	1.275	C	164926	12/31/2023	55	9	13.6	6500
16000140	.000	1.451	C	164927	12/31/2023	55	9	13.6	6800
16000142	.000	.394	C	164639	12/31/2023	55	9	1.8	6600
16000149	.000	.468	C	164928	12/31/2023	55	9	13.6	5800
16000155	.000	.691	C	164929	12/31/2023	55	9	13.6	7200
16000161	.000	1.200	C	164641	12/31/2023	55	9	2.6	4200
16000163	.000	4.900	C	164645	12/31/2023	55	9	5.6	8100
16000164	.000	4.495	C	164646	12/31/2023	55	9.5	3.1	22000
16000165	.000	1.255	C	164012	12/31/2023	55	9	2.9	11900
16000172	.000	1.951	C	164930	12/31/2023	55	9	13.6	5600

16000173	.000	1.188	C	164931	12/31/2023	55	9	13.6	6000
16000174	.000	1.567	C	164649	12/31/2023	55	9	5.3	3700
16000175	.000	.619	C	164651	12/31/2023	55	9	9.7	1250
16000176	.000	.485	C	164455	12/31/2023	55	9	9.7	1600
16000177	.000	.479	C	164653	12/31/2023	55	9	4.1	9600
16000178	.000	.539	C	160173	12/31/2023	55	9	4.2	7800
16000179	.000	.096	C	164655	12/31/2023	99.9	9	2.5	550
16000179	.096	.156	C	164653	12/31/2023	55	9	4.1	9600
16000179	.156	.296	C	164653	12/31/2023	99.9	9	4.1	4800
16000179	.296	.382	C	164653	12/31/2023	55	9	4.1	9600
16000180	.000	.300	C	164658	12/31/2023	55	9	5.4	6300
16000181	.000	.211	C	164932	12/31/2023	55	9	13.6	1300
16000185	.000	.700	C	164458	12/31/2023	55	9	9.7	11300
16000185	.700	1.200	C	164933	12/31/2023	55	9	13.6	3400
16000186	.000	.459	C	164659	12/31/2023	55	9	7.7	600
16000187	.000	3.000	C	164260	12/31/2023	55	9	9	3000
16000188	.000	1.212	C	164661	12/31/2023	55	9	7.8	1950
16000189	.000	1.565	C	160174	12/31/2023	55	9	9.7	13000
16000192	.000	2.442	C	164804	12/31/2023	55	9	4.2	3300
16000193	.000	1.002	C	164665	12/31/2023	55	9	4.8	5000
16000198	.000	1.730	C	164666	12/31/2023	55	9	7	1550
16000199	.000	1.227	C	164667	12/31/2023	55	9	3.1	8100
16000200	.000	1.140	C	164800	12/31/2023	55	9	8.3	2200
16000200	1.140	2.225	C	164801	12/31/2023	55	9	6.6	1550
16000202	.000	.951	C	164668	12/31/2023	55	9	4.7	3000
16000204	.000	1.488	C	164671	12/31/2023	55	9	15.5	1050
16000205	.000	1.420	C	164672	12/31/2023	55	9	4.1	2700
16000206	.000	1.427	C	164673	12/31/2023	55	9	3.7	2100
16000207	.000	1.463	C	164674	12/31/2023	55	9	4.3	1550
16000209	.000	1.342	C	164676	12/31/2023	55	9.5	2.9	11600
16000212	.000	.675	C	164934	12/31/2023	55	9	13.6	9600
16000213	.000	.532	C	164678	12/31/2023	55	9	9	4200
16000214	.000	1.745	C	164679	12/31/2023	55	9	4	7500
16000215	.000	.941	C	164366	12/31/2023	55	9	4.5	1500
16000216	.000	1.200	C	164680	12/31/2023	55	9	4.5	1950
16000219	.000	1.862	C	164682	12/31/2023	55	9	6.8	1600
16000220	.000	1.322	C	164685	12/31/2023	55	9	2.4	2500
16000222	.000	.980	C	164935	12/31/2023	55	9	13.6	700
16000223	.000	.760	C	164687	12/31/2023	55	9	3.5	3400
16000224	.000	.569	C	164356	12/31/2023	55	9	3.5	3800
16000224	.569	1.757	C	164365	12/31/2023	55	9	2.9	1350
16000225	.000	.380	C	164688	12/31/2023	55	9	3.9	2800
16000227	.000	.544	C	164965	12/31/2023	55	9	13.6	1250
16000232	.000	3.646	C	164690	12/31/2023	55	9.5	13.6	1550
16000233	.000	2.047	C	160090	12/31/2023	55	9	5.5	3000
16000237	.000	.341	C	164691	12/31/2023	55	9	2.8	2200
16000238	.000	1.504	C	164937	12/31/2023	55	9	13.6	3300
16000239	.000	.200	C	164952	12/31/2023	55	9	13.6	10900
16000240	.000	1.467	C	164938	12/31/2023	55	9	13.6	7300
16000241	.000	6.553	C	164939	12/31/2023	55	9.5	13.6	3400
16000241	6.553	6.679	C	164939	12/31/2023	99.9	9.5	13.6	1700
16000243	.000	8.633	C	164333	12/31/2023	55	9	10.1	14400
16000246	.000	3.035	C	164218	12/31/2023	55	9	13.5	9600
16000247	.000	.774	C	164235	12/31/2023	55	9	5.4	3500
16000247	.774	1.779	C	164402	12/31/2023	55	9	4.2	2900
16000247	1.779	2.049	C	164697	12/31/2023	55	9	4.3	1950
16000250	.000	2.258	C	164698	12/31/2023	55	9	7.3	4200
16000266	.000	.174	C	164699	12/31/2023	55	9	1.6	9400
16000301	.000	.744	C	164940	12/31/2023	55	9	13.6	1950
16000301	.744	1.714	C	164551	12/31/2023	55	9	5.2	10900
16000301	1.714	2.863	C	164502	12/31/2023	55	9	5.8	15000
16000301	2.863	4.900	C	164307	12/31/2023	55	9	4.7	11100
16000303	.000	1.000	C	164941	12/31/2023	55	9	13.6	8500
16000304	.000	1.139	C	164942	12/31/2023	55	9	13.6	8200
16000306	.878	2.325	C	164943	12/31/2023	55	9	13.6	5800
16000307	.016	1.600	C	164944	12/31/2023	55	9	13.6	4200
16000308	.000	1.278	C	164945	12/31/2023	55	9	13.6	3400
16000312	.000	1.692	C	164946	12/31/2023	55	9	13.6	9200
16000322	.000	1.800	C	164700	12/31/2023	55	9	7.4	1050
16000323	.000	3.509	C	164702	12/31/2023	55	9	9.2	6400
16000324	.000	.940	C	164703	12/31/2023	55	9	9.3	6800
16000326	.000	1.745	C	164704	12/31/2023	55	9	13.6	180
16000334	.000	.273	C	164160	12/31/2023	55	9	4.4	13700
16000341	.000	.147	C	164706	12/31/2023	55	9	2.8	900
16000342	.000	4.970	C	163064	12/31/2023	55	9	5.8	17500
16000400	.000	2.960	C	164708	12/31/2023	55	9	3.7	9100
16000405	.000	.237	C	164714	12/31/2023	55	9	4.4	2400
16000602	.000	1.532	C	164948	12/31/2023	55	9	13.6	8200
16000605	.000	1.431	C	164949	12/31/2023	55	9	13.6	4900
16000606	.000	1.654	C	164950	12/31/2023	55	9	13.6	3000
16000607	.000	5.278	C	164951	12/31/2023	55	9	13.6	10200
16000900	.000	6.736	C	164953	12/31/2023	55	9	13.6	2700
16000901	.000	.703	C	164715	12/31/2023	55	9	4.7	1200
16000902	.000	1.045	C	161224	12/31/2023	55	9	13.6	4000
16000903	.000	.494	C	164717	12/31/2023	55	9	10	1150
16000903	.526	1.000	C	164717	12/31/2023	55	9	10	1150
16000906	.000	1.605	C	164954	12/31/2023	55	9	13.6	6000
16000912	.000	.994	C	164955	12/31/2023	55	9	13.6	6000
16000912	1.619	3.169	C	164956	12/31/2023	55	9	13.6	4500
16000913	.000	.650	C	164957	12/31/2023	55	9	13.6	8700
16000913	.937	2.800	C	164957	12/31/2023	55	9	13.6	8700
16000914	.000	2.200	C	164958	12/31/2023	55	9	13.6	4100
16000915	.000	.094	C	164957	12/31/2023	55	9	13.6	8700
16000916	.000	.200	C	167777	12/31/2023	55	9.5	30.4	7700
16000916	.200	.983	C	167778	12/31/2023	55	9.5	9.5	300
16003000	.000	.174	C	165172	12/31/2023	55	9	3.5	31000
16003000	.174	.481	C	165173	12/31/2023	55	9	3.7	33500
16003000	.481	.690	C	165176	12/31/2023	55	9	4.4	8700
16003000	.690	1.071	C	165234	12/31/2023	53.2	9	5.3	11200
16003000	1.071	1.562	C	165113	12/31/2023	55	9	3.4	5700
16003000	1.562	1.815	C	164718	12/31/2023	55	9	2.6	6500
16003001	6.136	6.520	C	161004	12/31/2023	54.6	9	4.1	23500
16003001	6.520	8.077	C	165191	12/31/2023	55	9	4.5	42500
16003001	8.077	8.584	C	165194	12/31/2023	55	9	3.8	38000
16003001	8.584	9.077	C	165192	12/31/2023	55	9	3.5	30500
16003001	9.077	10.000	C	165193	12/31/2023	55	9	3.2	27500
16004000	.449	1.417	C	165170	12/31/2023	55	9	4.9	35500
16004000	1.417	2.583	C	160142	12/31/2023	55	9	7	35500
16004101	.000	.382	C	165171	12/31/2023	55	9	6.2	24500
16005000	.000	2.831	C	169192	12/31/2023	55	9	13.6	14100
16006000	.000	1.360	C	165186	12/31/2023	55	9	9.4	17200
16006000	1.360	2.484	C	163044	12/31/2023	55	9	9	18800
16006000	2.484	2.732	C	165187	12/31/2023	55	9	13.9	19000
16006000	2.732	3.740	C	165188	12/31/2023	55	9	11.2	17500
16006000	3.740	4.432	C	165189	12/31/2023	55	9	12.6	13800
16006000	4.432	6.450	C	163039	12/31/2023	55	9	16.3	18200
16006000	6.450	7.571	C	165190	12/31/2023	55	9	21.6	9400
16006100	.000	.054	C	165190	12/31/2023	55	9	21.6	9400
16010000	.000	.987	C	160073	12/31/2023	55	9	14.4	13400
16010000	.987	2.290	C	161007	12/31/2023	55	9	12.4	14200
16010000	2.290	4.131	C	160038	12/31/2023	55	9	9.9	19600
16010000	4.131	5.337	C	160086	12/31/2023	55	9	6	18000
16010000	5.337	6.400	C	164580	12/31/2023	55	9	9	1400
16010101	.000	.947	C	164579	12/31/2023	55	9	4.7	2200
16011000	.000	1.900	C	165165	12/31/2023	55	9	9.7	13100
16011000	1.900	2.739	C	165166	12/31/2023	55	9	12.4	11200
16011000	2.739	3.937	C	165167	12/31/2023	55	9	7.9	16800
16011000	3.937	4.684	C	161012	12/31/2023	55	9	4	8400
16011101	.000	.558	C	167137	12/31/2023	55	9.5	2.6	12500
16011101	.558	2.551	C	167136	12/31/2023	99.9	9	3.7	8500

16011102	.000	1.407	C	167138	12/31/2023	99.9	9	2.5	9100
16020000	.380	.510	C	165095	12/31/2023	55	9	4.5	3300
16020000	.510	.880	C	165094	12/31/2023	55	9	10	4800
16020000	.880	1.532	C	164548	12/31/2023	55	9	5.5	3800
16020000	1.532	2.055	C	164547	12/31/2023	55	9	5.5	4600
16020000	2.249	3.240	C	165116	12/31/2023	55	9	6.7	36500
16020000	3.240	6.266	C	160137	12/31/2023	55	9	6.8	34500
16020000	6.266	7.737	C	163041	12/31/2023	55	9	9.3	34000
16020000	7.737	8.861	C	161008	12/31/2023	55	9	8.8	37500
16020000	8.861	9.122	C	165200	12/31/2023	55	9	10	46500
16020000	9.122	9.694	C	165201	12/31/2023	55	9	7.9	43000
16020000	9.694	10.695	C	165001	12/31/2023	55	9	7.8	40500
16020000	10.695	11.066	C	165002	12/31/2023	55	9	6.3	41500
16020000	11.066	11.519	C	165008	12/31/2023	55	9	11.4	17400
16020000	11.519	11.813	C	165202	12/31/2023	55	9	11	21000
16020000	11.813	14.384	C	160139	12/31/2023	55	9	10.8	25500
16020000	14.384	15.096	C	160026	12/31/2023	55	9	9.3	42000
16020000	15.096	15.852	C	165263	12/31/2023	99.9	9	8	20000
16020000	15.852	16.871	C	165062	12/31/2023	55	9	10.1	28500
16020000	16.871	19.869	C	160010	12/31/2023	55	9	11.6	30000
16020000	19.869	21.230	C	160035	12/31/2023	55	9	7.7	36000
16020000	21.230	22.484	C	165056	12/31/2023	55	9	7.3	31000
16020000	22.484	22.811	C	165057	12/31/2023	55	9	8.6	22000
16020002	.000	.034	C	160176	12/31/2023	99.9	9	7.1	1400
16020002	.034	.161	C	160176	12/31/2023	99.9	9	7.1	2800
16020002	.161	.183	C	160176	12/31/2023	99.9	9	7.1	1400
16020003	.000	.191	C	160177	12/31/2023	99.9	9	6.9	4100
16020004	.000	.109	C	160178	12/31/2023	99.9	9	13.8	3300
16020005	.000	.259	C	160179	12/31/2023	99.9	9	8.5	3400
16020006	.000	.164	C	160180	12/31/2023	99.9	9	8	5000
16020007	.000	.174	C	160181	12/31/2023	99.9	9	13.6	3300
16020008	.000	.126	C	160182	12/31/2023	99.9	9	7.8	3700
16020009	.000	.021	C	160183	12/31/2023	99.9	9	7.4	2550
16020009	.021	.198	C	160183	12/31/2023	99.9	9	7.4	5100
16020100	.000	.118	C	164547	12/31/2023	55	9	5.5	4600
16020102	.000	.816	C	165264	12/31/2023	99.9	9	8.4	20500
16030000	.000	4.753	C	160319	12/31/2023	54.7	9.5	16.1	14136
16030000	4.753	7.575	C	165043	12/31/2023	55.1	9	26.2	15300
16030000	7.575	12.642	C	165044	12/31/2023	55.1	9	21.2	22500
16030000	12.642	16.423	C	160084	12/31/2023	55.1	9.5	19.7	19800
16030000	16.423	17.205	C	160054	12/31/2023	55.1	9	17.9	20500
16030000	17.205	17.918	C	165011	12/31/2023	55.1	9	16.5	30000
16030000	18.423	23.143	C	160012	12/31/2023	55	9	14.4	25500
16030000	23.143	24.954	C	161001	12/31/2023	55	9	9.5	30000
16030000	24.954	25.836	C	165035	12/31/2023	99.9	9	6.1	14500
16030000	25.836	26.204	C	160061	12/31/2023	55	9	8.7	31500
16030000	26.204	26.997	C	160138	12/31/2023	55	9	7.5	40000
16030000	26.997	27.786	C	165138	12/31/2023	55	9	5.4	47000
16030000	27.786	28.533	C	165139	12/31/2023	55	9	4.3	33000
16030000	28.533	28.598	C	164602	12/31/2023	99.9	9	2.9	3100
16030000	28.598	28.642	C	164603	12/31/2023	55	9	13.6	3250
16030000	28.642	29.063	C	164603	12/31/2023	55	9	13.6	3250
16030000	29.063	29.132	C	165143	12/31/2023	55	9	3.3	1650
16030000	29.132	29.371	C	165145	12/31/2023	55	9	4.5	31000
16030000	29.371	30.637	C	165148	12/31/2023	55	9	4.7	35000
16030000	30.637	31.578	C	165149	12/31/2023	55	9	4.9	30000
16030000	31.578	32.906	C	160008	12/31/2023	55	9	7.7	27000
16030101	.000	.885	C	165195	12/31/2023	99.9	9	6.4	14000
16030201	.000	.497	C	165242	12/31/2023	55	9	4.8	29500
16030301	.000	.508	C	165012	12/31/2023	55	9	15.7	28500
16040000	.000	1.037	C	165046	12/31/2023	55	9	11.3	8200
16040000	1.037	7.582	C	160075	12/31/2023	55	9	15.1	6000
16040000	7.582	15.064	C	160120	12/31/2023	55	9	14.3	4600
16050000	.000	.500	C	165060	12/31/2023	55	9	10.1	17100
16050000	.500	1.489	C	165059	12/31/2023	55	9	7.9	21200
16050000	1.489	3.814	C	160043	12/31/2023	55	9	8.3	21000
16050000	3.814	10.750	C	160125	12/31/2023	55	9.5	9	21500
16060000	.000	.521	C	164719	12/31/2023	55	9	10.3	13000
16060000	.521	1.130	C	165029	12/31/2023	55	9	9.9	45000
16060000	1.130	4.314	C	163071	12/31/2023	55	9	9.7	52500
16060000	4.314	7.829	C	160070	12/31/2023	55	9	9.1	56500
16060000	7.829	8.779	C	160161	12/31/2023	55	9	7.5	50500
16060000	8.779	10.466	C	160028	12/31/2023	55	9	7.3	41000
16060000	10.466	11.671	C	165104	12/31/2023	55	9	5.3	49000
16060000	11.671	12.041	C	165105	12/31/2023	55	9	6.2	41000
16060000	12.041	12.222	C	165106	12/31/2023	55	9	6	35500
16070000	.000	.382	C	163005	12/31/2023	55	9	2.7	9000
16070000	.382	.747	C	161022	12/31/2023	55	9	3.1	20300
16070000	.747	1.779	C	165081	12/31/2023	55	9	2	27500
16070000	1.779	2.773	C	163031	12/31/2023	55	9	3.2	30000
16070000	2.773	3.691	C	160005	12/31/2023	55	9	4	34500
16070000	3.691	6.804	C	163030	12/31/2023	55	9	4.1	13000
16070000	6.804	8.429	C	160118	12/31/2023	55	9	16.1	13800
16070000	8.429	11.065	C	160027	12/31/2023	55	9	16.1	19700
16070000	11.065	14.476	C	160002	12/31/2023	55	9	16.8	11600
16070000	14.476	19.756	C	160230	12/31/2023	64.8	9.5	21.6	11170
16070000	19.756	27.216	C	160001	12/31/2023	55	9.5	29.8	11400
16070101	.000	.085	C	161225	12/31/2023	55	9	13.6	4300
16080000	.056	7.002	C	164521	12/31/2023	55	9	7.5	7400
16090000	.000	4.213	C	160064	12/31/2023	55	9.5	15.1	4000
16090000	4.213	6.020	C	165038	12/31/2023	55	9	9.2	7100
16090000	6.020	10.513	C	165039	12/31/2023	55	9	7.6	3400
16090000	10.513	14.971	C	160122	12/31/2023	55	9.5	7.7	7200
16090000	14.971	18.163	C	160018	12/31/2023	55	9	5.2	7200
16090000	18.163	19.022	C	165122	12/31/2023	55	9	5.7	5800
16090000	19.022	19.396	C	165123	12/31/2023	55	9	4.7	10200
16090000	19.396	20.285	C	165124	12/31/2023	55	9	5	9500
16090000	20.285	21.139	C	160047	12/31/2023	55	9	6.9	17500
16090000	21.139	23.734	C	165212	12/31/2023	55	9	8.2	11100
16090000	23.734	24.967	C	160048	12/31/2023	55	9	10	9500
16090000	24.967	27.273	C	160071	12/31/2023	55	9	7.8	9800
16090000	27.273	27.707	C	160092	12/31/2023	55	9	9.7	7700
16090000	27.707	29.034	C	165030	12/31/2023	55	9	7.2	11200
16090000	29.034	31.314	C	165031	12/31/2023	55	9	10.7	10800
16090000	31.314	33.339	C	160046	12/31/2023	55	9	14.1	11300
16090000	33.339	34.381	C	165049	12/31/2023	55	9	8.6	15400
16090000	34.381	34.880	C	160039	12/31/2023	55	9	7.3	15600
16100000	.027	.414	C	167101	12/31/2023	99.9	9	12.1	8800
16100000	.414	1.193	C	169927	12/31/2023	53.8	9	10	20133
16100000	1.193	1.731	C	160102	12/31/2023	55	9	11.2	27000
16100000	1.731	2.335	C	165206	12/31/2023	55	9	7.4	28500
16100000	2.335	3.494	C	165084	12/31/2023	55	9	7.7	29000
16100000	3.494	3.739	C	165085	12/31/2023	55	9	5.1	32000
16100000	3.739	3.928	C	165086	12/31/2023	55	9	5.3	39500
16100000	3.928	3.991	C	.	12/31/2023	55	9	6.2	41000
16100000	3.991	4.302	C	165088	12/31/2023	55	9	6.2	41000
16100000	4.302	4.743	C	.	12/31/2023	55	9	6.2	41000
16100000	4.743	5.854	C	165089	12/31/2023	55	9	6.2	37000
16100001	.000	.912	C	160109	12/31/2023	55	9	9.7	17600
16100102	.000	.099	C	167103	12/31/2023	99.9	9	11.2	7600
16100102	.099	.264	C	161031	12/31/2023	55	9	12.9	13100
16110000	.000	4.250	C	160014	12/31/2023	55	9	19.7	22000
16110000	4.250	5.310	C	160057	12/31/2023	55	9	20.5	24000
16110000	5.310	5.816	C	165133	12/31/2023	55	9	19.4	23500
16110000	5.816	8.836	C	160024	12/31/2023	55	9	25.4	23000
16110000	8.836	12.896	C	160056	12/31/2023	55	9	18	22000
16110000	13.213	15.373	C	164721	12/31/2023	55	9	8.7	4300
16110000	15.373	21.346	C	160016	12/31/2023	55	9	21.3	26000
16110000	21.346	28.716	C	160023	12/31/2023	55	9	23	28000
16110000	28.716	29.454	C	160069	12/31/2023	55	9	16.5	30000

16110000	29.454	30.632	C	165128	12/31/2023	55	9	17.8	26000
16110009	.000	.181	C	160184	12/31/2023	99.9	9	21	3800
16110010	.000	.154	C	160185	12/31/2023	99.9	9	14.5	4300
16110011	.000	.177	C	160186	12/31/2023	99.9	9	12.4	8700
16110012	.000	.157	C	160187	12/31/2023	99.9	9	8.4	1300
16110013	.000	.109	C	160188	12/31/2023	99.9	9	13.1	5000
16110014	.000	.109	C	160189	12/31/2023	99.9	9	8.4	4000
16118000	.000	.492	C	160152	12/31/2023	55	9	11.4	19300
16118000	.492	3.883	C	160153	12/31/2023	55	9.5	9.8	13000
16118000	8.946	9.392	C	160155	12/31/2023	55	9	3.6	1050
16119000	3.883	5.155	C	161009	12/31/2023	55	9.5	9.9	34000
16119000	5.155	7.754	C	160154	12/31/2023	55	9.5	7.4	26000
16119000	7.754	9.235	C	165231	12/31/2023	55	9	8.1	28000
16119000	9.235	10.488	C	165230	12/31/2023	55	9	9.7	22000
16120000	.000	1.101	C	163121	12/31/2023	55	9	6.9	13500
16120000	1.380	3.453	C	160156	12/31/2023	55	9	9	17200
16120000	3.453	3.780	C	163125	12/31/2023	55	9	12.2	15800
16120000	3.780	4.056	C	160157	12/31/2023	55	9	10.8	23000
16120000	4.056	5.738	C	160158	12/31/2023	55	9	13.7	13900
16120000	5.738	6.764	C	160159	12/31/2023	55	9	12.7	8400
16120000	6.764	7.125	C	160160	12/31/2023	55	9	13	14600
16120001	.000	.084	C	163121	12/31/2023	55	9	6.9	13500
16121000	.000	.410	C	165232	12/31/2023	55	9	10.7	8200
16121000	.410	.627	C	165233	12/31/2023	55	9	9.1	17200
16130000	.000	1.568	C	165119	12/31/2023	55	9	18	28500
16130000	1.568	3.080	C	160017	12/31/2023	55	9	21.1	24500
16130000	3.080	6.019	C	165215	12/31/2023	55	9.5	21.1	21000
16130000	6.019	8.260	C	160022	12/31/2023	55	9.5	24.9	17000
16130000	8.260	12.139	C	165216	12/31/2023	55	9.5	27.2	14600
16130000	12.139	18.334	C	165217	12/31/2023	55	9.5	24.9	13700
16130000	18.334	25.623	C	160019	12/31/2023	55	9.5	33.1	11200
16140000	.000	1.636	C	160082	12/31/2023	55	9	5.1	27000
16140000	1.636	3.193	C	165150	12/31/2023	55	9	5.5	35500
16140000	3.193	3.692	C	165151	12/31/2023	55	9	4.3	30000
16140000	3.692	4.169	C	165153	12/31/2023	55	9	8.2	21500
16140000	4.169	5.749	C	160096	12/31/2023	55	9	7.9	21000
16140000	5.749	7.284	C	160009	12/31/2023	55	9	10.1	16700
16140000	7.284	8.965	C	160275	12/31/2023	53.6	9	10.9	15481
16140000	8.965	9.873	C	163106	12/31/2023	55	9	6.2	30000
16140000	9.873	11.658	C	160021	12/31/2023	55	9	14.3	13500
16150000	.000	14.327	C	169286	12/31/2023	55	9.5	13.6	1200
16160000	.000	.377	C	165003	12/31/2023	55	9	5.1	11400
16160000	.377	.682	C	165004	12/31/2023	55	9	5.6	6600
16160000	.682	.830	C	164998	12/31/2023	99.9	9	6.7	3400
16160000	.830	1.421	C	165006	12/31/2023	55	9	6.3	6500
16160000	1.421	2.443	C	165007	12/31/2023	55	9	6.5	11900
16160000	2.443	4.924	C	160063	12/31/2023	55	9	6.2	10900
16160000	5.679	7.265	C	160132	12/31/2023	55	9	8	10300
16160000	7.265	7.638	C	160133	12/31/2023	55	9	19.4	23000
16160000	7.638	10.068	C	160131	12/31/2023	55	9	13.2	7900
16160101	.000	.213	C	164999	12/31/2023	99.9	9	6.7	3200
16160201	.000	.667	C	160162	12/31/2023	55	9	8.5	9700
16160500	.000	1.066	C	167779	12/31/2023	55	9	15	9300
16160501	.000	.470	C	167779	12/31/2023	55	9	15	9300
16161000	.000	.683	C	165005	12/31/2023	55	9	9	5000
16161000	.683	.941	C	165099	12/31/2023	55	9	4.3	7600
16170000	.000	2.585	C	160020	12/31/2023	51.4	9.5	19.2	23500
16170000	2.585	6.851	C	160076	12/31/2023	51.4	9	22.6	19800
16170000	6.851	14.915	C	160087	12/31/2023	51.4	9.5	22.5	19000
16170000	14.915	18.838	C	169948	12/31/2023	51.8	9	13.6	23002
16180000	.000	1.784	C	165127	12/31/2023	51.4	9	10.3	32500
16180000	1.784	4.331	C	165199	12/31/2023	51.4	9	9.4	42000
16180000	4.331	5.944	C	160146	12/31/2023	51.4	9	7.7	47500
16180000	5.944	8.694	C	160100	12/31/2023	51.4	9	10.3	40500
16180000	8.694	13.244	C	160098	12/31/2023	51.4	9	7.3	47000
16180000	13.244	15.092	C	160097	12/31/2023	51.4	9	9.1	58000
16180000	15.092	16.138	C	165051	12/31/2023	51.4	9	8.7	64000
16180000	16.138	17.291	C	160085	12/31/2023	51.4	9	5.7	72000
16180000	17.291	18.677	C	165210	12/31/2023	51.4	9	6.2	67500
16180000	18.677	23.969	C	160310	12/31/2023	51	9	7.4	73694
16180000	23.969	25.570	C	160127	12/31/2023	51.4	9	6.6	46000
16180000	25.570	31.970	C	165209	12/31/2023	51.4	9	5.4	59000
16180301	.000	.323	C	167133	12/31/2023	99.9	9	7.4	10000
16180302	.000	.253	C	167134	12/31/2023	99.9	9	7.4	15500
16180303	.000	.218	C	167135	12/31/2023	99.9	9	7.4	10000
16190000	.000	2.128	C	160080	12/31/2023	54.6	9.5	32.4	2400
16200500	.000	1.240	C	164726	12/31/2023	55	9	3.9	800
16210000	.000	.382	C	165073	12/31/2023	55	9	3.8	22500
16210000	.382	.745	C	165074	12/31/2023	55	9	4.3	32500
16210000	.745	1.259	C	165075	12/31/2023	55	9	6.4	36000
16210000	1.259	2.678	C	165076	12/31/2023	55	9	4.9	35500
16210000	2.678	3.092	C	165198	12/31/2023	55	9	4.9	44500
16210000	3.092	3.868	C	160135	12/31/2023	55	9	4.8	62000
16210000	3.868	4.198	C	165197	12/31/2023	55	9	3.9	56000
16210000	4.198	6.125	C	165205	12/31/2023	55	9	4.7	57500
16210000	6.125	8.661	C	160003	12/31/2023	55	9	9.5	41000
16210000	8.661	11.215	C	160037	12/31/2023	55	9	16.5	19400
16210000	11.215	16.308	C	161002	12/31/2023	55	9.5	22.1	14800
16210000	16.308	17.750	C	161003	12/31/2023	55	9.5	18.4	11800
16250000	.000	1.976	C	169485	12/31/2023	54.6	9.5	40.6	3900
16250000	1.976	4.534	C	160136	12/31/2023	54.6	9.5	40.8	3600
16250000	4.534	7.561	C	160079	12/31/2023	54.6	9.5	26.3	6700
16250000	7.561	15.137	C	165220	12/31/2023	54.6	9.5	26.4	7600
16250000	15.137	16.066	C	160077	12/31/2023	54.6	9.5	23.5	12100
16250000	16.066	17.986	C	160059	12/31/2023	54.6	9	22.8	15400
16250000	17.986	18.209	C	165130	12/31/2023	54.6	9	21.1	17100
16250000	18.209	18.835	C	165131	12/31/2023	54.6	9	6.2	21500
16250000	18.835	20.947	C	160274	12/31/2023	55.4	9	7	26517
16250000	20.947	21.207	C	163066	12/31/2023	54.6	9	5.2	27500
16250000	21.207	22.284	C	160151	12/31/2023	54.6	9	5.8	38000
16250000	22.284	23.305	C	160150	12/31/2023	54.6	9	4.2	36500
16250000	23.305	23.873	C	160072	12/31/2023	54.6	9	4.6	43000
16250000	23.873	25.367	C	165218	12/31/2023	54.6	9	4.8	42500
16250000	25.367	26.421	C	165065	12/31/2023	55	9	2.3	36000
16250000	26.421	26.925	C	165207	12/31/2023	55	9	1.9	32000
16250000	26.925	27.428	C	163052	12/31/2023	55	9	2.9	28500
16250000	27.428	28.599	C	165068	12/31/2023	55	9	3.4	24000
16250000	28.599	28.693	C	165071	12/31/2023	55	9	3.1	20300
16261000	.000	1.194	C	165013	12/31/2023	55	9	16.9	23000
16261000	1.194	1.807	C	165015	12/31/2023	55	9	10.1	56000
16261000	1.807	1.994	C	165016	12/31/2023	55	9	10.2	25000
16261001	.000	.117	C	160190	12/31/2023	99.9	9.5	21.6	14000
16261101	.000	.896	C	165017	12/31/2023	55	9	18.8	27500
16270000	.000	.982	C	160031	12/31/2023	55	9.5	13.6	4600
16280000	.000	.380	C	165137	12/31/2023	55	9	18.9	5500
16280000	.380	.883	C	165155	12/31/2023	55	9	3.3	14300
16280000	.883	1.672	C	165157	12/31/2023	55	9	4.6	13900
16280000	1.672	4.466	C	160034	12/31/2023	55	9	3.9	18200
16280000	4.466	6.278	C	160033	12/31/2023	55	9	7.1	19800
16280000	6.278	7.144	C	165032	12/31/2023	55	9	13.6	13400
16290000	.124	3.383	C	164148	12/31/2023	55	9	12.8	19000
16290000	3.383	6.475	C	164147	12/31/2023	55	9.5	13.7	12900
16290000	6.475	6.769	C	165196	12/31/2023	55	9.5	19.5	13700
16293000	.000	.501	C	164606	12/31/2023	55	9	4.3	19900
16293000	.501	1.251	C	164733	12/31/2023	55	9	3.7	28500
16293000	1.251	2.117	C	163131	12/31/2023	55	9	4.4	28500
16293000	2.117	2.782	C	163140	12/31/2023	55	9	4	24000
16300000	.000	.255	C	160105	12/31/2023	55	9	4	36500
16300000	.255	1.042	C	165160	12/31/2023	55	9	3.6	43500
16300000	2.482	2.946	C	160164	12/31/2023	55	9	3.4	41500

