



Transmittal

Date: February 2, 2022 Job Number: 147812003

Project Name: Luxury Leased Homes PUD – Rezoning Traffic Study

To: Mr. Chris Rison

Marion County Planning & Zoning

2710 E Silver Springs Blvd

Ocala, FL 34471

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Amber Gartner, P.E.

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February 1, 2022

Mr. Ken Odom
Marion County Planning and Zoning
2710 E. Silver Springs
Ocala, FL 34471

RE: *Luxury Leased Homes PUD – Rezoning Traffic Study; Marion County, Florida*
Kimley-Horn Project No. 147812003

Dear Mr. Odom:

Kimley-Horn has prepared this traffic analysis to support a PUD rezoning application for Luxury Leased Homes. The site is located on the east side of SR 200, south of SW 80th Street. A PUD rezoning application is being prepared for the site, with a proposed development program of up to 16 dwelling units per acre, for a total allowable 314 multi-family apartment dwelling units. The site encompasses parcel 35636-002-00 which is currently zoned A-1 (10.1 acres) and B-2 (9.6 acres).

This traffic analysis outlines the trip generation potential and project traffic impact of the proposed zoning request.

TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition was used to calculate the trip generation potential of the development. ITE Land Use Code (LUC) 220 (Low-rise Multifamily Housing) was applied to estimate the trip generation of the proposed PUD development program, which will allow up to 16 dwelling units per acre (314 dwelling units total). The proposed development program is anticipated to generate 2,088 net new daily trips, 120 net new AM peak hour trips (29 in / 91 out), and 156 net new PM peak hour trips (98 in / 58 out) at buildout.

The trip generation potential of the site was calculated for the existing zoning categories to provide a comparison for the proposed zoning change. Per the Marion County Land Development Code, a maximum of 1 dwelling unit per 10 acres was assumed for the A-1 zoning area and up to 1.0 FAR for the B-2 zoning area. ITE LUCs 210 (Single-Family Detached Housing) and 820 (Shopping Center) were applied for the trip generation calculation for the existing zoning uses. A 19% pass by rate was applied to the trip generation for ITE LUC 820 based on the ITE Trip Generation Manual. The existing zoning at its maximum allowable development has a trip generation potential of 13,572 daily, 308 AM peak hour, and 1,278 PM peak hour trips.

The proposed zoning has a lesser trip generation potential than the existing zoning categories at their maximum development potential.

The trip generation calculations are provided below in **Table 1**

Table 1 – Trip Generation Potential

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Existing Zoning								
A-1	1 DU	15	1	0	1	1	1	0
B-2	416,434 SF	16,737	379	235	144	1,576	756	820
ITE LUC 820 Pass by (19%)	19.0%	-3,180	-72	-45	-27	-299	-144	-156
Total Net New Trips		13,572	308	190	118	1,278	613	664
Proposed Development								
Multifamily Housing (Low-Rise)	314 DU	2,088	120	29	91	156	98	58

Note 1: Trip Generation and pass by volumes were derived from the ITE Trip Generation Manual, 11th Edition.

Note 2: ITE LUC 210 was used for zoning A-1 (10.1 acres at 1 DU/10 Acres), ITE LUC 820 was used for zoning B-2 (416,434 SF at FAR 1.0).

Single-Family Detached Housing [ITE 210]

Daily	$Ln(T) = 0.92 * Ln(X) + 2.68$ (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	$Ln(T) = 0.91 * Ln(X) + 0.12$ (X is Number of Dwelling Units; 26% in, 74% out)
PM Peak Hour of Adjacent Street	$Ln(T) = 0.94 * Ln(X) + 0.27$ (X is Number of Dwelling Units; 63% in, 37% out)

Multifamily Housing (Low-Rise) [ITE 220]

Daily	$T = 6.41 * (X) + 75.31$ (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	$T = 0.31 * (X) + 22.85$ (X is Number of Dwelling Units; 24% in, 76% out)
PM Peak Hour of Adjacent Street	$T = 0.43 * (X) + 20.55$ (X is Number of Dwelling Units; 63% in, 37% out)

Shopping Center [ITE 820]

Daily	$T = 26.11 * (X) + 5863.73$ (X is SF/1000)
AM Peak Hour of Adjacent Street	$T = 0.59 * (X) + 133.55$ (X is SF/1000; 62% in, 38% out)
PM Peak Hour of Adjacent Street	$Ln(T) = 0.72 * Ln(X) + 3.02$ (X is SF/1000; 48% in, 52% out)

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1/31/22

POTENTIAL PROJECT IMPACT AREA

The traffic distribution of the site on the external roadway network was developed using the Central Florida Regional Planning Model (CFRPM) version 7.

