



**Marion County  
Board of County Commissioners**

Office of the County Engineer

412 SE 25th Ave.  
Ocala, FL 34471  
Phone: 352-671-8686  
Fax: 352-671-8687

October 23, 2025

KIMLEY-HORN  
AMBER GARTNER  
1700 SE 17TH STREET  
OCALA, FL 34471

**SUBJECT: TRAFFIC METHODOLOGY APPROVAL LETTER**  
**PROJECT NAME: ORANGE LAKE RV PARK**  
**PROJECT #2023070086    APPLICATION: #33500    PARCEL #02781-000-00**

Dear Amber,

The Traffic Methodology dated October 10, 2025 for the above referenced project was approved by Marion County on October 23, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

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

Sincerely,

*Your Development Review Team*  
**Office of the County Engineer**



October 10, 2025

Mr. Christopher Zeigler  
Traffic Operations Manager  
Marion County Office of the County Engineer  
412 SE 25<sup>th</sup> Avenue  
Ocala, FL 34471  
[Christopher.Zeigler@marionfl.org](mailto:Christopher.Zeigler@marionfl.org)

Re: ***Orange Lake RV Park – Traffic Impact Analysis Methodology  
Kimley-Horn Project Number 242311000***

Dear Mr. Zeigler:

Site construction is currently underway for the Orange Lake RV Park (parcel 02781-000-00) located at 18365 NW 45<sup>th</sup> Avenue Road in Citra, Florida. The site is located north of County Road 318 and east of North US Highway 441. The development is planned to have 489 recreational vehicle (RV) units/parking spaces for rent by transient and seasonal occupants. A traffic impact analysis and PUD was previously approved for the site. The County has requested a PUD update due to portions of the development being open to the public, outside of those staying overnight at the RV park.

## **SITE TRAFFIC**

The site includes 489 RV / Cabin sites. Amenities will be provided on-site for those staying at the RV Park. There will be on-site restaurants and bars that will have a combined 78 indoor seats and 32 outdoor seats. These areas will be open to the general public, in addition to those staying at the RV Park.

Trip generation for the RV park uses were estimated using traffic data collected at a similar site located in Auburndale, Florida. The Auburndale site has 400 RV / Cabin sites and on-site amenities including restaurants, bars, pools, and general store. There is also an event space that is available for rent. Day passes are available for visitors not staying overnight at the RV Park.

Traffic data was collected from Monday September 22, 2025 through Sunday September 28, 2025. The traffic counts are provided as an attachment. **Table 1** summarizes the daily, AM peak hour (one hour between 7AM and 9AM) and PM peak hour (one hour between 4PM and 6PM) traffic observed at the similar site Monday through Friday. The average traffic data for the PM peak hour excludes the traffic volumes on Thursday, as the significantly different traffic volumes are due to the event space located onsite. The observed traffic volumes were increased to estimate the traffic volumes with full occupancy, based on an average 48% occupancy provided by the site operator. An average trip rate was calculated by dividing the estimated traffic volumes at full occupancy by the 400 available RV / Cabin sites.

Traffic data and trip generation rates were also calculated for the AM peak hour, Mid peak hour, and PM peak hour on the weekend (average of Saturday and Sunday traffic data). The same approach was applied for estimating traffic volumes and trip generation rates at full occupancy of the 400 RV / Cabin sites. The weekend traffic data is summarized in **Table 2**.

**Table 1: Traffic Data at Similar Site (Weekday)**

Day	Daily	AM Peak Hour (7AM-9AM)			PM Peak Hour (4PM-6PM)		
		Total	In	Out	Total	In	Out
Monday 9/22/25	323	28	14	14	26	14	12
Tuesday 9/23/25	275	35	21	14	24	16	8
Wednesday 9/24/25	450	26	16	10	30	16	14
Thursday 9/25/25	929	40	24	16	216	158	58
Friday 9/26/25	615	34	16	18	44	28	16
Average <sup>1</sup>	416	32	18	14	32	19	13
Average at full occupancy <sup>2</sup>	867	67	38	29	67	40	27
Trip Gen Rate (full occupancy)	2.17	0.17	--	--	0.17	--	--

Note 1: The average for the PM peak hour excludes the data for Thursday 9/25/25 as it is an outlier related to the event space on site.

Note 2: The average at full occupancy is based on an average occupancy of 48% from the site operator.

**Table 2: Traffic Data at Similar Site (Weekend)**

Day	Daily	AM Peak Hour (10:15AM)			MD Peak Hour (12:45PM)			PM Peak Hour (4:00PM)		
		Total	In	Out	Total	In	Out	Total	In	Out
Saturday 9/27/25	841	82	58	24	103	78	25	67	25	42
Sunday 9/28/25	490	61	12	49	33	12	21	43	17	26
Average <sup>1</sup>	666	72	35	37	33	12	21	43	17	26
Average at full occupancy <sup>2</sup>	1388	150	73	77	69	25	44	89	35	54
Trip Gen Rate (full occupancy)	3.47	0.38	--	--	0.17	--	--	0.22	--	--

Note 1: The average for the PM peak hour excludes the data for Thursday 9/25/25 as it is an outlier related to the event space on site.

Note 2: The average at full occupancy is based on an average occupancy of 48% from the site operator.

Trip generation for the proposed RV park uses was estimated using the trip generation rates calculated from the similar site located in Auburndale, and assuming full occupancy. Trip generation for the on-site restaurant / bar uses that are open to the public were calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition land use code 932 (high turnover, sit-down restaurant). Seats was utilized as the independent variable. Trip generation is provided only for the PM peak hour, as the restaurants / bars will not be open during the AM peak hour of adjacent street and daily trip generation rates are not provided in ITE.

Standard internal capture rates were applied based on the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition between hotel and restaurant uses. In reality, the internal capture between the on-site RV / cabin rentals and restaurant facilities are anticipated to be much higher. The trip generation estimates are conservative (high) as a majority of the use of the on-site restaurant / bar uses is anticipated to be from those staying on-site in the RV / Cabin sites.

The trip generation calculations are provided in **Table 3**.