16300000	2.946	3.129	C	160163	12/31/2023	55	9	3.5	31500
16300000	3.129	3.457	C	160143	12/31/2023	55	9	3.1	32500
16300000	3.457	5.407	C	160144	12/31/2023	55	9	3.5	33000
16300000	5.407	7.244	C	160123	12/31/2023	55	9	3.5	29500
16300000	7.244	9.534	C	164354	12/31/2023	55	9	7.8	6200
16300001	2.966	4.964	C	167878	12/31/2023	55	9	3.8	8300
16300001	4.964	5.908	C	164959	12/31/2023	55	9	13.6	13300
16300101	.000	1.377	C	165162	12/31/2023	55	9	4	45000
16310000	.000	.625	C	161021	12/31/2023	55	9	7	41000
16310000	.625	.820	C	161020	12/31/2023	55	9	6.4	34500
16310000	.820	1.060	C	161019	12/31/2023	55	9	6.3	27500
16310000	1.060	1.260	C	161018	12/31/2023	55	9	7.4	23000
16310000	1.260	1.809	C	161017	12/31/2023	55	9	6.7	17600
16320000	.000	.970	C	160103	12/31/2023	51	9	14.9	131500
16320000	.970	2.890	C	161005	12/31/2023	51	9	15.1	127000
16320000	2.890	5.130	C	160117	12/31/2023	51	9	13.8	103000
16320000	5.130	6.438	C	160116	12/31/2023	51	9	14.8	108000
16320000	6.438	8.920	C	160115	12/31/2023	51	9	16.4	104500
16320000	8.920	12.340	C	160114	12/31/2023	51	9	16.9	95500
16320000	12.340	15.646	C	160113	12/31/2023	51	10.5	17.2	98000
16320000	15.646	18.430	C	169951	12/31/2023	51	9	12.8	101009
16320000	18.430	22.430	C	160112	12/31/2023	51	10.5	17.3	82000
16320000	22.430	29.180	C	160108	12/31/2023	51	10.5	16	96500
16320000	29.180	32.022	C	160111	12/31/2023	51	10.5	13.9	128000
16320030	.000	.198	C	167052	12/31/2023	99.9	9	17.3	5500
16320031	.000	.206	C	167054	12/31/2023	99.9	9.5	17.3	5200
16320032	.000	.186	C	167053	12/31/2023	99.9	9.5	17.3	4700
16320033	.000	.192	C	167051	12/31/2023	99.9	9	17.3	5600
16320034	.000	.254	C	167062	12/31/2023	99.9	9.5	17.3	2800
16320035	.000	.173	C	167064	12/31/2023	99.9	9.5	17.3	5900
16320036	.000	.254	C	167063	12/31/2023	99.9	9.5	17.3	4100
16320037	.000	.174	C	167061	12/31/2023	99.9	9.5	17.3	4500
16320053	.000	.177	C	167105	12/31/2023	99.9	9	17.3	3800
16320053	.177	.404	C	167104	12/31/2023	99.9	9	17.3	7500
16320054	.000	.196	C	167102	12/31/2023	99.9	9	17.3	3600
16320060	.000	.275	C	167110	12/31/2023	99.9	9	14.1	5100
16320061	.000	.242	C	167111	12/31/2023	99.9	9	14.1	5700
16320062	.000	.257	C	167112	12/31/2023	99.9	9	14.1	6200
16320063	.000	.172	C	167113	12/31/2023	99.9	9	14.1	6200
16320070	.000	.335	C	167114	12/31/2023	99.9	9	8.8	11500
16320071	.000	.376	C	167115	12/31/2023	99.9	9	9.3	10500
16320072	.000	.226	C	167116	12/31/2023	99.9	9	8.2	7900
16320073	.000	.272	C	167117	12/31/2023	99.9	9	8.9	7300
16320080	.000	.156	C	167118	12/31/2023	99.9	9	14.1	7000
16320081	.000	.198	C	167119	12/31/2023	99.9	9	14.1	3700
16320082	.000	.150	C	167120	12/31/2023	99.9	9	14.1	7800
16320083	.000	.177	C	167121	12/31/2023	99.9	9	14.1	1900
16320084	.000	.109	C	167122	12/31/2023	99.9	9	14.1	900
16320090	.000	.191	C	167123	12/31/2023	99.9	9	14.1	6100
16320091	.000	.229	C	167124	12/31/2023	99.9	9	14.1	6400
16320092	.000	.208	C	167125	12/31/2023	99.9	9.5	14.1	3500
16320093	.000	.178	C	167126	12/31/2023	99.9	9.5	14.1	3400
16320100	.000	.588	C	167127	12/31/2023	99.9	9.5	14.1	6100
16320101	.000	.419	C	167128	12/31/2023	99.9	9	14.1	26000
16320102	.000	.116	C	167129	12/31/2023	99.9	9	14.1	3300
16320103	.000	.416	C	167130	12/31/2023	99.9	9	14.1	8900
16320104	.000	.616	C	167131	12/31/2023	99.9	9	14.1	22000
16320105	.000	.286	C	167132	12/31/2023	99.9	9	14.1	3900
16320331	.000	.284	C	167081	12/31/2023	99.9	9	17.3	4300
16320332	.000	.166	C	167082	12/31/2023	99.9	9	17.3	5800
16330000	.000	4.430	C	160134	12/31/2023	55	9.5	32.5	4900
16331000	.000	.402	C	165107	12/31/2023	55	9	5.5	12000
16331000	.402	.900	C	165109	12/31/2023	55	9	5.4	9500
16331000	.900	1.136	C	165110	12/31/2023	55	9	4	7800
16390000	.000	2.062	C	161226	12/31/2023	55	9	13.6	7800
16501000	.000	1.400	C	164377	12/31/2023	55	9	5.1	5300
16502000	.000	2.536	C	164960	12/31/2023	55	9	13.6	26000
16504000	.000	.791	C	164135	12/31/2023	55	9	20.4	8200
16504000	.791	3.619	C	164134	12/31/2023	55	9	8.3	11400
16505000	.000	1.402	C	164961	12/31/2023	55	9	13.6	10100
16507001	2.051	3.046	C	164962	12/31/2023	55	9	13.6	2800
16509000	.000	.986	C	164072	12/31/2023	55	9	7.3	4400
16509000	.986	1.900	C	164073	12/31/2023	55	9	5.8	7000
16510000	.000	12.326	C	169483	12/31/2023	55	9	13.6	1900
16510000	27.407	30.355	C	164963	12/31/2023	55	9	13.6	3500
16515000	.000	2.154	C	164735	12/31/2023	55	9	4.6	5000
16540000	.000	8.788	C	164138	12/31/2023	55	9	6	8800
16550000	.000	1.646	C	164964	12/31/2023	55	9	13.6	20500
16550000	1.646	2.262	C	164689	12/31/2023	55	9	7	21000
16550000	2.262	3.667	C	164093	12/31/2023	55	9	6.4	23000
16550000	3.667	10.531	C	164240	12/31/2023	55	9	6.2	21500
16560000	6.121	10.945	C	164966	12/31/2023	55	9.5	13.6	2400
16580000	1.926	10.106	C	164967	12/31/2023	55	9	13.6	8700
16580000	10.410	13.628	C	164968	12/31/2023	55	9	13.6	11300
16590000	.000	7.169	C	164727	12/31/2023	55	9.5	13.1	3800
16590000	7.675	13.375	C	164188	12/31/2023	55	9	16.6	13600
16590000	20.766	21.899	C	164729	12/31/2023	55	9	7.3	24500
16590000	21.899	29.471	C	164728	12/31/2023	55	9	13.4	12600
16590500	.000	1.130	C	164048	12/31/2023	55	9	7.7	8200
16600000	.000	3.823	C	164969	12/31/2023	55	9	13.6	9000
16600000	3.823	5.068	C	164156	12/31/2023	55	9	3.8	16300
16600000	5.068	5.571	C	164157	12/31/2023	55	9	4.4	19200
16600000	5.571	6.067	C	164160	12/31/2023	55	9	4.4	13700
16600000	6.067	7.273	C	164970	12/31/2023	55	9	13.6	3750
16600000	7.403	8.421	C	164155	12/31/2023	55	9	3.7	23000
16600000	8.421	8.896	C	164166	12/31/2023	55	9	4.4	18200
16600000	8.896	9.622	C	164154	12/31/2023	55	9	5.2	17400
16600000	9.622	10.226	C	164265	12/31/2023	55	9	4.5	18900
16610000	.000	2.326	C	164125	12/31/2023	55	9	14.6	2350
16610000	2.326	4.310	C	164749	12/31/2023	55	9	8	2500
16620000	.000	9.291	C	164751	12/31/2023	55	9.5	13.7	6700
16630000	.000	1.882	C	164178	12/31/2023	55	9	8.5	3200
16630000	1.882	2.684	C	164177	12/31/2023	55	9	4.7	9800
16670000	.000	3.294	C	164755	12/31/2023	55	9.5	5.6	4200
16670000	5.988	7.978	C	164474	12/31/2023	55	9	6.3	9500
16670000	7.978	9.183	C	164475	12/31/2023	55	9	8.1	5600
16670000	9.183	11.885	C	160167	12/31/2023	55	9	9.7	3600
16670000	11.885	16.964	C	164756	12/31/2023	55	9	5.3	11800
16680000	.000	7.017	C	164766	12/31/2023	55	9	2.3	15500
16680001	.000	2.001	C	164108	12/31/2023	55	9	3.4	11300
16680001	2.001	2.717	C	164107	12/31/2023	55	9	3.9	13000
16690000	.000	3.331	C	169293	12/31/2023	55	9	13.6	7600
16700000	.000	1.585	C	164109	12/31/2023	55	9	3.2	10100
16700000	1.585	3.111	C	164607	12/31/2023	55	9	2.4	19900
16700001	.000	2.765	C	164110	12/31/2023	55	9	9.9	22500
16720000	.000	15.213	C	164972	12/31/2023	55	9.5	13.6	4600
16730000	.000	2.388	C	164103	12/31/2023	55	9	8.2	23000
16730000	2.388	6.434	C	164104	12/31/2023	55	9	6.1	28500
16730500	.000	5.355	C	164111	12/31/2023	55	9.5	14.9	7400
16730501	.000	8.175	C	164112	12/31/2023	55	9.5	21	3600
16730502	.018	3.698	C	164113	12/31/2023	55	9.5	30.4	4700
16730502	3.698	10.473	C	164114	12/31/2023	55	9	24.7	8800
16770000	.000	3.774	C	164773	12/31/2023	55	9	9.1	11400
16770000	3.774	4.894	C	164127	12/31/2023	55	9	8	11200
16820000	.000	7.664	C	164973	12/31/2023	55	9	13.6	7400
16830000	.000	10.909	C	164775	12/31/2023	55	9.5	17.5	750
16831000	.000	3.709	C	164778	12/31/2023	55	9.5	10.3	3200
16832000	.000	6.173	C	164779	12/31/2023	55	9.5	11.9	600
16835000	.000	2.140	C	164974	12/31/2023	55	9	13.6	2700
16837000	.000	2.497	C	164782	12/31/2023	55	9.5	8.6	2700

16837501	.000	4.616	C	164784	12/31/2023	55	9.5	6.7	3400
16840000	.000	9.988	C	164153	12/31/2023	55	9	7.4	15700
16841000	.000	4.931	C	164786	12/31/2023	55	9	14.4	11100
16841501	.000	3.301	C	164975	12/31/2023	55	9.5	11.5	1500
16880000	.000	3.010	C	164082	12/31/2023	55	9	15.2	17500
16880000	3.010	4.766	C	164081	12/31/2023	55	9.5	11.4	23000
16880000	4.766	5.280	C	164080	12/31/2023	55	9	17.2	22500
16880000	5.280	7.679	C	164083	12/31/2023	55	9	18.7	25000
16885000	.000	2.300	C	164217	12/31/2023	55	9.5	12.1	11800
17000001	.000	2.002	C	174241	12/31/2023	54	9	4.3	24000
17000002	.000	2.526	C	174185	12/31/2023	54	9	4.6	15400
17000003	.000	1.506	C	174406	12/31/2023	54	9	3.6	7200
17000007	.201	1.488	C	174407	12/31/2023	54	9	3.7	8000
17000008	.000	1.146	C	174408	12/31/2023	54	9	3	9000
17000009	.000	1.670	C	174409	12/31/2023	54	9	2.8	3100
17000010	.000	.170	C	174411	12/31/2023	54	9	5.3	3100
17000010	.170	.221	C	174411	12/31/2023	99.9	9	5.3	1550
17000010	.221	1.768	C	174411	12/31/2023	54	9	5.3	3100
17000011	.000	.969	C	174055	12/31/2023	54	9	4.5	15400
17000013	.000	.505	C	174413	12/31/2023	54	9	1.9	6500
17000014	.000	.265	C	174414	12/31/2023	54	9	3.8	6600
17000016	.313	.635	C	174415	12/31/2023	54	9	2.4	5100
17000017	.000	4.651	C	174907	12/31/2023	54	9	8	23000
17000020	.000	1.700	C	174417	12/31/2023	51.7	9	4.3	3900
17000021	.000	2.841	C	174419	12/31/2023	54	9	3.4	15200
17000025	.000	.699	C	174420	12/31/2023	54	9	5.1	22000
17000025	.699	2.896	C	174316	12/31/2023	54	9	5.9	22000
17000025	2.896	4.443	C	174314	12/31/2023	54	9	4.8	21500
17000025	4.443	5.239	C	174400	12/31/2023	54	9	3.1	36000
17000026	.000	1.106	C	174313	12/31/2023	51.7	9	5.9	7500
17000027	.080	1.208	C	171234	12/31/2023	54	9	3.1	6400
17000029	.000	1.786	C	170057	12/31/2023	54	9	3	9800
17000029	1.786	2.248	C	170058	12/31/2023	54	9	2.9	6000
17000029	2.248	2.500	C	170059	12/31/2023	54	9	2.7	4700
17000030	.000	2.742	C	174422	12/31/2023	54	9	4.9	7400
17000031	.000	2.240	C	174423	12/31/2023	54	9	3.3	15700
17000034	.000	2.942	C	174426	12/31/2023	54	9	2.8	12200
17000036	.000	2.830	C	174214	12/31/2023	54	9	4.8	11400
17000038	.000	2.544	C	174432	12/31/2023	54	9	6.7	9900
17000039	.000	1.000	C	174165	12/31/2023	54	9	5.3	15400
17000039	1.000	2.545	C	174009	12/31/2023	54	9	5.3	18600
17000040	.000	2.660	C	174438	12/31/2023	54	9	3.3	19000
17000043	.000	1.000	C	174440	12/31/2023	54	9	5.2	17900
17000044	.000	1.077	C	174443	12/31/2023	54	9	3.9	11300
17000045	.000	1.032	C	174444	12/31/2023	54	9	4.5	18800
17000046	.000	3.160	C	174116	12/31/2023	54	9	3.1	13400
17000046	3.160	5.364	C	174194	12/31/2023	54	9	9.1	6200
17000047	.000	.660	C	174215	12/31/2023	54	9	4.1	24000
17000047	.660	1.934	C	174447	12/31/2023	54	9	4.2	21500
17000048	.000	1.700	C	174448	12/31/2023	54	9	5.7	13000
17000053	.000	1.304	C	174450	12/31/2023	54	9	5.1	8900
17000054	.000	2.045	C	174228	12/31/2023	54	9	4.2	9000
17000059	.000	1.600	C	174453	12/31/2023	54	9	2.2	5500
17000061	.000	1.656	C	170062	12/31/2023	54	9	7.6	4000
17000062	.000	1.016	C	174290	12/31/2023	54	9	3.8	19000
17000062	1.016	3.532	C	174291	12/31/2023	54	9	9	9400
17000063	.000	1.621	C	174457	12/31/2023	54	9.5	13.9	2000
17000064	.000	5.819	C	174216	12/31/2023	54	9	9.9	24000
17000065	.000	4.224	C	174909	12/31/2023	54	9	3.8	10600
17000066	.000	1.630	C	174460	12/31/2023	54	9	4.8	4400
17000067	.000	.739	C	174462	12/31/2023	54	9	5.3	1750
17000070	.000	1.000	C	174463	12/31/2023	54	9.5	4.2	350
17000072	.000	5.114	C	174908	12/31/2023	51.7	9	7.1	1900
17000073	.000	3.077	C	174268	12/31/2023	54	9	4.2	10300
17000074	.000	2.700	C	174465	12/31/2023	54	9	4.1	16300
17000075	.000	2.163	C	174470	12/31/2023	54	9	5.4	5200
17000080	.000	.935	C	174472	12/31/2023	54	9	2.5	8100
17000081	.000	.959	C	174301	12/31/2023	51.7	9	3.9	5200
17000081	.959	2.384	C	174300	12/31/2023	51.7	9	3.9	4900
17000081	2.384	3.119	C	174299	12/31/2023	51.7	9	3.9	600
17000088	.000	1.165	C	174473	12/31/2023	51.7	9	1.7	4900
17000089	.000	2.020	C	174476	12/31/2023	54	9	2.5	7200
17000090	.000	1.700	C	174478	12/31/2023	51.7	9	4.3	1800
17000092	.000	1.884	C	174479	12/31/2023	51.7	9	2.5	2100
17000093	.000	1.300	C	174480	12/31/2023	51.7	9	7.6	2300
17000094	.000	3.455	C	174279	12/31/2023	54	9	7.6	27000
17000095	.000	2.040	C	174482	12/31/2023	54	9	3.5	13200
17000095	2.040	3.973	C	174005	12/31/2023	54	9	3.3	15500
17000097	.000	.045	C	174416	12/31/2023	99.9	9	3.7	500
17000097	.045	.280	C	174416	12/31/2023	54	9	3.7	1000
17000105	.000	1.113	C	174485	12/31/2023	54	9	4.1	10400
17000106	.000	.938	C	174486	12/31/2023	54	9	6.6	15900
17000108	.000	2.141	C	174487	12/31/2023	54	9	2.6	6000
17000109	.000	2.806	C	174489	12/31/2023	54	9	4.4	8500
17000116	.000	.505	C	174492	12/31/2023	51.7	9	2.8	600
17000117	.000	1.100	C	174493	12/31/2023	54	9	4.7	25000
17000118	.000	2.013	C	174287	12/31/2023	54	9	3.8	23500
17000119	.000	2.750	C	174294	12/31/2023	54	9	3	16600
17000121	.000	.868	C	174593	12/31/2023	54	9	7.9	6800
17000121	.868	1.646	C	174498	12/31/2023	54	9	4.6	16300
17000124	.000	.276	C	174501	12/31/2023	54	9	2.3	10000
17000125	.000	.411	C	174502	12/31/2023	54	9	5.6	2700
17000129	.000	3.396	C	170064	12/31/2023	54	9	4.2	11200
17000130	.000	.417	C	174504	12/31/2023	54	9	3.1	21000
17000130	.548	2.651	C	174504	12/31/2023	54	9	3.1	21000
17000131	.000	3.133	C	174508	12/31/2023	54	9.5	8	10900
17000132	.000	.383	C	174902	12/31/2023	54	9	6.3	18400
17000133	.000	.983	C	174906	12/31/2023	54	9.5	13.3	3700
17000134	.000	1.455	C	174510	12/31/2023	54	9	3.2	11500
17000134	1.455	4.039	C	174117	12/31/2023	54	9	4.4	9500
17000135	.000	3.368	C	174512	12/31/2023	54	9	3.3	16900
17000136	.000	.662	C	174515	12/31/2023	54	9	3.6	7500
17000137	.000	1.095	C	174193	12/31/2023	54	9	8	7500
17000138	.000	.894	C	174220	12/31/2023	54	9	7.4	8700
17000139	.000	.988	C	174516	12/31/2023	54	9.5	14.4	2200
17000140	.000	.030	C	174415	12/31/2023	54	9	2.4	5100
17000141	.000	.133	C	174518	12/31/2023	54	9	2.5	5200
17000142	.000	.511	C	174519	12/31/2023	54	9	3.8	12600
17000143	.000	.373	C	174147	12/31/2023	54	9	4.2	160
17000143	.517	1.016	C	174606	12/31/2023	54	9	3.9	6700
17000144	.000	1.393	C	174174	12/31/2023	54	9	4.8	7100
17000160	.000	.151	C	174521	12/31/2023	54	9	2.7	10300
17000531	.000	4.031	C	174522	12/31/2023	54	9	2.6	12200
17000533	.000	1.021	C	174523	12/31/2023	54	9	2.6	10100
17000534	.000	.666	C	174525	12/31/2023	54	9	4.4	4000
17000535	.000	1.011	C	171235	12/31/2023	54	9	3.1	5400
17000538	.000	1.442	C	174526	12/31/2023	54	9	5.1	16600
17000540	.000	2.200	C	174527	12/31/2023	54	9	4.2	6700
17000541	.000	1.393	C	174528	12/31/2023	54	9	2.7	1050
17000542	.000	1.300	C	174530	12/31/2023	54	9.5	10.6	650
17000543	.000	2.105	C	174531	12/31/2023	54	9	2.2	12700
17000545	.000	1.066	C	174533	12/31/2023	54	9	8.2	6400
17000547	.000	2.066	C	174534	12/31/2023	54	9	3.6	7300
17000553	.000	.128	C	174504	12/31/2023	99.9	9	3.1	10500
17000553	.128	.257	C	174504	12/31/2023	99.9	9	3.1	10500
17000554	.000	.663	C	174536	12/31/2023	54	9	4.5	7600
17000555	.000	.796	C	174537	12/31/2023	54	9.5	10.7	8700
17000556	.000	1.500	C	174539	12/31/2023	54	9	9.9	4200
17000557	.000	3.300	C	174900	12/31/2023	54	9	6.6	9500
17000558	.000	.555	C	174540	12/31/2023	54	9	7.3	650

17000559	.000	1.823	C	174901	12/31/2023	54	9	7.3	5000
17000560	.000	2.457	C	174902	12/31/2023	54	9	6.3	18400
17000561	.000	2.499	C	174903	12/31/2023	54	9	7.9	20100
17000561	2.499	3.110	C	174541	12/31/2023	54	9	8.6	7300
17000562	.000	2.384	C	174544	12/31/2023	54	9.5	8.8	500
17000564	.000	1.510	C	174904	12/31/2023	54	9	5.7	9200
17000564	1.510	1.803	C	174546	12/31/2023	54	9	6.6	7100
17000566	.000	1.560	C	174548	12/31/2023	54	9	4.1	4500
17000567	.000	.335	C	174549	12/31/2023	54	9	2.9	1750
17000568	.000	1.482	C	174550	12/31/2023	54	9	5.8	1900
17000569	.000	2.518	C	174551	12/31/2023	54	9	5.1	6500
17000570	.000	2.302	C	174552	12/31/2023	54	9	7.5	4200
17000571	.000	2.499	C	174905	12/31/2023	54	9	6.4	15900
17000572	.000	6.157	C	174554	12/31/2023	54	9	11.9	3500
17000573	.000	2.823	C	174558	12/31/2023	54	9	6	7700
17000574	.000	6.254	C	174559	12/31/2023	54	9.5	11.8	7900
17000575	.000	3.090	C	174563	12/31/2023	54	9	9.2	3800
17000576	.000	2.700	C	174564	12/31/2023	54	9	6.3	5000
17000578	.000	1.643	C	174565	12/31/2023	54	9.5	11.7	250
17000579	.000	2.783	C	174566	12/31/2023	54	9	4.7	7200
17000580	.000	1.592	C	170065	12/31/2023	54	9	3.8	4600
17000580	1.592	3.613	C	170066	12/31/2023	54	9	3.8	4500
17000582	.000	1.163	C	170067	12/31/2023	54	9	3.1	5900
17000583	.000	4.564	C	170068	12/31/2023	54	9	28.5	8500
17000585	.000	1.081	C	170069	12/31/2023	54	9	3.1	6500
17000586	.000	.934	C	171236	12/31/2023	54	9.5	3.1	8400
17000586	2.250	3.547	C	171236	12/31/2023	54	9.5	3.1	8400
17000709	.000	3.746	C	170073	12/31/2023	54	9	6.3	8000
17005000	.000	.327	C	175082	12/31/2023	99.9	9	9.3	6700
17005000	.327	3.158	C	170048	12/31/2023	54	9	9.3	16100
17005000	3.158	4.142	C	177051	12/31/2023	99.9	9.5	10.1	7800
17005101	.000	.543	C	170070	12/31/2023	99.9	9	8.1	6900
17005102	.000	.429	C	177052	12/31/2023	99.9	8	9.3	8500
17005301	.000	.022	C	170071	12/31/2023	99.9	9	5.5	1500
17005302	.000	.225	C	170072	12/31/2023	99.9	9	8.7	1900
17008000	.000	.504	C	175067	12/31/2023	54	9	3.3	26500
17008000	.504	1.007	C	175068	12/31/2023	54	9	3.1	30500
17008000	1.007	2.026	C	175069	12/31/2023	54	9	3.3	38500
17008000	2.026	3.044	C	175072	12/31/2023	54	9	3.3	43000
17008000	3.044	4.056	C	175073	12/31/2023	54	9	4.4	37000
17008000	4.056	5.066	C	175074	12/31/2023	54	9	4.8	39500
17008000	5.066	5.432	C	174112	12/31/2023	54	9	5	30000
17010000	.000	6.138	C	175064	12/31/2023	54.5	9	4.6	39500
17010000	6.138	9.878	C	170049	12/31/2023	56.5	9.5	5.7	24000
17010000	9.878	12.298	C	170016	12/31/2023	54.5	9	3.4	32500
17010000	12.298	12.816	C	170019	12/31/2023	54.5	9	3	36500
17010000	12.816	14.882	C	170029	12/31/2023	54.5	9	2.8	54500
17010000	14.882	17.155	C	170026	12/31/2023	54.5	9	2.5	29500
17020000	.000	.638	C	170036	12/31/2023	54.5	9	2.6	19800
17020000	.638	2.894	C	170052	12/31/2023	54.5	9	3.5	49000
17020000	2.894	3.421	C	175076	12/31/2023	54.5	9	4.5	53000
17020000	3.421	6.123	C	170051	12/31/2023	54.5	9	5.1	40500
17020000	6.123	10.029	C	175049	12/31/2023	54.5	9	3.4	44500
17020000	10.029	11.716	C	170181	12/31/2023	52.8	9	3	31362
17020000	11.716	12.299	C	175079	12/31/2023	54.5	9	3.1	45000
17020000	12.299	12.457	C	170020	12/31/2023	54.5	9	2.5	43000
17020000	12.457	14.287	C	175052	12/31/2023	54.5	9	3.1	48000
17020000	14.287	15.266	C	175035	12/31/2023	54.5	9	3.1	50000
17020000	15.266	15.917	C	175001	12/31/2023	54.5	9	3.1	51000
17020000	15.917	17.373	C	170031	12/31/2023	54.5	9	3.1	57500
17020000	17.373	17.567	C	175032	12/31/2023	54.5	9	2.4	29500
17020000	17.567	18.623	C	175033	12/31/2023	54.5	9	2.8	19600
17020000	18.623	20.307	C	175030	12/31/2023	54.5	9	4.3	27500
17020000	20.307	21.364	C	175009	12/31/2023	54.5	9	3.3	34500
17020000	21.364	21.860	C	175011	12/31/2023	54.5	9	4	33500
17020000	21.860	22.430	C	170001	12/31/2023	54.5	9	3	41000
17030000	.013	.194	C	175031	12/31/2023	51.7	9	4.2	36500
17030000	1.206	2.000	C	175078	12/31/2023	51.7	9	4.3	32000
17030000	2.000	2.252	C	175026	12/31/2023	51.7	9	4.2	31000
17030000	2.252	2.303	C	174494	12/31/2023	99.9	9	4.2	15500
17030000	2.303	3.208	C	175027	12/31/2023	51.7	9	5.2	21000
17030000	3.870	5.987	C	170039	12/31/2023	51.7	9	4.3	17700
17030000	5.987	8.957	C	170028	12/31/2023	51.7	9	4	12200
17030101	.000	.058	C	174495	12/31/2023	99.9	9	3.3	11500
17030101	.058	.114	C	174496	12/31/2023	99.9	9	3.8	11000
17030101	.114	.179	C	174497	12/31/2023	99.9	9	2.6	12000
17030201	.000	1.006	C	170011	12/31/2023	51.7	9	3.7	39000
17030401	.000	.648	C	170023	12/31/2023	51.7	9	3.6	20000
17040000	.000	1.113	C	175024	12/31/2023	54	9	3.5	41000
17040000	1.113	2.134	C	175025	12/31/2023	54	9	3.4	50500
17040000	2.134	4.203	C	170017	12/31/2023	54	9	4.2	53500
17040000	4.203	5.692	C	170021	12/31/2023	54	9	4.2	62500
17040000	5.692	7.144	C	174568	12/31/2023	53.2	9	12.6	30500
17040000	7.144	9.137	C	174568	12/31/2023	53.2	9	12.6	30500
17040000	9.137	16.208	C	174567	12/31/2023	54	9.5	15.2	6100
17040000	16.208	16.233	C	174569	12/31/2023	53.2	9	14.8	1500
17040000	16.233	19.952	C	174569	12/31/2023	53.2	9	14.8	1500
17040401	.000	.325	C	175066	12/31/2023	54	9	3.9	31500
17050000	.000	1.108	C	170030	12/31/2023	51.7	9	4.4	24500
17050000	1.108	5.890	C	170032	12/31/2023	51.7	9	4.8	23500
17050000	5.890	7.496	C	175081	12/31/2023	51.7	9	4	38500
17050000	7.496	8.222	C	170006	12/31/2023	51.7	9	4.8	20500
17070000	.000	.806	C	175053	12/31/2023	54	9	3.6	33500
17070000	.806	1.803	C	175054	12/31/2023	54	9	3.1	38000
17070000	1.803	4.796	C	170018	12/31/2023	54	9	5	45000
17070000	4.796	7.967	C	170024	12/31/2023	55.9	9	8.4	12700
17070000	7.967	11.769	C	170054	12/31/2023	55.9	9	13.7	7800
17070000	11.769	13.502	C	170050	12/31/2023	55.9	9.5	15	3600
17070000	13.502	30.591	C	170002	12/31/2023	55.9	9.5	15.3	2900
17075000	.000	5.506	C	10038	12/31/2023	51.9	9	18	65000
17075000	5.506	8.066	C	10038	12/31/2023	51.9	9	18	65000
17075000	8.066	10.994	C	170040	12/31/2023	52.5	9	17.7	71500
17075000	10.994	20.088	C	170361	12/31/2023	52.5	9	17.4	72500
17075000	20.088	22.315	C	170042	12/31/2023	52.5	9	14.4	87500
17075000	22.315	24.638	C	175075	12/31/2023	52.5	9	12.4	96500
17075000	24.638	29.018	C	170043	12/31/2023	52.5	10.5	13.8	89500
17075000	29.018	34.380	C	170044	12/31/2023	52.5	9	13.5	100000
17075000	34.380	36.402	C	170225	12/31/2023	52.3	9	8	125000
17075000	36.402	39.165	C	170046	12/31/2023	52.5	9	12.5	127000
17075000	39.165	42.615	C	170047	12/31/2023	52.5	9	12.1	146500
17075001	.000	.303	C	177001	12/31/2023	99.9	9.5	7.6	4000
17075002	.000	.282	C	177002	12/31/2023	99.9	9	7.6	3900
17075003	.000	.281	C	177003	12/31/2023	99.9	9	7.6	9300
17075004	.000	.319	C	177004	12/31/2023	99.9	9	7.6	9600
17075005	.000	.265	C	177011	12/31/2023	99.9	9	7.6	3700
17075006	.000	.264	C	177012	12/31/2023	99.9	9	7.6	4400
17075007	.000	.231	C	177013	12/31/2023	99.9	9	7.6	7200
17075008	.000	.233	C	177014	12/31/2023	99.9	9	7.6	7800
17075009	.000	.275	C	177021	12/31/2023	99.9	9.5	7.6	2400
17075010	.000	.243	C	177022	12/31/2023	99.9	9.5	7.6	2300
17075011	.000	.251	C	177023	12/31/2023	99.9	9.5	7.6	9700
17075012	.000	.268	C	177024	12/31/2023	99.9	9.5	7.6	9100
17075013	.000	.444	C	177031	12/31/2023	99.9	8	7.6	7600
17075014	.000	.279	C	177032	12/31/2023	99.9	8	7.6	8000
17075015	.000	.300	C	177033	12/31/2023	99.9	8	7.6	8500
17075016	.000	.254	C	177035	12/31/2023	99.9	8	7.6	1300
17075017	.000	.326	C	177034	12/31/2023	99.9	8	7.6	10000
17075018	.000	.290	C	177061	12/31/2023	99.9	8	12.5	9700
17075019	.000	.277	C	177062	12/31/2023	99.9	8	12.5	9000
17075020	.000	.268	C	177063	12/31/2023	99.9	8	12.5	17000