Primary access to the site will be through an existing directional median opening on SR 200 at SW 80th Street. Secondary access will be provided to the site via SW 65th Avenue Road. SW 65th Avenue Road connects north to a signalized intersection at SR 200, which allows for egress traffic to travel northbound or southbound along SR 200. Additionally, project traffic will be able to utilize SR 200 at SW 66th Avenue Road and a directional median opening on SR 200 south of the site to make northbound and southbound U-turns.

The attached CFRPM model illustrates the estimated trip distribution for the surrounding roadway network.

The project impact on the surrounding roadway network was calculated for both daily and PM peak hour traffic conditions. Roadways within a 3-mile radius of the project site were evaluated. The project impact was calculated as the net new trip assignment (of the proposed development program) on that roadway segment divided by the roadway segment service volume. Roadway attributes and service volumes were obtained from the Ocala Marion TPO CMP Database (September 2021).

Per the Marion County TIA Guidelines, roadway segments with a 3% or greater impact caused by net new project traffic are considered to be significantly impacted. No roadway segments within the 3-mile radius are significantly impacted by the project.

Existing daily traffic volumes were obtained from the Ocala Marion TPO CMP Database (September 2021) for roadways within a 3-mile radius of the site. All roadways within 3 miles of the site have an existing volume-to-capacity ratio less than 0.90.

Daily traffic volumes from the project with the proposed zoning development program were added to the existing daily traffic volumes to determine the total impact. All roadways within 3 miles of the site have a volume-to-capacity ratio less than 0.90 with the addition of project traffic from the PUD zoning.

The attached **Table 2** details the roadway segment project impact calculations. Project traffic from the proposed PUD zoning request does not significantly and adversely impact the surrounding transportation network.

CONCLUSION

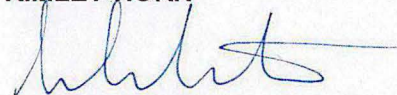
This traffic analysis is being provided to support a PUD rezoning request to allow up to 314 apartment dwelling units on parcel 35636-002-00. The proposed PUD zoning will generate less trip potential than the existing zoning categories. The project traffic generated by the proposed apartment uses will not have a significant and adverse impact on the surrounding transportation network.

This letter provides a preliminary analysis to support the rezoning. A methodology document and full traffic impact analysis meeting the Marion County TIA Guidelines will be prepared following zoning approval to support the site plan submittal for the project.

Please do not hesitate to call to discuss any questions or comments during your review.

Sincerely,

KIMLEY-HORN



Amber L. Gartner, PE

Attachments: Conceptual Plan
CFRPM Model Output
Table 2 – Project Traffic Impact
Ocala Marion TPO CMP Database Excerpts
Ocala Marion TPO 2021 Traffic Counts Report Excerpts