**Table 3: Trip Generation**

ITE Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Campground/RVPark (site specific)	489 Occupied Campsites	1,061	83	46	37	83	49	34
Restaurant	110 Seats	--	--	--	--	51	29	22
Internal Capture						6	3	3
Net New Trips		--	83	46	37	128	75	53
<p>Trip Generation was calculated using the data from site specific data from a similar site and ITE's Trip Generation Manual, 12th Edition.</p> <p><u>Campground/Recreational Vehicle Park [based on site specific data]</u></p> <p>Weekday Daily <math>T = 2.17 \times (X)</math>; (X is # of occupied campsites)</p> <p>AM Peak Hour of Adjacent Street <math>T = 0.17 \times (X)</math>; (X is # of occupied campsites); (56% in/ 44% out)</p> <p>PM Peak Hour of Adjacent Street <math>T = 0.17 \times (X)</math>; (X is # of occupied campsites); (59% in/ 41% out)</p> <p><u>High Turnover / Sit Down Restaurant [ITE 932]</u></p> <p>PM Peak Hour of Adjacent Street <math>T = 0.46 \times (X)</math>; (X is # of seats); (57% in/ 43% out)</p>								

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10/7/25

The anticipated trip generation for the site is less than the trip generation utilized for the approved traffic study for Oakwater Village (222 PM peak hour trips, 153 in, 69 out). An excerpt of the prior traffic study is provided as an attachment.

The project's trip distribution is from the previously approved traffic study for the site. The general external trip distribution is as follows:

- 60% to/from the west on CR 318
- 40% to/from the east on CR 318

The attached **Figure 1** illustrates the proposed trip distribution on the adjacent roadway network.

## ROADWAY SEGMENT EVALUATION

The study area included within the prior approved traffic study includes the following roadway segments:

- CR 318, from I-75 to US 301
- US 441, from CR 25A to Avenue I
- US 301, from NE Jacksonville Road to the County Line

An existing conditions inventory for the adjacent roadway network, as evaluated within the previously approved study, is shown in **Table 4**. The existing conditions inventory includes the daily service volume, existing Annual Average Daily Traffic (AADT), Volume to Maximum Service Volume (V/MSV), and level of service (LOS). The daily service volumes were obtained from the Ocala Marion TPO CMP Database. The existing (2024) daily traffic volumes were obtained from the Ocala Marion TPO Traffic Counts (2025). The adjacent roadway segment of CR 318 has existing daily traffic volumes representing 40% of the adopted service volume, representing LOS B traffic conditions.

Table 4: Project Impact and Study Area Calculations

Roadway  FromTo		ROADWAY ATTRIBUTES <sup>1</sup>									EXISTING DAILY TRAFFIC CONDITIONS			Trip % Assign <sup>3</sup>	PM PEAK HOUR SIGNIFICANCE CALCULATIONS				Include in Study Area? <sup>6</sup>
		TPO CMP Station	FDOT Classification <sup>2</sup>	Area Type	Adopted LOS Standard	Number of Lanes	Daily Service Volume	Pk. Hr. Dir. Service Volume	TPO Traffic Counts Growth Rate	TPO CMP Growth Rate	2024 AADT <sup>1</sup>	V/MSV	LOS		Project Traffic		Project Peak Direction % Impact <sup>4</sup>	Significant Impact? <sup>5</sup>	
															NB / EB	SB / WB			
CR 318																			
I-75	NW 60 AVE	1340.1	UC-C2	Rural	D	2	19,170	999	8.90%	7.18%	5,500	0.29	B	12.0%	9	6	0.90%	NO	NO
NW 60 AVE	US 441	1340.2	SC-C2	Rural	D	2	10,224	533	8.90%	7.18%	5,500	0.54	C	12.0%	9	6	1.69%	NO	YES
US 441	NE 10 AVE	1350.1	UC-C2	Rural	B	2	9,270	486	0.40%	1.00%	3,700	0.40	B	60.0%	45	32	9.26%	YES	YES
NE 10 AVE	US 301	1350.2	UC-C2	Rural	B	2	9,270	486	0.40%	1.00%	3,700	0.40	B	40.0%	21	30	6.17%	YES	YES
US 301	CR 315	1360.1	UA	Rural	D	2	19,170	999	--	1.00%	3,700	0.19	B	10.0%	5	8	0.75%	NO	NO
US 441																			
CR 25A (N)	CR 318	7060.0	UC-C2	Rural	C	4	45,800	2,390	-1.90%	1.00%	8,800	0.19	B	30.0%	23	16	0.94%	NO	NO
CR 318	AVENUE I	7070.1	C2	Rural	C	4	45,800	2,390	1.80%	1.00%	8,800	0.19	B	18.0%	10	14	0.56%	NO	NO
US 301																			
NE JACKSONVILLE RD	CR 318	6570.0	C3C	Rural	C	4	32,235	1,596	0.90%	1.00%	17,400	0.54	C	15.0%	11	8	0.70%	NO	NO
CR 318	COUNTY LINE (N)	6580.0	C3C	Rural	C	4	32,235	1,596	0.10%	1.00%	14,800	0.46	C	13.0%	7	10	0.61%	NO	NO
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Notes:																			
1. Roadway attributes and AADT were obtained from the 2023 Ocala Marion TPO Congestion Management Process (CMP) Database and Ocala Marion TPO 2025 Traffic Counts Report.																			
2. State Roadways are classified by their Context Classification to determine their service volumes. All other roadways were categorized into interrupted or uninterrupted flow (S, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2 [speed limit >= 40 mph or <= 35 mph]), for the purpose of determining their service volumes.																			
3. Project traffic assignment was calculated as the maximum trip distribution across the segment from the previous traffic study.																			
4. Project impact was calculated as the peak hour peak direction project traffic on a roadway segment divided by the peak hour peak direction service volume.																			
5. A segment is considered significantly impacted if the project impact is 3% or greater per the Ocala/Marion County TIA Guidelines.																			
6. Per the Marion County TIA Guidelines all roadway segments with a 3% or greater impact to the peak hour peak direction service volume plus one segment beyond are included within the study area. Roadway segments with a less than 1% de minimis impact are excluded from the study area.																			

The project impact was calculated as the PM peak hour, peak direction net new traffic on the segment, divided by the peak hour peak direction service volume. The peak hour peak direction service volumes were obtained from the Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP), which is based on the Florida Department of Transportation (FDOT) Quality/Level of Service Tables.

Project traffic has a significant impact (3% or greater project impact to the peak hour directional service volume) on the roadway segment of CR 318, from US 441 to US 301. The project impact has a less than 1% de minimis impact on US 441 and US 301. The project impact calculations are provided in **Table 4**. Excerpts from the Ocala Marion TPO CMP are attached.