17075021	.000	.293	C	177064	12/31/2023	99.9	8	12.5	18000
17075022	.000	.374	C	177071	12/31/2023	99.9	8	7.6	9200
17075023	.000	.258	C	177072	12/31/2023	99.9	8	7.6	9900
17075024	.000	.205	C	177073	12/31/2023	99.9	8	7.6	11000
17075025	.000	.273	C	177075	12/31/2023	99.9	8	7.6	4300
17075026	.000	.255	C	177074	12/31/2023	99.9	8	7.6	16000
17075027	.000	.411	C	177081	12/31/2023	99.9	8	7.6	14000
17075028	.000	.282	C	177082	12/31/2023	99.9	8	7.6	10500
17075029	.000	.213	C	177083	12/31/2023	99.9	8	7.6	12000
17075030	.000	.209	C	177084	12/31/2023	99.9	8	7.6	5300
17075031	.000	.238	C	177085	12/31/2023	99.9	8	7.6	5200
17075032	.000	.359	C	177086	12/31/2023	99.9	8	7.6	18000
17075033	.000	.269	C	177091	12/31/2023	99.9	8	12.5	17000
17075034	.000	.409	C	177092	12/31/2023	99.9	8	12.5	16500
17075040	.000	.213	C	177041	12/31/2023	99.9	8	7.6	8700
17075041	.000	.233	C	177043	12/31/2023	99.9	8	7.6	5700
17075042	.000	.223	C	177044	12/31/2023	99.9	8	7.6	6000
17075043	.000	.270	C	177042	12/31/2023	99.9	8	7.6	9000
17080000	.000	1.238	C	175047	12/31/2023	51.7	9	3	18600
17080000	1.238	3.051	C	175046	12/31/2023	51.7	9	4.2	7600
17080000	3.051	5.318	C	170010	12/31/2023	51.7	9	3.7	17600
17080000	5.318	5.771	C	175029	12/31/2023	51.7	9	2.7	14000
17080500	.000	3.185	C	174572	12/31/2023	51.7	9	4.1	8500
17100000	.000	6.374	C	174071	12/31/2023	51.7	9	7.2	1450
17110000	.000	.980	C	170003	12/31/2023	51.7	9	2.8	26000
17120000	.000	.698	C	175004	12/31/2023	54.5	9	2.6	38000
17120000	.698	1.624	C	175077	12/31/2023	54.5	9	5.4	37500
17120000	1.624	3.648	C	175019	12/31/2023	54.5	9	4.6	49000
17120000	3.648	4.184	C	170027	12/31/2023	54.5	9	6.8	42500
17130000	.000	2.376	C	174576	12/31/2023	54	9	3.1	6600
17180000	.106	2.011	C	170034	12/31/2023	54.5	9	3.8	39000
17180000	2.011	2.304	C	170035	12/31/2023	54.5	9	3.8	40000
17180000	2.304	3.074	C	170053	12/31/2023	54.5	9	4.5	32000
17192000	.000	.604	C	174176	12/31/2023	54	9	3.1	27000
17192000	.604	1.836	C	170060	12/31/2023	54	9	4.2	25500
17192000	1.836	3.321	C	174181	12/31/2023	54	9	4.7	43500
17192000	3.321	5.887	C	174182	12/31/2023	54	9	4.2	57000
17192000	5.887	6.945	C	170061	12/31/2023	54	9	3.7	58500
17501000	.000	3.687	C	174581	12/31/2023	51.7	9	3.6	2100
17501001	.000	.254	C	174584	12/31/2023	51.7	9	3.7	3800
17502000	.000	.662	C	174404	12/31/2023	54	9	4.5	12300
17503000	.000	2.487	C	174205	12/31/2023	54	9	3.3	22500
17503000	2.487	4.514	C	174203	12/31/2023	54	9	3.3	23000
17503000	4.514	5.169	C	174200	12/31/2023	54	9	3.9	27000
17503000	5.169	7.180	C	174201	12/31/2023	54	9	4.2	25000
17504000	.000	1.846	C	174586	12/31/2023	51.7	9	6.4	4400
17508000	.000	3.572	C	174587	12/31/2023	54	9.5	18.1	4500
17509000	.000	1.000	C	174031	12/31/2023	54	9	2.5	16200
17509000	1.000	2.551	C	174032	12/31/2023	54	9	2.9	18100
17510000	.000	2.451	C	174591	12/31/2023	51.7	9	3.5	7400
17520000	.000	2.864	C	174593	12/31/2023	54	9	7.9	6800
17530000	.000	4.751	C	174594	12/31/2023	54	9	6.3	8900
17540000	.000	3.059	C	174600	12/31/2023	54	9	3.1	10500
17542000	.000	2.058	C	174601	12/31/2023	54	9	3.1	19000
17550000	.000	7.665	C	174605	12/31/2023	54	9.5	8.7	16800
91000001	1.364	2.634	C	914000	12/31/2023	57.3	9	10.3	1900
91000006	.000	5.448	C	914001	12/31/2023	57.3	9.5	28.3	450
91000012	.000	2.612	C	914002	12/31/2023	57.3	9.5	21.2	450
91000013	.000	.494	C	914030	12/31/2023	57.3	9.5	15.4	160
91000014	.000	1.407	C	914004	12/31/2023	57.3	9	15.4	2200
91000015	.000	.248	C	914005	12/31/2023	57.3	9	12.1	2600
91000016	.000	1.422	C	914006	12/31/2023	57.3	9	6.5	2900
91000017	.000	1.478	C	914007	12/31/2023	57.3	9	15.5	3000
91000018	.000	1.765	C	914013	12/31/2023	57.3	9	9.9	1600
91000019	.000	.300	C	914014	12/31/2023	57.3	9	13.7	1400
91000020	.000	2.459	C	914015	12/31/2023	57.3	9	15.5	2200
91000022	.000	.696	C	914017	12/31/2023	57.3	9	3.5	1000
91000023	.000	.577	C	914018	12/31/2023	57.3	9	7.8	2800
91000024	.000	1.056	C	910001	12/31/2023	57.3	9	7.8	250
91000025	.000	1.390	C	910004	12/31/2023	57.3	9.5	27.8	1200
91010000	.000	1.734	C	910114	12/31/2023	54.7	9.5	20.7	8100
91010000	1.734	4.730	C	910218	12/31/2023	54.7	9	16.5	8100
91020000	.000	1.371	C	910215	12/31/2023	57.3	9	13	12000
91020000	1.371	2.538	C	910123	12/31/2023	57.3	9	8.7	31000
91020000	2.538	3.134	C	910103	12/31/2023	57.3	9	11.3	30500
91020000	3.134	3.748	C	910009	12/31/2023	57.3	9	12.6	25000
91020000	3.748	4.618	C	910002	12/31/2023	57.3	9	12.1	21500
91020000	4.618	5.524	C	910211	12/31/2023	57.3	9	16.2	16900
91020000	5.524	12.284	C	910212	12/31/2023	57.3	9.5	24.2	9800
91020000	12.284	17.380	C	910016	12/31/2023	57.3	9.5	28	7900
91020000	17.380	31.733	C	910014	12/31/2023	57.3	9.5	35.8	4800
91050000	.000	1.391	C	910216	12/31/2023	57.3	9	12.6	7000
91050000	1.391	2.637	C	910105	12/31/2023	57.3	9	11.5	11300
91050000	2.637	6.429	C	910106	12/31/2023	57.3	9	14.6	6900
91050000	6.429	9.881	C	910217	12/31/2023	57.3	9	19.3	3800
91050000	9.881	11.994	C	910008	12/31/2023	57.3	9.5	34.8	3200
91060000	.000	.057	C	910209	12/31/2023	99.9	9	18.6	7000
91060000	.057	.976	C	910207	12/31/2023	57.3	9	22.7	14300
91060000	.976	2.960	C	910208	12/31/2023	57.3	9	25.5	10400
91060000	2.960	9.856	C	910104	12/31/2023	57.3	9	23.7	10400
91070000	.000	1.423	C	910003	12/31/2023	57.3	9.5	24.4	6600
91070000	1.423	6.494	C	910213	12/31/2023	57.3	9.5	25	7000
91070000	6.494	8.318	C	910012	12/31/2023	57.3	9	17.9	12500
91070000	8.318	9.489	C	910019	12/31/2023	57.3	9	10	23500
91070000	9.489	10.683	C	915012	12/31/2023	57.3	9	16.9	29000
91070000	10.683	11.297	C	910007	12/31/2023	57.3	9	18.6	30500
91070000	11.297	18.561	C	910006	12/31/2023	57.3	9	21.6	12700
91070000	18.561	20.008	C	915104	12/31/2023	57.3	9.5	21.2	10500
91090000	.000	5.272	C	910111	12/31/2023	57.3	9.5	26.4	4100
91090000	5.272	11.351	C	910023	12/31/2023	57.3	9.5	22.9	4200
91090000	11.351	15.289	C	910214	12/31/2023	57.3	9	18.7	6200
91090000	15.289	17.727	C	910112	12/31/2023	57.3	9	15.3	11500
91100000	.000	8.084	C	910024	12/31/2023	57.3	9.5	15.4	2200
91501000	.145	1.655	C	910609	12/31/2023	57.3	9.5	15.5	1250
91503000	.000	3.541	C	914024	12/31/2023	57.3	9.5	27.8	400
91504000	.000	12.203	C	914026	12/31/2023	57.3	9.5	21.2	900
91506000	.000	2.738	C	914027	12/31/2023	57.3	9	10.3	4200
91508000	.000	8.343	C	914028	12/31/2023	57.3	9.5	16.4	2200
91510000	.000	10.606	C	914029	12/31/2023	57.3	9.5	30	1200
91510001	.000	1.455	C	914030	12/31/2023	57.3	9.5	15.4	160
91520000	.000	.875	C	914031	12/31/2023	57.3	9	18.3	4600
91522000	.000	13.231	C	914032	12/31/2023	57.3	9.5	15.4	1300
91535000	.000	5.033	C	914036	12/31/2023	57.3	9	6.8	5700
91540000	.000	5.579	C	914042	12/31/2023	57.3	9.5	27.8	1450
91560000	.000	1.312	C	914043	12/31/2023	57.3	9.5	21	1850
91561000	.000	3.946	C	914044	12/31/2023	57.3	9.5	21.9	550
91562000	.000	2.548	C	914045	12/31/2023	57.3	9.5	12.8	750

Charlotte County 2024 Roadway Level of Service Data

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]									
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
1	Acline Road	167	U.S. 41	Taylor Rd.	C3C	2-Lane	1,865	3.00%	0.092	172	*	1104	1560	*	D	C	11%
2	Acline Road	191	Burnt Store Rd.	U.S. 41	C3R	2-Lane	1,563	3.00%	0.092	144	*	1408	1616	*	D	C	9%
3	Airport Road	249	Cooper St.	Taylor Rd.	C3R	2-Lane	5,688	3.00%	0.092	523	*	1408	1616	*	D	C	32%
4	Airport Road	169	Taylor Rd	I-75	C3C	2-Lane	6,333	3.00%	0.092	583	*	1104	1560	*	D	C	37%
5	Airport Road	168	I-75	Golf Course Blvd.	C3C	2-Lane	4,591	3.00%	0.092	422	*	1104	1560	*	D	C	27%
6	Appleton Blvd	211	San Cruz Waterway	C.R. 771	C3R	2-Lane	3,619	2.00%	0.092	333	*	1408	1616	*	D	C	21%
7	Aqui Esta Drive	170	Bal Harbor Blvd.	U.S. 41	C3R	2-Lane	9,234	2.00%	0.092	850	*	1408	1616	*	D	C	53%
8	Cooper Street	250	U.S. 41	Airport Rd.	C3C	2-Lane	6,065	2.00%	0.092	558	*	1104	1560	*	D	C	36%
9	Atwater Street	25	Peachland Blvd.	Veterans Blvd.	C3R	2-Lane	4,107	2.00%	0.092	378	*	1408	1616	*	D	C	23%
10	Bachman Blvd		Atwater St.	Yorkshire St.	C3R	2-Lane	1,139	2.00%	0.092	105	*	1408	1616	*	D	C	6%
11	Bayshore Road	27	Sibley Bay St.	Edgewater Dr.	C3C	2-Lane	2,381	2.00%	0.092	219	*	1104	1560	*	D	C	14%
12	Bayshore Road	312	Edgewater Dr.	U.S. 41	C3R	2-Lane	2,824	2.00%	0.092	260	*	1408	1616	*	D	C	16%
13	Beach Road	118	Gulf Blvd.	S.R. 776	C3R	2-Lane	8,831	2.00%	0.092	812	*	1408	1616	*	D	C	50%
14	Beacon Drive	234	Westchester Blvd.	Elmira Blvd.	C3R	2-Lane	2,902	2.00%	0.092	267	*	1408	1616	*	D	C	17%
15	Beacon Drive	235	Elmira Blvd.	Olean Blvd.	C3R	2-Lane	3,088	2.00%	0.092	284	*	1408	1616	*	D	C	18%
16	Beacon Drive	220	Olean Blvd.	Midway Blvd.	C3R	2-Lane	3,463	2.00%	0.092	319	*	1408	1616	*	D	C	20%
17	Beaver Lane	222	Hancock Ave.	Westchester Blvd.	C3R	2-Lane	4,061	2.00%	0.092	374	*	1408	1616	*	D	C	23%
18	Biscayne Drive	1	Cornelius Blvd.	Chancellor Blvd.	C3R	2-Lane	3,244	2.00%	0.092	298	*	1408	1616	*	D	C	18%
19	Biscayne Drive	3	SR-776	Cornelius Blvd.	C3R	2-Lane	3,072	2.00%	0.092	283	*	1408	1616	*	D	C	17%
20	Brig Cir W		Harness Rd	Brig St	C3R	2-Lane	242	1.00%	0.092	22	*	1408	1616	*	D	C	1%
21	Brig St		Brig Cir W	Boundary Blvd.	C3R	2-Lane	551	1.00%	0.092	51	*	1408	1616	*	D	C	3%
22	Boundary Blvd		Cape Haze Dr.	Rotonda Blvd S	C3R	2-Lane	1,344	2.00%	0.092	124	*	1408	1616	*	D	C	8%
23	Burnt Store Road	187	Lee County line	Zemel Rd.	C3R	4-Lane	15,221	7.00%	0.092	1,400	*	3245	3528	*	D	C	40%
24	Burnt Store Road	186	Zemel Rd.	Acline Rd.	C3R	4-Lane	18,500	7.00%	0.092	1,702	*	3245	3528	*	D	C	48%
25	Burnt Store Road	171	Acline Rd.	U.S. 41	C3R	4-Lane	20,745	6.00%	0.092	1,909	*	3245	3528	*	D	C	54%
26	Campbell St		Eisenhower Dr	Chamberlain Blvd.	C3R	2-Lane	217	1.00%	0.092	20	*	1408	1616	*	D	C	1%
27	Cape Haze Drive	161	Amberjack Cove Waterway	C.R. 775	C3R	2-Lane	3,259	2.00%	0.092	300	*	1408	1616	*	D	C	19%
28	Capricorn Blvd	224	Rampart Blvd.	Sandhill Blvd.	C3R	2-Lane	3,799	3.00%	0.092	350	*	1408	1616	*	D	C	22%
29	Carmalita Street	190	BMX Track	U.S. 41	C3R	2-Lane	4,861	3.00%	0.092	447	*	1408	1616	*	D	C	28%
30	Carmalita Street	311	Florida St.	BMX Track	C3R	2-Lane	2,577	3.00%	0.092	237	*	1408	1616	*	D	C	15%
31	Chamberlain Blvd	2	Cornelius Blvd.	US 41	C3R	2-Lane	3,091	3.00%	0.092	284	*	1408	1616	*	D	C	18%
32	Chancellor Blvd	123	Campbell St.	Apollo Waterway	C3R	2-Lane	3,935	2.00%	0.092	362	*	1408	1616	*	D	C	22%
33	Chancellor Blvd	124	Apollo Waterway	US-41	C3R	2-Lane	5,793	2.00%	0.092	533	*	1408	1616	*	D	C	33%
34	Cochran Blvd	15	Education Way	Collingswood Blvd.	C3R	2-Lane	7,124	2.00%	0.092	655	*	1408	1616	*	D	C	41%
35	Cochran Blvd	96	Pellam Blvd.	Education Way	C3R	2-Lane	12,182	2.00%	0.092	1,121	*	1408	1616	*	D	C	69%
36	Cochran Blvd	94	Lakeview Blvd.	Pellam Blvd.	C3R	2-Lane	14,620	2.00%	0.092	1,345	*	1408	1616	*	D	C	83%
37	Cochran Blvd	95	U.S. 41	Lakeview Blvd.	C3C	4-Lane	14,970	2.00%	0.092	1,377	*	2898	3455	*	D	C	40%
38	Cochran Blvd	259	U.S. 41 S.	Veteran's Blvd.	C3C	4-Lane	22,347	2.00%	0.092	2,056	*	2898	3455	*	D	C	60%
39	Collingswood Blvd	4	Toledo Blade Blvd.	S.R. 776	C3R	2-Lane	3,583	2.00%	0.092	330	*	1408	1616	*	D	C	20%
40	Collingswood Blvd	5	Wintergarden Ave.	Toldeo Blade Blvd.	C3R	2-Lane	6,895	2.00%	0.092	634	*	1408	1616	*	D	C	39%
41	Collingswood Blvd	31	Edgewater Dr.	Wintergarden Ave.	C3R	2-Lane	5,849	3.00%	0.092	538	*	1408	1616	*	D	C	33%
42	Collingswood Blvd	32	O'Hara Dr.	Edgewater Dr.	C3R	2-Lane	3,701	3.00%	0.092	340	*	1408	1616	*	D	C	21%
43	Conway Blvd	33	U.S. 41	Olean Blvd	C3R	2-Lane	3,967	2.00%	0.092	365	*	1408	1616	*	D	C	23%
44	Conway Blvd	246	Olean Blvd	Midway Blvd	C3R	2-Lane	2,267	2.00%	0.092	209	*	1408	1616	*	D	C	13%
45	Cooper Street	151	Airport Rd.	Taylor Rd.	C3R	2-Lane	3,562	2.00%	0.092	328	*	1408	1616	*	D	C	20%

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
46	Cooper Street	152	Carmalita St.	U.S. 17 N	C3R	2-Lane	6,984	2.00%	0.092	643	*	1408	1616	*	D	C	40%
47	Cornelius Blvd	6	SR-776	Biscayne Dr.	C3R	2-Lane	4,746	2.00%	0.092	437	*	1408	1616	*	D	C	27%
48	Cornelius Blvd	263	Biscayne Dr.	U.S. 41	C3R	2-Lane	6,530	2.00%	0.092	601	*	1408	1616	*	D	C	37%
49	CR74/Bermont Road	111	U.S. 17	Happy Hollow Rd	C3R	2-Lane	9,890	2.00%	0.092	910	*	1408	1616	*	D	C	56%
50	CR74/Bermont Road	360	Happy Hollow Rd	SR 31	C2	2-Lane	6,207	3.00%	0.092	571	440	780	1330	2710	D	C	43%
51	CR74/Bermont Road	361	SR 31	County Line	C2	2-Lane	3,952	3.00%	0.092	364	440	780	1330	2710	D	C	27%
52	CR 771	158	Rotonda Blvd E	KeyStone Blvd	C3R	2-Lane	13,290	3.00%	0.092	1,223	*	1408	1616	*	D	C	76%
53	CR 771	157	Rotonda Blvd E	Ingram Blvd	C3C	4-Lane	17,760	3.00%	0.092	1,634	*	2898	3455	*	D	C	47%
54	CR 771	155	Ingram Blvd	Marathon Blvd	C3C	4-Lane	27,942	3.00%	0.092	2,571	*	2898	3455	*	D	C	74%
55	CR 771	159	Marathon Blvd	SR 776	C3C	4-Lane	28,325	3.00%	0.092	2,606	*	2898	3455	*	D	C	75%
56	CR 775	163	C.R. 771	Boca Grande Causeway	C3R	2-Lane	6,938	3.00%	0.092	638	*	1408	1616	*	D	C	39%
57	CR 775	164	Boca Grande Causeway	Gaspar Dr.	C3R	2-Lane	8,439	3.00%	0.092	776	*	1408	1616	*	D	C	48%
58	CR 775	165	Gaspar Dr.	Cape Haze Dr.	C3R	2-Lane	8,862	3.00%	0.092	815	*	1408	1616	*	D	C	50%
59	CR 775	166	Cape Haze Dr.	Esther St.	C3R	2-Lane	9,701	3.00%	0.092	892	*	1408	1616	*	D	C	55%
60	CR 775	141	Esther St.	Rotonda Blvd. W	C3R	2-Lane	12,899	3.00%	0.092	1,187	*	1408	1616	*	D	C	73%
61	CR 775	140	Rotonda Blvd. W	Short St.	C3C	4-Lane	16,438	3.00%	0.092	1,512	*	2898	3455	*	D	C	44%
62	CR 775	128	Short St.	San Casa Dr.	C3C	4-Lane	14,687	3.00%	0.092	1,351	*	2898	3455	*	D	C	39%
63	CR 775	125	Mississippi Ave.	Ainger Creek	C3C	4-Lane	16,272	3.00%	0.092	1,497	*	2898	3455	*	D	C	43%
64	CR 775	126	Ainger Creek	S.R. 776	C3C	4-Lane	15,564	3.00%	0.092	1,432	*	2898	3455	*	D	C	41%
65	Cranberry Blvd	217	U.S. 41	Hillsborough Blvd.	C3R	2-Lane	9,204	3.00%	0.092	847	*	1408	1616	*	D	C	52%
66	David Blvd	210	Lafitte Waterway	Willmington Blvd.	C3R	2-Lane	4,125	3.00%	0.092	380	*	1408	1616	*	D	C	23%
67	Deep Creek Blvd	225	Rio De Janeiro Ave.	Sandhill Blvd.	C3R	2-Lane	7,008	3.00%	0.092	645	*	1408	1616	*	D	C	40%
68	Deep Creek Blvd	264	Rio De Janiero Ave.	Seasons Dr.	C3R	2-Lane	2,877	3.00%	0.092	265	*	1408	1616	*	D	C	16%
69	Easy Street	29	U.S. 41	Olean Blvd.	C3C	2-Lane	1,842	2.00%	0.092	169	*	1104	1560	*	D	C	11%
70	Easy Street	30	Olean Blvd.	Gibralter Dr.	C3R	2-Lane	2,270	2.00%	0.092	209	*	1408	1616	*	D	C	13%
71	Edgewater Drive	7	Flamingo Blvd.	Pellam Blvd.	C3R	2-Lane	5,639	3.00%	0.092	519	*	1408	1616	*	D	C	32%
72	Edgewater Drive	40	Pellam Blvd.	Midway Blvd.	C3R	2-Lane	9,525	3.00%	0.092	876	*	1408	1616	*	D	C	54%
73	Edgewater Drive	39	Midway Blvd.	Lakeview Blvd.	C3R	4-Lane	11,062	3.00%	0.092	1,018	*	3245	3528	*	D	C	29%
74	Edgewater Drive	38	Lakeview Blvd.	W Tarpon Blvd.	C3R	4-Lane	14,019	3.00%	0.092	1,290	*	3245	3528	*	D	C	37%
75	Edgewater Drive	41	W Tarpon Blvd.	Port Charlotte Blvd.	C3R	4-Lane	13,822	3.00%	0.092	1,272	*	3245	3528	*	D	C	36%
76	Edgewater Drive	37	Port Charlotte Blvd	Harbor Blvd.	C3R	4-Lane	13,664	3.00%	0.092	1,257	*	3245	3528	*	D	C	36%
77	Edgewater Drive	36	Harbor Blvd	Cousley Dr.	C3R	4-Lane	14,635	3.00%	0.092	1,346	*	3245	3528	*	D	C	38%
78	Edgewater Drive	34	Cousley Dr.	Gardner Dr.	C3R	4-Lane	14,314	3.00%	0.092	1,317	*	3245	3528	*	D	C	37%
79	Edgewater Drive	35	Gardner Dr.	U.S. 41	C3R	4-Lane	14,740	3.00%	0.092	1,356	*	3245	3528	*	D	C	38%
80	Education Way	88	Toledo Blade Blvd.	Murdock Circle	C3R	2-Lane	7,696	2.00%	0.092	708	*	1408	1616	*	D	C	44%
81	EisenHower Dr		Campbell St.	Biscayne Dr.	C3R	2-Lane	746	1.00%	0.092	69	*	1408	1616	*	D	C	4%
82	Elkcam Blvd	43	U.S. 41	Midway Blvd.	C3R	2-Lane	2,332	3.00%	0.092	215	*	1408	1616	*	D	C	13%
83	Elmira Blvd	90	Conway Blvd.	Beacon Dr.	C3R	2-Lane	3,380	3.00%	0.092	311	*	1408	1616	*	D	C	19%
84	Elmira Blvd	91	Beacon Dr.	Kings Highway	C3R	2-Lane	2,419	3.00%	0.092	223	*	1408	1616	*	D	C	14%
85	Flamingo Blvd	8	Edgewater Dr.	Christopher Waterway	C3R	2-Lane	6,192	2.00%	0.092	570	*	1408	1616	*	D	C	35%
86	Flamingo Blvd	9	Christopher Waterway	SR-776	C3R	2-Lane	6,404	2.00%	0.092	589	*	1408	1616	*	D	C	36%
87	Florida Street	172	Carmalita St.	La Villa Rd.	C3R	2-Lane	2,038	2.00%	0.092	187	*	1408	1616	*	D	C	12%
88	Forrest Nelson Blvd	82	U.S. 41	Peachland Blvd.	C3C	2-Lane	6,137	2.00%	0.092	565	*	1104	1560	*	D	C	36%
89	Boca Grande Causeway	162	Boca Grande Causeway	C.R. 775	C3C	2-Lane	9,115	2.00%	0.092	839	*	1104	1560	*	D	C	54%
90	Gillot Blvd	10	Bluestone St.	S.R. 776	C3R	2-Lane	3,825	2.00%	0.092	352	*	1408	1616	*	D	C	22%