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Attachments

Conceptual Plan

CFRPM Model Output

Table 2 - Project Traffic Impact

Table 2: Project Traffic Impact

Roadway		ROADWAY ATTRIBUTES ¹										EXISTING DAILY TRAFFIC CONDITIONS		Percent Project Traffic Assignment ²	DAILY SIGNIFICANCE CALCULATIONS			PM PEAK HOUR SIGNIFICANCE CALCULATIONS				EXISTING + DEVELOPMENT CONDITIONS		Significant and Adverse? ⁴
		TPO CMP Station	FDOT QLOS Classification	Area Type	Adopted LOS	Number of Lanes	Daily Service Volume	Pk. Hr. Dir. Service Volume	TPO CMP Growth Rate	TPO Counts Growth Rate	AADT ¹	V/C	Project Traffic		Project % Impact	Significant Impact? ³	Project Traffic		Project % Impact	Significant Impact? ³	Daily Traffic	V/C		
																	NB / EB	SB / WB						
From	To																							
SW 60th/62nd Ave	SW 38th St	SR 200	6170.1	NS-SA-C1	Urban	E	4	35,820	1,800	1.0%	7.6%	15,100	0.42	12.2%	254	0.71%	--	7	12	0.67%	--	15,354	0.43	NO
	SR 200	SW 95th St Rd	6150	NS-SA-C1	Urban	E	4	35,820	1,800	1.0%	7.5%	17,600	0.49	0.8%	17	0.05%	--	1	0	0.06%	--	17,617	0.49	NO
	SW 95th St Rd	SW 103rd St	6140.1	UFA	Urban	E	2	30,807	1,521	1.0%	--	7,000	0.23	1.6%	33	0.11%	--	2	1	0.13%	--	7,033	0.23	NO
SW 80th Ave	SW 38th St	SW 90th St	6260.3	UFA	Urban	E	2	29,340	1,449	1.0%	6.2%	8,400	0.29	2.2%	46	0.16%	--	1	2	0.14%	--	8,446	0.29	NO
	SW 90th St	SR 200	6260.1	NS-SA-C2	Urban	E	4	30,420	1,530	1.0%	10.1%	11,700	0.38	0.0%	0	0.00%	--	0	0	0.00%	--	11,700	0.38	NO
	SR 200	SW 103rd St	6250	NS-SA-C1	Urban	E	2	12,744	634	1.0%	6.7%	3,600	0.28	2.5%	52	0.41%	--	2	1	0.32%	--	3,652	0.29	NO
SW 49th Ave	SW 66th St	SW 85th St	8010	NS-SA-C1	Urban	E	4	35,820	1,800	1.0%	--	--	--	0.0%	0	0.00%	--	0	0	0.00%	--	--	--	NO
	SW 85th St	SW 95th St	6110	NS-SA-C1	Urban	E	4	35,820	1,800	1.0%	--	10,200	0.28	0.0%	0	0.00%	--	0	0	0.00%	--	10,200	0.28	NO
	SW 95th St	SW 103rd St Rd	6100	NS-SA-C2	Urban	E	2	12,744	634	1.0%	8.4%	10,200	0.80	1.8%	37	0.29%	--	2	1	0.32%	--	10,237	0.80	NO
SW 95th St	SW 80th Ave	SR 200	6330	NS-SA-C1	Urban	E	4	35,820	1,800	1.0%	7.5%	4,000	0.11	6.2%	129	0.36%	--	6	4	0.33%	--	4,129	0.12	NO
	SR 200	SW 60th Ave	6340	NS-SA-C1	Urban	E	4	35,820	1,800	4.6%	5.5%	12,000	0.34	6.1%	127	0.35%	--	4	6	0.33%	--	12,127	0.34	NO
	SW 60th Ave	SW 49th Ave	6350	NS-SA-C1	Urban	E	4	35,820	1,800	4.6%	--	12,000	0.34	3.9%	81	0.23%	--	2	4	0.22%	--	12,081	0.34	NO
	SW 49th Ave	I-75	6360	UFA	Urban	E	2	29,340	1,449	4.6%	--	12,000	0.41	1.2%	24	0.08%	--	1	1	0.07%	--	12,024	0.41	NO
SW 103rd St Rd	SR 200	SW 49th Ave	5550	NS-SA-C1	Urban	E	2	12,744	634	1.0%	-0.9%	5,800	0.46	1.1%	23	0.18%	--	1	1	0.16%	--	5,823	0.46	NO
SW 66th St	SR 200	I-75	6200	NS-SA-C1	Urban	C	2	12,096	598	1.9%	-2.1%	5,600	0.46	6.0%	124	1.03%	--	3	6	1.00%	--	5,724	0.47	NO
SR 200	SW 103rd St Rd	SW 80th Ave	4710	ST-SA-C1	Urban	D	6	59,900	3,020	1.0%	--	36,700	0.61	12.9%	268	0.45%	--	13	7	0.43%	--	36,968	0.62	NO
	SW 80th Ave	Project Driveway	4770	ST-SA-C1	Urban	D	6	59,900	3,020	1.0%	-1.2%	31,300	0.52	29.8%	622	1.04%	--	29	17	0.96%	--	31,922	0.53	NO
	Project Driveway	SW 60th Ave	4770	ST-SA-C1	Urban	D	6	59,900	3,020	1.0%	-1.2%	31,300	0.52	66.9%	1,397	2.33%	--	39	66	2.19%	--	32,697	0.55	NO
	SW 60th Ave	SW 48th Ave	4800	ST-SA-C1	Urban	D	6	59,900	3,020	3.7%	14.6%	51,600	0.86	43.2%	901	1.50%	--	25	42	1.39%	--	52,501	0.88	NO
	SW 48th Ave	SW 44th Ct	4810.2	ST-SA-C1	Urban	D	6	59,900	3,020	2.2%	-0.03%	43,900	0.73	36.2%	755	1.26%	--	21	35	1.16%	--	44,655	0.75	NO