## PROPOSED METHODOLOGY

The study will include a roadway segment analysis of CR 318, from NW 60th Avenue to US 301 due to the project having a less than 1% de minimis impact on the other surrounding roadway segments. The roadway segment analysis will be performed for the weekday PM peak hour of adjacent street (one hour between 4PM and 6PM). The roadway segment analysis will be performed for existing, background, and buildout traffic conditions. A buildout year of 2026 will be assumed for the study since the site is under construction currently.

PM peak period (4PM – 6PM) traffic counts will be collected at the intersection of NW 45<sup>th</sup> Avenue Road at CR 318 (site entrance) during a weekday (Tuesday through Thursday). The traffic volumes will be adjusted to peak season using the FDOT published peak season conversion factors. The turning movement counts will be used to calculate the traffic volumes on CR 318 fronting the site. For the segment of CR 318 west of US 441, the daily traffic counts published by FDOT and the Ocala Marion TPO will be used to estimate peak hour traffic volumes by applying the published K and D factors. Background growth rates from the Ocala Marion TPO CMP will be utilized for the roadway segment analysis.

The intersection of NW 45<sup>th</sup> Avenue Road will be evaluated for existing, background, and buildout traffic conditions during the PM peak hour using the Synchro software package. A 1% annual background growth rate will be applied to the 2026 buildout year, based on the historic growth trends on CR 318 fronting the site. Project traffic will be added to the background traffic volumes for the buildout analysis.

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

Sincerely,

**KIMLEY-HORN**



Amber L. Gartner, PE

Attachments: Similar Site Traffic Data  
FDOT Traffic Data  
ITE Trip Generation Excerpts  
Previously approved Oakwater Village TIA  
Ocala Marion TPO CMP and Traffic Count Excerpts  
Concept Plan

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# ATTACHMENTS

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## SIMILAR SITE TRAFFIC DATA

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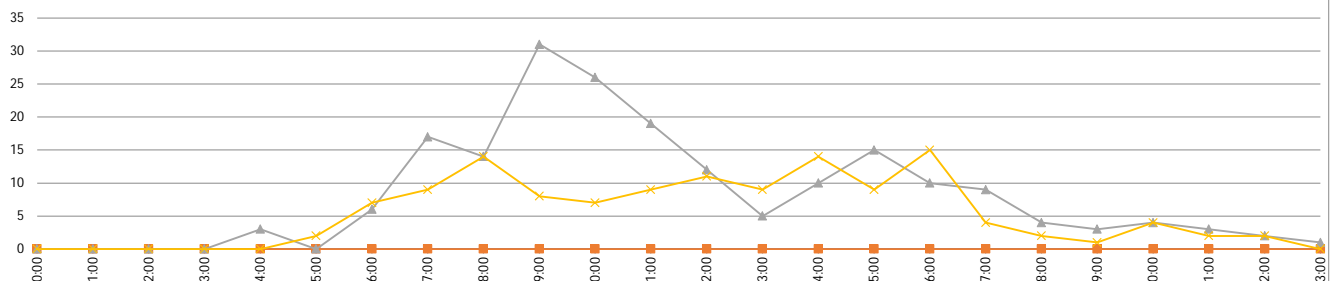
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Monday  
Date: 9/22/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	194	129	323							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			4	6	10	00:00 01:00			0	0	0
0:15			0	0	0	12:15			2	1	3	01:00 02:00			0	0	0
0:30			0	0	0	12:30			0	3	3	02:00 03:00			0	0	0
0:45			0	0	0	12:45			6	1	7	03:00 04:00			0	0	0
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1:45			0	0	0	13:45			1	2	3	07:00 08:00			17	9	26
2:00			0	0	0	14:00			5	3	8	08:00 09:00			14	14	28
2:15			0	0	0	14:15			1	3	4	09:00 10:00			31	8	39
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5:30			0	0	0	17:30			2	0	2	22:00 23:00			2	2	4
5:45			0	2	2	17:45			1	2	3	23:00 00:00			1	0	1
6:00			1	1	2	18:00			2	1	3	STATISTICS					
6:15			0	0	0	18:15			1	0	1		NB	SB	EB	WB	TOTAL
6:30			1	3	4	18:30			1	1	2	Peak Period	00:00	to	12:00		
6:45			4	3	7	18:45			0	0	0	Volume			116	56	172
7:00			9	2	11	19:00			1	0	1	Peak Hour			9:45	8:00	9:45
7:15			3	1	4	19:15			2	1	3	Peak Volume			36	14	45
7:30			3	3	6	19:30			0	0	0	Peak Hour Factor			0.750	0.875	0.703
7:45			2	3	5	19:45			0	0	0	Peak Period	12:00	to	00:00		
8:00			2	4	6	20:00			2	0	2	Volume			78	73	151
8:15			7	3	10	20:15			1	0	1	Peak Hour			14:45	16:00	14:45
8:30			3	3	6	20:30			0	3	3	Peak Volume			17	15	28
8:45			2	4	6	20:45			1	1	2	Peak Hour Factor			0.708	0.375	0.778
9:00			8	3	11	21:00			2	0	2	Peak Period	07:00	to	09:00		
9:15			8	1	9	21:15			1	0	1	Volume			31	23	54
9:30			3	0	3	21:30			0	2	2	Peak Hour			7:00	8:00	8:00
9:45			12	4	16	21:45			0	0	0	Peak Volume			17	14	28
10:00			10	1	11	22:00			0	1	1	Peak Hour Factor			0.472	0.875	0.700
10:15			9	3	12	22:15			1	1	2	Peak Period	16:00	to	18:00		
10:30			5	1	6	22:30			0	0	0	Volume			19	19	38
10:45			2	2	4	22:45			1	0	1	Peak Hour			16:15	16:00	16:15
11:00			6	3	9	23:00			1	0	1	Peak Volume			12	15	26
11:15			4	3	7	23:15			0	0	0	Peak Hour Factor			0.750	0.375	0.500
11:30			4	3	7	23:30			0	0	0						
11:45			5	0	5	23:45			0	0	0						
TOTALS	0	0	116	56	172	TOTALS	0	0	78	73	151						
SPLIT %	0%	0%	67%	33%	53%	SPLIT %	0%	0%	52%	48%	47%						