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]									
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
91	Gulf Blvd	121	Terminus	Beach Rd.	C3R	2-Lane	3,076	2.00%	0.092	283	*	1408	1616	*	D	C	18%
92	Golf Course Blvd		Piper Rd	US 17	C3R	2-Lane	907	2.00%	0.092	83	*	1408	1616	*	D	C	5%
93	Gulfstream Blvd	130	Sunnybrook Blvd.	S.R. 776 (E)	C3R	2-Lane	4,695	2.00%	0.092	432	*	1408	1616	*	D	C	27%
94	Gulfstream Blvd	199	S.R. 776 (W)	Sunnybrook Blvd.	C3R	2-Lane	6,122	2.00%	0.092	563	*	1408	1616	*	D	C	35%
95	Harbor Blvd	45	Colleen St.	Edgewater Dr.	C3R	2-Lane	2,897	2.00%	0.092	267	*	1408	1616	*	D	C	16%
96	Harbor Blvd	44	Edgewater Dr.	U.S. 41	C3R	2-Lane	3,649	2.00%	0.092	336	*	1408	1616	*	D	C	21%
97	Harbor Blvd	48	U.S. 41	Olean Blvd.	C3C	4-Lane	9,050	3.00%	0.092	833	*	2898	3455	*	D	C	24%
98	Harbor Blvd	47	Olean Blvd.	Midway Blvd.	C3C	4-Lane	11,324	3.00%	0.092	1,042	*	2898	3455	*	D	C	30%
99	Harbor Blvd	46	Midway Blvd.	Burkhart Dr.	C3R	2-Lane	7,040	2.00%	0.092	648	*	1408	1616	*	D	C	40%
100	Harbor Blvd	51	Burkhart Dr.	Quesada Ave.	C3R	2-Lane	6,396	2.00%	0.092	588	*	1408	1616	*	D	C	36%
101	Harbor Blvd	50	Quesada Ave.	Peachland Blvd.	C3R	2-Lane	4,278	2.00%	0.092	394	*	1408	1616	*	D	C	24%
102	Harbor Blvd	49	Peachland Blvd.	Veterans Blvd.	C3R	2-Lane	2,253	2.00%	0.092	207	*	1408	1616	*	D	C	13%
103	Harborview Road	274	US-41	Kings Highway	C3C	4-Lane	10,235	2.00%	0.091	931	*	2898	3455	*	D	C	27%
104	Harborview Road	52	Kings Highway	Melbourne St.	C3C	4-Lane	9,853	2.00%	0.091	897	*	2898	3455	*	D	C	26%
105	Harborview Road	53	Melbourne St.	Date St.	C3R	2-Lane	9,197	2.00%	0.091	837	*	1408	1616	*	D	C	52%
106	Harborview Road	104	Date St.	I-75	C3R	2-Lane	9,565	2.00%	0.091	870	*	1408	1616	*	D	C	54%
107	Harborview Road	103	I-75	Rio De Janiero Ave.	C3C	2-Lane	12,564	2.00%	0.091	1,143	*	1380	1950	*	D	C	59%
108	Harborview Road	102	Rio De Janiero Ave.	Highlands Rd.	C3C	2-Lane	6,760	2.00%	0.091	615	*	1104	1560	*	D	C	39%
109	Harness Rd		Brig Cir W	Gasparilla Rd	C3R	2-Lane	143	1.00%	0.092	13	*	1408	1616	*	D	C	1%
110	Henry Street	254	Golf Course Blvd.	Florida St.	C3C	2-Lane	1,768	2.00%	0.092	163	*	1104	1560	*	D	C	10%
111	Hillsborough Blvd	11	Veterans Blvd.	Toledo Blade Blvd.	C3R	2-Lane	6,372	2.00%	0.092	586	*	1408	1616	*	D	C	36%
112	Hillsborough Blvd	12	Toledo Blade Blvd.	Crandberry Blvd.	C3R	2-Lane	7,412	2.00%	0.092	682	*	1408	1616	*	D	C	42%
113	Ingraham Blvd	202	San Cruz Waterway	C.R. 771	C3R	2-Lane	4,487	2.00%	0.092	413	*	1408	1616	*	D	C	26%
114	Jacobs Street	218	Eleanor Ave.	Chamberlain Blvd.	C3R	2-Lane	3,330	2.00%	0.092	306	*	1408	1616	*	D	C	19%
115	Jacobs Street	219	S.R. 776	Eleanor Ave.	C3R	2-Lane	2,767	2.00%	0.092	255	*	1408	1616	*	D	C	16%
116	Kenilworth Blvd	226	Ravenswood Blvd.	Yorkshire St.	C3C	2-Lane	1,771	2.00%	0.092	163	*	1104	1560	*	D	C	10%
117	Kings Highway	275	U.S. 41	Harborview Rd.	C3C	4-Lane	11,884	2.00%	0.092	1,093	*	2898	3455	*	D	C	32%
118	Kings Highway	54	Harborview Rd.	Westchester Blvd.	C3C	4-Lane	14,038	2.00%	0.092	1,291	*	2898	3455	*	D	C	37%
119	Kings Highway	114	Westchester Blvd.	Veterans Blvd.	C3C	4-Lane	21,588	2.00%	0.092	1,986	*	2898	3455	*	D	C	57%
120	Kings Highway	309	Veterans Blvd.	Sandhill Blvd.	C3C	4-Lane	34,537	2.00%	0.092	3,177	*	2898	3455	*	D	D	92%
121	Kings Highway	105	Sandhill Blvd.	DeSoto Co. Line	C3C	2-Lane	20,965	2.00%	0.092	1,929	*	1104	1560	*	D	F	124%
122	Lakeview Blvd	55	Edgewater Dr.	Springview Ave.	C3R	2-Lane	2,070	2.00%	0.092	190	*	1408	1616	*	D	C	12%
123	Lakeview Blvd	57	Springview Ave.	Midway Blvd.	C3R	2-Lane	2,867	2.00%	0.092	264	*	1408	1616	*	D	C	16%
124	Lakeview Blvd	56	Midway Blvd.	Chevy Chase St.	C3R	2-Lane	7,454	2.00%	0.092	686	*	1408	1616	*	D	C	42%
125	Lakeview Blvd	58	Chevy Chase St.	Cochran Blvd. (a.k.a.Toledo Blade Blvd.)	C3R	2-Lane	9,473	2.00%	0.092	872	*	1408	1616	*	D	C	54%
126	Loveland Blvd	59	Midway Blvd.	Peachland Blvd.	C3R	2-Lane	5,999	3.00%	0.092	552	*	1408	1616	*	D	C	34%
127	Loveland Blvd	60	Peachland Blvd.	Veterans Blvd.	C3R	2-Lane	2,322	3.00%	0.092	214	*	1408	1616	*	D	C	13%
128	Marathon Blvd	200	Terminus	C.R. 771	C3R	2-Lane	1,279	3.00%	0.092	118	*	1408	1616	*	D	C	7%
129	Marathon Blvd	201	Gulfstream Blvd.	C.R. 771	C3R	2-Lane	4,867	3.00%	0.092	448	*	1408	1616	*	D	C	28%
130	Marion Avenue	177	Florida St.	I-75 Overpass	C3C	2-Lane	2,158	2.00%	0.092	199	*	1104	1560	*	D	C	13%
131	Marion Avenue	178	Marlympia Way	Florida St.	C3C	2-Lane	2,463	2.00%	0.092	227	*	1104	1560	*	D	C	15%
132	Marlympia Way		US 41	Marion Ave	C3R	2-Lane	2,495	2.00%	0.092	230	*	1408	1616	*	D	C	14%
133	Melbourne Street	61	Harper Ave.	Harborview Rd.	C3R	2-Lane	2,362	2.00%	0.092	217	*	1408	1616	*	D	C	13%
134	Midway Blvd	63	O'Hara Dr.	Edgewater Dr.	C3R	2-Lane	4,319	2.00%	0.092	397	*	1408	1616	*	D	C	25%
135	Midway Blvd	62	Edgewater Dr.	Riviera Ln.	C3R	2-Lane	3,431	2.00%	0.092	316	*	1408	1616	*	D	C	20%

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]									
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
136	Midway Blvd	69	Riviera Ln.	Lakeview Blvd.	C3R	2-Lane	5,453	2.00%	0.092	502	*	1408	1616	*	D	C	31%
137	Midway Blvd	68	Lakeview Blvd.	U.S. 41	C3R	4-Lane	9,294	2.00%	0.092	855	*	3245	3528	*	D	C	24%
138	Midway Blvd	64	U.S. 41	Elkcam Blvd.	C3R	4-Lane	10,519	2.00%	0.092	968	*	3245	3528	*	D	C	27%
139	Midway Blvd	66	Elkcam Blvd.	Harbor Blvd.	C3R	4-Lane	13,928	3.00%	0.092	1,281	*	3245	3528	*	D	C	36%
140	Midway Blvd	65	Harbor Blvd	Orlando Blvd.	C3R	4-Lane	14,726	3.00%	0.092	1,355	*	3245	3528	*	D	C	38%
141	Midway Blvd	67	Orlando Blvd.	Inverness St.	C3R	4-Lane	15,174	3.00%	0.092	1,396	*	3245	3528	*	D	C	40%
142	Midway Blvd	70	Invenness St.	Kings Highway	C3R	4-Lane	14,223	3.00%	0.092	1,309	*	3245	3528	*	D	C	37%
143	Murdock Circle	83	Education Way	U.S. 41	C3C	4-Lane	10,236	3.00%	0.092	942	*	2898	3455	*	D	C	27%
144	Murdock Circle	87	U.S. 41	Veterans Blvd.	C3C	4-Lane	13,361	3.00%	0.092	1,229	*	2898	3455	*	D	C	36%
145	Jones Loop Road N	273	Burnt Store Rd.	Taylor Rd.	C3R	4-Lane	19,800	3.00%	0.092	1,822	*	3245	3528	*	D	C	52%
146	Jones Loop Road N	173	Taylor Rd.	I-75	C3C	4-Lane	26,915	3.00%	0.092	2,476	*	2898	3455	*	D	C	72%
147	Jones Loop Road N	318	I-75	Piper Rd	C3C	4-Lane	12,342	3.00%	0.092	1,135	*	2898	3455	*	D	C	33%
148	N Jones Loop Road	174	E of Piper Rd	0	C3R	2-Lane	4,199	2.00%	0.092	386	*	1408	1616	*	D	C	24%
149	N. Beach Road	119	Sarasota Co. Line	Gulf Blvd.	C3R	2-Lane	3,013	2.00%	0.092	277	*	1408	1616	*	D	C	17%
150	Notre Dame Blvd		Burnt Store Rd.	US 41	C3R	2-Lane	1,404	2.00%	0.092	129	*	1408	1616	*	D	C	8%
151	O'Hara Drive	243	Collingswood Blvd.	Midway Blvd.	C3R	2-Lane	1,981	2.00%	0.092	182	*	1408	1616	*	D	C	11%
152	Olean Blvd	73	U.S. 41	Easy St.	C3C	4-Lane	6,225	2.00%	0.092	573	*	2898	3455	*	D	C	17%
153	Olean Blvd	72	Easy St.	Conway Blvd.	C3R	2-Lane	5,507	2.00%	0.092	507	*	1408	1616	*	D	C	31%
154	Olean Blvd	71	Conway Blvd.	Beacon Dr.	C3R	2-Lane	5,441	2.00%	0.092	501	*	1408	1616	*	D	C	31%
155	Olean Blvd	74	Beacon Dr.	Kings Highway	C3R	2-Lane	4,742	2.00%	0.092	436	*	1408	1616	*	D	C	27%
156	Orlando Blvd	75	Midway Blvd.	Quasar Blvd.	C3R	2-Lane	2,148	2.00%	0.092	198	*	1408	1616	*	D	C	12%
157	Parade Cir		Rotonda Blvd N	Rotonda Blvd N	C3R	2-Lane	3,462	2.00%	0.092	319	*	1408	1616	*	D	C	20%
158	Paulson Drive	229	U.S. 41	Prineville St.	C3C	2-Lane	4,370	2.00%	0.092	402	*	1104	1560	*	D	C	26%
159	Peachland Blvd	265	CochranBlvd.	Forrest Nelson Blvd.	C3R	2-Lane	7,914	3.00%	0.092	728	*	1408	1616	*	D	C	45%
160	Peachland Blvd	77	Forrest Nelson Blvd.	Atwater St.	C3R	2-Lane	9,691	3.00%	0.092	892	*	1408	1616	*	D	C	55%
161	Peachland Blvd	79	Atwater St.	Harbor Blvd.	C3R	2-Lane	9,691	2.00%	0.092	892	*	1408	1616	*	D	C	55%
162	Peachland Blvd	78	Harbor Blvd.	Beacon Dr.	C3R	2-Lane	10,107	2.00%	0.092	930	*	1408	1616	*	D	C	58%
163	Peachland Blvd	80	Beacon Dr.	Loveland Blvd.	C3R	2-Lane	11,230	2.00%	0.092	1,033	*	1408	1616	*	D	C	64%
164	Pellam Blvd	240	Wintergarden Ave.	CochranBlvd.	C3R	2-Lane	4,749	2.00%	0.092	437	*	1408	1616	*	D	C	27%
165	Pellam Blvd	241	Edgewater Dr.	Wintergarden Ave.	C3R	2-Lane	2,834	3.00%	0.092	261	*	1408	1616	*	D	C	16%
166	Pine Street	131	Sarasota Co. Line	Second St.	C3R	4-Lane	9,934	2.00%	0.092	914	*	3245	3528	*	D	C	26%
168	Piper Road	175	Jones Loop Rd.	Golf Course Blvd.	C3C	4-Lane	10,784	3.00%	0.092	992	*	2898	3455	*	D	C	29%
169	Port Charlotte Blvd	101	Sunrise Waterway	Edgewater Dr.	C3R	2-Lane	2,393	3.00%	0.092	220	*	1408	1616	*	D	C	14%
170	Prineville Street	230	Paulson Dr.	Hillsborough Blvd.	C3C	2-Lane	5,340	3.00%	0.092	491	*	1104	1560	*	D	C	31%
171	Quesada Avenue	81	Cochran Boulevard (a.k.a.Toledo Blade)	Forrest Nelson Blvd.	C3R	2-Lane	9,250	3.00%	0.092	851	*	1408	1616	*	D	C	53%
172	Quesada Avenue	84	Forrest Nelson Blvd.	Hinton St.	C3R	2-Lane	10,854	3.00%	0.092	999	*	1408	1616	*	D	C	62%
173	Quesada Avenue	85	Hinton St.	Harbor Blvd.	C3R	2-Lane	5,084	3.00%	0.092	468	*	1408	1616	*	D	C	29%
174	Rampart Blvd	192	Kings Highway	I-75	C3R	2-Lane	14,039	3.00%	0.092	1,292	*	1408	1616	*	D	C	80%
175	Rio De Janeiro Avenue	106	Harborview Rd.	Rampart Blvd.	C3R	2-Lane	8,861	2.00%	0.092	815	*	1408	1616	*	D	C	50%
176	Rio De Janeiro Avenue	107	Rampart Blvd.	Sandhill Blvd.	C3R	2-Lane	5,694	2.00%	0.092	524	*	1408	1616	*	D	C	32%
177	Rio Villa Drive	176	Deltona Dr.	U.S. 41	C3R	2-Lane	2,580	3.00%	0.092	237	*	1408	1616	*	D	C	15%
178	Robin Rd		Gasparilla Rd	End of Road	C3C	2-Lane	28	1.00%	0.092	3	*	1104	1560	*	D	C	0%
179	Rotonda Blvd E	154	Boundary Blvd.	C.R. 771	C3R	2-Lane	4,716	3.00%	0.092	434	*	1408	1616	*	D	C	27%
180	Rotonda Blvd N	122	Parade Cir.	Rotonda Cir.	C3R	2-Lane	2,115	2.00%	0.092	195	*	1408	1616	*	D	C	12%
181	Rotonda Blvd W	135	Normandy Way	Boundary Blvd.	C3R	2-Lane	5,072	2.00%	0.092	467	*	1408	1616	*	D	C	29%

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
182	Rotonda Blvd W	136	Boundary Blvd.	Parade Cir.	C3R	2-Lane	2,644	3.00%	0.092	243	*	1408	1616	*	D	C	15%
183	Jones Loop Road S	193	Taylor Rd.	I-75	C3C	2-Lane	2,187	2.00%	0.092	201	*	1104	1560	*	D	C	13%
184	San Casa Drive	138	Worth Ave.	C.R. 775	C3C	2-Lane	6,347	2.00%	0.092	584	*	1104	1560	*	D	C	37%
185	San Casa Drive	139	S.R. 776	Worth Ave.	C3C	2-Lane	7,438	3.00%	0.092	684	*	1104	1560	*	D	C	44%
186	Sandhill Blvd	109	Kings Highway	Deep Creek Blvd.	C3C	2-Lane	17,124	3.00%	0.092	1,575	*	1104	1560	*	D	F	101%
187	Sandhill Blvd	110	Deep Creek Blvd.	Rio De Janeiro Ave.	C3R	2-Lane	6,720	3.00%	0.092	618	*	1408	1616	*	D	C	38%
188	Sheehan Blvd	231	Midway Blvd.	Alton Rd.	C3R	2-Lane	2,395	2.00%	0.092	220	*	1408	1616	*	D	C	14%
189	Shreve Street	150	Henry St.	Pompano Ter.	C3R	2-Lane	5,407	2.00%	0.092	497	*	1408	1616	*	D	C	31%
190	Spinnaker Blvd	215	Cougar Way	Gulfstream Blvd.	C3R	2-Lane	4,257	2.00%	0.092	392	*	1408	1616	*	D	C	24%
191	Spinnaker Blvd	214	Gulfstream Blvd.	S.R. 776	C3R	2-Lane	2,859	2.00%	0.092	263	*	1408	1616	*	D	C	16%
192	Spinnaker Blvd	149	S.R. 776	Willmington Blvd.	C3R	2-Lane	1,240	3.00%	0.092	114	*	1408	1616	*	D	C	7%
193	SR 31*	-	Lee County Line	Cypress Pkwy	C3R	4-Lane	15,700	2.00%	0.090	1,413	*	2898	3455	*	C	C	49%
194	SR 31*	-	Cypress Pkwy	Lake Babcock Dr	C3R	4-Lane	15,700	2.00%	0.090	1,413	*	2898	3455	*	C	C	49%
195	SR 31*	-	Lake Babcock Dr	Cook Brown Rd	C3R	4-Lane	15,700	2.00%	0.090	1,413	*	2898	3455	*	C	C	49%
196	SR 31*	-	Cook Brown Rd	CR 74	C3R	4-Lane	8,656	2.00%	0.090	779	*	2898	3455	*	C	C	27%
197	SR 31*	-	CR 74	DeSoto Co. Line	C2	2-Lane	7,178	2.00%	0.090	646	440	2898	3455	2710	C	C	22%
198	SR 776*	306	Toledo Blade Blvd.	U.S. 41	C3C	4-Lane	30,500	2.00%	0.090	2,745	*	2898	3455	*	D	C	79%
199	SR 776*	86	Cornelius Blvd.	Toledo Blade Blvd.	C3C	4-Lane	38,000	2.00%	0.090	3,420	*	2760	3290	*	D	F	104%
200	SR 776*	14	El Jobean Bridge	Cornelius Blvd.	C3C	4-Lane	35,189	3.00%	0.090	3,167	*	3245	3528	*	D	C	90%
201	SR 776*	13	C.R. 771	El Jobean Bridge	C3R	4-Lane	35,189	3.00%	0.090	3,167	*	3245	3528	*	D	C	90%
202	SR 776*	160	Coliseum Blvd.	C.R. 771	C3C	4-Lane	27,522	2.00%	0.090	2,477	*	3245	3528	*	D	C	70%
203	SR 776*	194	Oceanspray Blvd.	Coliseum Blvd.	C3C	4-Lane	27,522	2.00%	0.090	2,477	*	2760	3290	*	D	C	75%
204	SR 776*	145	Sunnybrook Blvd.	Oceanspray Blvd.	C3C	4-Lane	29,789	2.00%	0.090	2,681	*	2760	3290	*	D	C	81%
205	SR 776*	146	Spinnaker Blvd.	Sunnybrook Blvd.	C3C	4-Lane	29,789	2.00%	0.090	2,681	*	2760	3290	*	D	C	81%
206	SR 776*	143	Gulfstream Blvd.	Spinnaker Blvd.	C3C	4-Lane	29,789	2.00%	0.090	2,681	*	2760	3290	*	D	C	81%
207	SR 776*	144	Oriole Blvd.	Gulfstream Blvd.	C3C	4-Lane	31,589	2.00%	0.090	2,843	*	2898	3455	*	D	C	82%
208	SR 776*	142	Pine St.	Oriole Blvd.	C3C	4-Lane	31,589	2.00%	0.090	2,843	*	2898	3455	*	D	C	82%
209	SR 776*	120	Beach Rd.	Pine St.	C3C	4-Lane	31,844	2.00%	0.090	2,866	*	2898	3455	*	D	C	83%
210	Sunnybrook Blvd	134	Boundary Blvd.	Rotonda Blvd. North	C3R	2-Lane	6,369	2.00%	0.092	586	*	1408	1616	*	D	C	36%
211	Sunnybrook Blvd	133	Gulfstream Blvd.	Boundary Blvd.	C3R	2-Lane	10,536	2.00%	0.092	969	*	1408	1616	*	D	C	60%
212	Sunnybrook Blvd	148	S.R. 776	Oceanspray Blvd.	C3R	2-Lane	6,228	2.00%	0.092	573	*	1408	1616	*	D	C	35%
213	Sunnybrook Blvd	147	Waterford Ave.	S.R. 776	C3R	2-Lane	2,682	2.00%	0.092	247	*	1408	1616	*	D	C	15%
214	Sunnybrook Road	233	Highlands Rd.	Broadpoint Dr.	C3R	2-Lane	6,127	3.00%	0.092	564	*	1408	1616	*	D	C	35%
215	Taylor Road	179	U.S. 41 N	Burnt Store Rd.	C3C	2-Lane	8,108	3.00%	0.092	746	*	1104	1560	*	D	C	48%
216	Taylor Road	180	Burnt Store Rd.	Airport Rd.	C3C	2-Lane	11,250	2.00%	0.092	1,035	*	1104	1560	*	D	C	66%
217	Taylor Road	181	Airport Rd.	Cooper St.	C3C	2-Lane	1,034	2.00%	0.092	95	*	1104	1560	*	D	C	6%
218	Toledo Blade Blvd	93	Collingswood Blvd.	S.R. 776	C3C	2-Lane	6,757	2.00%	0.092	622	*	1104	1560	*	D	C	40%
219	Toledo Blade Blvd	196	S.R. 776	U.S. 41 N	C3C	2-Lane	9,198	3.00%	0.092	846	*	1104	1560	*	D	C	54%
220	Toledo Blade Blvd	16	U.S. 41 N	Sarasota Co Line	C3R	4-Lane	20,278	3.00%	0.092	1,866	*	3245	3528	*	D	C	53%
221	Tucker's Grade	188	U.S. 41	I-75	C3R	4-Lane	13,494	3.00%	0.092	1,241	*	3245	3528	*	D	C	35%
223	US Highway 17*	182	Marion Ave	I-75	C3C	6-Lane	22,500	2.00%	0.090	2,025	*	4505	5114	*	D	C	40%
224	US Highway 17*	183	I-75	Copeley Ave	C3C	6-Lane	22,500	2.00%	0.090	2,025	*	4290	4870	*	D	C	42%
225	US Highway 17*	-	Copeley Ave	CR 74	C3C	4-Lane	29,500	2.00%	0.090	2,655	*	2898	3455	*	D	C	77%
226	US Highway 17*	284	CR 74	Washington Loop Rd.	C3R	4-Lane	18,700	2.00%	0.090	1,683	*	3245	3528	*	D	C	48%
227	US Highway 17*	112	Washington Loop Rd	Washington Loop Rd.	C2	4-Lane	16,200	2.00%	0.090	1,458	3040	4350	5290	6070	D	C	28%

CHARLOTTE COUNTY: 2024 ROADWAY LEVEL OF SERVICE DATA SHEET - PEAK HOUR TWO-WAY

VV SNO	Roadway	Station	From	To	Context Class	Lanes	2024 AADT	Sugg. Gr. Rate	Level of Service Calculations[1]								
									K100	100th Hr Vol.	Level of Service Limits (Pk. Hr. Two-way Vol.)				Level of Service		Percent (%) Capacity Used
											B	C	D	E	Adopted	Current	
228	US Highway 17*	115	Washington Loop Rd	DeSoto Co. Line	C2	4-Lane	16,367	2.00%	0.090	1,473	3040	4350	5290	6070	D	C	28%
229	US Highway 41*	189	Lee County Line	Zemel Rd.	C2	4-Lane	27,444	2.00%	0.090	2,470	3040	4350	5290	6070	D	C	47%
230	US Highway 41*	328	Zemel Rd.	Morningside Dr	C2	4-Lane	24,189	2.00%	0.090	2,177	3040	4350	5290	6070	D	C	41%
231	US Highway 41*	185	Morningside Dr	Tuckers Grade Blvd	C3C	4-Lane	24,189	2.00%	0.090	2,177	*	2898	3455	*	D	C	63%
232	US Highway 41*	-	Tuckers Grade Blvd	Taylor Rd.	C3C	4-Lane	24,189	2.00%	0.090	2,177	*	2898	3455	*	D	C	63%
233	US Highway 41*	-	Taylor Rd	Burnt Store Rd.	C3R	4-Lane	17,100	2.00%	0.090	1,539	*	3245	3528	*	D	C	44%
234	US Highway 41*	288	Burnt Store Rd.	US 41/Cross St	C3R	4-Lane	32,389	2.00%	0.090	2,915	*	3245	3528	*	D	C	83%
235	US Highway 41*	-	US 41/Cross St	Melbourne St.	C3C	2-Lane	26,367	2.00%	0.090	2,373	*	1104	1560	*	D	F	152%
238	US Highway 41*	277	Harborview Rd.	Kings Highway	C3C	6-Lane	42,063	2.00%	0.090	3,786	*	4505	5114	*	D	C	74%
239	US Highway 41*	278	Hancock Ave.	Harborview Rd.	C3C	6-Lane	43,060	2.00%	0.090	3,875	*	4505	5114	*	D	C	76%
240	US Highway 41*	285	Harbor Blvd.	Easy St.	C3C	6-Lane	45,261	2.00%	0.090	4,073	*	4505	5114	*	D	C	80%
241	US Highway 41*	287	Olean Blvd.	Harbor Blvd.	C3C	6-Lane	44,541	2.00%	0.090	4,009	*	4505	5114	*	D	C	78%
242	US Highway 41*	295	Forrest Nelson Blvd.	Midway Blvd.	C3C	6-Lane	53,254	2.00%	0.090	4,793	*	4505	5114	*	D	D	94%
243	US Highway 41*	297	Carrousel Mall	Forrest Nelson Blvd.	C3C	6-Lane	50,404	2.00%	0.090	4,536	*	4505	5114	*	D	D	89%
244	US Highway 41*	97	Murdock Circle	Cochran Blvd.	C3C	6-Lane	54,072	2.00%	0.090	4,866	*	4505	5114	*	D	D	95%
245	US Highway 41*	20	S.R. 776	Murdock Circle	C3C	6-Lane	34,750	2.00%	0.090	3,128	*	4505	5114	*	D	C	61%
246	US Highway 41*	21	Enterprise Dr.	S.R. 776	C3C	6-Lane	35,935	2.00%	0.090	3,234	*	4505	5114	*	D	C	63%
247	US Highway 41*	23	Toledo Blade Blvd.	Enterprise Dr.	C3C	6-Lane	42,687	2.00%	0.090	3,842	*	4505	5114	*	D	C	75%
248	US Highway 41*	22	Flamingo Blvd.	Toledo Blade Blvd.	C3C	6-Lane	40,304	2.00%	0.090	3,627	*	4505	5114	*	D	C	71%
249	US Highway 41*	17	Chamberlain Blvd.	Flamingo Blvd.	C3C	6-Lane	36,960	2.00%	0.090	3,326	*	4505	5114	*	D	C	65%
250	Veterans Blvd	89	US-41	Murdock Circle	C3C	4-Lane	24,969	3.00%	0.092	2,297	*	2898	3455	*	D	C	66%
251	Veterans Blvd	280	Murdock Circle	Cochran Blvd.	C3C	4-Lane	29,214	3.00%	0.092	2,688	*	2898	3455	*	D	C	78%
252	Veterans Blvd	282	Cochran Blvd.	Harbor Blvd.	C3C	4-Lane	25,647	3.00%	0.092	2,360	*	2898	3455	*	D	C	68%
253	Veterans Blvd	26	Harbor Blvd.	Loveland Blvd.	C3C	4-Lane	24,241	3.00%	0.092	2,230	*	2898	3455	*	D	C	65%
254	Veterans Blvd	258	Loveland Blvd.	Kings Highway	C3C	4-Lane	25,172	3.00%	0.092	2,316	*	2898	3455	*	D	C	67%
255	Veterans Blvd	308	Kings Highway	Peachland Blvd.	C3C	4-Lane	27,068	3.00%	0.092	2,490	*	2898	3455	*	D	C	72%
256	Westchester Blvd	99	Gardner Dr.	Beacon Dr.	C3R	2-Lane	4,621	3.00%	0.092	425	*	1408	1616	*	D	C	26%
257	Westchester Blvd	98	Beacon Dr.	Kings Highway	C3R	2-Lane	4,662	3.00%	0.092	429	*	1408	1616	*	D	C	27%
258	Wilmington Blvd	42	Gondelier Waterway	S.R. 776	C3R	2-Lane	3,278	2.00%	0.092	302	*	1408	1616	*	D	C	19%
259	Winchester Blvd	310	S.R. 776	Sarasota Co Line	C3R	4-Lane	9,376	3.00%	0.092	863	*	3245	3528	*	D	C	24%
260	Winchester Blvd	314	S.R.776	Apple Valley Ave	C3R	4-Lane	8,897	3.00%	0.092	819	*	3245	3528	*	D	C	23%
261	Yorkshire St		Bachman Blvd	Peachland Blvd.	C3R	2-Lane	1,423	2.00%	0.092	131	*	1408	1616	*	D	C	8%
262	Zemel Road	307	Burnt Store Rd.	County Landfill	C3R	2-Lane	3,384	3.00%	0.092	311	*	1408	1616	*	D	C	19%
263	Zemel Road	257	County Landfill	U.S. 41	C3C	2-Lane	3,242	3.00%	0.092	298	*	1104	1560	*	D	C	19%

Notes and Assumptions for the LOS Computations:
1. LOS Calculations are based on 2023 Multimodal Quality/Level of Service Handbook
2. "*" Traffic Data Information Obtained from FDOT 2023 Charlotte County Level of Service Report

2023 Lee County Traffic Count Report / Traffic Data

Page #1	*9/5/2024*	**2023-2028 PEAK HOUR PEAK SEASON VOLUME CALCULATIONS***										
County-Maintained Arterials in Unincorporated Areas												
Link No	**Roadway Name**	**From**	**To**	**Station #**	**PCS**	**K_{100}- factor (2023)**	**H.V. factor**	**2023 AADT**	**D FACTOR**	**2023 Dir. Vol.**	**2023 2-W Vol.**	**2028 Dir. Vol. (Growth Projection @ 1%)**
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	201*	6	0.084	0.934	10,500	0.520	428	824	450
00300		MILWAUKEE BLVD	HOMESTEAD RD	200*	6	0.084	0.934	11,800	0.520	481	926	506
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	203*	6	0.084	0.934	13,400	0.520	547	1,051	575
00500		MILWAUKEE BLVD	LEELAND HEIGHTS	203*	6	0.084	0.934	13,400	0.520	547	1,051	575
00590	ALICO RD	US 41	DUSTY RD	204*	10	0.089	0.934	25,600	0.550	1,170	2,128	1,230
00600		DUSTY RD	LEE RD	204*	10	0.089	0.934	25,600	0.550	1,170	2,128	1,230
00700		LEE RD	THREE OAKS PKWY	204*	10	0.089	0.934	25,600	0.550	1,170	2,128	1,230
00800		THREE OAKS PKWY	I-75	10	10	0.089	1.000	56,400	0.550	2,761	5,020	2,902
00900		I-75	BEN HILL GRIFFIN BLVD	53	53	0.094	1.000	28,000	0.550	1,448	2,632	1,521
01000		BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	ST	st	0.090	1.000	17,100	0.554	853	1,539	896
01050		GREEN MEADOW DR	CORKSCREW RD	206	53	0.094	0.934	5,300	0.550	256	465	269
02100	BEN HILL GRIFFIN PKWY	ESTERO PKWY	FGCU ENTRANCE	71	71	0.102	1.000	28,100	0.540	1,548	2,866	1,627
02200		FGCU ENTRANCE	COLLEGE CLUB DR	71	71	0.102	1.000	28,100	0.540	1,548	2,866	1,627
02250		COLLEGE CLUB DR	ALICO RD	ST	st	0.090	1.000	31,500	0.538	1,525	2,835	1,603
26950		ALICO RD	TERMINAL ACCESS RD	ST	st	0.090	1.000	21,500	0.538	1,041	1,935	1,094
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	232*	11	0.088	0.934	10,600	0.540	470	871	494
03730		GUNNERY RD	ORANGE RIVER BLVD	227*	11	0.088	0.934	7,800	0.540	346	641	364
03800		ORANGE RIVER BLVD	SR 80	11	11	0.088	1.000	15,100	0.540	718	1,329	754
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	ST	ST	0.090	1.000	54,000	0.535	2,600	4,860	2,733
05200		WINKLER RD	WHISKEY CREEK DR	43*	43	0.092	1.000	37,000	0.540	1,838	3,404	1,932
05300		WHISKEY CREEK DR	SUMMERLIN RD	43*	43	0.092	1.000	37,000	0.540	1,838	3,404	1,932
05400		SUMMERLIN RD	US 41	ST	st	0.090	1.000	38,000	0.535	1,830	3,420	1,923
	CORKSCREW RD	BELLA TERRA BLVD	ALICO ROAD	ST	ST	0.090	1.000	13,800	0.538	668	1,242	702
		ALICO ROAD	COUNTY LINE	ST	st	0.090	1.000	13,800	0.538	668	1,242	702
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	81	81	0.103	1.000	19,800	0.560	1,142	2,039	1,200
07500		SOUTH POINT BLVD	WINKLER RD	73	73	0.098	1.000	26,400	0.560	1,449	2,587	1,523
07600		WINKLER RD	SUMMERLIN RD	73	73	0.098	1.000	26,400	0.560	1,449	2,587	1,523
07700		SUMMERLIN RD	US 41	82	82	0.095	1.000	41,000	0.530	2,064	3,895	2,170
07800	DANIELS PKWY	US 41	METRO PKWY	30	30	0.091	1.000	49,700	0.510	2,307	4,523	2,424
07900		METRO PKWY	SIX MILE PKWY	30	30	0.091	1.000	49,700	0.510	2,307	4,523	2,424
08000		SIX MILE PKWY	PALOMINO LN	31	31	0.082	1.000	66,700	0.540	2,953	5,469	3,104
08100		PALOMINO LN	I-75	31	31	0.082	1.000	66,700	0.540	2,953	5,469	3,104
08200		I-75	TREELINE AVE	52	52	0.086	1.000	58,400	0.590	2,963	5,022	3,114
08300		TREELINE AVE	CHAMBERLIN PKWY	52	52	0.086	1.000	58,400	0.590	2,963	5,022	3,114
08400		CHAMBERLIN PKWY	GATEWAY BLVD	48	48	0.092	1.000	54,300	0.640	3,197	4,996	3,360
08500		GATEWAY BLVD	SR 82	524	48	0.092	0.934	41,900	0.640	2,304	3,600	2,422
09400	DEL PRADO BLVD	US 41	SLATER RD	443*	34	0.088	0.934	11,100	0.590	538	912	566
10900	GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	284	46	0.091	0.934	10,900	0.590	547	926	574
11000		PINE RIDGE RD	BASS RD	39	39	0.107	1.000	22,300	0.500	1,193	2,386	1,254
11100		BASS RD	WINKLER RD	39	39	0.107	1.000	22,300	0.500	1,193	2,386	1,254
11200		WINKLER RD	SUMMERLIN RD	39	39	0.107	1.000	22,300	0.500	1,193	2,386	1,254
11300		SUMMERLIN RD	US 41	46	46	0.091	1.000	43,400	0.590	2,330	3,949	2,449
11500	GUNNERY RD	SR 82	LEE BLVD	290	21	0.090	0.934	26,100	0.650	1,426	2,194	1,499
11600		LEE BLVD	BUCKINGHAM RD	289*	22	0.083	0.934	15,700	0.610	742	1,217	780