6100CA_Chr14147812003-SR 200 SW PUDJan12021-12 - SR200PUD.xlsxStudy Area Table

Notes:
1. The roadway attributes and daily volumes were obtained from the Ocala Marion TPO CMP Database, 2020 FDOT Quality/Level of Service Tables, and Ocala Marion TPO 2021 Traffic Counts Report. NS-SA-C1 stands for non-state signalized arterial class 1; NS-SA-C2 stands for non-state signalized arterial class 2; ST-SA-C1 stands for state signalized arterial class 1; UFA stands for uninterrupted flow arterial.
2. Project traffic assignment was calculated as the average across the segment based on the trip distribution and assignment.
3. A segment is considered significantly impacted if the project impact is 3% or greater.
4. Roadway segments are included within the study area if they are significantly impacted plus one segment beyond per the Marion County TIA Guidelines (segments with existing v/c >= 1.0 are to be included in the study area unless the project impact is de minimis).

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Notes:

1. The roadway attributes and daily volumes were obtained from the Ocala Marion TPO CMP Database, 2020 FDOT Quality/Level of Service Tables, and Ocala Marion TPO 2021 Traffic Counts Report. NS-SA-C1 stands for non-state signalized arterial class 1; NS-SA-C2 stands for non-state signalized arterial class 2; ST-SA-C1 stands for state signalized arterial class 1; UFA stands for uninterrupted flow arterial.
2. Project traffic assignment was calculated as the average across the segment based on the trip distribution and assignment.
3. A segment is considered significantly impacted if the project impact is 3% or greater.
4. Roadway segments are included within the study area if they are significantly impacted plus one segment beyond per the Marion County TIA Guidelines (segments with existing v/c >= 1.0 are to be included in the study area unless the project impact is de minimis).