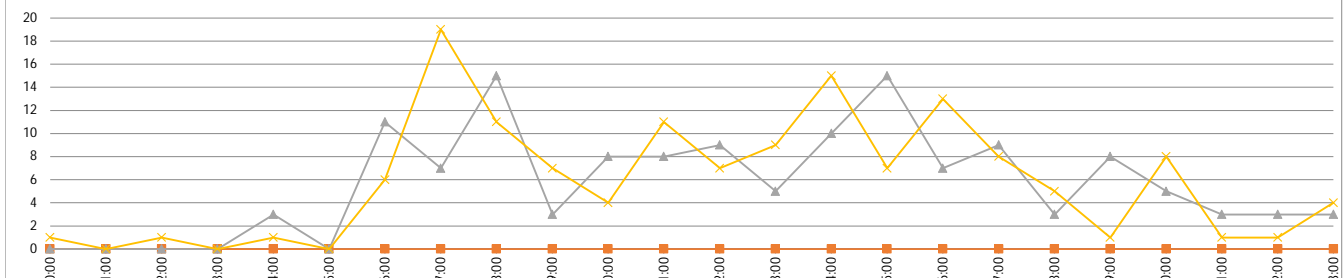
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Tuesday  
Date: 9/23/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		135		140		275							
15-Minutes Interval											Hourly Intervals										
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			0	0	0	12:00			1	1	2	00:00 01:00			0	1	1				
0:15			0	1	1	12:15			2	1	3	01:00 02:00			0	0	0				
0:30			0	0	0	12:30			4	2	6	02:00 03:00			0	1	1				
0:45			0	0	0	12:45			2	3	5	03:00 04:00			0	0	0				
1:00			0	0	0	13:00			3	3	6	04:00 05:00			3	1	4				
1:15			0	0	0	13:15			0	2	2	05:00 06:00			0	0	0				
1:30			0	0	0	13:30			0	3	3	06:00 07:00			11	6	17				
1:45			0	0	0	13:45			2	1	3	07:00 08:00			7	19	26				
2:00			0	1	1	14:00			1	2	3	08:00 09:00			15	11	26				
2:15			0	0	0	14:15			3	5	8	09:00 10:00			3	7	10				
2:30			0	0	0	14:30			5	5	10	10:00 11:00			8	4	12				
2:45			0	0	0	14:45			1	3	4	11:00 12:00			8	11	19				
3:00			0	0	0	15:00			2	2	4	12:00 13:00			9	7	16				
3:15			0	0	0	15:15			7	1	8	13:00 14:00			5	9	14				
3:30			0	0	0	15:30			4	2	6	14:00 15:00			10	15	25				
3:45			0	0	0	15:45			2	2	4	15:00 16:00			15	7	22				
4:00			0	0	0	16:00			2	3	5	16:00 17:00			7	13	20				
4:15			0	0	0	16:15			4	2	6	17:00 18:00			9	8	17				
4:30			0	0	0	16:30			0	5	5	18:00 19:00			3	5	8				
4:45			3	1	4	16:45			1	3	4	19:00 20:00			8	1	9				
5:00			0	0	0	17:00			3	5	8	20:00 21:00			5	8	13				
5:15			0	0	0	17:15			4	3	7	21:00 22:00			3	1	4				
5:30			0	0	0	17:30			1	0	1	22:00 23:00			3	1	4				
5:45			0	0	0	17:45			1	0	1	23:00 00:00			3	4	7				
6:00			0	0	0	18:00			1	3	4	STATISTICS									
6:15			1	1	2	18:15			0	0	0		NB	SB	EB	WB	TOTAL				
6:30			6	0	6	18:30			2	2	4	Peak Period	00:00	to	12:00						
6:45			4	5	9	18:45			0	0	0	Volume			55	61	116				
7:00			4	0	4	19:00			4	1	5	Peak Hour			8:15	7:15	7:45				
7:15			0	5	5	19:15			2	0	2	Peak Volume			16	24	35				
7:30			2	1	3	19:30			0	0	0	Peak Hour Factor			0.444	0.462	0.625				
7:45			1	13	14	19:45			2	0	2	Peak Period	12:00	to	00:00						
8:00			0	5	5	20:00			1	3	4	Volume			80	79	159				
8:15			4	2	6	20:15			1	0	1	Peak Hour			14:30	16:30	14:15				
8:30			9	1	10	20:30			2	1	3	Peak Volume			15	16	26				
8:45			2	3	5	20:45			1	4	5	Peak Hour Factor			0.536	0.800	0.650				
9:00			1	1	2	21:00			1	0	1	Peak Period	07:00	to	09:00						
9:15			0	0	0	21:15			2	0	2	Volume			22	30	52				
9:30			1	3	4	21:30			0	1	1	Peak Hour			8:00	7:15	7:45				
9:45			1	3	4	21:45			0	0	0	Peak Volume			15	24	35				
10:00			2	1	3	22:00			0	0	0	Peak Hour Factor			0.417	0.462	0.625				
10:15			1	1	2	22:15			1	1	2	Peak Period	16:00	to	18:00						
10:30			2	1	3	22:30			0	0	0	Volume			16	21	37				
10:45			3	1	4	22:45			2	0	2	Peak Hour			16:45	16:30	16:30				
11:00			1	2	3	23:00			2	1	3	Peak Volume			9	16	24				
11:15			1	3	4	23:15			0	1	1	Peak Hour Factor			0.563	0.800	0.750				
11:30			1	5	6	23:30			1	0	1										
11:45			5	1	6	23:45			0	2	2										
TOTALS	0	0	55	61	116	TOTALS	0	0	80	79	159										
SPLIT %	0%	0%	47%	53%	42%	SPLIT %	0%	0%	50%	50%	58%										