11800	HANCOCK B PKWY	NE 24TH AVE	ORANGE GROVE BLVD	292	17	0.103	0.934	25,100	0.610	1,473	2,415	1,548
11900		ORANGE GROVE BLVD	MOODY RD	17	17	0.103	1.000	22,800	0.610	1,433	2,348	1,506
12000		MOODY RD	US 41	17	17	0.103	1.000	22,800	0.610	1,433	2,348	1,506
12500	HOMESTEAD RD	SR 82	LEELAND HEIGHTS	451*	6	0.084	0.934	11,600	0.520	473	910	497
12600		LEELAND HEIGHTS	LEE BLVD	6	6	0.084	1.000	30,300	0.520	1,324	2,545	1,391
13800	JOEL BLVD	BELL BLVD	18TH ST	306*	6	0.084	0.934	13,900	0.520	567	1,091	596
13900		18TH ST	SR 80	305*	6	0.084	0.934	13,400	0.520	547	1,051	575
14600	LEE BLVD	SR 82	ALVIN AVE	310*	22	0.083	0.934	51,600	0.610	2,440	4,000	2,565
14700		ALVIN AVE	GUNNERY RD	22	22	0.083	1.000	43,100	0.610	2,182	3,577	2,293
14800		GUNNERY RD	HOMESTEAD RD	312	22	0.083	0.934	41,100	0.610	1,944	3,186	2,043
14900		HOMESTEAD RD	WILLIAMS AVE	311*	22	0.083	0.934	19,300	0.610	913	1,496	959
14930		WILLIAMS AVE	LEELAND HEIGHTS	311*	22	0.083	0.934	19,300	0.610	913	1,496	959
15100	LEELAND HEIGHTS	HOMESTEAD RD	JOEL BLVD	314	6	0.084	0.9340	17500	0.520	714	1,373	750
15300	LITTLETON RD	CORBETT RD	US 41	316*	34	0.088	0.934	12,100	0.590	587	995	617
15400		US 41	BUS 41	315*	41	0.099	0.934	10,100	0.610	570	934	599
15500	LUCKETT RD	ORTIZ AVE	I-75	317*	11	0.088	0.934	8,200	0.540	364	674	383
15800	McGREGOR BLVD	SANIBEL T PLAZA	HARBOR DR	120	120	0.100	1.000	13,800	0.710	980	1,380	1,030
15900		HARBOR DR	SUMMERLIN RD	ST	st	0.090	1.000	28,000	0.554	1,396	2,520	1,467
16000		SUMMERLIN RD	KELLY RD	38	38	0.098	1.000	12,600	0.660	815	1,235	857
16100		KELLY RD	GLADIOLUS DR	38	38	0.098	1.000	12,600	0.660	815	1,235	857

Page #2		2023-2028 PEAK HOUR PEAK SEASON VOLUME CALCULATIONS*										
County-Maintained Arterials in Unincorporated Areas												
Link No	**Roadway Name**	**From**	**To**	**Station #**	**PCS**	**K_{100}- factor (2023)**	**H.V. FACTOR**	**2023 AADT**	**D FACTOR**	**2023 Dir. Vol.**	**2023 2-W Vol.**	**2028 Dir. Vol. (Growth Projection @ 1%)**
18200	N RIVER RD	SR 31	FRANKLIN LOCK RD	348*	5	0.089	0.934	4,500	0.600	224	374	236
18300		FRANKLIN LOCK RD	BROADWAY RD	348*	5	0.089	0.934	4,500	0.600	224	374	236
18400		BROADWAY RD	COUNTY LINE	347*	5	0.089	0.934	2,000	0.600	100	166	105
19300	ORANGE RIVER BLVD	SR 80	STALEY RD	353*	11	0.088	0.934	8,300	0.540	368	682	387
19400		STALEY RD	BUCKINGHAM RD	353*	11	0.088	0.934	8,300	0.540	368	682	387
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	354*	18	0.092	0.934	20,600	0.630	1,115	1,770	1,172
19700		SR 82	LUCKETT RD	355*	18	0.092	0.934	17,500	0.630	947	1,504	996
19800		LUCKETT RD	SR 80	356*	5	0.089	0.934	7,500	0.600	374	623	393
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	3*	3	0.103	1.000	11,300	0.510	594	1,164	624
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	373	34	0.088	0.934	20,500	0.590	994	1,685	1,045
22200		ORANGE GROVE BLVD	US 41	34	34	0.088	1.000	25,400	0.590	1,319	2,235	1,386
22300		US 41	BUS 41	ST	st	0.090	1.000	29,000	0.535	1,396	2,610	1,468
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	ST	st	0.090	1.000	23,500	0.554	1,172	2,115	1,231
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	387*	46	0.091	0.934	32,500	0.590	1,630	2,762	1,713
23700		DANIELS PKWY	WINKLER EXT.	388*	18	0.092	0.934	23,500	0.630	1,272	2,019	1,337
24000	SLATER RD	SR 78	NALLE GRADE RD	389*	64	0.099	0.934	9,600	0.500	444	888	466
24500	STRINGFELLOW RD	1ST AVE	BERKSHIRE RD	27	27	0.124	1.000	5,000	0.530	329	620	345
24600		BERKSHIRE RD	PINE ISLAND RD	400	27	0.124	1.000	9,900	0.530	651	1,228	684
24700		PINE ISLAND RD	PINELAND RD	399*	27	0.124	0.934	9,700	0.510	573	1,123	602
24800		PINELAND RD	MAIN ST	399*	27	0.124	0.934	9,700	0.510	573	1,123	602
24900	SUMMERLIN RD	McGREGOR BLVD	KELLY COVE RD	36*	36	0.105	1.000	18,100	0.630	1,197	1,901	1,258
25000		KELLY COVE RD	SAN CARLOS BLVD	36*	36	0.105	1.000	18,100	0.630	1,197	1,901	1,258
25100		SAN CARLOS BLVD	PINE RIDGE RD	19	19	0.097	1.000	30,600	0.600	1,781	2,968	1,872
25200		PINE RIDGE RD	BASS RD	19	19	0.097	1.000	30,600	0.600	1,781	2,968	1,872
25300		BASS RD	GLADIOLUS DR	19	19	0.097	1.000	30,600	0.600	1,781	2,968	1,872
25400		GLADIOLUS DR	CYPRESS LAKE DR	47	47	0.109	1.000	23,600	0.630	1,621	2,572	1,703
25500		CYPRESS LAKE DR	COLLEGE PKWY	66	66	0.103	1.000	31,100	0.580	1,858	3,203	1,953
25600		COLLEGE PKWY	PARK MEADOW DR	35	35	0.107	1.000	31,500	0.600	2,022	3,371	2,125
25700		PARK MEADOW DR	BOY SCOUT	35	35	0.107	1.000	31,500	0.600	2,022	3,371	2,125
26100	SUNSHINE BLVD	SR 82	LEE BLVD	406*	22	0.090	0.934	10,600	0.610	544	891	571
26200		LEE BLVD	W 12TH ST	412*	22	0.090	0.934	14,400	0.610	738	1,210	776
26300		W 12TH ST	W 75TH ST	412*	22	0.090	0.934	14,400	0.610	738	1,210	776
26600	THREE OAKS PKWY	ESTERO PKWY	SAN CARLOS BLVD	414*	25	0.097	0.934	15,600	0.570	806	1,413	847
26700		SAN CARLOS BLVD	ALICO RD	414*	25	0.097	0.934	15,600	0.570	806	1,413	847
27000	TREELINE AVE	TERMIMAL ACCESS RD	DANIELS PKWY	61*	61	0.116	1.000	14,600	0.610	1,033	1,694	1,086
27030		DANIELS PKWY	AMBERWOOD RD	62	62	0.111	1.000	14,700	0.580	946	1,632	995
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	275	37	0.091	0.934	6,200	0.610	321	527	338
28500		GLADIOLUS DR	BRANDYWINE CIR	384	37	0.091	0.934	10,000	0.610	518	850	545
28600		BRANDYWINE CIR	CYPRESS LAKE DR	384*	37	0.091	0.934	10,000	0.610	518	850	545
28700		CYPRESS LAKE DR	COLLEGE PKWY	ST	st	0.090	1.000	14,100	0.554	703	1,269	739
28800		COLLEGE PKWY	McGREGOR BLVD	345	37	0.091	0.934	8,200	0.610	425	697	447
Page #3		2023-2028 PEAK HOUR PEAK SEASON VOLUME CALCULATIONS*										
County-Maintained Collectors in Unincorporated Areas												
Link No	**Roadway Name**	**From**	**To**	**Station #**	**PCS**	**K_{100}- factor (2023)**	**H.V. FACTOR**	**2023 AADT**	**D FACTOR**	**2023 Dir. Vol.**	**2023 2-W Vol.**	**2028 Dir. Vol. (Growth Projection @ 1%)**
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	215*	37	0.091	0.934	7,400	0.610	384	673	403
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD	509	49	0.082	0.934	3,700	0.53	150	303	158
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	216	36	0.105	0.934	10,600	0.630	655	1,040	688
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	220*	6	0.084	0.934	7,700	0.520	314	604	330
03300	BRANTLEY RD	SUMMERLIN RD	US 41	ST	ST	0.090	1.000	5,600	0.535	270	504	283

03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	ST	ST	0.090	1.000	3,300	0.538	160	297	168
03500	BROADWAY ST(ALVA)	SR 80	N. RIVER RD	231*	11	0.088	0.934	6,400	0.540	284	526	299
03600	BROADWAY Ave(FT MYERS)	CARRELL RD	HANSON ST	ST	ST	0.090	1.000	5,400	0.554	269	486	283
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS	ST	ST	0.090	1.000	500	0.55	25	45	26
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	486*	11	0.088	0.934	7,100	0.54	315	584	331
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	33	33	0.900	1.000	1,000	0.50	450	900	473
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	ST	ST	0.090	1.000	8,090	0.51	371	728	390
07100	COUNTRY LAKES DR	LUCKETT RD	TICE ST	ST	ST	0.090	1.000	3,166	0.51	145	285	153
07200	CRYSTAL DR	US 41	METRO PKWY	254*	9	0.085	0.934	12,000	0.53	505	953	531
07300		METRO PKWY	PLANTATION RD	255*	9	0.085	0.934	8,700	0.53	366	691	385
08600	DANLEY DR	US 41	METRO PKWY	518*	45	0.101	0.934	7,100	0.59	395	670	415
08700	DAVIS RD	McGREGOR BLVD	IONA RD	265			0.934			N/A	N/A	N/A
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	ST	ST	0.090	1.000	600	0.554	30	54	31
10300	FIDDLESTICKS BLVD	GUARDHOUSE	DANIELS PKWY	276*	31	0.082	0.934	7,000	0.54	290	536	304
	GATEWAY BLVD	DANIELS PKWY	GATEWAY LAKES BLVD	536*	89	0.090	0.934	22,460	0.53	1,001	1,888	1,052
		GATEWAY LAKES BLVD	SR 82	N/A			N/A			N/A	N/A	N/A
10800	GASPARILLA BLVD	FIFTH ST	COUNTY LINE	ST	ST	0.090	1.000	6,200	0.554	309	558	325
11400	GREENBRIAR BLVD	RICHMOND AVE	JOEL BLVD	ST	ST	0.090	1.000	2,500	0.554	125	225	131
12100	HART RD	SR 78	TUCKER LANE	298*	64	0.099	0.934	6,300	0.500	291	583	306
12700	IDLEWILD RD	METRO PKWY	RANCHETTE RD	ST	ST	0.090	1.000	4,400	0.538	213	396	224
13600	IONA RD	DAVIS RD	McGREGOR BLVD	303*	35	0.107	0.934	7,100	0.600	426	710	447
13700	ISLAND PARK RD	PARK RD	US 41	ST	ST	0.090	1.000	1,950	0.554	97	176	102
14100	JOHN MORRIS RD	SUMMERLIN RD	IONA RD	498*	36	0.105	0.934	3,400	0.630	210	333	221
14200	KELLY RD	McGREGOR BLVD	SAN CARLOS BLVD	308*	38	0.098	0.934	3,800	0.660	230	348	241
14300		SAN CARLOS BLVD	PINE RIDGE RD	307	38	0.098	0.934	3,800	0.66	230	348	241
14500	LAUREL DR	BUS 41	BREEZE DR	309*	41	0.099	0.934	6,000	0.610	338	555	356
15000	LEE RD	SAN CARLOS BLVD	ALICO RD	ST	ST	0.090	1.000	8,400	0.538	407	756	427
15200	LEONARD/SW 23RD ST	GUNNERY RD	LEE BLVD	469*	22	0.083	0.934	15,100	0.610	714	1,171	750
15600	LUCKETT RD	I-75	COUNTRY LAKES DR	506*	11	0.088	0.934	7,200	0.540	320	592	336
17600	MILWAUKEE BLVD	ALABAMA BLVD	BELL BLVD	341*	6	0.084	0.934	4,200	0.520	171	330	180
17700		BELL BLVD	COLUMBUS BLVD	341*	6	0.084	0.934	4,200	0.520	171	330	180
17800	MOODY RD	HANCOCK B. PKWY	PONDELLA RD	507			0.934			N/A	N/A	N/A
17900	NALLE GRADE RD	SLATER RD	NALLE RD	ST	ST	0.095	1.000	1,550	0.554	82	147	86
18000	NALLE RD	SR 78	NALLE GRADE RD	344*	34	0.088	0.934	2,800	0.590	136	230	143
18100	NEAL RD	ORANGE RIVER BLVD	BUCKINGHAM RD	ST	ST	0.090	1.000	3,100	0.554	155	279	162
19100	ORANGE GROVE BLVD	CLUB ENTR.	4 LANE END	ST	ST	0.090	1.000	11,200	0.535	539	1,008	567
19100		4 LANE END	HANCOCK B. PKWY	ST	ST	0.090	1.000	11,200	0.535	539	1,008	567
19200		HANCOCK B. PKWY	PONDELLA RD	ST	ST	0.090	1.000	11,200	0.535	539	1,008	567
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	ST	ST	0.090	1.000	2,700	0.538	131	243	137
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	501*	31	0.082	0.934	8,300	0.540	343	636	361
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	ST	ST	0.090	1.000	4,200	0.535	202	378	213
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	ST	ST	0.090	1.000	3,100	0.538	150	279	158
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	ST	ST	0.090	1.000	9,200	0.554	459	828	482
21700		SUMMERLIN RD	GLADIOLUS DR	367*	37	0.091	0.934	5,400	0.610	280	459	294
21800		GLADIOLUS DR	McGREGOR BLVD	367*	37	0.091	0.934	5,400	0.610	280	459	294
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	521*	45	0.101	0.934	5,700	0.590	317	538	333
22000		DANIELS PKWY	IDLEWILD ST	370*	45	0.101	0.934	11,700	0.590	651	1,104	684
		IDLEWILD ST	COLONIAL BLVD	328	45	0.101	0.934	12,100	0.590	673	1,141	708
22400	PRITCHETT PKWY	SR 78	RICH RD	488			0.934			N/A	N/A	N/A
22600	RICH RD	SLATER RD	PRITCHETT PKWY	489			0.934			N/A	N/A	N/A
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	ST	ST	0.090	1.000	2,600	0.550	129	234	135
22800		E 12TH ST	GREENBRIAR BLVD	ST	ST	0.090	1.000	2,600	0.550	129	234	135
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	ST	ST	0.090	1.000	6,700	0.538	324	603	341
23260	SANIBEL BLVD	US 41	LEE RD	467*	25	0.097	0.934	9,700	0.570	501	879	526
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	ST	ST	0.090	1.000	5,400	0.554	269	486	283
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	ST	ST	0.090	1.000	10,300	0.554	514	927	540
24400	STALEY RD	TICE	ORANGE RIVER BLVD	398*	11	0.088	0.934	4,300	0.540	191	353	201

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2023-2028 PEAK HOUR PEAK SEASON VOLUME CALCULATIONS*

County-Maintained Collectors in Unincorporated Areas

Link No	Roadway Name	From	To	Station #	PCS	K_{100}- factor (2023)	H.V. FACTOR	2023 AADT	D FACTOR	2023 Dir. Vol.	2023 2-W Vol.	2028 Dir. Vol. (Growth Projection @ 1%)
26400	SW 23RD ST	GUNNERY RD	SUNSHINE BLVD	469*	22	0.083	0.934	15,100	0.610	714	1,171	750
26800	TICE ST	SR 80	ORTIZ AVE	ST	ST	0.090	1.000	4,700	0.554	234	423	246
26900		ORTIZ AVE	STALEY RD	ST	20	0.090	1.000	4,700	0.554	234	423	246
15200	WESTGATE BLVD	SW 23RD ST	LEE BLVD	470*	22	0.083	0.934	10,400	0.610	492	806	517
28000	WHISKEY CREEK DR	COLLEGE PKWY	SAUTERN DR	ST	ST	0.090	1.000	6,400	0.535	308	576	324
27900		SAUTERN DR	McGREGOR BLVD	ST	ST	0.090	1.000	6,400	0.535	308	576	324
28200	WILLIAMS AVE	LEE BLVD	W. 6TH ST	471*	6	0.084	0.934	16,600	0.520	677	1,302	712
28300	WINKLER RD	STOCKBRIDGE DR	SUMMERLIN RD	450			0.934			N/A	N/A	N/A
28900	WOODLAND BLVD	US 41	CHATHAM ST	503			0.934			N/A	N/A	N/A
29000	W. 6TH ST	WILLIAMS AVE	JOEL BLVD	474*	6	0.084	0.934	4,600	0.520	188	361	197
29100	W. 12TH ST	GUNNERY RD	SUNSHINE BLVD	ST	ST	0.090	1.000	6,000	0.554	299	540	314
29200		SUNSHINE BLVD	WILLIAMS AVE	481			0.934			N/A	N/A	N/A
29300		WILLIAMS AVE	JOEL BLVD	438			0.934			N/A	N/A	N/A
29400	W. 14TH ST	SUNSHINE BLVD	RICHMOND AVE	439			0.934			N/A	N/A	N/A

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2023-2028 PEAK HOUR PEAK SEASON VOLUME CALCULATIONS*

County-Maintained Roadways in Unincorporated Areas

Link No	Roadway Name	From	To	Station #	PCS	K_{100}- factor (2023)	H.V. FACTOR	2023 AADT	D FACTOR	2023 Dir. Vol.	2023 2-W Vol.	2028 Dir. Vol. (Growth Projection @ 1%)
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	ESTERO PKWY	517	71	0.102	0.934	23,700	0.540	1,219	2,258	1,281
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBIL DR	132	132	0.106	1.000	10,000	0.540	572	1,060	602
02500		VANDERBIL DR	US 41	7	7	0.101	1.000	21,400	0.520	1,124	2,161	1,181
02600		US 41	OLD 41	131	131	0.101	1.000	31,400	0.540	1,713	3,171	1,800
02700		OLD 41	IMPERIAL ST	130	130	0.091	1.000	40,000	0.600	2,184	3,640	2,295
02800		IMPERIAL ST	W OF I-75	42	42	0.088	1.000	43,500	0.560	2,144	3,828	2,253
02900		E OF I-75	BONITA GRAND DR	ST		0.090	1.000	17,400	0.554	868	1,566	912
		BONITA GRAND DR	BELLO BLVD	ST		0.090	1.000	17,400	0.554	868	1,566	912
	BONITA GRAND DR	BONITA BEACH RD	E TERRY ST	519	42	0.088	0.934	10,788	0.560	497	887	522
03200	BOYSCOUT DR	SUMMERLIN RD	US 41	ST		0.090	1.000	36,500	0.535	1,757	3,285	1,847
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	233*	12	0.090	0.934	16,800	0.600	847	1,412	891
04000		VAN BUREN PKWY	COUNTY LINE	12	12	0.090	1.000	13,400	0.600	724	1,206	761
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	122	122	0.094	1.000	48,800	0.670	3,073	4,587	3,230
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	14	14	0.081	1.000	59,200	0.540	2,589	4,795	2,721
05600		SUMMERLIN RD	US 41	14	14	0.081	1.000	59,200	0.540	2,589	4,795	2,721
06200		DYNASTY DR	SR 82	246	22	0.083	0.934	44,500	0.610	2,104	3,450	2,212
06500	CORBETT RD	SR 78	LITTLETON RD	508	49	0.085	0.934	0	0.560	0	N/A	N/A
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	247	15	0.088	0.934	21,100	0.560	971	1,734	1,021
06700		THREE OAKS PKWY	W OF I-75	15*	15	0.088	1.000	32,100	0.560	1,582	2,825	1,663
06800		E OF I-75	BEN HILL GRIFFIN PKWY	70	70	0.098	1.000	17,600	0.620	1,069	1,725	1,124
06900		BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	249*	70	0.098	0.934	20,900	0.620	1,186	1,913	1,247
07000		WILDCAT RUN DR	BELLA TERRA BLVD	249*	70	0.098	0.934	20,900	0.620	1,186	1,913	1,247
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	2	2	0.091	1.000	42,100	0.540	2,069	3,831	2,174
08900		SE 46TH ST	CORONADO PKWY	2	2	0.091	1.000	42,100	0.540	2,069	3,831	2,174
09000		CORONADO PKWY	CORNWALLIS PKWY	2	2	0.091	1.000	42,100	0.540	2,069	3,831	2,174
09100		CORNWALLIS PKWY	CORAL POINT DR	ST		0.090	1.000	54,000	0.535	2,600	4,860	2,733
09200		CORAL POINT DR	HANCOCK B. PKWY	40	40	0.089	1.000	44,100	0.520	2,041	3,925	2,145
09300		HANCOCK B. PKWY	SR 78	ST		0.090	1.000	36,500	0.535	1,757	3,285	1,847
09800	ESTERO BLVD	BIG CARLOS PASS BRIDG	PESCADORA AVE	ST		0.090	1.000	5,300	0.554	264	477	278
09900		PESCADORA AVE	VOORHIS ST	ST		0.090	1.000	13,000	0.554	648	1,170	681
10000		VOORHIS ST	TROPICAL SHORES WAY	ST		0.090	1.000	13,000	0.554	648	1,170	681
10100		TROPICAL SHORES WAY	CENTER ST	520			0.934			N/A	N/A	N/A

14400	ESTERO PKWY	US 41	THREE OAKS PKWY	465	15	0.088	0.934	20,000	0.560	921	1,644	968
		THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	459	15	0.088	0.934	22,600	0.560	1,040	1,858	1,093
10400	FOWLER ST	US 41	N AIRPORT RD	ST		0.090	1.000	26,500	0.535	1,276	2,385	1,341
10500		N AIRPORT RD	COLONIAL BLVD	ST		0.090	1.000	32,000	0.535	1,541	2,880	1,619
11700	HANCOCK B. PKWY	DEL PRADO BLVD	NE 24TH AVE	115	115	0.099	1.000	19,500	0.580	1,120	1,931	1,177
12200	HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	ST		0.090	1.000	9,600	0.554	479	864	503
12300		McLAUGHLIN BLVD	MELODY LANE	ST		0.090	1.000	9,600	0.554	479	864	503
12400		MELODY LANE	ESTERO BLVD	ST		0.090	1.000	9,600	0.554	479	864	503
13500	IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	492	63	0.125	0.934	23,700	0.580	1,605	2,767	1,687
		BONITA BEACH RD	COCONUT RD	63	63	0.125	1.000	16,700	0.580	1,211	2,088	1,273
23800	SIX MILE CYPRESS PKWY	WINKLER AVE EXT	CHALLENGER BLVD	18	18	0.092	1.000	20,700	0.630	1,200	1,904	1,261
23900		CHALLENGER BLVD	COLONIAL BLVD	18	18	0.092	1.000	20,700	0.630	1,200	1,904	1,261
25800	SUMMERLIN RD	BOYSCOUT RD	MATHEWS DR	74	74	0.099	1.000	19,500	0.620	1,197	1,931	1,258
25900		MATHEWS DR	COLONIAL BLVD	74	74	0.099	1.000	19,500	0.620	1,197	1,931	1,258
26500	THREE OAKS PKWY	COCONUT RD	ESTERO PKWY	525	25	0.097	0.934	26,500	0.570	1,368	2,401	1,438
27070	TREELINE AVE	AMBERWOOD RD	COLONIAL BLVD	62	62	0.111	1.000	14,700	0.580	946	1,632	995
27200	VETERANS MEM. PKWY	SR 78	CHIQUITA	527	50	0.088	0.934	18,800	0.600	927	1,545	974
27300		CHIQUITA	SKYLINE	ST		0.090	1.000	30,000	0.538	1,453	2,700	1,527
27400		SKYLINE	SANTA BARBARA	ST*		0.090	1.000	52,000	0.538	2,518	4,680	2,646
27500		SANTA BARBARA	COUNTRY CLUB BLVD	50	50	0.088	1.000	58,400	0.600	3,084	5,139	3,241
27600		COUNTRY CLUB BLVD	MIDPOINT BRDG TOLL P	ST		0.090	1.000	68,500	0.538	3,317	6,165	3,486
2770000		MIDPOINT BRDG TOLL P	McGREGOR BLVD	121	121	0.089	1.000	55,000	0.600	2,937	4,895	3,087
* Previous Year Volume												
(1) AADT and K-Factors and D-Factors are from 2023 Lee County Traffic Count Report and FDOT's online Data												