Ocala Marion TPO CMP Excerpts

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (EXIST)	FUNCTION CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (EXIST)	DAILY PEAK HOUR VOLUME (EXIST)	DAILY SERVICE VOLUME (PROPOSED)	DAILY PEAK HOUR VOLUME (PROPOSED)	PERMITS REQUIRED	DESIGNED / CONSTRUCTED	WARRANT AGENCY	NHS	ADOPTED (STANDARD)	2018 ADT	2018 DAILY VMT	2018 DAILY LOS	GROWTH RATE	2030 ADT	2030 DAILY VMT	2030 DAILY LOS
3365.1	CR 20A	US 441	NE JACKSON RD	4	ARTERIAL	INTERFUSED	2	16,400	1,300	16,400	1,300	Urban	0	COUNTY	Other CMP Network Feasibility	E	3,200	0.35	C	1.00%	8,300	0.37	C
3365.2	NW 27 AV	US 441	US 527	4	ARTERIAL	INTERFUSED	2	15,800	1,200	15,800	1,200	Urban	0	COUNTY	Other CMP Network Feasibility	E	21,000	0.59	C	1.00%	22,200	0.62	C
3370.1	NW 27 AV	US 527	US 527	3	COLLECTOR	INTERFUSED	2	14,600	720	14,600	720	Urban	U	CITY OF COGALA	Other CMP Network Feasibility	E	7,400	0.53	D	8.50%	11,800	0.84	D
3380.1	NW 23 ST	US 441	US 527	2	COLLECTOR	INTERFUSED	2	14,100	870	14,100	870	Urban	U	CITY OF COGALA	Other CMP Network Feasibility	E	4,100	0.44	C	8.10%	9,000	0.60	D
3390.1	NW 40 AV	NW 38 AV	US 527	2	COLLECTOR	INTERFUSED	2	12,570	576	12,570	576	Urban	U	COUNTY	Other CMP Network Feasibility	E	2,400	0.34	C	1.00%	3,400	0.40	D
3400.1	NW 33 AV	US 527	NW MARTIN LKNG AV	4	LOCAL	UNINTERFUSED	2	19,700	3,317	19,700	3,317	Urban	0	COUNTY	Other CMP Network Feasibility	E	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3410.1	NW 27 AV	NW MARTIN LKNG AV	US 441	4	COLLECTOR	INTERFUSED	2	20,400	3,300	20,400	3,300	Urban	0	COUNTY	Other CMP Network Feasibility	E	2,700	0.25	C	1.00%	8,000	0.28	C
3420.1	NW 27 AV	NW MARTIN LKNG AV	US 441	4	COLLECTOR	INTERFUSED	2	20,400	3,300	20,400	3,300	Urban	0	COUNTY	Other CMP Network Feasibility	E	14,100	0.44	C	1.00%	14,800	0.45	C
3430.1	NW 15 ST	NE 2ND AVE	CR 20A	2	COLLECTOR	UNINTERFUSED	2	29,340	1,449	29,340	1,449	Urban	0	COUNTY	Other CMP Network Feasibility	E	10,000	0.34	B	1.00%	10,500	0.36	B
3430.2	NW 15 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERFUSED	2	20,400	1,500	20,400	1,500	Urban	0	COUNTY	Other CMP Network Feasibility	E	10,000	0.33	C	1.00%	10,500	0.35	C
3440.1	NW 40 AV	NW 37 ST	US 527	2	COLLECTOR	INTERFUSED	2	12,570	576	12,570	576	Urban	U	CITY OF COGALA	Other CMP Network Feasibility	E	3,200	0.29	C	1.00%	3,200	0.30	C
3450.1	NW 40 AV	NW 37 ST	US 527	2	ARTERIAL	INTERFUSED	2	12,570	576	12,570	576	Urban	U	COUNTY	Other CMP Network Feasibility	E	1,600	0.14	C	1.00%	1,700	0.15	C
3460.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3470.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3470.2	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3470.3	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3470.4	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3470.5	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3470.6	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3480.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3490.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3500.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3510.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3520.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3530.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3540.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3550.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3560.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3570.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3580.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3590.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3600.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3610.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3620.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3630.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3640.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3650.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3660.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3670.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3680.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3690.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3700.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3710.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3720.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3730.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3740.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3750.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3760.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3770.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3780.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3790.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3800.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3810.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3820.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3830.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3840.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3850.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3860.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3870.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY	Other CMP Network Feasibility	E	1,600	0.54	C	1.00%	9,500	0.67	C
3880.1	SW 40 AV	SW 43 ST	US 527	2	ARTERIAL	INTERFUSED	1	16,722	832	16,722	832	Urban	0	COUNTY									

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ALERT	ALERT NAME	FROM	TO	LANES (TYP)	FUNCTION, CLASSIFICATION	FLOW	POST CLASS	DAILY SERVICE VOLUME (2017)	PEAK HOUR SERVICE VOLUME (2017)	LANES (TYP)	DAILY SERVICE VOLUME (2017)	PEAK HOUR SERVICE VOLUME (2017)	URBAN/RURAL	DIVIDED	MAINTENANCE AGENCY	NHS	ADMITTED LOS STANDARD	70% AGT	70% DLY VARY	2017 DLY LOS	GROWTH RATE	70% AGT	70% DLY VARY	2017 DLY LOS
4890	SW 3200	S 75	SW 33 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	44,400	8.74	C	1.00%	46,600	8.78	C
4890	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	41,300	8.89	C	1.00%	43,600	8.92	C
4900	SW 3200	SW 27 AV	SW 25 ST	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	41,300	8.89	C	1.00%	43,600	8.92	C
4910	SW 3200	SW 44M	SW 3200	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	41,300	8.89	C	1.00%	43,600	8.92	C
4930	SW 3200	SW 44M	SW MARTIN L KING AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	24,300	9.41	C	1.00%	25,700	9.41	C
4940	SW 2000	SW 17 RD	SW MARTIN L KING AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	27,000	9.41	C	1.00%	28,400	9.47	C
4950	SW 1400	SW 1400	SW 1400	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	27,000	9.41	C	1.00%	28,400	9.47	C
4960	SW 1400	SW 1400	SW 1400	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	27,000	9.41	C	1.00%	28,400	9.47	C
4970	SW 1400	SW 1400	SW 1400	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	27,000	9.41	C	1.00%	28,400	9.47	C
4980	SW 1400	SW 1400	SW 1400	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	27,000	9.41	C	1.00%	28,400	9.47	C
4990	CR 320A	US 77	US 77	2	COLLECTOR	UNINTERSECTED	1	9,475	486	2	9,475	486	Rural	U	COUNTY	Other CAMP Network Roadway	N	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000	CR 320A	SW MARTIN AV	SW MARTIN AV	2	COLLECTOR	UNINTERSECTED	1	19,170	999	2	19,170	999	Rural	U	COUNTY	Other CAMP Network Roadway	N	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5002	CR 320A	SW MARTIN AV	SW MARTIN AV	2	COLLECTOR	UNINTERSECTED	1	29,445	1,449	2	29,445	1,449	Urban	U	COUNTY	Other CAMP Network Roadway	N	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5010	CR 320A	SW 31 AV	SW 27 AV	2	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	41,300	8.89	C	1.00%	43,600	8.92	C
5020	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	41,300	8.89	C	1.00%	43,600	8.92	C
5030	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	41,300	8.89	C	1.00%	43,600	8.92	C
5040	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5050	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5060	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5070	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5080	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5090	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5100	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5110	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5120	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5130	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5140	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5150	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5160	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5170	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5180	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5190	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5200	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5210	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5220	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5230	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5240	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5250	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5260	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5270	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5280	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5290	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5300	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5310	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5320	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5330	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5340	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5350	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5360	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5370	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5380	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5390	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5400	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5410	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5420	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5430	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39,900	8,000	4	39,900	8,000	Urban	D	STATE	NHS - Non-Intersecting Roadway	D	22,400	9.41	C	1.00%	23,800	9.41	C
5440	SW 3200	SW 31 AV	SW 27 AV	4	ARTERIAL	INTERSECTED	1	39																