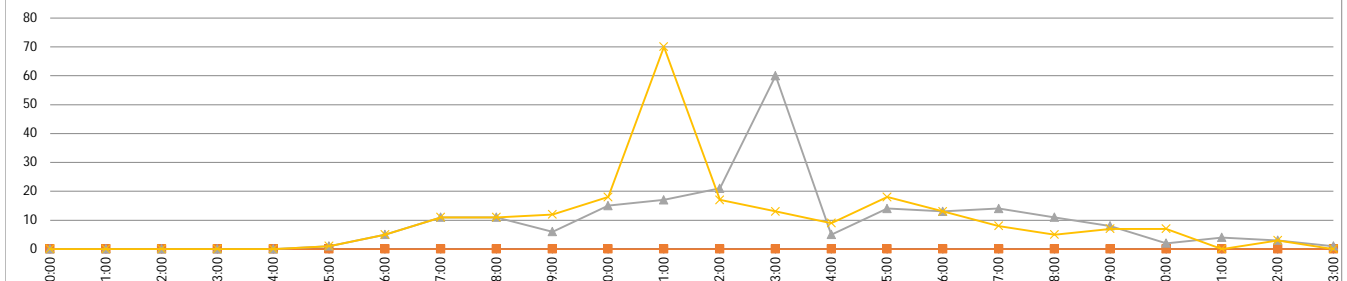
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Wednesday  
Date: 9/24/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	222	228	450							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			3	8	11	00:00 01:00			0	0	0
0:15			0	0	0	12:15			8	4	12	01:00 02:00			0	0	0
0:30			0	0	0	12:30			0	1	1	02:00 03:00			0	0	0
0:45			0	0	0	12:45			10	4	14	03:00 04:00			0	0	0
1:00			0	0	0	13:00			21	2	23	04:00 05:00			0	0	0
1:15			0	0	0	13:15			23	3	26	05:00 06:00			1	1	2
1:30			0	0	0	13:30			8	5	13	06:00 07:00			5	5	10
1:45			0	0	0	13:45			8	3	11	07:00 08:00			11	11	22
2:00			0	0	0	14:00			1	1	2	08:00 09:00			11	11	22
2:15			0	0	0	14:15			1	2	3	09:00 10:00			6	12	18
2:30			0	0	0	14:30			2	3	5	10:00 11:00			15	18	33
2:45			0	0	0	14:45			1	3	4	11:00 12:00			17	70	87
3:00			0	0	0	15:00			4	3	7	12:00 13:00			21	17	38
3:15			0	0	0	15:15			5	3	8	13:00 14:00			60	13	73
3:30			0	0	0	15:30			4	6	10	14:00 15:00			5	9	14
3:45			0	0	0	15:45			1	6	7	15:00 16:00			14	18	32
4:00			0	0	0	16:00			7	2	9	16:00 17:00			13	13	26
4:15			0	0	0	16:15			3	2	5	17:00 18:00			14	8	22
4:30			0	0	0	16:30			2	5	7	18:00 19:00			11	5	16
4:45			0	0	0	16:45			1	4	5	19:00 20:00			8	7	15
5:00			1	0	1	17:00			7	3	10	20:00 21:00			2	7	9
5:15			0	0	0	17:15			4	4	8	21:00 22:00			4	0	4
5:30			0	0	0	17:30			1	0	1	22:00 23:00			3	3	6
5:45			0	1	1	17:45			2	1	3	23:00 00:00			1	0	1
6:00			1	0	1	18:00			3	3	6	STATISTICS					
6:15			1	1	2	18:15			6	2	8		NB	SB	EB	WB	TOTAL
6:30			0	0	0	18:30			0	0	0	Peak Period	00:00	to	12:00		
6:45			3	4	7	18:45			2	0	2	Volume			66	128	194
7:00			4	1	5	19:00			4	0	4	Peak Hour			10:30	11:00	11:00
7:15			3	1	4	19:15			0	2	2	Peak Volume			18	70	87
7:30			4	2	6	19:30			3	1	4	Peak Hour Factor			0.643	0.547	0.588
7:45			0	7	7	19:45			1	4	5	Peak Period	12:00	to	00:00		
8:00			3	1	4	20:00			2	2	4	Volume			156	100	256
8:15			4	4	8	20:15			0	1	1	Peak Hour			12:45	15:00	12:45
8:30			3	4	7	20:30			0	4	4	Peak Volume			62	18	76
8:45			1	2	3	20:45			0	0	0	Peak Hour Factor			0.674	0.750	0.731
9:00			1	6	7	21:00			2	0	2	Peak Period	07:00	to	09:00		
9:15			1	3	4	21:15			1	0	1	Volume			22	22	44
9:30			4	1	5	21:30			1	0	1	Peak Hour			7:00	7:45	7:45
9:45			0	2	2	21:45			0	0	0	Peak Volume			11	16	26
10:00			3	4	7	22:00			0	2	2	Peak Hour Factor			0.688	0.571	0.813
10:15			1	4	5	22:15			1	1	2	Peak Period	16:00	to	18:00		
10:30			7	5	12	22:30			1	0	1	Volume			27	21	48
10:45			4	5	9	22:45			1	0	1	Peak Hour			16:30	16:30	16:30
11:00			2	9	11	23:00			0	0	0	Peak Volume			14	16	30
11:15			5	32	37	23:15			0	0	0	Peak Hour Factor			0.500	0.800	0.750
11:30			5	21	26	23:30			1	0	1						
11:45			5	8	13	23:45			0	0	0						
TOTALS	0	0	66	128	194	TOTALS	0	0	156	100	256						
SPLIT %	0%	0%	34%	66%	43%	SPLIT %	0%	0%	61%	39%	57%						