APPENDIX 21-H

SERVICE VOLUMES

FDOT and Charlotte County Service Volumes

2023 FDOT Quality/Level of Service Facility Type Designations and Capacities (VERSION DATE: Jan 2023)

Row		Default Values		FDOT Level of Service Capacity - Daily					LOS Capacity - Peak Hour Two-Way					LOS Capacity - Peak Hour Peak Direction						
Number	LOS Facility Types	K	D	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	Source of the Capacities Used in this Table	Adjustment Factors
1	RDA_LA_4L_0A	#VALUE!	0.55	1	34,800	48,000	56,700	63,200	0	3,650	5,040	5,950	6,640	0	2,010	2,770	3,270	3,650	PDF Page 88 of 2023 FDOT QLOS Handbook	
2	RDA_LA_6L_0A	#VALUE!	0.55	1	48,900	69,000	82,600	94,800	0	5,130	7,250	8,670	9,950	0	2,820	3,990	4,770	5,470	PDF Page 88 of 2023 FDOT QLOS Handbook	
3	RDA_LA_8L_0A	#VALUE!	0.55	1	62,900	90,400	108,400	126,400	0	6,600	9,490	11,380	13,270	0	3,630	5,220	6,260	7,300	PDF Page 88 of 2023 FDOT QLOS Handbook	
	RDA_LA_2L_0A				20,880	28,800	34,020	37,920		2,190	3,024	3,570	3,984		1,206	1,662	1,962	2,190		
4	RDA_LA_4L_WA	#VALUE!	0.55	1	54,800	68,000	76,700	83,200	0	5,450	6,840	7,750	8,440	0	3,010	3,770	4,270	4,650	Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000	7
5	RDA_LA_6L_WA	#VALUE!	0.55	1	68,900	89,000	102,600	114,800	0	6,930	9,050	10,470	11,750	0	3,820	4,990	5,770	6,470	Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000	7
6	RDA_LA_8L_WA	#VALUE!	0.55	1	82,900	110,400	128,400	146,400	0	8,400	11,290	13,180	15,070	0	4,630	6,220	7,260	8,300	Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000	7
7	C2T_1W_2L_D_WL_0R	0.095	1	1	1	13,080	18,840	0	0	0	1,368	1,968	0	0	0	1,368	1,968	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 40% to account for 1-way tra	1
8	C2T_1W_2L_U_WL_0R	0.095	1	1	1	13,080	18,840	0	0	0	1,368	1,968	0	0	0	1,368	1,968	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 40% to account for 1-way tra	1
9	C2T_1W_2L_U_WL_WR	0.095	1	1	1	13,080	18,840	0	0	0	1,436	2,066	0	0	0	1,436	2,066	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 40% to account for 1-way tra	1
9	C2T_1W_2L_U_0L_0R	0.095	1	1	1	13,080	18,840	0	0	0	1,368	1,968	0	0	0	1,368	1,968	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 40% to account for 1-way tra	1
10	C2T_1W_2L_U_0L_WR	0.095	1	1	1	13,080	18,840	0	0	0	1,368	1,968	0	0	0	1,368	1,968	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 40% to account for 1-way tra	1
10	C2T_1W_3L_U_0L_0R	0.095	0.55	1	1	24,300	28,800	0	0	0	983	1,362	0	0	0	541	749	0	0	
11	C2T_1W_3L_U_WL_0R	0.095	0.55	1	1	24,300	28,800	0	0	0	983	1,362	0	0	0	541	749	0	0	1
11	C2T_1W_3L_U_0L_WR	0.095	0.55	1	1	24,300	28,800	0	0	0	983	1,362	0	0	0	541	749	0	0	1
12	C2T_1W_3L_U_WL_WR	0.095	0.55	1	1	24,300	28,800	0	0	0	983	1,362	0	0	0	541	749	0	0	1
11	C2T_2W_2L_D_WL_0R	0.095	0.55	1	1	14,490	18,900	0	0	0	1,376	1,796	0	0	0	756	987	0	RDA_C2T_2W_2L_U_WL_0R - increased by 5%	2
12	C2T_2W_2L_D_WL_WR	0.095	0.55	1	1	15,215	19,845	0	0	0	1,445	1,886	0	0	0	794	1,036	0	RDA_C2T_2W_2L_D_WL_0R - increased by 5%	12
13	C2T_2W_2L_U_0L_0R	0.095	0.55	1	1	11,040	14,400	0	0	0	1,048	1,368	0	0	0	576	752	0	RDA_C2T_2W_2L_U_WL_0R - reduced by 20%	5
14	C2T_2W_2L_U_0L_WR	0.095	0.55	1	1	11,592	15,120	0	0	0	1,100	1,436	0	0	0	605	790	0	RDA_C2T_2W_2L_U_0L_0R - increased by 5%	18
15	C2T_2W_2L_U_WL_0R	0.095	0.55	1		13,800	18,000		0	0	1,310	1,710		0	0	720	940		PDF Page 94 of 2023 FDOT QLOS Handbook	
16	C2T_2W_2L_U_WL_WR	0.095	0.55	1		14,490	18,900	0	0	0	1,376	1,796	0	0	0	756	987	0	RDA_C2T_2W_2L_U_WL_0R - increased by 5%	3
16	C2T_2W_3L_D_0L_WR	0.095	0.55	1	1	18,145	25,150	0	0	0	1,723	2,388	0	0	0	948	1,314	0	0	
17	C2T_2W_3L_D_WL_WR	0.095	0.55	1	1	19,053	26,408	0	0	0	1,810	2,508	0	0	0	996	1,379	0	0	3
18	C2T_2W_3L_U_WL_0R	0.095	0.55	1	1	17,255	23,915	0	0	0	1,639	2,271	0	0	0	902	1,249	0	0	3
18	C2T_2W_4L_D_WL_0R	0.095	0.55	1		21,800	31,400		0	0	2,070	2,980		0	0	1,140	1,640		PDF Page 94 of 2023 FDOT QLOS Handbook	
19	C2T_2W_4L_D_WL_WR	0.095	0.55	1	0	22,890	32,970	0	0	0	2,174	3,129	0	0	0	1,197	1,722	0	RDA_C2T_2W_4L_D_WL_0R - increased by 5%	3
20	C2T_2W_4L_U_0L_0R	0.095	0.55	1	0	16,350	23,550	0	0	0	1,553	2,235	0	0	0	855	1,230	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 25%	6
21	C2T_2W_4L_U_0L_WR	0.095	0.55	1	0	17,168	24,728	0	0	0	1,631	2,347	0	0	0	898	1,292	0	RDA_C2T_2W_4L_U_0L_0R - increased by 5%	6,3
22	C2T_2W_4L_U_WL_0R	0.095	0.55	1	0	20,710	29,830	0	0	0	1,967	2,831	0	0	0	1,083	1,558	0	RDA_C2T_2W_4L_D_WL_0R - decreased by 5%	4
23	C2T_2W_4L_U_WL_WR	0.095	0.55	1	0	21,746	31,322	0	0	0	2,065	2,973	0	0	0	1,137	1,636	0	RDA_C2T_2W_4L_U_WL_0R - increased by 5%	13
24	C2T_2W_5L_D_WL_0R	0.095	0.55	1	0	31,150	39,700	0	0	0	2,960	3,770	0	0	0	1,630	2,075	0	(RDA_C2T_2W_4L_D_WL_0R reduced 50%) + (RDA_C2T_2W_6L_D_WL_0R reduced 50%)	
25	C2T_2W_5L_D_WL_WR	0.095	0.55	1	0	32,708	41,685	0	0	0	3,108	3,959	0	0	0	1,712	2,179	0	RDA_C2T_2W_5L_D_WL_0R - increased by 5%	3
26	C2T_2W_5L_U_WL_0R	0.095	0.55	1	0	29,593	37,715	0	0	0	2,812	3,582	0	0	0	1,549	1,971	0	(RDA_C2T_2W_4L_U_WL_0R reduced 50%) + (RDA_C2T_2W_6L_U_WL	4
27	C2T_2W_6L_D_WL_0R	0.095	0.55	1		40,500	48,000		0	0	3,850	4,560		0	0	2,120	2,510		PDF Page 94 of 2023 FDOT QLOS Handbook	
28	C2T_2W_6L_D_WL_WR	0.095	0.55	1	0	42,525	50,400	0	0	0	4,043	4,788	0	0	0	2,226	2,636	0	RDA_C2T_2W_6L_D_WL_0R - increased by 5%	3
29	C2T_2W_6L_U_WL_0R	0.095	0.55	1	0	38,475	45,600	0	0	0	3,658	4,332	0	0	0	2,014	2,385	0	RDA_C2T_2W_6L_D_WL_0R - decreased by 5%	4
30	C2T_2W_6L_U_WL_WR	0.095	0.55	1	0	40,399	47,880	0	0	0	3,840	4,549	0	0	0	2,115	2,504	0	RDA_C2T_2W_6L_U_WL_0R - increased by 5%	13
31	C1_1W_2L_U_0L_0R	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C1_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
32	C1_1W_2L_U_0L_WR	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C1_2W_4L_D_WL_WR - decreased by 40% to account for 1-way tra	1
33	C1_1W_2L_U_WL_0R	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C1_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
34	C1_1W_2L_U_WL_WR	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C1_2W_4L_D_WL_WR - decreased by 40% to account for 1-way tra	1
35	C1_1W_2L_D_WL_0R	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C1_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
36	C1_1W_2L_D_WL_WR	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C1_2W_4L_D_WL_WR - decreased by 40% to account for 1-way tra	1
37	C1_1W_3L_U_0L_0R	0.095	1	1	28,800	40,980	50,220	57,540	0	3,012	4,284	5,244	6,012	0	3,012	4,284	5,244	6,012	RDA_C1_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traff	1
38	C1_1W_3L_U_0L_WR	0.095	1	1	28,800	40,980	50,220	57,540	0	3,012	4,284	5,244	6,012	0	3,012	4,284	5,244	6,012	RDA_C1_2W_6L_D_WL_0R - decreased by 40% to account for 1-way tra	1
39	C1_1W_3L_U_WL_0R	0.095	1	1	28,800	40,980	50,220	57,540	0	3,012	4,284	5,244	6,012	0	3,012	4,284	5,244	6,012	RDA_C1_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traff	1
40	C1_1W_3L_U_WL_WR	0.095	1	1	28,800	40,980	50,220	57,540	0	3,012	4,284	5,244	6,012	0	3,012	4,284	5,244	6,012	RDA_C1_2W_6L_D_WL_WR - decreased by 40% to account for 1-way tra	1
41	C1_1W_3L_D_WL_0R	0.095	1	1	28,800	40,980	50,220	57,540	0	3,012	4,284	5,244	6,012	0	3,012	4,284	5,244	6,012	RDA_C1_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traff	1
42	C1_1W_3L_D_WL_WR	0.095	1	1	28,800	40,980	50,220	57,540	0	3,012	4,284	5,244	6,012	0	3,012	4,284	5,244	6,012	RDA_C1_2W_6L_D_WL_WR - decreased by 40% to account for 1-way tra	1
43	C1_2W_2L_D_WL_0R	0.095	0.55	1	4,830	8,610	14,700	29,925	0	462	819	1,397	2,846	0	252	452	767	1,565	RDA_C1_2W_2L_U_WL_0R - increased by 5%	2
44	C1_2W_2L_D_WL_WR	0.095	0.55	1	4,830	8,610	14,700	29,925	0	462	819	1,397	2,846	0	252	452	767	1,565	RDA_C1_2W_2L_U_WL_WR - increased by 5%	2
45	C1_2W_2L_U_0L_0R	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	PDF Page 90 of 2023 FDOT QLOS Handbook	
46	C1_2W_2L_U_0L_WR	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	FDOT 2012 Quality/LOS Handbook - Table 3	
47	C1_2W_2L_U_WL_0R	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	FDOT 2012 Quality/LOS Handbook - Table 3	
48	C1_2W_2L_U_WL_WR	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	FDOT 2012 Quality/LOS Handbook - Table 3	
49	C1_2W_3L_U_0L_0R	0.095	0.55	1	14,300	21,275	27,888	38,213	0	1,360	2,021	2,649	3,631	0	746	1,111	1,456	1,998	(RDA_C1_2W_2L_U_0L_0R reduced 50%) + (RDA_C1_2W_4L_U_0L_0R	6
50	C1_2W_3L_U_0L_WR	0.095	0.55	1	14,300	21,275	27,888	38,213	0	1,360	2,021	2,649	3,631	0	746	1,111	1,456	1,998	(RDA_C1_2W_2L_U_0L_WR reduced 50%) + (RDA_C1_2W_4L_U_0L_W	6
51	C1_2W_3L_U_WL_0R	0.095	0.55	1	17,500	25,855	33,458	44,603	0	1,664	2,456	3,178	4,238	0	913	1,350	1,747	2,332	(RDA_C1_2W_2L_U_WL_0R reduced 50%) + (RDA_C1_2W_4L_U_WL_0	4
52	C1_2W_3L_U_WL_WR	0.095	0.55	1	17,500	25,855	33,458	44,603	0	1,664	2,456	3,178	4,238	0	913	1,350	1,747	2,332	(RDA_C1_2W_2L_U_WL_WR reduced 50%) + (RDA_C1_2W_4L_U_WL_	4
53	C1_2W_3L_D_WL_0R	0.095	0.55	1	18,415	27,205	35,200	46,913	0	1,751	2,585	3,343	4,458	0	961	1,421	1,838	2,452	(RDA_C1_2W_2L_D_WL_0R reduced 50%) + (RDA_C1_2W_4L_D_WL_0	2
54	C1_2W_3L_D_WL_WR	0.095	0.55	1	18,415	27,205	35,200	46,913	0	1,751	2,585	3,343	4,458	0	961	1,421	1,838	2,452	(RDA_C1_2W_2L_D_WL_WR reduced 50%) + (RDA_C1_2W_4L_D_WL_	2
55	C1_2W_4L_D_WL_0R	0.095	0.55	1	32,000	45,800	55,700	63,900	0	3,040	4,350	5,290	6,070	0	1,670	2,390	2,910	3,340	PDF Page 90 of 2023 FDOT QLOS Handbook	
56	C1_2W_4L_D_WL_WR	0.095	0.55	1	32,000	45,800	55,700	63,900	0	3,040	4,350	5,290	6,070	0	1,670	2,390	2,910	3,340	FDOT 2012 Quality/LOS Handbook - Table 3	
57	C1_2W_4L_U_0L_0R	0.095	0.55	1	24,000	34,350	41,775	47,925	0	2,280	3,263	3,968	4,553	0	1,253	1,793	2,183	2,505	RDA_C1_2W_4L_D_WL_0R - decreased by 25%	6
58	C1_2W_4L_U_0L_WR	0.095	0.55	1	24,000	34,350	41,775	47,925	0	2,280	3,263	3,968	4,553	0	1,253	1,793	2,183	2,505	RDA_C1_2W_4L_D_WL_WR - decreased by 25%	6
59	C1_2W_4L_U_WL_0R	0.095	0.55	1	30,400	43,510	52,915	60,705	0	2,888	4,133	5,026	5,767	0	1,587	2,271	2,765	3,173	RDA_C1_2W_4L_D_WL_0R - decreased by 5%	4
60	C1_2W_4L_U_WL_WR	0.095	0.55	1	30,400	43,510	52,915	60,705	0	2,888	4,133	5,026	5,767	0	1,587	2,271	2,765	3,173	RDA_C1_2W_4L_D_WL_WR - decreased by 5%	4
61	C1_2W_5L_D_WL_0R	0.095	0.55	1	40,000	57,050	69,700	79,900	0	3,800	5,420	6,620	7,590	0	2,090	2,980	3,640	4,175	(RDA_C1_2W_4L_D_WL_0R reduced 50%) + (RDA_C1_2W_6L_D_WL_0R reduced 50%)	
62	C1_2W_5L_D_WL_WR	0.095	0.55	1	40,000	57,050	69,700	79,900	0	3,800	5,420	6,620	7,590	0	2,090	2,980	3,640	4,175	(RDA_C1_2W_4L_D_WL_WR reduced 50%) + (RDA_C1_2W_6L_D_WL_WR reduced 50%)	
63	C1_2W_6L_D_WL_0R	0.095	0.55	1	48,000	68,300	83,700	95,900	0	4,560	6,490	7,950	9,110	0	2,510	3,570	4,370	5,010	PDF Page 90 of 2023 FDOT QLOS Handbook	
64	C1_2W_6L_D_WL_WR	0.095	0.55	1	48,000	68,300	83,700	95,900	0	4,560	6,490	7,950	9,110	0	2,510	3,570	4,370	5,010	FDOT 2012 Quality/LOS Handbook - Table 3	
65	C1_2W_6L_U_WL_0R	0.095	0.55	1	45,600	64,885	79,515	91,105	0	4,332	6,166	7,553	8,655	0	2,385	3,392	4,152	4,760	RDA_C1_2W_6L_D_WL_0R - decreased by 5%	4
66	C1_2W_6L_U_WL_WR	0.095	0.55	1	45,600	64,885	79,515	91,105	0	4,332	6,166	7,553	8,655	0	2,385	3,392	4,152	4,760	RDA_C1_2W_6L_D_WL_WR - decreased by 5%	4
67	C1_2W_6L_U_0L_0R	0.095	0.55	1	36,000	51,225	62,775	71,925	0	3,420	4,868	5,963	6,833	0	1,883	2,678	3,278	3,758	RDA_C1_2W_6L_D_WL_0R - decreased by 25%	6
68	C1_2W_6L_U_0L_WR	0.095	0.55	1	36,000	51,225	62,775	71,925	0	3,420	4,868	5,963	6,833	0	1,883	2,678	3,278	3,758	RDA_C1_2W_6L_D_WL_WR - decreased by 25%	6
69	C1_2W_8L_D_WL_0R	0.095	0.55	1	64,000	90,800	111,700	127,900	0	6,080	8,630	10,610	12,150	0	3,350	4,750	5,830	6,680	RDA_C1_2W_6L_D_WL_0R	
70	C1_2W_8L_D_WL_WR	0.095	0.55	1	64,000	90,800	111,700	127,900	0	6,080	8,630	10,610	12,150	0	3,350	4,750	5,830	6,680	RDA_C1_2W_6L_D_WL_WR	
70	C2_1W_1L_U_0L_0R	0.095	1	1	11,520	16,488	20,052	23,004	0	1,202	1,721	2,095	2,405	0	1,202	1,721	2,095	2,405	RDA_C2_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
71	C2_1W_2L_U_0L_0R	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C2_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
72	C2_1W_2L_U_0L_WR	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C2_2W_4L_D_WL_WR - decreased by 40% to account for 1-way tra	1
73	C2_1W_2L_U_WL_0R	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C2_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
74	C2_1W_2L_U_WL_WR	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C2_2W_4L_D_WL_WR - decreased by 40% to account for 1-way tra	1
75	C2_1W_2L_D_WL_0R	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C2_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traff	1
76	C2_1W_2L_D_WL_WR	0.095	1	1	19,200	27,480	33,420	38,340	0	2,004	2,868	3,492	4,008	0	2,004	2,868	3,492	4,008	RDA_C2_2W_4L_D_WL_WR - decreased by 40% to account for 1-way tra	1
77	C2_2W_2L_D_WL_0R	0.095	0.55	1	4,830	8,610	14,700	29,925	0	462	819	1,397	2,846	0	252	452	767	1,565	RDA_C2_2W_2L_U_0L_0R - increased by 5%	2
78	C2_2W_2L_D_WL_WR	0.095	0.55	1	4,830	8,610	14,700	29,925	0	462	819	1,397	2,846	0	252	452	767	1,565	RDA_C2_2W_2L_U_0L_0R - increased by 5%	2
79	C2_2W_2L_U_0L_0R	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	PDF Page 90 of 2023 FDOT QLOS Handbook	
80	C2_2W_2L_U_0L_WR	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	PDF Page 90 of 2023 FDOT QLOS Handbook	
81	C2_2W_2L_U_WL_0R	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	PDF Page 90 of 2023 FDOT QLOS Handbook	
82	C2_2W_2L_U_WL_WR	0.095	0.55	1	4,600	8,200	14,000	28,500	0	440	780	1,330	2,710	0	240	430	730	1,490	PDF Page 90 of 2023 FDOT QLOS Handbook	
83	C2_2W_3L_U_0L_0R	0.095	0.55	1	14,300	21,275	27,888	38,213	0	1,360	2,021	2,649	3,631	0	746	1,111	1,456	1,998	(RDA_C2_2W_2L_D_WL_0R reduced 50%) + (RDA_C2_2W_4L_D_WL_0R reduced 50%)	
84	C2_2W_3L_U_0L_WR	0.095	0.55	1	14,300	21,275	27,888	38,213	0	1,360	2,021	2,649	3,631	0	746	1,111	1,456	1,998	(RDA_C2_2W_2L_D_WL_WR reduced 50%) + (RDA_C2_2W_4L_D_WL_WR reduced 50%)	
85	C2_2W_3L_U_WL_0R	0.095	0.55	1	17,500	25,855	33,458	44,603	0	1,664	2,456	3,178	4,238	0	913	1,350	1,747	2,332	(RDA_C2_2W_2L_D_WL_0R reduced 50%) + (RDA_C2_2W_4L_D_WL_0R reduced 50%)	
86	C2_2W_3L_U_WL_WR	0.095	0.55	1	17,500	25,855	33,458	44,603	0	1,664	2,456	3,178	4,238	0	913	1,350	1,747	2,332	(RDA_C2_2W_2L_D_WL_WR reduced 50%) + (RDA_C2_2W_4L_D_WL_WR reduced 50%)	
87	C2_2W_3L_D_WL_0R	0.095	0.55	1	18,415	27,205	35,200	46,913	0	1,751	2,585	3,343	4,458	0	961	1,421	1,838	2,452	(RDA_C2_2W_2L_D_WL_0R reduced 50%) + (RDA_C2_2W_4L_D_WL_0	2
88	C2_2W_3L_D_WL_WR	0.095	0.55	1	18,415	27,205	35,200	46,913	0	1,751	2,585	3,343	4,458	0	961	1,421	1,838	2,452	(RDA_C2_2W_2L_D_WL_WR reduced 50%) + (RDA_C2_2W_4L_D_WL_	2
89	C2_2W_4L_D_WL_0R	0.095	0.55	1	32,000	45,800	55,700	63,900	0	3,040	4,350	5,290	6,070	0	1,670	2,390	2,910	3,340	PDF Page 90 of 2023 FDOT QLOS Handbook	
90	C2_2W_4L_D_WL_WR	0.095	0.55	1	32,000	45,800	55,700	63,900	0	3,040	4,350	5,290	6,070	0	1,670	2,390	2,910	3,340	FDOT 2012 Quality/LOS Handbook - Table 3	
91	C2_2W_4L_U_0L_0R	0.095	0.55	1	24,000	34,350	41,775	47,925	0	2,280	3,263	3,968	4,553	0	1,253	1,793	2,183	2,505	RDA_C2_2W_4L_D_WL_0R - decreased by 25%	6
92	C2_2W_4L_U_0L_WR	0.095	0.55	1	24,000	34,350	41,775	47,925	0	2,280	3,263	3,968	4,553	0	1,253	1,793	2,183	2,505	RDA_C2_2W_4L_D_WL_0R - decreased by 25%	6
93	C2_2W_4L_U_WL_0R	0.095	0.55	1	30,400	43,510	52,915	60,705	0	2,888	4,133	5,026	5,767	0	1,587	2,271	2,765	3,173	RDA_C2_2W_4L_D_WL_0R - decreased by 5%	4
94	C2_2W_4L_U_WL_WR	0.095	0.55	1	30,400	43,510	52,915	60,705	0	2,888	4,133	5,026	5,767	0	1,587	2,271	2,765	3,173	RDA_C2_2W_4L_D_WL_0R - decreased by 5%	4
95	C2_2W_5L_D_WL_0R	0.095	0.55	1	40,000	57,050	69,700	79,900	0	3,800	5,420	6,620	7,590	0	2,090	2,980	3,640	4,175	(RDA_C2_2W_4L_D_WL_0R reduced 50%) + (RDA_C2_2W_6L_D_WL_0R reduced 50%)	
96	C2_2W_5L_D_WL_WR	0.095	0.55	1	40,000	57,050	69,700	79,900	0	3,800	5,420	6,620	7,590	0	2,090	2,980	3,640	4,175	(RDA_C2_2W_4L_D_WL_WR reduced 50%) + (RDA_C2_2W_6L_D_WL_WR reduced 50%)	
97	C2_2W_6L_D_WL_0R	0.095	0.55	1	48,000	68,300	83,700	95,900	0	4,560