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PROJECT ID	ROAD NAME	FROM	TO	LANE(S) (FEET)	FUNCTIONAL CLASSIFICATION	FLOW	FEET CLASS	DAILY TRAVEL VOLUME (2011)	PEAK HOUR TRAVEL VOLUME (2011)	DAILY TRAVEL VOLUME (2011)	PEAK HOUR TRAVEL VOLUME (2011)	URBAN/RURAL	PHASE 1 UNPAVED	MAINTENANCE AGENCY	NHS	ACCEPTED STD. STANDARD	FEET ASST.	FEET NEW VARY	PEAK DAILY VOL.	GROWTH RATE	FEET ASST.	FEET NEW VARY	PEAK DAILY VOL.	
43703	SW 80 AV	SW 100 ST	SW 10 ST	4	ARTERIAL	INTERFURPED	1	15,870	1,800	4	35,800	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	13,100	943	C	1.00%	15,800	944	C
4180	SW 80 AV	SW 100 ST	SW 10 ST	4	ARTERIAL	INTERFURPED	1	15,870	1,800	4	35,800	1,800	Urban	U	CITY OF DCAIA	Other CMP Network Roadway	E	18,800	943	C	1.00%	19,700	935	C
4100	SW 80 AV	SW 100 ST	SW 10 ST	4	ARTERIAL	INTERFURPED	1	15,870	1,800	4	35,800	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	21,000	943	C	1.00%	21,900	937	C
4000	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	15,870	1,800	3	35,800	1,800	Urban	U	CITY OF DCAIA	Other CMP Network Roadway	E	3,400	943	C	1.00%	3,400	937	C
4110	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	15,870	1,800	3	35,800	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	11,000	943	C	1.00%	7,000	938	C
4220	SW 45 ST	SW 17 AV	SW 18 AV	3	COLLECTOR	INTERFURPED	1	3,488	481	3	5,181	481	Rural	U	COUNTY	Other CMP Network Roadway	E	3,400	658	C	1.00%	1,700	661	C
47013	SW 45 ST	SW 17 AV	SW 18 AV	3	COLLECTOR	INTERFURPED	1	3,488	481	3	5,181	481	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	658	C	1.00%	4,200	661	C
6340	SW 740	SW 100 ST	SW 10 ST	3	LOCAL	UNINTERFURPED	1	25,340	1,449	3	25,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	944	C	1.00%	4,200	944	C
4210	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	3,800	930	C
41813	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
42603	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4304	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4200	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	1,700	938	C	1.00%	1,700	938	C
4300	SW 80 AV	SW 100 ST	SW 10 ST	3	COLLECTOR	INTERFURPED	1	12,744	634	4	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E							