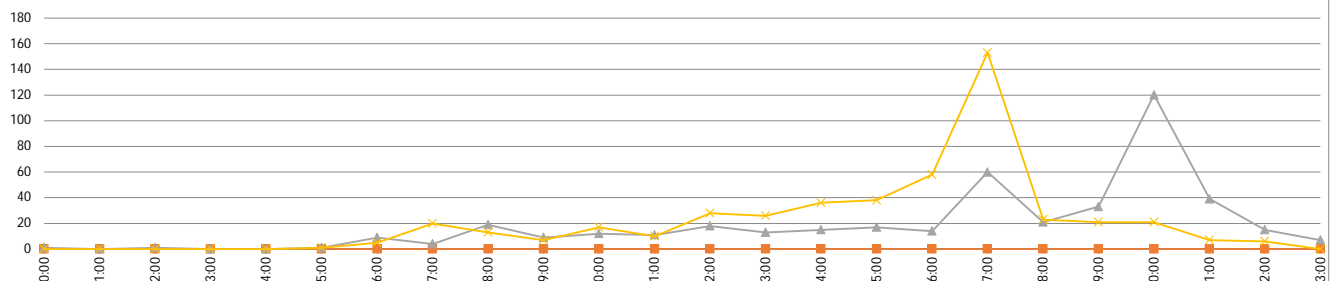
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Thursday  
Date: 9/25/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	439	490	929							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	0	1	12:00			9	9	18	00:00 01:00			1	0	1
0:15			0	0	0	12:15			3	3	6	01:00 02:00			0	0	0
0:30			0	0	0	12:30			2	10	12	02:00 03:00			1	0	1
0:45			0	0	0	12:45			4	6	10	03:00 04:00			0	0	0
1:00			0	0	0	13:00			3	5	8	04:00 05:00			0	0	0
1:15			0	0	0	13:15			5	8	13	05:00 06:00			1	1	2
1:30			0	0	0	13:30			3	4	7	06:00 07:00			9	5	14
1:45			0	0	0	13:45			2	9	11	07:00 08:00			4	20	24
2:00			0	0	0	14:00			6	7	13	08:00 09:00			19	13	32
2:15			0	0	0	14:15			5	10	15	09:00 10:00			9	7	16
2:30			0	0	0	14:30			2	8	10	10:00 11:00			12	17	29
2:45			1	0	1	14:45			2	11	13	11:00 12:00			11	10	21
3:00			0	0	0	15:00			6	7	13	12:00 13:00			18	28	46
3:15			0	0	0	15:15			2	10	12	13:00 14:00			13	26	39
3:30			0	0	0	15:30			6	8	14	14:00 15:00			15	36	51
3:45			0	0	0	15:45			3	13	16	15:00 16:00			17	38	55
4:00			0	0	0	16:00			1	8	9	16:00 17:00			14	58	72
4:15			0	0	0	16:15			8	15	23	17:00 18:00			60	153	213
4:30			0	0	0	16:30			0	10	10	18:00 19:00			21	23	44
4:45			0	0	0	16:45			5	25	30	19:00 20:00			33	21	54
5:00			1	0	1	17:00			7	49	56	20:00 21:00			120	21	141
5:15			0	0	0	17:15			20	36	56	21:00 22:00			39	7	46
5:30			0	0	0	17:30			26	48	74	22:00 23:00			15	6	21
5:45			0	1	1	17:45			7	20	27	23:00 00:00			7	0	7
6:00			0	2	2	18:00			12	9	21	STATISTICS					
6:15			1	0	1	18:15			4	8	12		NB	SB	EB	WB	TOTAL
6:30			5	0	5	18:30			3	1	4	Peak Period	00:00	to	12:00		
6:45			3	3	6	18:45			2	5	7	Volume			67	73	140
7:00			3	0	3	19:00			6	4	10	Peak Hour			8:00	7:15	7:45
7:15			0	1	1	19:15			6	2	8	Peak Volume			19	26	40
7:30			1	7	8	19:30			12	12	24	Peak Hour Factor			0.594	0.542	0.769
7:45			0	12	12	19:45			9	3	12	Peak Period	12:00	to	00:00		
8:00			6	6	12	20:00			16	5	21	Volume			372	417	789
8:15			2	1	3	20:15			29	6	35	Peak Hour			20:15	16:45	16:45
8:30			8	5	13	20:30			64	5	69	Peak Volume			124	158	216
8:45			3	1	4	20:45			11	5	16	Peak Hour Factor			0.484	0.806	0.730
9:00			2	2	4	21:00			20	2	22	Peak Period	07:00	to	09:00		
9:15			1	1	2	21:15			9	2	11	Volume			23	33	56
9:30			3	1	4	21:30			7	1	8	Peak Hour			8:00	7:15	7:45
9:45			3	3	6	21:45			3	2	5	Peak Volume			19	26	40
10:00			1	6	7	22:00			1	1	2	Peak Hour Factor			0.594	0.542	0.769
10:15			3	5	8	22:15			6	4	10	Peak Period	16:00	to	18:00		
10:30			6	4	10	22:30			4	0	4	Volume			74	211	285
10:45			2	2	4	22:45			4	1	5	Peak Hour			17:00	16:45	16:45
11:00			2	2	4	23:00			1	0	1	Peak Volume			60	158	216
11:15			2	0	2	23:15			5	0	5	Peak Hour Factor			0.577	0.806	0.730
11:30			2	5	7	23:30			1	0	1						
11:45			5	3	8	23:45			0	0	0						
TOTALS	0	0	67	73	140	TOTALS	0	0	372	417	789						
SPLIT %	0%	0%	48%	52%	15%	SPLIT %	0%	0%	47%	53%	85%						



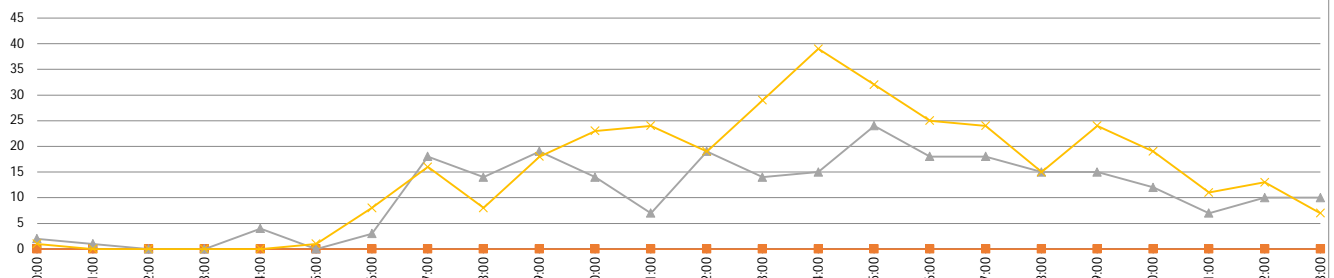
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Friday  
Date: 9/26/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	259	356	615							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	0	2	12:00			4	5	9	00:00 01:00			2	1	3
0:15			0	1	1	12:15			5	5	10	01:00 02:00			1	0	1
0:30			0	0	0	12:30			5	7	12	02:00 03:00			0	0	0
0:45			0	0	0	12:45			5	2	7	03:00 04:00			0	0	0
1:00			1	0	1	13:00			4	9	13	04:00 05:00			4	0	4
1:15			0	0	0	13:15			1	3	4	05:00 06:00			0	1	1
1:30			0	0	0	13:30			5	6	11	06:00 07:00			3	8	11
1:45			0	0	0	13:45			4	11	15	07:00 08:00			18	16	34
2:00			0	0	0	14:00			6	12	18	08:00 09:00			14	8	22
2:15			0	0	0	14:15			4	8	12	09:00 10:00			19	18	37
2:30			0	0	0	14:30			4	8	12	10:00 11:00			14	23	37
2:45			0	0	0	14:45			1	11	12	11:00 12:00			7	24	31
3:00			0	0	0	15:00			4	7	11	12:00 13:00			19	19	38
3:15			0	0	0	15:15			7	10	17	13:00 14:00			14	29	43
3:30			0	0	0	15:30			8	12	20	14:00 15:00			15	39	54
3:45			0	0	0	15:45			5	3	8	15:00 16:00			24	32	56
4:00			0	0	0	16:00			11	10	21	16:00 17:00			18	25	43
4:15			0	0	0	16:15			3	1	4	17:00 18:00			18	24	42
4:30			1	0	1	16:30			3	7	10	18:00 19:00			15	15	30
4:45			3	0	3	16:45			1	7	8	19:00 20:00			15	24	39
5:00			0	0	0	17:00			4	6	10	20:00 21:00			12	19	31
5:15			0	0	0	17:15			8	8	16	21:00 22:00			7	11	18
5:30			0	0	0	17:30			1	8	9	22:00 23:00			10	13	23
5:45			0	1	1	17:45			5	2	7	23:00 00:00			10	7	17
6:00			0	1	1	18:00			2	6	8	STATISTICS					
6:15			0	1	1	18:15			4	5	9		NB	SB	EB	WB	TOTAL
6:30			0	0	0	18:30			3	1	4	Peak Period	00:00	to	12:00		
6:45			3	6	9	18:45			6	3	9	Volume			82	99	181
7:00			8	1	9	19:00			5	3	8	Peak Hour			6:45	10:15	9:45
7:15			6	2	8	19:15			5	7	12	Peak Volume			21	29	42
7:30			4	6	10	19:30			3	10	13	Peak Hour Factor			0.656	0.806	0.553
7:45			0	7	7	19:45			2	4	6	Peak Period	12:00	to	00:00		
8:00			1	3	4	20:00			7	5	12	Volume			177	257	434
8:15			6	2	8	20:15			3	5	8	Peak Hour			15:15	14:45	15:15
8:30			2	1	3	20:30			2	5	7	Peak Volume			31	40	66
8:45			5	2	7	20:45			0	4	4	Peak Hour Factor			0.705	0.833	0.786
9:00			3	4	7	21:00			3	2	5	Peak Period	07:00	to	09:00		
9:15			4	3	7	21:15			1	4	5	Volume			32	24	56
9:30			2	2	4	21:30			1	1	2	Peak Hour			7:00	7:15	7:00
9:45			10	9	19	21:45			2	4	6	Peak Volume			18	18	34
10:00			3	1	4	22:00			1	3	4	Peak Hour Factor			0.563	0.643	0.850
10:15			2	9	11	22:15			4	4	8	Peak Period	16:00	to	18:00		
10:30			3	5	8	22:30			2	4	6	Volume			36	49	85
10:45			6	8	14	22:45			3	2	5	Peak Hour			16:00	16:45	16:30
11:00			2	7	9	23:00			2	3	5	Peak Volume			18	29	44
11:15			1	7	8	23:15			5	3	8	Peak Hour Factor			0.409	0.906	0.688
11:30			2	5	7	23:30			1	0	1						
11:45			2	5	7	23:45			2	1	3						
TOTALS	0	0	82	99	181	TOTALS	0	0	177	257	434						
SPLIT %	0%	0%	45%	55%	29%	SPLIT %	0%	0%	41%	59%	71%						