163	C4_2W_5L_D_WL_0R	#VALUE!	0.55	1	0	34,550	46,450	50,600	0	0	3,110	4,180	4,555	0	0	1,710	2,300	2,505	(UA_C4_2W_4L_D_WL_0R reduced 50%) + (UA_C4_2W_6L_D_WL_0R reduced 50%)	
164	C4_2W_5L_D_WL_WR	#VALUE!	0.55	1	0	36,278	48,773	53,130	0	0	3,266	4,389	4,783	0	0	1,796	2,415	2,630	UA_C4_2W_5L_D_WL_0R - increased 5%	3
165	C4_2W_6L_D_WL_0R	#VALUE!	0.55	1		44,700	56,800	60,400	0		4,020	5,110	5,440	0		2,210	2,810	2,990	PDF Page 94 of 2023 FDOT QLOS Handbook	
166	C4_2W_6L_D_WL_WR	#VALUE!	0.55	1	0	46,935	59,640	63,420	0	0	4,221	5,366	5,712	0	0	2,321	2,951	3,140	UA_C4_2W_6L_D_WL_0R - increased by 5%	3
167	C4_2W_6L_U_WL_0R	#VALUE!	0.55	1	0	42,465	53,960	57,380	0	0	3,819	4,855	5,168	0	0	2,100	2,670	2,841	UA_C4_2W_6L_D_WL_0R - decreased by 5%	4
168	C4_2W_6L_U_WL_WR	#VALUE!	0.55	1	0	44,588	56,658	60,249	0	0	4,010	5,097	5,426	0	0	2,204	2,803	2,983	UA_C4_2W_6L_U_WL_0R - increased by 5%	13
169	C4_2W_8L_D_WL_0R	#VALUE!	0.55	1		52,300	66,900	70,900	0		4,710	6,020	6,380	0		2,590	3,310	3,510	PDF Page 94 of 2023 FDOT QLOS Handbook	
170	C4_2W_8L_D_WL_WR	#VALUE!	0.55	1	0	54,915	70,245	74,445	0	0	4,946	6,321	6,699	0	0	2,720	3,476	3,686	UA_C4_2W_8L_D_WL_0R - increased by 5%	3
171	C4_2W_7L_D_WL_0R	#VALUE!	0.55	1	0	48,500	61,850	65,650	0	0	4,365	5,565	5,910	0	0	2,400	3,060	3,250	UA_C4_2W_6L_D_WL_WR reduced by 50% +UA_C4_2W_8L_D_WL_WR reduced by 50%	
172	C4_2W_7L_D_WL_WR	#VALUE!	0.55	1	0	50,925	64,943	68,933	0	0	4,583	5,843	6,206	0	0	2,520	3,213	3,413	UA_C4_2W_6L_D_WL_WR reduced by 50% +UA_C4_2W_8L_D_WL_WR	3
173	C4_2W_3L_D_WL_0R	#VALUE!	0.55	1	0	12,200	27,290	33,000	0	0	1,100	2,455	2,969	0	0	605	1,352	1,635		2
174	C5_1W_1L_U_0L_0R					0	6,672	10,464			0	662	1,037			0	662	1,037		1
175	C5_1W_2L_U_WL_0R	#VALUE!	1	1	1	15,660	22,980	25,800	0	0	1,548	2,280	2,556	0	0	1,548	2,280	2,556	UA_C5_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
176	C5_1W_2L_U_WL_WR	#VALUE!	1	1	1	16,443	24,129	27,090	0	1	1,625	2,394	2,684	0	1	1,625	2,394	2,684	UA_C5_2W_4L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
177	C5_1W_2L_U_0L_0R	#VALUE!	1	1	1	15,660	22,980	25,800	0	0	1,548	2,280	2,556	0	0	1,548	2,280	2,556	UA_C5_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
178	C5_1W_2L_U_0L_WR	#VALUE!	1	1	1	16,443	24,129	27,090	0	1	1,625	2,394	2,684	0	1	1,625	2,394	2,684	UA_C5_2W_4L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
179	C5_1W_2L_D_WL_0R	#VALUE!	1	1	1	15,660	22,980	25,800	0	0	1,548	2,280	2,556	0	0	1,548	2,280	2,556	UA_C5_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
180	C5_1W_2L_D_WL_WR	#VALUE!	1	1	1	16,443	24,129	27,090	0	1	1,625	2,394	2,684	0	1	1,625	2,394	2,684	UA_C5_2W_4L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
181	C5_1W_3L_U_WL_0R	#VALUE!	1	1	1	17,040	32,340	37,680	0	0	1,692	3,204	3,732	0	0	1,692	3,204	3,732	UA_C5_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
182	C5_1W_3L_U_WL_WR	#VALUE!	1	1	1	17,892	33,957	39,564	0	1	1,777	3,364	3,919	0	1	1,777	3,364	3,919	UA_C5_2W_6L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
183	C5_1W_3L_U_0L_0R	#VALUE!	1	1	1	17,040	32,340	37,680	0	0	1,692	3,204	3,732	0	0	1,692	3,204	3,732	UA_C5_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
184	C5_1W_3L_U_0L_WR	#VALUE!	1	1	1	17,892	33,957	39,564	0	1	1,777	3,364	3,919	0	1	1,777	3,364	3,919	UA_C5_2W_6L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
185	C5_1W_3L_D_WL_0R	#VALUE!	1	1	1	17,040	32,340	37,680	0	0	1,692	3,204	3,732	0	0	1,692	3,204	3,732	UA_C5_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
186	C5_1W_3L_D_WL_WR	#VALUE!	1	1	1	17,892	33,957	39,564	0	1	1,777	3,364	3,919	0	1	1,777	3,364	3,919	UA_C5_2W_6L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
187	C5_1W_4L_U_WL_0R	#VALUE!	1	1	1	35,280	43,140	44,160	0	0	3,492	4,272	4,368	0	0	3,492	4,272	4,368	UA_C5_2W_8L_D_WL_0R - decreased by 40% to account for 1-way traffi	1
188	C5_1W_4L_U_WL_WR	#VALUE!	1	1	1	37,044	45,297	46,368	0	1	3,667	4,486	4,586	0	1	3,667	4,486	4,586	UA_C5_2W_8L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
189	C5_1W_4L_U_0L_0R	#VALUE!	1	1	1	35,280	43,140	44,160	0	0	3,492	4,272	4,368	0	0	3,492	4,272	4,368	UA_C5_2W_8L_D_WL_0R - decreased by 40% to account for 1-way traffi	1
190	C5_1W_4L_U_0L_WR	#VALUE!	1	1	1	37,044	45,297	46,368	0	1	3,667	4,486	4,586	0	1	3,667	4,486	4,586	UA_C5_2W_8L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
191	C5_1W_4L_D_WL_0R	#VALUE!	1	1	1	35,280	43,140	44,160	0	0	3,492	4,272	4,368	0	0	3,492	4,272	4,368	UA_C5_2W_8L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
192	C5_1W_4L_D_WL_WR	#VALUE!	1	1	1	37,044	45,297	46,368	0	1	3,667	4,486	4,586	0	1	3,667	4,486	4,586	UA_C5_2W_8L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
193	C5_2W_2L_D_WL_0R	#VALUE!	0.55	1	1	0	14,595	22,890	0	1	0	1,313	2,058	0	1	0	725	1,134	UA_C5_2W_2L_U_WL_0R - increased by 5%	2
194	C5_2W_2L_D_WL_WR	#VALUE!	0.55	1	1	0	15,325	24,035	0	1	0	1,378	2,161	0	1	0	761	1,191	UA_C5_2W_2L_D_WL_0R - increased by 5%	12
195	C5_2W_2L_U_0L_0R	#VALUE!	0.55	1	1	0	11,120	17,440	0	1	0	1,000	1,568	0	1	0	552	864	UA_C5_2W_2L_U_WL_0R - reduced by 20%	5
196	C5_2W_2L_U_0L_WR	#VALUE!	0.55	1	1	0	11,676	18,312	0	1	0	1,050	1,646	0	1	0	580	907	UA_C5_2W_2L_U_0L_0R - increased by 5%	18
197	C5_2W_2L_U_WL_0R	#VALUE!	0.55	1	1		13,900	21,800	0	0	0	1,250	1,960	0	0	0	690	1,080	PDF Page 94 of 2023 FDOT QLOS Handbook	
198	C5_2W_2L_U_WL_WR	#VALUE!	0.55	1	1	0	14,595	22,890	0	1	0	1,313	2,058	0	1	0	725	1,134	UA_C5_2W_2L_U_WL_0R - increased by 5%	3
199	C5_2W_3L_U_0L_0R	#VALUE!	0.55	1	1	9,788	19,923	24,845	0	1	881	1,794	2,235	0	1	484	989	1,231	(UA_C5_2W_2L_U_0L_0R reduced 50%) + (UA_C5_2W_4L_U_0L_0R re	5,6
200	C5_2W_3L_U_0L_WR	#VALUE!	0.55	1	1	10,277	20,919	26,087	0	1	925	1,883	2,347	0	1	508	1,038	1,292	(UA_C5_2W_2L_U_0L_WR reduced 50%) + (UA_C5_2W_4L_U_0L_WR r	19
201	C5_2W_3L_U_WL_0R	#VALUE!	0.55	1	1	12,398	25,143	31,325	0	1	1,116	2,264	2,818	0	1	613	1,248	1,552	(UA_C5_2W_2L_U_WL_0R reduced 50%) + (UA_C5_2W_4L_U_WL_0R r	4
202	C5_2W_3L_U_WL_WR	#VALUE!	0.55	1	1	13,017	26,400	32,891	0	1	1,172	2,377	2,959	0	1	643	1,310	1,629	(UA_C5_2W_2L_U_WL_WR reduced 50%) + (UA_C5_2W_4L_U_WL_WR	13
203	C5_2W_3L_D_WL_0R	#VALUE!	0.55	1	1	13,050	26,448	32,945	0	1	1,175	2,381	2,964	0	1	645	1,312	1,632	(UA_C5_2W_2L_D_WL_0R reduced 50%) + (UA_C5_2W_4L_D_WL_0R r	2
204	C5_2W_3L_D_WL_WR	#VALUE!	0.55	1	1	13,703	27,770	34,592	0	1	1,234	2,500	3,112	0	1	677	1,378	1,714	(UA_C5_2W_2L_D_WL_WR reduced 50%) + (UA_C5_2W_4L_D_WL_WR	12
205	C5_2W_4L_D_WL_0R	#VALUE!	0.55	1	1	26,100	38,300	43,000	0	0	2,350	3,450	3,870	0	0	1,290	1,900	2,130	PDF Page 94 of 2023 FDOT QLOS Handbook	
206	C5_2W_4L_D_WL_WR	#VALUE!	0.55	1	1	27,405	40,215	45,150	0	1	2,468	3,623	4,064	0	1	1,355	1,995	2,237	UA_C5_2W_4L_D_WL_0R - increased 5%	3
207	C5_2W_4L_U_0L_0R	#VALUE!	0.55	1	1	19,575	28,725	32,250	0	1	1,763	2,588	2,903	0	1	968	1,425	1,598	UA_C5_2W_4L_D_WL_0R - decreased by 25%	6
208	C5_2W_4L_U_0L_WR	#VALUE!	0.55	1	1	20,554	30,161	33,863	0	1	1,851	2,717	3,048	0	1	1,016	1,496	1,677	UA_C5_2W_4L_U_0L_0R - increased by 5%	6,3
209	C5_2W_4L_U_WL_0R	#VALUE!	0.55	1	1	24,795	36,385	40,850	0	1	2,233	3,278	3,677	0	1	1,226	1,805	2,024	UA_C5_2W_4L_D_WL_0R - decreased by 5%	4
210	C5_2W_4L_U_WL_WR	#VALUE!	0.55	1	1	26,035	38,204	42,893	0	1	2,344	3,441	3,860	0	1	1,287	1,895	2,125	UA_C5_2W_4L_U_WL_0R - increased by 5%	13
211	C5_2W_5L_U_0L_WR	#VALUE!	0.55	1	1	21,459	36,304	41,659	0	1	1,933	3,268	3,749	0	1	1,063	1,799	2,063	UA_C5_2W_4L_U_0L_0R - increased by 5%	6,3
212	C5_2W_5L_D_WL_0R	#VALUE!	0.55	1	1	27,250	46,100	52,900	0	1	2,455	4,150	4,760	0	1	1,350	2,285	2,620	(UA_C5_2W_4L_D_WL_0R reduced 50%) + (UA_C5_2W_6L_D_WL_0R reduced 50%)	
213	C5_2W_5L_D_WL_WR	#VALUE!	0.55	1	1	28,613	48,405	55,545	0	1	2,578	4,358	4,998	0	1	1,418	2,399	2,751	(UA_C5_2W_4L_D_WL_WR reduced 50%) + (UA_C5_2W_6L_D_WL_WR	3
214	C5_2W_5L_U_WL_WR	#VALUE!	0.55	1	1	27,182	45,985	52,768	0	1	2,449	4,140	4,748	0	1	1,347	2,279	2,613	(UA_C5_2W_4L_D_WL_WR reduced 50%) + (UA_C5_2W_6L_D_WL_WR	3
214	C5_2W_6L_D_WL_0R	#VALUE!	0.55	1	1	28,400	53,900	62,800	0	0	2,560	4,850	5,650	0	0	1,410	2,670	3,110	FDOT 2012 Quality/LOS Handbook - Table 1	
215	C5_2W_6L_D_WL_WR	#VALUE!	0.55	1	1	29,820	56,595	65,940	0	1	2,688	5,093	5,933	0	1	1,481	2,804	3,266	UA_C5_2W_6L_D_WL_0R - increased by 5%	3
216	C5_2W_6L_U_WL_0R	#VALUE!	0.55	1	1	26,980	51,205	59,660	0	1	2,432	4,608	5,368	0	1	1,340	2,537	2,955	UA_C5_2W_6L_D_WL_0R - decreased by 5%	4
217	C5_2W_6L_U_WL_WR	#VALUE!	0.55	1	1	28,329	53,765	62,643	0	1	2,554	4,838	5,636	0	1	1,406	2,663	3,102	UA_C5_2W_6L_U_WL_0R - increased by 5%	13
218	C5_2W_7L_D_WL_0R	#VALUE!	0.55	1	1	43,600	62,900	68,200	0	1	3,925	5,660	6,135	0	1	2,160	3,115	3,375	(UA_C5_2W_6L_D_WL_0R reduced 50%) + (UA_C5_2W_8L_D_WL_0R reduced 50%)	
219	C5_2W_7L_D_WL_WR	#VALUE!	0.55	1	1	45,780	66,045	71,610	0	1	4,121	5,943	6,442	0	1	2,268	3,271	3,544	(UA_C5_2W_6L_D_WL_WR reduced 50%) + (UA_C5_2W_8L_D_WL_WR	3
220	C5_2W_8L_D_WL_0R	#VALUE!	0.55	1	1	58,800	71,900	73,600	0	0	5,290	6,470	6,620	0	0	2,910	3,560	3,640	PDF Page 94 of 2023 FDOT QLOS Handbook	
221	C5_2W_8L_D_WL_WR	#VALUE!	0.55	1	1	61,740	75,495	77,280	0	1	5,555	6,794	6,951	0	1	3,056	3,738	3,822	UA_C5_2W_8L_D_WL_0R - increased by 5%	3
222	C5_2W_10L_D_WL_0R	#VALUE!	0.55	1	1	89,200	89,900	84,400	0	0	8,020	8,090	7,590	0	0	4,410	4,450	4,170		
223	C5_2W_10L_D_WL_WR	#VALUE!	0.55	1	1	93,660	94,395	88,620	0	1	8,421	8,495	7,970	0	1	4,631	4,673	4,379	UA_C5_2W_10L_D_WL_0R - increased by 5%	3
224	C4_2W_3L_D_WL_WR	0.097	0.55	1	0	12,810	28,655	34,650	0	0	1,155	2,577	3,117	0	0	635	1,420	1,717	(UA_C4_2W_2L_D_WL_WR - reduced 50%)+(UA_C4_2W_4L_D_WL_WR	12
225	C6_1W_1L_U_0L_0R					0	7,680	9,984			0	758	989			0	758	989		1
226	C6_1W_2L_U_WL_0R	#VALUE!	1	1	1	0	18,060	23,280	0	0	0	1,788	2,304	0	0	0	1,788	2,304	UA_C6_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
227	C6_1W_2L_U_WL_WR	#VALUE!	1	1	1	0	18,963	24,444	0	1	0	1,877	2,419	0	1	0	1,877	2,419	UA_C6_2W_4L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
228	C6_1W_2L_U_0L_0R	#VALUE!	1	1	1	0	18,060	23,280	0	0	0	1,788	2,304	0	0	0	1,788	2,304	UA_C6_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
229	C6_1W_2L_U_0L_WR	#VALUE!	1	1	1	0	18,963	24,444	0	1	0	1,877	2,419	0	1	0	1,877	2,419	UA_C6_2W_4L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
230	C6_1W_2L_D_WL_0R	#VALUE!	1	1	1	0	18,060	23,280	0	0	0	1,788	2,304	0	0	0	1,788	2,304	UA_C6_2W_4L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
231	C6_1W_2L_D_WL_WR	#VALUE!	1	1	1	0	18,963	24,444	0	1	0	1,877	2,419	0	1	0	1,877	2,419	UA_C6_2W_4L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
232	C6_1W_3L_U_WL_0R	#VALUE!	1	1	1	0	33,060	35,640	0	0	0	3,276	3,528	0	0	0	3,276	3,528	UA_C6_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
233	C6_1W_3L_U_WL_WR	#VALUE!	1	1	1	0	34,713	37,422	0	1	0	3,440	3,704	0	1	0	3,440	3,704	UA_C6_2W_6L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
234	C6_1W_3L_U_0L_0R	#VALUE!	1	1	1	0	33,060	35,640	0	0	0	3,276	3,528	0	0	0	3,276	3,528	UA_C6_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
235	C6_1W_3L_U_0L_WR	#VALUE!	1	1	1	0	34,713	37,422	0	1	0	3,440	3,704	0	1	0	3,440	3,704	UA_C6_2W_6L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
236	C6_1W_3L_D_WL_0R	#VALUE!	1	1	1	0	33,060	35,640	0	0	0	3,276	3,528	0	0	0	3,276	3,528	UA_C6_2W_6L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
237	C6_1W_3L_D_WL_WR	#VALUE!	1	1	1	0	34,713	37,422	0	1	0	3,440	3,704	0	1	0	3,440	3,704	UA_C6_2W_6L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
238	C6_1W_4L_U_WL_0R	#VALUE!	1	1	1	0	39,420	42,360	0	0	0	3,900	4,188	0	0	0	3,900	4,188	UA_C6_2W_8L_D_WL_0R - decreased by 40% to account for 1-way traffi	1
239	C6_1W_4L_U_WL_WR	#VALUE!	1	1	1	0	41,391	44,478	0	1	0	4,095	4,397	0	1	0	4,095	4,397	UA_C6_2W_8L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
240	C6_1W_4L_U_0L_0R	#VALUE!	1	1	1	0	39,420	42,360	0	0	0	3,900	4,188	0	0	0	3,900	4,188	UA_C6_2W_8L_D_WL_0R - decreased by 40% to account for 1-way traffi	1
241	C6_1W_4L_U_0L_WR	#VALUE!	1	1	1	0	41,391	44,478	0	1	0	4,095	4,397	0	1	0	4,095	4,397	UA_C6_2W_8L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
242	C6_1W_4L_D_WL_0R	#VALUE!	1	1	1	0	39,420	42,360	0	0	0	3,900	4,188	0	0	0	3,900	4,188	UA_C6_2W_8L_D_WL_0R - decreased by 40% to account for 1-way traffic	1
243	C6_1W_4L_D_WL_WR	#VALUE!	1	1	1	0	41,391	44,478	0	1	0	4,095	4,397	0	1	0	4,095	4,397	UA_C6_2W_8L_D_WL_WR - decreased by 40% to account for 1-way traffi	1
244	C6_2W_2L_D_WL_0R	#VALUE!	0.55	1	1	0	16,800	21,840	0	1	0	1,512	1,964	0	1	0	830	1,082	UA_C6_2W_2L_U_WL_0R - increased by 5%	2
245	C6_2W_2L_D_WL_WR	#VALUE!	0.55	1	1	0	17,640	22,932	0	1	0	1,588	2,062	0	1	0	871	1,136	UA_C6_2W_2L_D_WL_0R - increased by 5%	12
246	C6_2W_2L_U_0L_0R	#VALUE!	0.55	1	1	0	12,800	16,640	0	1	0	1,152	1,496	0	1	0	632	824	UA_C6_2W_2L_U_WL_0R - reduced by 20%	5
247	C6_2W_2L_U_0L_WR	#VALUE!	0.55	1	1	0	13,440	17,472	0	1	0	1,210	1,571	0	1	0	664	865	UA_C6_2W_2L_U_0L_0R - increased by 5%	18
248	C6_2W_2L_U_WL_0R	#VALUE!	0.55	1	1		16,000	20,800	0	0	0	1,440	1,870	0	0	0	790	1,030	PDF Page 94 of 2023 FDOT QLOS Handbook	
249	C6_2W_2L_U_WL_WR	#VALUE!	0.55	1	1	0	16,800	21,840	0	1	0	1,512	1,964	0	1	0	830	1,082	UA_C6_2W_2L_U_WL_0R - increased by 5%	3
250	C6_2W_3L_U_0L_0R	#VALUE!	0.55	1	1	0	17,688	22,870	0	1	0	1,592	2,057	0	1	0	875	1,132	(UA_C6_2W_2L_U_0L_0R reduced 50%) + (UA_C6_2W_4L_U_0L_0R re	5,6
251	C6_2W_3L_U_0L_WR	#VALUE!	0.55	1	1	0	18,572	24,014	0	1	0	1,672	2,160	0	1	0	918	1,189	(UA_C6_2W_2L_U_0L_WR reduced 50%) + (UA_C6_2W_4L_U_0L_WR r	19
252	C6_2W_3L_U_WL_0R	#VALUE!	0.55	1	1	0	22,298	28,830	0	1	0	2,007	2,593	0	1	0	1,103	1,427	(UA_C6_2W_2L_U_WL_0R reduced 50%) + (UA_C6_2W_4L_U_WL_0R r	4
253	C6_2W_3L_U_WL_WR	#VALUE!	0.55	1	1	0	23,412	30,272	0	1	0	2,108	2,722	0	1	0	1,158	1,498	(UA_C6_2W_2L_U_WL_WR reduced 50%) + (UA_C6_2W_4L_U_WL_WR	13
254	C6_2W_3L_D_WL_0R	#VALUE!	0.55	1	1	0	23,450	30,320	0	1	0	2,111	2,727	0	1	0	1,160	1,501	(UA_C6_2W_2L_D_WL_0R reduced 50%) + (UA_C6_2W_4L_D_WL_0R r	2
255	C6_2W_3L_D_WL_WR	#VALUE!	0.55	1	1	0	24,623	31,836	0	1	0	2,217	2,863	0	1	0	1,218	1,576	(UA_C6_2W_2L_D_WL_WR reduced 50%) + (UA_C6_2W_4L_D_WL_WR	12
256	C6_2W_4L_D_WL_0R	#VALUE!	0.55	1	1	0	30,100	38,800	0	0	0	2,710	3,490	0	0	0	1,490	1,920	PDF Page 94 of 2023 FDOT QLOS Handbook	
257	C6_2W_4L_D_WL_WR	#VALUE!	0.55	1	1	0	31,605	40,740	0	1	0	2,846	3,665	0	1	0	1,565	2,016	UA_C6_2W_4L_D_WL_0R - increased 5%	3
258	C6_2W_4L_U_0L_0R	#VALUE!	0.55	1	1	0	22,575	29,100	0	1	0	2,033	2,618	0	1	0	1,118	1,440	UA_C6_2W_4L_D_WL_0R - decreased by 25%	6
259	C6_2W_4L_U_0L_WR	#VALUE!	0.55	1	1	0	23,704	30,555	0	1	0	2,134	2,748	0	1	0	1,173	1,512	UA_C6_2W_4L_U_0L_0R - increased by 5%	6,3
260	C6_2W_4L_U_WL_0R	#VALUE!	0.55	1	1	0	28,595	36,860	0	1	0	2,575	3,316	0	1	0	1,416	1,824	UA_C6_2W_4L_D_WL_0R - decreased by 5%	4
261	C6_2W_4L_U_WL_WR	#VALUE!	0.55	1	1	0	30,025	38,703	0	1	0	2,703	3,481	0	1	0	1,488	1,915	UA_C6_2W_4L_U_WL_0R - increased by 5%	13
262	C6_2W_5L_U_0L_WR	#VALUE!	0.55	1	1	0	33,548	38,666	0	1	0	3,020	3,481	0	1	0	1,662	1,914	UA_C6_2W_4L_U_0L_0R - increased by 5%	6,3
263	C6_2W_5L_D_WL_0R	#VALUE!	0.55	1	1	0	42,600	49,100	0	1	0	3,835	4,420	0	1	0	2,110	2,430	(UA_C6_2W_4L_D_WL_0R reduced 50%) + (UA_C6_2W_6L_D_WL_0R reduced 50%)	
264	C6_2W_5L_D_WL_WR	#VALUE!	0.55	1	1	0	44,730	51,555	0	1	0	4,027	4,641	0	1	0	2,216	2,552	(UA_C6_2W_4L_D_WL_WR reduced 50%) + (UA_C6_2W_6L_D_WL_WR	3
265	C6_2W_6L_D_WL_0R	#VALUE!	0.55	1	1	0	55,100	59,400	0	0	0	4,960	5,350	0	0	0	2,730	2,940	PDF Page 94 of 2023 FDOT QLOS Handbook	
266	C6_2W_6L_D_WL_WR	#VALUE!	0.55	1	1	0	57,855	62,370	0	1	0	5,208	5,618	0	1	0	2,867	3,087	UA_C6_2W_6L_D_WL_0R - increased by 5%	3
267	C6_2W_6L_U_WL_0R	#VALUE!	0.55	1	1	0	52,345	56,430	0	1	0	4,712	5,083	0	1	0	2,594	2,793	UA_C6_2W_6L_D_WL_0R - decreased by 5%	4
268	C6_2W_6L_U_WL_WR	#VALUE!	0.55	1	1	0	54,962	59,252	0	1	0	4,948	5,337	0	1	0	2,723	2,933	UA_C6_2W_6L_U_WL_0R - increased by 5%	13
269	C6_2W_7L_D_WL_0R	#VALUE!	0.55	1	1	0	60,400	65,000

333	C3R_2W_3L_U_0L_WR	#VALUE!	0.55	1	1	21,738	24,095	24,096	0	1	1,956	2,171	2,172	0	1	1,077	1,195	1,195	(UA_C3R_2W_2L_U_0L_WR reduced 50%) + (UA_C3R_2W_4L_U_0L_W	19
334	C3R_2W_3L_U_WL_0R	#VALUE!	0.55	1	1	26,093	28,918	28,918	0	1	2,348	2,606	2,607	0	1	1,293	1,434	1,435	(UA_C3R_2W_2L_U_WL_0R reduced 50%) + (UA_C3R_2W_4L_U_WL_(	4
335	C3R_2W_3L_U_WL_WR	#VALUE!	0.55	1	1	27,397	30,363	30,364	0	1	2,465	2,736	2,737	0	1	1,357	1,505	1,506	(UA_C3R_2W_2L_U_WL_WR reduced 50%) + (UA_C3R_2W_4L_U_WL_	13
336	C3R_2W_3L_D_WL_0R	#VALUE!	0.55	1	1	27,440	30,410	30,411	0	1	2,469	2,741	2,742	0	1	1,359	1,508	1,509	(UA_C3R_2W_2L_D_WL_0R reduced 50%) + (UA_C3R_2W_4L_D_WL_(	2
337	C3R_2W_3L_D_WL_WR	#VALUE!	0.55	1	1	28,812	31,931	31,932	0	1	2,592	2,878	2,879	0	1	1,427	1,583	1,584	(UA_C3R_2W_2L_D_WL_WR reduced 50%) + (UA_C3R_2W_4L_D_WL_	12
338	C3R_2W_4L_D_WL_0R	#VALUE!	0.55	1	1	34,300	37,300	37,301	0	0	3,090	3,360	3,361	0	0	1,700	1,850	1,851	PDF Page 92 of 2023 FDOT QLOS Handbook		
339	C3R_2W_4L_D_WL_WR	#VALUE!	0.55	1	1	36,015	39,165	39,166	0	1	3,245	3,528	3,529	0	1	1,785	1,943	1,944	*UA_C3R_2W_4L_D_WL_0R - increased 5%	3
340	C3R_2W_4L_U_0L_0R	#VALUE!	0.55	1	1	25,725	27,975	27,976	0	1	2,318	2,520	2,521	0	1	1,275	1,388	1,388	UA_C3R_2W_4L_D_WL_0R - decreased by 25%	6	
341	C3R_2W_4L_U_0L_WR	#VALUE!	0.55	1	1	27,011	29,374	29,375	0	1	2,433	2,646	2,647	0	1	1,339	1,457	1,458	UA_C3R_2W_4L_U_0L_0R - increased by 5%	6,3	
342	C3R_2W_4L_U_WL_0R	#VALUE!	0.55	1	1	32,585	35,435	35,436	0	1	2,936	3,192	3,193	0	1	1,615	1,758	1,758	UA_C3R_2W_4L_D_WL_0R - decreased by 5%	4	
343	C3R_2W_4L_U_WL_WR	#VALUE!	0.55	1	1	34,214	37,207	37,208	0	1	3,082	3,352	3,353	0	1	1,696	1,845	1,846	UA_C3R_2W_4L_U_WL_0R - increased by 5%	13	
344	C3R_2W_5L_U_0L_WR	#VALUE!	0.55	1	1	34,335	36,383	36,383	0	1	3,091	3,276	3,277	0	1	1,701	1,803	1,804	UA_C3R_2W_4L_U_0L_0R - increased by 5%	6,3	
345	C3R_2W_5L_D_WL_0R	#VALUE!	0.55	1	1	43,600	46,200	46,201	0	1	3,925	4,160	4,161	0	1	2,160	2,290	2,291	(UA_C3R_2W_4L_D_WL_0R reduced 50%) + (UA_C3R_2W_6L_D_WL_0R reduced 50%)		
346	C3R_2W_5L_D_WL_WR	#VALUE!	0.55	1	1	45,780	48,510	48,511	0	1	4,121	4,368	4,369	0	1	2,268	2,405	2,406	(UA_C3R_2W_4L_D_WL_WR reduced 50%) + (UA_C3R_2W_6L_D_WL_	3	
347	C3R_2W_6L_D_WL_0R	#VALUE!	0.55	1	1	52,900	55,100	55,101	0	0	4,760	4,960	4,961	0	0	2,620	2,730	2,731	PDF Page 92 of 2023 FDOT QLOS Handbook		
348	C3R_2W_6L_D_WL_WR	#VALUE!	0.55	1	1	55,545	57,855	57,856	0	1	4,998	5,208	5,209	0	1	2,751	2,867	2,868	UA_C3R_2W_6L_D_WL_0R - increased by 5%	3	
349	C3R_2W_6L_U_WL_0R	#VALUE!	0.55	1	1	50,255	52,345	52,346	0	1	4,522	4,712	4,713	0	1	2,489	2,594	2,594	UA_C3R_2W_6L_D_WL_0R - decreased by 5%	4	
350	C3R_2W_6L_U_WL_WR	#VALUE!	0.55	1	1	52,768	54,962	54,963	0	1	4,748	4,948	4,949	0	1	2,613	2,723	2,724	UA_C3R_2W_6L_U_WL_0R - increased by 5%	13	
351	C3R_2W_7L_D_WL_0R	#VALUE!	0.55	1	1	62,200	64,000	64,001	0	0	0	5,595	5,760	5,761	0	0	0	3,080	3,170	3,171			
352	C3R_2W_7L_D_WL_WR	#VALUE!	0.55	1	1	65,310	67,200	67,201	0	0	1	5,875	6,048	6,049	0	0	1	3,234	3,329	3,330			
ıss Lanes	RDA_LA_4EL					36,888	50,880	60,102	66,992	0	0	3,869	5,342	6,307	7,038	0	0	2,131	2,936	3,466	3,869		9
	RDA_LA_10L_4EL					85,788	119,880	142,702	161,792	0	0	8,999	12,592	14,977	16,988	0	0	4,951	6,926	8,236	9,339		
ıss Lanes	UA_LA_4EL					46,818	63,954	77,112	87,108	0	0	4,213	5,753	6,936	7,844	0	0	2,315	3,162	3,815	4,315	0	9
	UA_LA_10L_4EL					92,718	126,654	152,712	172,508	0	0	8,343	11,393	13,736	15,534	0	0	4,585	6,262	7,555	8,545	0	9
ıss Lanes	TA_LA_4EL					47,130	61,655	73,464	75,867	0	0	4,619	6,040	7,200	7,430	0	0	2,539	3,323	3,961	4,086	0	9
	TA_LA_10L_4EL					92,230	120,655	143,764	148,467	0	0	9,039	11,820	14,090	14,540	0	0	4,969	6,503	7,751	7,996	0	9
16	C2T_2W_3L_D_0L_0R	0.095	0.55	1	1	18,145	25,150	0	0	0	0	1,723	2,388	0	0	0	948	1,314	0	0			

Lee County Generalized Peak Hour Directional Service Volumes

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016

Uninterrupted Flow Highway

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	130	420	850	1,210	1,640
2	Divided	1,060	1,810	2,560	3,240	3,590
3	Divided	1,600	2,720	3,840	4,860	5,380

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	0	140	800	860	860
2	Divided	0	250	1,840	1,960	1,960
3	Divided	0	400	2,840	2,940	2,940
4	Divided	0	540	3,830	3,940	3,940

Class II (35 mph or slower posted speed limit)

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	0	0	330	710	780
2	Divided	0	0	710	1,590	1,660
3	Divided	0	0	1,150	2,450	2,500
4	Divided	0	0	1,580	3,310	3,340

Controlled Access Facilities

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	0	160	880	940	940
2	Divided	0	270	1,970	2,100	2,100
3	Divided	0	430	3,050	3,180	3,180

Collectors

Level of Service

Lane	Divided	A	B	C	D	E
1	Undivided	0	0	310	660	740
1	Divided	0	0	330	700	780
2	Undivided	0	0	730	1,440	1,520
2	Divided	0	0	770	1,510	1,600

Note: the service volumes for I-75 (freeway), bicycle mode, pedestrian mode, and bus mode should be from FDOT's most current version of LOS Handbook.

APPENDIX 21-I

PUBLIC AGENCY SUFFICIENCY REVIEW COMMENTS

FDOT Review Comments (Email – April 25, 2025)

Stephen Leung

From: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Sent: Friday, April 25, 2025 2:46 PM
To: Daniel Trescott; Christopher Posey; Suguri, Vitor; Ambikapathy, Babuji; Purvis, Kyle; Kamarajugadda, Ravi Shankar; Burris, Kim; Richard; Tucker, Angela; Clayton, Benjamin; Shao, Jie; Stephen Leung; Scholler, Jillian
Cc: ext-Wuerstle, Margaret (swfrpc.org); John Broderick; LaBarr, Katie; Lisa; Robert Berntsson; Erica S. Woods; Paulmann, Jim
Subject: Re: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024. #24504

1. Consistent with the approved methodology (dated December 6, 2024) included in Appendix 21-B (page 438 of the pdf, please revise the following.

    1. a. The "E+C number of lanes" should be four (4) lanes for SR 31 from SR 78 to Cypress Parkway for both "Without (Exhibits 21.F-1a and 21.F-1b) and With BRC DRI (Exhibits 21.F-3a and 21.F-3b) Conditions. The "E+C number of lanes" is incorrectly shown as 2 lanes for SR 31 from SR 78 to Lake Babcock Drive for "Without (Exhibits 21.F-1a and 21.F-1b) BRC DRI Condition.

    1. b. The "Context Classification" should be the same for both "Without (Exhibits 21.F-1a and 21.F-1b) and With BRC DRI (Exhibits 21.F-3a and 21.F-3b) Conditions". The Context Classifications for SR 31 (C3C and C3R from SR 80 to SR 78 and from SR 78 to Cook Brown Road, respectively) were provided by FDOT in an email dated 6/4/2024 and were also included in the D1 LOS spreadsheets for Charlotte and Lee Counties provided by FDOT in an email dated 8/5/2024. The "Context Classifications" is incorrectly shown as C2 for SR 31 from SR 78 to Lake Babcock Drive for "Without (Exhibits 21.F-1a and 21.F-1b) BRC DRI Condition.

1. c. Based on comments 1a and 1b, revise the "Future Conditions Service Volumes" appropriately for SR 31 from SR 78 to Lake Babcock Drive for "Without (Exhibits 21.F-1a and 21.F-1b) BRC DRI Condition.

1. d. Based on comments 1a through 1c, revise the analysis for "Without (Exhibits 21.F-1a and 21.F-1b) BRC DRI Condition.

    1. e. Based on the above comment 1d, please revise Table 21.F-1 to include the correct set of "Improvement". Also, revise Table 21.F-4 to include the correct set of "Recommended Improvements" and "Project Related Improvements".

Thank you and please let me know of any follow-up questions.

Erica McCaughey, M.P.A.
Community Planner
Complete Streets Coordinator
Florida Department of Transportation - District 1
10041 Daniels Parkway
Fort Myers, FL 33913
Cell: 863-270-5878

FDOT PLANNING STUDIO
DISTRICT ONE

From: Daniel Trescott <trescottplanningsolutions@gmail.com>
Sent: Friday, April 18, 2025 1:38 PM
To: Christopher Posey <Christopher.Posey@dplummer.com>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Ambikapathy, Babuji <bambikapathy@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Kamarajugadda, Ravi Shankar <ravi.kamarajugadda@charlottecountyfl.gov>; Burris, Kim <Kim.Burris@dot.state.fl.us>; Richard <rburris@leegov.com>; Tucker, Angela <Angela.Tucker@dot.state.fl.us>; Clayton, Benjamin <Benjamin.Clayton@dot.state.fl.us>; McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>; Shao, Jie <jie.shao@charlottecountyfl.gov>; Stephen Leung <stephen.leung@dplummer.com>; Scholler, Jillian <jscholler@leegov.com>
Cc: ext-Wuerstle, Margaret (swfrpc.org) <mwuerstle@swfrpc.org>; John Broderick <jbroderick@kitsonpartners.com>; LaBarr, Katie <Katie.LaBarr@stantec.com>; Lisa <lisa.chiblow@stantec.com>; Robert Berntsson <rberntsson@bigwlaw.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Paulmann, Jim <jim.paulmann@stantec.com>
Subject: Re: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024. #24504

Good afternoon. We believe all the comments and questions have been addressed in the latest revised Babcock Ranch MTSU provided in a link from Christopher Posey on Monday. However, if there are additional comments or questions please provide them to Christopher by next Friday, April 25, 2025. Thank you for participating in this review and have a great weekend.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

On Mon, Apr 14, 2025 at 5:25 PM Christopher Posey <Christopher.Posey@dplummer.com> wrote:

> Dan,
>
> Please find the revised MTSU (2024) at the below link.
>
> https://www.dropbox.com/scl/fo/raih0v6n2c2q9nv0fskgp/ACeulcD4wMKxg6Bzf8pLHmw?rlkey=qcbikrliq54rd06mu1a71qr9r&st=munlueal&dl=0

Regards,

Christopher Posey

Transportation Engineer

DAVID PLUMMER & ASSOCIATES

TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

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Fort Myers, Florida 33901

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From: Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>
Sent: Friday, March 21, 2025 1:34 PM
To: Daniel Trescott <trescottplanningsolutions@gmail.com>; Ambikapathy, Babuji <bambikapathy@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Kamarajugadda, Ravi Shankar <ravi.kamarajugadda@charlottecountyfl.gov>; Dunn, Brandon <BDunn@leegov.com>; Scholler, Jillian <JScholler@leegov.com>; Burris, Kim <Kim.Burris@dot.state.fl.us>; Richard <RBurris@leegov.com>; Clayton, Benjamin <Benjamin.Clayton@dot.state.fl.us>; Tucker, Angela <Angela.Tucker@dot.state.fl.us>; Christopher Posey <Christopher.Posey@dplummer.com>; McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Cc: ext-Wuerstle, Margaret (swfrpc.org) <mwuerstle@swfrpc.org>; John Broderick <jbroderick@kitsonpartners.com>; LaBarr, Katie <Katie.LaBarr@stantec.com>; Lisa <lisa.chiblow@stantec.com>; Shao, Jie <Jie.Shao@charlottecountyfl.gov>; Robert Berntsson <rberntsson@bigwlaw.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Paulmann, Jim <jim.paulmann@stantec.com>; Stephen Leung <stephen.leung@dplummer.com>
Subject: RE: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024. #24504

Good afternoon, Dan,

FDOT reviewed the responses from Steve Leung, and we do not have any further comments.

We appreciate the coordination.

Thank you,

Vitor Suguri, Ph.D.