Ocala Marion TPO 2021 Traffic Counts Report Excerpts

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SR 40 (continued)								
E of CR 314A	FDOT	3	7,200	8,200	8,400	8,600	8,100	3.2%
SE 183rd to Lake County Line	FDOT	3	4,300	4,900	8,400	6,300	6,100	14.3%
SR 200								
South of CR 484	MC	3	15,100	15,700	16,400	16,900	17,900	4.3%
NE of CR 484	FDOT	3	19,900	21,500	22,000	21,000	21,000	1.5%
1 mi NE of CR 484	FDOT	3	34,100	38,000	35,000	36,000	30,000	-2.6%
S of SW 80th St	MC	3	29,200	30,400	31,800	30,700	27,600	-1.2%
S of SW 66th Street	OCA	1	NC	34,000	36,700	49,900	49,900	14.6%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,500	41,500	41,000	42,000	41,000	-0.3%
0.5 mi E of I-75	FDOT	2	43,500	47,500	38,000	43,500	42,500	0.3%
SW 26th St to SW 27th	FDOT	2	41,900	39,500	39,500	40,500	36,500	3.3%
SW 27th Ave to SW 17th	FDOT	2	38,300	37,500	34,500	38,500	37,500	-0.3%
SW 17th St to SW ML King Ave	FDOT	2	24,500	25,000	24,000	24,000	22,000	-2.6%
SW MLK to US 441	FDOT	2	27,700	26,500	25,500	26,500	26,000	-1.5%
SR 464								
SR 200 to SW 19th Avenue Rd	FDOT	2	24,800	25,500	25,500	25,500	25,500	0.7%
SW 19th Avenue Road to SW 7th Avenue	FDOT	2	35,900	34,000	34,500	35,500	31,000	-3.4%
US 441 to SE 11th Ave	FDOT	3	35,900	32,000	30,500	31,000	29,000	-5.1%
SE 11th Ave to SE 25th Ave	FDOT	2	32,300	32,500	33,500	29,500	29,000	-2.5%
SE 25th Ave to SE 36th Ave	FDOT	3	36,500	36,500	35,000	35,500	34,500	-1.4%
36th Ave to SR 35 (Telemetered)	FDOT	T	31,000	30,800	30,400	31,100	29,000	-1.6%
SR 492								
US 441 to N Magnolia Ave	FDOT	3	20,300	19,900	21,500	20,500	20,300	0.1%
N Magnolia Ave to NE 8th Avenue	FDOT	3	18,300	18,400	18,600	21,000	21,000	3.6%
0.5 mi W of NE 17th Ave	FDOT	3	20,000	20,500	21,000	20,500	20,300	0.4%
NE 19th Ave to NE 25th Avenue	FDOT	3	20,500	21,000	19,800	19,800	19,400	-1.3%
NE 25th Ave to NE 36th Ave	FDOT	3	16,500	17,000	17,200	16,600	16,300	-0.3%
NE 36th Ave to SR 40	FDOT	3	7,700	8,600	8,800	9,500	9,300	5%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
Sunset Harbor Road								
E of US 441	MC	2	6,000	6,100	6,300	6,600	6,300	1.3%
N of SE 155th Street	MC	2	3,900	3,500	3,700	3,800	4,900	6.8%
SW 103rd Street Road								
E of SR 200	MC	2	5,600	5,700	6,100	6,300	5,300	-0.9%
SW 17th Street Extension								
SW 33rd Ave to SW 27th Avenue	OCA	3	NC	NC	5,400	5,700	NC	N/A
SW 27th Ave to SR 200	OCA	3	NC	12,800	13,600	14,100	7,300	-12.8%
SW 19th Avenue Road								
SW 27th Ave to SW 17th Street	OCA	2	19,700	22,500	NC	14,100	15,100	N/A
SW 180th Avenue Road								
N of CR 484	MC	2	2,600	2,300	2,700	2,500	3,300	7.6%
SW 1st Avenue								
SW 5th St to SW 8th St	OCA	1	NC	5,900	7,500	8,000	NC	N/A
SR 200 to SR 464	OCA	3	NC	NC	NC	5,000	4,600	N/A
SW 20th Street								
SW 60th Ave to I-75	OCA	1	11,600	13,400	10,600	10,000	7,200	-9.8%
I-75 to SW 31st Ave (CFCC Entrance)	OCA	1	11,600	13,100	12,400	15,900	12,200	3.1%
SW 27th Ave to SR 200	OCA	3	NC	12,700	5,200	6,900	6,300	-11.7%
SW 27th Avenue								
SW 20th St to SR 200	MC	2	20,700	21,500	NC	19,200	13,100	N/A
SR 200 to SW 19th Ave Road	OCA	1	20,400	20,500	19,100	18,500	17,200	-4.1%
SW 34th St to SW 42nd	OCA	3	NC	18,400	11,800	19,900	18,800	-11.7%
SW 33rd Avenue								
SW 7th St to SW 20th St	OCA	3	NC	3,600	NC	2,600	2,000	N/A
SW 37th Avenue								
SW 20th St to SW 7th Street	OCA	3	NC	4,500	NC	3,900	3,100	N/A
SW 38th Avenue								
SR 40 to SW 20th Street	OCA	3	NC	NC	3,900	1,500	NC	N/A
SW 20th St to SR 200	OCA	3	NC	6,100	5,900	6,500	6,800	3.8%
SW 38th Street								
W of SW 60th Avenue	MC	2	8,000	9,700	9,800	9,800	6,800	-2.1%
E of SW 60th Avenue	MC	2	5,900	7,200	7,400	7,200	5,500	-0.4%