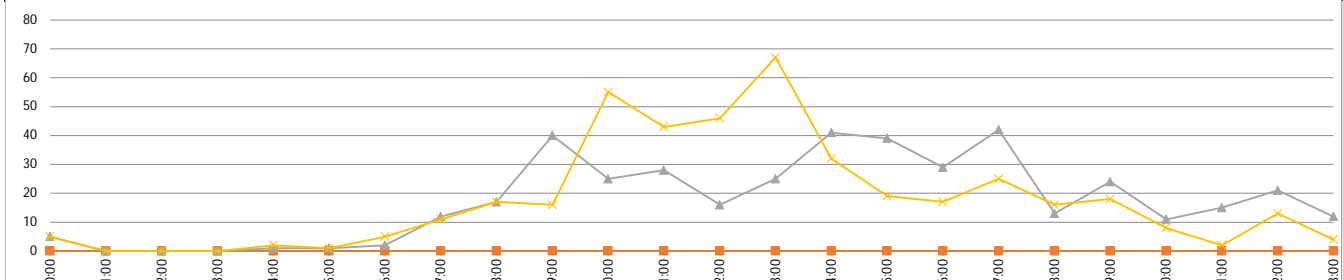
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Saturday  
Date: 9/27/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	419	422	841							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	2	5	12:00			4	7	11	00:00 01:00			5	5	10
0:15			1	2	3	12:15			5	7	12	01:00 02:00			0	0	0
0:30			1	1	2	12:30			3	11	14	02:00 03:00			0	0	0
0:45			0	0	0	12:45			4	21	25	03:00 04:00			0	0	0
1:00			0	0	0	13:00			3	20	23	04:00 05:00			1	2	3
1:15			0	0	0	13:15			7	20	27	05:00 06:00			1	1	2
1:30			0	0	0	13:30			11	17	28	06:00 07:00			2	5	7
1:45			0	0	0	13:45			4	10	14	07:00 08:00			12	11	23
2:00			0	0	0	14:00			3	3	6	08:00 09:00			17	17	34
2:15			0	0	0	14:15			10	6	16	09:00 10:00			40	16	56
2:30			0	0	0	14:30			9	14	23	10:00 11:00			25	55	80
2:45			0	0	0	14:45			19	9	28	11:00 12:00			28	43	71
3:00			0	0	0	15:00			10	2	12	12:00 13:00			16	46	62
3:15			0	0	0	15:15			12	3	15	13:00 14:00			25	67	92
3:30			0	0	0	15:30			12	9	21	14:00 15:00			41	32	73
3:45			0	0	0	15:45			5	5	10	15:00 16:00			39	19	58
4:00			1	0	1	16:00			10	8	18	16:00 17:00			29	17	46
4:15			0	2	2	16:15			8	3	11	17:00 18:00			42	25	67
4:30			0	0	0	16:30			5	3	8	18:00 19:00			13	16	29
4:45			0	0	0	16:45			6	3	9	19:00 20:00			24	18	42
5:00			0	0	0	17:00			16	5	21	20:00 21:00			11	8	19
5:15			1	1	2	17:15			9	6	15	21:00 22:00			15	2	17
5:30			0	0	0	17:30			5	9	14	22:00 23:00			21	13	34
5:45			0	0	0	17:45			12	5	17	23:00 00:00			12	4	16
6:00			0	0	0	18:00			5	3	8	STATISTICS					
6:15			1	0	1	18:15			3	6	9		NB	SB	EB	WB	TOTAL
6:30			0	2	2	18:30			3	2	5	Peak Period	00:00	to	12:00		
6:45			1	3	4	18:45			2	5	7	Volume			131	155	286
7:00			1	1	2	19:00			5	3	8	Peak Hour			8:45	10:15	10:15
7:15			5	1	6	19:15			7	9	16	Peak Volume			41	58	82
7:30			5	3	8	19:30			2	5	7	Peak Hour Factor			0.569	0.690	0.732
7:45			1	6	7	19:45			10	1	11	Peak Period	12:00	to	00:00		
8:00			4	5	9	20:00			0	4	4	Volume			288	267	555
8:15			4	4	8	20:15			5	2	7	Peak Hour			14:45	12:45	12:45
8:30			2	3	5	20:30			1	1	2	Peak Volume			53	78	103
8:45			7	5	12	20:45			5	1	6	Peak Hour Factor			0.697	0.929	0.920
9:00			8	2	10	21:00			5	0	5	Peak Period	07:00	to	09:00		
9:15			18	7	25	21:15			1	1	2	Volume			29	28	57
9:30			8	3	11	21:30			5	1	6	Peak Hour			8:00	7:30	8:00
9:45			6	4	10	21:45			4	0	4	Peak Volume			17	18	34
10:00			9	12	21	22:00			10	3	13	Peak Hour Factor			0.607	0.750	0.708
10:15			7	21	28	22:15			5	5	10	Peak Period	16:00	to	18:00		
10:30			3	11	14	22:30			4	3	7	Volume			71	42	113
10:45			6	11	17	22:45			2	2	4	Peak Hour			17:00	17:00	17:00
11:00			8	15	23	23:00			6	2	8	Peak Volume			42	25	67
11:15			4	6	10	23:15			2	0	2	Peak Hour Factor			0.656	0.694	0.798
11:30			5	11	16	23:30			2	1	3						
11:45			11	11	22	23:45			2	1	3						
TOTALS	0	0	131	155	286	TOTALS	0	0	288	267	555						
SPLIT %	0%	0%	46%	54%	34%	SPLIT %	0%	0%	52%	48%	66%						