Planning Studio Manager

Florida Department of Transportation, District One

Office: (239) 225-1959

Cell: (863) 221-1707

From: Daniel Trescott <trescottplanningsolutions@gmail.com>
Sent: Wednesday, March 19, 2025 4:24 PM
To: Ambikapathy, Babuji <bambikapathy@vhb.com>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Kamarajugadda, Ravi Shankar <ravi.kamarajugadda@charlottecountyfl.gov>; Dunn, Brandon <BDunn@leegov.com>; Scholler, Jillian <JScholler@leegov.com>; Burris, Kim <Kim.Burris@dot.state.fl.us>; Richard <RBurris@leegov.com>; Clayton, Benjamin <Benjamin.Clayton@dot.state.fl.us>; Tucker, Angela <Angela.Tucker@dot.state.fl.us>; Christopher Posey <Christopher.Posey@dplummer.com>
Cc: ext-Wuerstle, Margaret (swfrpc.org) <mwuerstle@swfrpc.org>; John Broderick <jbroderick@kitsonpartners.com>; LaBarr, Katie <Katie.LaBarr@stantec.com>; Lisa <lisa.chiblow@stantec.com>; Shao, Jie <Jie.Shao@charlottecountyfl.gov>; Robert Berntsson <rberntsson@bigwlaw.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Paulmann, Jim <jim.paulmann@stantec.com>; Stephen Leung <stephen.leung@dplummer.com>
Subject: Re: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024. #24504

Good afternoon. This is a reminder that further comments on the applicant's response to the FDOT comments on the BRC Master Traffic Study Update (MTSU) are due Friday March 21. FDOT has already provided comments and Steve Leung has already answered those comments which everyone was copied. If Charlotte or Lee County has any comments please let us know as soon as possible by Friday. If there are no further comments we will assume the MTSU is sufficient. Thank you for your continued participation in the review of this project.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

On Sat, Mar 1, 2025 at 12:33 PM Daniel Trescott <trescottplanningsolutions@gmail.com> wrote:

Good afternoon. I have forwarded the email from Steve Leung which is the applicant's response to the FDOT comments on Babcock Ranch Community Master Traffic Study Update (MTSU). We would appreciate any comments by March 21. Thank you for your continued participation in the review of this project. If you have any questions please let me know.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

---------- Forwarded message ---------
From: **Stephen Leung** <stephen.leung@dplummer.com>
Date: Tue, Feb 25, 2025 at 9:34 AM
Subject: RE: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024. #24504
To: Daniel Trescott <trescottplanningsolutions@gmail.com>, McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Cc: Shao, Jie <Jie.Shao@charlottecountyfl.gov>, Evans, Marcus <MEvans@leegov.com>, Ambikapathy, Babuji <bambikapathy@vhb.com>, Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>, Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>, Kamarajugadda, Ravi Shankar <ravi.kamarajugadda@charlottecountyfl.gov>, Dunn, Brandon <BDunn@leegov.com>, Scholler, Jillian <JScholler@leegov.com>, Burris, Kim <Kim.Burris@dot.state.fl.us>, Richard <RBurris@leegov.com>, Clayton, Benjamin <Benjamin.Clayton@dot.state.fl.us>, Tucker, Angela <Angela.Tucker@dot.state.fl.us>, Paulmann, Jim <jim.paulmann@stantec.com>, Christopher Posey <Christopher.Posey@dplummer.com>, Robert Berntsson <rberntsson@bigwlaw.com>, Erica S. Woods <ewoods@kitsonpartners.com>, Lisa <Lisa.Chiblow@stantec.com>, ext-Wuerstle, Margaret (swfrpc.org) <mwuerstle@swfrpc.org>, John Broderick <jbroderick@kitsonpartners.com>, Katie <Katie.LaBarr@stantec.com>

Good morning,

The applicant's response to the below FDOT comments is provided in the attached.

Thank you for your input.

Stephen Leung

Vice President - General Manager

DAVID PLUMMER & ASSOCIATES

TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

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From: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Sent: Monday, January 13, 2025 12:12 PM
To: Daniel Trescott <trescottplanningsolutions@gmail.com>
Cc: Shao, Jie <Jie.Shao@charlottecountyfl.gov>; Evans, Marcus <MEvans@leegov.com>; Ambikapathy, Babuji <bambikapathy@vhb.com>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Kamarajugadda, Ravi Shankar <ravi.kamarajugadda@charlottecountyfl.gov>; Dunn, Brandon <BDunn@leegov.com>; Scholler, Jillian <JScholler@leegov.com>; Burris, Kim <Kim.Burris@dot.state.fl.us>; Richard <RBurris@leegov.com>; Clayton, Benjamin <Benjamin.Clayton@dot.state.fl.us>; Tucker, Angela <Angela.Tucker@dot.state.fl.us>; Paulmann, Jim <jim.paulmann@stantec.com>; Stephen Leung <stephen.leung@dplummer.com>; Christopher Posey <Christopher.Posey@dplummer.com>; Robert Berntsson <rberntsson@bigwlaw.com>; Erica S. Woods <ewoods@kitsonpartners.com>; Lisa <Lisa.Chiblow@stantec.com>; ext-Wuerstle, Margaret (swfrpc.org) <mwuerstle@swfrpc.org>; John Broderick <jbroderick@kitsonpartners.com>; Katie <Katie.LaBarr@stantec.com>
Subject: Re: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024.

Pursuant to Section 380.06, Florida Statutes (F.S.), the Florida Department of Transportation (FDOT), District One has reviewed the Master Traffic Study Update (MTSU), dated December 23, 2024, for the Babcock Ranch Community (BRC) DRI developed in accordance with Section 5.B.(2) of the Master Development Order.

FDOT Comment #1: Table 21-2
Please revise the Park land use as 48 Acres and Library land use as 24,000 square feet (sq. ft.).

FDOT Comment #2: Table 21-3

1. Please revise the Total Non-Residential sq. ft. for Babcock MPD as 384,500 sq. ft.

2. Please revise the Park land use as 48 Acres and Library land use as 24,000 square feet (sq. ft.) consistent with the "Proposed Development Summary" for Babcock MPD (with BRC DRI scenario) included in page 632 of the pdf.

FDOT Comment #3: Trip Generation – Babcock MPD (Without BRC DRI Scenario), Pages 533 - 536, of Pdf

1. The R^2 for shopping center (> 150K sq. ft., Land Use Code (LUC) 820) for daily, AM and PM peak hour conditions are 0.60, 0.56, and 0.70, respectively. Since the R^2 values are less than 0.70, please revise the trip generation calculation for the daily, AM and PM peak hour conditions based on average rate instead of fitted curve and revise the trip generation and analysis as needed. The revised trip generation for 1,170,000 sq. ft. of shopping center land use based on average rate (instead of fitted curve) will generate, 43,302 (instead of 36,412), 983 (instead of 824), and 3,978 (instead of 3,316), daily, AM, and PM peak hour trips, respectively.

2. The In and Out trip percentages for 1, 630 single family residential (LUC 210) dwelling units (DU) for AM peak hour trips should be 25% and 75%, respectively for a total of 236 and 709 (instead of 246 and 699).

3. The daily trips for 24,000 sq. ft. of Library (LUC code 590) should be 1,680.

4. Based on the above comments please revise the trip generation for MPD Tracts TAZ 4305, 4498, and 4499 in pages 534, 535, and 536, respectively.

FDOT Comment #4: Trip Generation – Babcock DRI (With BRC DRI Scenario), Pages 638 - 648 of Pdf

1. Based on Comment #3a, the revised trip generation for 2,330,000 sq. ft. of shopping center land use based on average rate (instead of fitted curve) will generate, 86,233 (instead of 66,700), 1,957 (instead of 1,508), and 7,922 (instead of 5,446), daily, AM, and PM peak hour trips, respectively.

2. Based on Comment # 3b, the In and Out trips for 12, 435 Single Family Residential (LUC 210) DUs for AM peak hour should be 1,500 and 4,501 (instead of 1,560 and 4,441).

3. The daily trips for 24,000 sq. ft. of Library (LUC code 590) should be 1,680.

4. Based on the above comments please revise the trip generation for MPD Tracts (TAZ 4305, 4498, and 4499) in pages 534, 535, and 536, respectively.

5. The R^2 for industrial (LUC) 110) for daily, AM and PM peak hour conditions are 0.61, 0.66, and 0.55, respectively. Since the R^2 values are less than 0.70, please revise the trip generation calculation for the daily, AM and PM peak hour conditions based on average rate instead of fitted curve and revise the trip generation and analysis as needed. The revised trip generation for 650,000 sq. ft. of industrial land use based on average rate (instead of fitted curve) will generate, 3,166 (instead of 2,494), 481 (instead of 446), and 423 (instead of 155), daily, AM, and PM peak hour trips, respectively.

6. Based on the above comments please revise the trip generation for BRC DRI Tracts in pages 638 to 648, respectively.

FDOT Comment #5: Trip Generation – Babcock MPD (With BRC DRI Scenario), Pages 649 – 657 of Pdf

1. Based on Comment #3a, the revised trip generation for 384,500 sq. ft. of shopping center land use based on average rate (instead of fitted curve) will generate, 14,230 (instead of 15,903), 323 (instead of 360), and 1,307 (instead of 1,488), daily, AM, and PM peak hour trips, respectively.

2. Based on Comment # 3b, the In and Out trips for 1, 630 single family residential (LUC 210) dwelling units (DU) for AM peak hour trips should be 236 and 709 (instead of 246 and 699).

3. Please revise the trip generation based on comment #2b.

4. Based on the above comments please revise the trip generation for BRC DRI Tracts in pages 649 to 657, respectively.

FDOT Comment #6:
Based on above comments 2 through 5, please revise all Tables and Exhibits including Tables 21.B-2, 21.B-3, 21.C-1 -21.C-7.

FDOT Comment #7: Exhibits 21.F-1b and 21.F-3b

1. SR 31 from SR 80 to SR 78 as a two-lane roadway (under the E+C scenario) has incorrect roadway service volume of 1,180 instead of 1,901 (used in the analysis). Please revise the analysis appropriately.
2. Please revise the Raw D1RPM AADT, D1RPM MPD ADDT, and D1RPM DR! AADT in Exhibit 21.F-3b (With BRC DRI Scenario) for SR 78 from Pritchett Parkway to Old Bayshore Road to 23,462, 2703, and 10,777 (based on average volumes instead of selecting the volume closest to DRI), respectively. Based on this the project will be significant and adverse resulting in the need for the roadway to be widened to 4 lanes. This is consistent with the Executive Summary (page 8 of pdf) mentioning that "the Master DRI anticipates future improvement need on SR 78 from Pritchett Parkway to SR 31 that are attributed to the Project coincident with buildout at year 2045".

FDOT Comment #8: Tables 21.F-3, 21.F-4, and 21.F-5

1. Based on above comment 7b, please include SR 78 from Pritchett Parkway to SR 31 as a roadway being significant and adverse due to project trips from the DRI in Table 21.F-3. Also, for the same roadway segment, please include "Widen from 2-lanes to 4-lanes" under Potential Long-Term Needs and Recommended Improvements in Table 21.F-4 and under Recommended Improvements and Project-Related Improvements in Table 21.F-5.
2. Based on roadway analysis included in Exhibits 21.F-1b and 21.F-3b, please revise Tables 21.F-4 (under Potential Long-Term Needs and Recommended Improvements) and 21.F-5 (under

Recommended Improvements and Project-Related Improvements) for SR 31 from CR 78 to Shirley Lane is needed solely based on Project Trips. The roadway improvement is not Transportation Deficient improvement since the roadway failure is not caused due to background trips.

FDOT Comment #9: Draft Master Development Order (MDO)

1. Please revise the square footage for retail and office (general office, medical office, and civic) to 2,330,000 and 2,185,000 instead of 1,400,000 and 3,500,000, respectively.
2. Under MDO Condition 5.B.(2)(b)(2), please complete the sentence as "Each update of the Master Traffic Study will include a reassessment of the community capture and external trips consistent with paragraph 5.B.(2)(a)(1) above".
3. Please revise Exhibit F based on comment 8b.

Erica McCaughey, M.P.A.
Community Planner
Complete Streets Coordinator
Florida Department of Transportation - District 1
10041 Daniels Parkway
Fort Myers, FL 33913
Cell: 863-270-5878

FDOT PLANNING STUDIO DISTRICT ONE

From: Babuji Ambikapathy <BAmbikapathy@VHB.com>
Sent: Monday, January 13, 2025 11:54 AM
To: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Cc: Ambikapathy, Babuji <bambikapathy@vhb.com>
Subject: RE: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024.

Thanks Erica.

Babuji Ambikapathy, PE, AICP
Transportation Systems Chief Engineer
P 407.459.1630
www.vhb.com

From: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Sent: Monday, January 13, 2025 11:54 AM

To: Babuji Ambikapathy <BAmbikapathy@VHB.com>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>
Cc: Srinivas Kandala <SKandala@VHB.com>; Alex Foote <afoote@vhb.com>; Joedel Zaballero <jzaballero@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Nichols, Brittany <Brittany.Nichols@dot.state.fl.us>; McKinney, Jennifer <Jennifer.McKinney@dot.state.fl.us>; Raja Pemmanaboina <RPemmanaboina@VHB.com>
Subject: Re: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024.

Received, will do.

From: Babuji Ambikapathy <BAmbikapathy@VHB.com>
Sent: Monday, January 13, 2025 7:42 AM
To: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>
Cc: Kandala, Srinivas <skandala@vhb.com>; Alex Foote <afoote@vhb.com>; Joedel Zaballero <jzaballero@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Nichols, Brittany <Brittany.Nichols@dot.state.fl.us>; McKinney, Jennifer <Jennifer.McKinney@dot.state.fl.us>; Ambikapathy, Babuji <bambikapathy@vhb.com>; Raja Pemmanaboina <RPemmanaboina@VHB.com>
Subject: RE: [External] Fwd: Babcock Ranch MTSU + MDO Application - Draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024.

GM Erica and Vitor,
Please see below our **draft comments for the Master Traffic Study Update (MTSU), dated December 23, 2024. Please submit the below comments to Dan Trescott by end of today (1/13).**

Pursuant to Section 380.06, Florida Statutes (F.S.), the Florida Department of Transportation (FDOT), District One has reviewed the Master Traffic Study Update (MTSU), dated December 23, 2024, for the Babcock Ranch Community (BRC) DRI developed in accordance with Section 5.B.(2) of the Master Development Order.

FDOT Comment #1: Table 21-2
Please revise the Park land use as 48 Acres and Library land use as 24,000 square feet (sq. ft.).

FDOT Comment #2: Table 21-3

a. Please revise the Total Non-Residential sq. ft. for Babcock MPD as 384,500 sq. ft.
b. Please revise the Park land use as 48 Acres and Library land use as 24,000 square feet (sq. ft.) consistent with the "Proposed Development Summary" for Babcock MPD (with BRC DRI scenario) included in page 632 of the pdf.

FDOT Comment #3: Trip Generation – Babcock MPD (Without BRC DRI Scenario), Pages 533 - 536, of Pdf

a. The R^2 for shopping center (> 150K sq. ft., Land Use Code (LUC) 820) for daily, AM and PM peak hour conditions are 0.60, 0.56, and 0.70, respectively. Since the R^2 values are less than 0.70, please revise the trip generation calculation for the daily, AM and PM peak hour conditions based on average rate instead of fitted curve and revise the trip generation and analysis as needed. The revised trip generation for 1,170,000 sq. ft. of shopping center land use based on

average rate (instead of fitted curve) will generate, 43,302 (instead of 36,412), 983 (instead of 824), and 3,978 (instead of 3,316), daily, AM, and PM peak hour trips, respectively.

b. The In and Out trip percentages for 1, 630 single family residential (LUC 210) dwelling units (DU) for AM peak hour trips should be 25% and 75%, respectively for a total of 236 and 709 (instead of 246 and 699).
c. The daily trips for 24,000 sq. ft. of Library (LUC code 590) should be 1,680.
d. Based on the above comments please revise the trip generation for MPD Tracts TAZ 4305, 4498, and 4499 in pages 534, 535, and 536, respectively.

FDOT Comment #4: Trip Generation – Babcock DRI (With BRC DRI Scenario), Pages 638 - 648 of Pdf

a. Based on Comment #3a, the revised trip generation for 2,330,000 sq. ft. of shopping center land use based on average rate (instead of fitted curve) will generate, 86,233 (instead of 66,700), 1,957 (instead of 1,508), and 7,922 (instead of 5,446), daily, AM, and PM peak hour trips, respectively.
b. Based on Comment # 3b, the In and Out trips for 12, 435 Single Family Residential (LUC 210) DUs for AM peak hour should be 1,500 and 4,501 (instead of 1,560 and 4,441).
c. The daily trips for 24,000 sq. ft. of Library (LUC code 590) should be 1,680.
d. Based on the above comments please revise the trip generation for MPD Tracts (TAZ 4305, 4498, and 4499) in pages 534, 535, and 536, respectively.
e. The R^2 for industrial (LUC) 110) for daily, AM and PM peak hour conditions are 0.61, 0.66, and 0.55, respectively. Since the R^2 values are less than 0.70, please revise the trip generation calculation for the daily, AM and PM peak hour conditions based on average rate instead of fitted curve and revise the trip generation and analysis as needed. The revised trip generation for 650,000 sq. ft. of industrial land use based on average rate (instead of fitted curve) will generate, 3,166 (instead of 2,494), 481 (instead of 446), and 423 (instead of 155), daily, AM, and PM peak hour trips, respectively.
f. Based on the above comments please revise the trip generation for BRC DRI Tracts in pages 638 to 648, respectively.

FDOT Comment #5: Trip Generation – Babcock MPD (With BRC DRI Scenario), Pages 649 – 657 of Pdf

a. Based on Comment #3a, the revised trip generation for 384,500 sq. ft. of shopping center land use based on average rate (instead of fitted curve) will generate, 14,230 (instead of 15,903), 323 (instead of 360), and 1,307 (instead of 1,488), daily, AM, and PM peak hour trips, respectively.
b. Based on Comment # 3b, the In and Out trips for 1, 630 single family residential (LUC 210) dwelling units (DU) for AM peak hour trips should be 236 and 709 (instead of 246 and 699).
c. Please revise the trip generation based on comment #2b.
d. Based on the above comments please revise the trip generation for BRC DRI Tracts in pages 649 to 657, respectively.

FDOT Comment #6:

Based on above comments 2 through 5, please revise all Tables and Exhibits including Tables 21.B-2, 21.B-3, 21.C-1 -21.C-7.

FDOT Comment #7: Exhibits 21.F-1b and 21.F-3b

a. SR 31 from SR 80 to SR 78 as a two-lane roadway (under the E+C scenario) has incorrect roadway service volume of 1,180 instead of 1,901 (used in the analysis). Please revise the analysis appropriately.
b. Please revise the Raw D1RPM AADT, D1RPM MPD ADDT, and D1RPM DR! AADT in Exhibit 21.F-3b (With BRC DRI Scenario) for SR 78 from Pritchett Parkway to Old Bayshore Road to 23,462, 2703, and 10,777 (based on average volumes instead of selecting the volume closest to DRI), respectively. Based on this the project will be significant and adverse resulting in the need for the roadway to be widened to 4 lanes. This is consistent with the Executive Summary (page 8 of pdf) mentioning that "the Master DRI anticipates future improvement need on SR 78 from Pritchett Parkway to SR 31 that are attributed to the Project coincident with buildout at year 2045".

FDOT Comment #8: Tables 21.F-3, 21.F-4, and 21.F-5

a. Based on above comment 7b, please include SR 78 from Pritchett Parkway to SR 31 as a roadway being significant and adverse due to project trips from the DRI in Table 21.F-3. Also, for the same roadway segment, please include "Widen from 2-lanes to 4-lanes" under Potential Long-Term Needs and Recommended Improvements in Table 21.F-4 and under Recommended Improvements and Project-Related Improvements in Table 21.F-5.
b. Based on roadway analysis included in Exhibits 21.F-1b and 21.F-3b, please revise Tables 21.F-4 (under Potential Long-Term Needs and Recommended Improvements) and 21.F-5 (under Recommended Improvements and Project-Related Improvements) for SR 31 from CR 78 to Shirley Lane is needed solely based on Project Trips. The roadway improvement is not Transportation Deficient improvement since the roadway failure is not caused due to background trips.

FDOT Comment #9: Draft Master Development Order (MDO)

a. Please revise the square footage for retail and office (general office, medical office, and civic) to 2,330,000 and 2,185,000 instead of 1,400,000 and 3,500,000, respectively.
b. Under MDO Condition 5.B.(2)(b)(2), please complete the sentence as "Each update of the Master Traffic Study will include a reassessment of the community capture and external trips consistent with paragraph 5.B.(2)(a)(1) above".
c. Please revise Exhibit F based on comment 8b.

Thanks.

Babuji Ambikapathy, PE, AICP
Transportation Systems Chief Engineer
P 407.459.1630
www.vhb.com

From: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Sent: Friday, December 27, 2024 11:30 AM
To: Babuji Ambikapathy <BAmbikapathy@VHB.com>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>
Cc: Srinivas Kandala <SKandala@VHB.com>; Alex Foote <afoote@vhb.com>; Joedel Zaballero <jzaballero@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>
Subject: Re: [External] Fwd: Babcock Ranch MTSU + MDO Application

Sure Babuji, you can review it. Thanks!

Erica

From: Babuji Ambikapathy <BAmbikapathy@VHB.com>
Sent: Friday, December 27, 2024 10:59 AM
To: Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Cc: Ambikapathy, Babuji <bambikapathy@vhb.com>; Kandala, Srinivas <skandala@vhb.com>; Alex Foote <afoote@vhb.com>; Joedel Zaballero <jzaballero@vhb.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>
Subject: FW: [External] Fwd: Babcock Ranch MTSU + MDO Application

EXTERNAL SENDER: Use caution with links and attachments.

GM Vitor and Erica,
We were able to successfully **download the BRC DRI Master Traffic Study Update (MTSU) and Master Development Order (MDO) Amendment.**
Please let us know if we can **start to review it** and provide you review comments.

Also, with your approval can we **send the model files to Traf-O-Data for their review.**

Thanks and have a great day.

Babuji Ambikapathy, PE, AICP
Transportation Systems Chief Engineer
P 407.459.1630
www.vhb.com

From: Daniel Trescott <trescottplanningsolutions@gmail.com>
Sent: Friday, December 27, 2024 10:26 AM
To: Shao, Jie <Jie.Shao@charlottecountyfl.gov>; Evans, Marcus <MEvans@leegov.com>; Babuji Ambikapathy <BAmbikapathy@VHB.com>; Vitor Suguri <Vitor.Suguri@dot.state.fl.us>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; Ravi.Kamarajugadda@charlottecountyfl.gov; Dunn, Brandon <BDunn@leegov.com>; Scholler, Jillian <JScholler@leegov.com>; Burris, Richard <RBurris@leegov.com>; McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>; benjamin.clayton@dot.state.fl.us; Angela.Tucker@dot.state.fl.us
Cc: jim.paulmann@stantec.com; Stephen Leung <stephen.leung@dplummer.com>; Christopher Posey <christopher.posey@dplummer.com>; Robert Berntsson <rberntsson@bigwlaw.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Chiblow, Lisa <Lisa.Chiblow@stantec.com>; Margaret Wuerstle <mwuerstle@swfrpc.org>; John Broderick <jbroderick@kitsonpartners.com>; LaBarr, Katie

<Katie.LaBarr@stantec.com>
Subject: [External] Fwd: Babcock Ranch MTSU + MDO Application

Good morning. Please see forwarded email from Lisa Chiblow of Stantec regarding submission of Babcock Community MTSU plus MDO Amendment to Charlotte County. Please provide any questions on this submittal by January 13, 2025 to Lisa and copy everyone in this email. Thank you for your continued participation in this review.

Sincerely,

Daniel L. Trescott, MSP
Trescott Planning Solutions, LLC
421 Norwood Court
Fort Myers, Florida 33919
239-433-4067 Office
239-850-7163 Cell
trescottplanningsolutions@gmal.com

---------- Forwarded message ---------
From: **Chiblow, Lisa** <Lisa.Chiblow@stantec.com>
Date: Fri, Dec 27, 2024 at 9:26 AM
Subject: Babcock Ranch MTSU + MDO Application
To: Shao, Jie <jie.shao@charlottecountyfl.gov>, Daniel Trescott <trescottplanningsolutions@gmail.com>
Cc: Erica S. Woods <ewoods@kitsonpartners.com>, rberntsson <rberntsson@bigwlaw.com>, stephen.leung <stephen.leung@dplummer.com>, christopher.posey <christopher.posey@dplummer.com>, John Broderick <jbroderick@kitsonpartners.com>, Paulmann, Jim <Jim.Paulmann@stantec.com>, LaBarr, Katie <Katie.LaBarr@stantec.com>

Hello Jie,

Please find below, an application for a modification to the Master Development Order for the Babcock Ranch Community DRI.

The link to the documents in support of this application are within this OneDrive folder.

Babcock Ranch Community MTSU + MDO_12272024

Submitted in support of this application are the following:

1. Charlotte County Application Documents

    a. Application For Amendment to The Development of Regional Impact Form
    b. Affidavit
    c. Additional Agents
    d. Proof of Payment for Application Fees

2. Draft Master DRI Development Order in strikethrough/underline format

OVERVIEW

Development of the Babcock Ranch Community is governed by the Master/Incremental Application for Development Approval (AMDA/AIDA) process.

The Babcock Ranch Community (BRC) Master Development of Regional Impact (DRI) Master DRI Development Order (MDO) was approved in 2006 and subsequently amended in 2007, 2008, 2009, 2011, 2014, 2015, 2016, 2017, 2018, 2021, and 2023. Current entitlements include 17,870 residential dwelling units, 1,400,000 square feet of retail, 3,500,000 square feet of office (general office; medical office; and civic), 600 hotel rooms, 650,000 square feet of industrial, 177 hospital beds, 418 units of assisted living facilities, 54 golf holes, and ancillary facilities. The MDO requires a Master Traffic Study Update (MTSU) be conducted and submitted no later than five (5) years after the effective date of the most previous update, which was in 2021.

The applicant is seeking to amend the MDO to reflect the results of the current MTSU.

Amendments to the MDO include the following:

- Revise MDO to ensure consistency with the pending 2024 Master Traffic Study Update (MTSU), including an updated Exhibit F.

We appreciate confirmation of receipt of this application. Please let us know if you have any questions. We look forward to working with County staff.

@Daniel Trescott, could you please send the materials to the relevant agencies for review as part of the SWFRPC review?

Regards,

Lisa Chiblow, AICP, LEED Green Associate
Senior Planner

Lisa.Chiblow@stantec.com
Direct: 703-485-8553
Mobile: 571-236-1915

Stantec
3001 Washington Boulevard Suite 500
Arlington VA 22201-2247

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

FDOT Review Comments (Email – August 4, 2025)

BRC Response (Email – August 13, 2025)

Stephen Leung

From: Stephen Leung
Sent: Wednesday, August 13, 2025 4:22 PM
To: 'Erica'; Babuji Ambikapathy (BAmbikapathy@VHB.com); Daniel Trescott; 'Shao, Jie'; Suguri, Vitor
Cc: 'Erica S. Woods'; 'John Broderick'; 'Paulmann, Jim'; 'LaBarr, Katie'; 'Hannah Sowinski (Hannah.Sowinski@stantec.com)'; 'rberntsson'; Christopher Posey
Subject: RE: External:-Re: [External] Fwd: Second Submission for Babcock Ranch Increments 1-3 Amendments Plus Second MDO Amendment Application Materials, #24504 & #24505

Good afternoon,
The response to comments from FDOT is provided in green below.

Thank you.

Stephen Leung
Vice President - General Manager

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
2149 McGregor Boulevard
Fort Myers, Florida 33901
239•332•2617
www.dplummer.com

From: McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>
Sent: Monday, August 4, 2025 5:06 PM
To: Sowinski, Hannah <Hannah.Sowinski@stantec.com>; Ambikapathy, Babuji <bambikapathy@vhb.com>; Daniel Trescott <trescottplanningsolutions@gmail.com>
Cc: Erica S. Woods <ewoods@kitsonpartners.com>; Shao, Jie <jie.shao@Charlottecountyfl.gov>; Paulmann, Jim <Jim.Paulmann@stantec.com>; LaBarr, Katie <Katie.LaBarr@stantec.com>; Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>
Subject: External:-Re: [External] Fwd: Second Submission for Babcock Ranch Increments 1-3 Amendments Plus Second MDO Amendment Application Materials

Good afternoon,

Please see below for comments from FDOT.

- Comments on the Draft Master Development Order (MDO)

1. The development program provided in page 4 under “Findings of Fact and Conclusions of Law” needs to be updated to reflect the latest development program requested under the Babcock Ranch Community (BRC) DRI Master Traffic Study Update (2024), dated March 14, 2025, should be reviewed and revised

appropriately. For example, the Retail square footage should be revised to 2,330,000 sq. ft.

Response:
Update to the MDO will reflect 4,900,000 sq. ft. of commercial/office/retail.

2. Consistent with the BRC DRI Master Traffic Study Update (2024), dated March 14, 2025, the Community Capture Rate (CCR) under Condition 5.B.1.(b) should be revised to 67% in place of 66% in page 25 (for the peak hour).

   Response:
   Condition 5.B.1.(b) will be updated after the resubmittal of the final MTSU (2024) anticipated to be in the coming week.

3. Under Exhibit F, it is mentioned as "To be provided at a later date". Please provide the revised Exhibit F within the MDO. The BRC DRI Master Traffic Study Update (2024), dated March 14, 2025, should be updated based on the comments provided by the Department (enclosed) on April 25, 2025.

   Response:
   Exhibit F will be updated after the resubmittal of the final MTSU (2024) anticipated to be in the coming week.

4. Consistent with Table 21.F-5, BRC Incremental DRI Amendments (2024) Study, dated June 20, 2025, the Roadway improvements listed under Exhibit G, Condition A.(1)b. should be reviewed and revised appropriately. For example, please replace item h. "Widen SR 31 from Lake Babcock Drive to Greenway Boulevard from 2 to 4 lanes" with "Widen SR 31 from Cypress Parkway to Lake Babcock Drive from 2 to 4 lanes".

   Response:
   Exhibit F will be updated after the resubmittal of the final MTSU (2024) anticipated to be in the coming week.

5. Consistent with Table 21.F-7, BRC Incremental DRI Amendments (2024) Study, dated June 20, 2025, the Roadway improvements listed under Exhibit G, Condition A.(2). should be reviewed and revised appropriately. For example, please replace item c. "Add 1 WB Left Turn Lane" with "Add 1 WB Right Turn Lane". Also, please remove under item d. "Add 1 EB right Turn Lane".

   Response:
   A.(1)2.c. SR 80/SR 31 – Update will replace "Add 1 WB Left-Turn Lane" with "Add 1 WB Right-Turn Lane".

A(1)2.d. SR31/SR 78 – Update will delete "Add 1 EB Right-Turn Lane".

6. How was the total cost for widening of SR 78 from Pritchett Parkway to Old Bayshore Road and from Old Bayshore Road to SR 31 determined to be $17,773,023 and $5,110,698, respectively? These values are different from $19,106,000 and $5,494,000, respectively used for the same study roadway segments in Exhibit K from the previous MDO (Resolution No. 2023-078) dated May 23, 2023.

   Response:
   The segment of SR 78 from W. of Prichett Parkway to Pritchett Parkway (0.225 miles) was inadvertently factored in the estimated $24,600,000 total cost of widening SR 78 from Pritchett Parkway to SR 31. Exhibit K has been adjusted to reflect the full cost of the SR 78 improvement.

Comments on the Draft Increment 3 Development Order (IDO)

1. Please change the "Projected Buildout" under Condition 13 to December 31, 2040, consistent with the BRC Incremental DRI Amendments (2024) Study, dated June 20, 2025.

   Response:
   The "Projected Buildout" date will be updated to February 28, 2053, consistent with the MDO.

From: Sowinski, Hannah <Hannah.Sowinski@stantec.com>
Sent: Thursday, July 24, 2025 11:31 AM
To: Ambikapathy, Babuji <bambikapathy@vhb.com>; Daniel Trescott <trescottplanningsolutions@gmail.com>
Cc: Suguri, Vitor <Vitor.Suguri@dot.state.fl.us>; Erica S. Woods <ewoods@kitsonpartners.com>; Purvis, Kyle <Kyle.Purvis@dot.state.fl.us>; McCaughey, Erica <Erica.McCaughey@dot.state.fl.us>; Shao, Jie <jie.shao@Charlottecountyfl.gov>; Paulmann, Jim <Jim.Paulmann@stantec.com>; LaBarr, Katie <Katie.LaBarr@stantec.com>
Subject: RE: [External] Fwd: Second Submission for Babcock Ranch Increments 1-3 Amendments Plus Second MDO Amendment Application Materials

EXTERNAL SENDER: Use caution with links and attachments.

Please use link below.

Babcock Ranch 2nd Submission July 23 2025