Location	Source	Count Type	2016	2017	2018	2019	2020	Ave Annual Growth Rate (%)
SW 42nd Street (CR 475C)								
SW 7th Ave to SW 27th Ave	OCA	2	NC	18,800	NC	NC	NC	N/A
SW 27th Ave to SW 31st	OCA	1	17,700	18,900	17,600	15,200	11,100	-10.2%
SW 31st Ave to SR 200	OCA	1	NC	17,600	15,900	21,900	14,900	-1.3%
SW 49th Avenue								
N of SW 103rd St Rd	MC	2	8,100	7,500	7,800	10,000	10,900	8.4%
SW 60th Avenue								
SR 40 to SW 20th Street	OCA	2	NC	16,100	20,600	21,000	26,700	19%
S of SW 38th Street	MC	2	15,100	14,500	14,600	14,600	17,400	4%
N of SR 200	MC	3	14,800	14,400	14,800	14,800	19,300	7.6%
S of SR 200	MC	2	17,200	17,000	17,000	17,300	22,400	7.5%
SW 62nd Avenue Road								
S of SW 95th Street	MC	2	7,100	6,800	7,400	7,800	8,800	5.7%
N of SW 103rd St Rd	MC	2	6,100	5,900	6,400	6,900	8,300	8.3%
SW 66th Street								
E of SR 200	MC	2	4,900	5,200	5,300	5,400	4,400	-2.1%
W of CR 475A	MC	2	7,300	7,100	7,200	7,000	6,000	-4.6%
E of CR 475A	MC	2	4,100	5,200	5,300	5,400	4,900	5.3%
SW 80th Avenue								
S of SR 40	MC	2	6,700	8,100	8,400	8,200	8,400	6.2%
N of SR 200	MC	2	8,300	11,300	11,700	11,500	11,800	10.1%
S of SR 200	MC	3	2,800	3,300	3,500	3,500	3,600	6.7%
SW 90th Street								
W of SR 200	MC	2	4,600	4,500	5,100	5,300	4,900	1.9%
SW 95th Street Road/SW 95th Street								
E of SR 200	MC	2	2,800	3,200	3,500	3,900	3,700	7.5%
E of SW 62nd Ave Road	MC	2	9,000	9,600	10,700	11,000	11,100	5.5%
US 27								
W of NW 160th Ave	FDOT	3	7,400	7,100	7,500	7,600	9,300	6.3%
S of CR 326	FDOT	3	7,700	8,500	7,800	8,000	7,800	0.6%
E of CR 225A	FDOT	3	16,600	17,900	16,700	16,900	17,500	1.5%
0.6 mi NW of I-75	FDOT	3	20,200	20,700	22,000	21,000	21,000	1.1%
I-75 to NW 27th Ave	FDOT	3	21,000	21,500	22,500	22,500	21,000	0.1%
NW 27th Ave to NW MLK Jr Ave	FDOT	3	23,900	24,500	25,500	22,500	22,500	-1.3%
MLK Jr Ave to US 441	FDOT	3	27,100	25,500	28,000	28,000	25,000	-1.7%