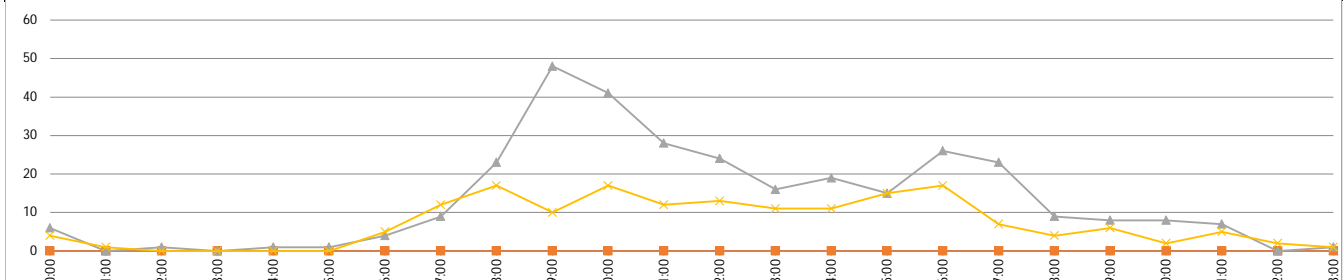
Prepared by National Data &amp; Surveying Services

## VOLUME

Denton Ave/Camp Margaritaville Dwy W/O Moss Rd (28.084400, -81.825876)

Day: Sunday  
Date: 9/28/2025City: Auburndale  
Project #: FL25\_130312\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	318	172	490							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			5	3	8	00:00 01:00			6	4	10
0:15			3	1	4	12:15			9	4	13	01:00 02:00			0	1	1
0:30			1	1	2	12:30			5	5	10	02:00 03:00			1	0	1
0:45			2	2	4	12:45			5	1	6	03:00 04:00			0	0	0
1:00			0	0	0	13:00			8	4	12	04:00 05:00			1	0	1
1:15			0	1	1	13:15			5	5	10	05:00 06:00			1	0	1
1:30			0	0	0	13:30			3	2	5	06:00 07:00			4	5	9
1:45			0	0	0	13:45			0	0	0	07:00 08:00			9	12	21
2:00			1	0	1	14:00			2	0	2	08:00 09:00			23	17	40
2:15			0	0	0	14:15			5	2	7	09:00 10:00			48	10	58
2:30			0	0	0	14:30			5	2	7	10:00 11:00			41	17	58
2:45			0	0	0	14:45			7	7	14	11:00 12:00			28	12	40
3:00			0	0	0	15:00			5	5	10	12:00 13:00			24	13	37
3:15			0	0	0	15:15			4	6	10	13:00 14:00			16	11	27
3:30			0	0	0	15:30			4	1	5	14:00 15:00			19	11	30
3:45			0	0	0	15:45			2	3	5	15:00 16:00			15	15	30
4:00			0	0	0	16:00			8	6	14	16:00 17:00			26	17	43
4:15			0	0	0	16:15			9	2	11	17:00 18:00			23	7	30
4:30			0	0	0	16:30			6	6	12	18:00 19:00			9	4	13
4:45			1	0	1	16:45			3	3	6	19:00 20:00			8	6	14
5:00			1	0	1	17:00			11	2	13	20:00 21:00			8	2	10
5:15			0	0	0	17:15			3	2	5	21:00 22:00			7	5	12
5:30			0	0	0	17:30			6	2	8	22:00 23:00			0	2	2
5:45			0	0	0	17:45			3	1	4	23:00 00:00			1	1	2
6:00			0	0	0	18:00			3	0	3	STATISTICS					
6:15			2	1	3	18:15			4	3	7		NB	SB	EB	WB	TOTAL
6:30			1	2	3	18:30			0	0	0	Peak Period	00:00	to	12:00		
6:45			1	2	3	18:45			2	1	3	Volume			162	78	240
7:00			2	3	5	19:00			4	5	9	Peak Hour			10:15	7:45	10:15
7:15			0	1	1	19:15			1	0	1	Peak Volume			49	19	61
7:30			3	1	4	19:30			3	0	3	Peak Hour Factor			0.645	0.679	0.635
7:45			4	7	11	19:45			0	1	1	Peak Period	12:00	to	00:00		
8:00			4	4	8	20:00			0	1	1	Volume			156	94	250
8:15			6	5	11	20:15			4	0	4	Peak Hour			16:15	14:30	16:00
8:30			5	3	8	20:30			2	0	2	Peak Volume			29	20	43
8:45			8	5	13	20:45			2	1	3	Peak Hour Factor			0.659	0.714	0.768
9:00			10	3	13	21:00			3	3	6	Peak Period	07:00	to	09:00		
9:15			8	4	12	21:15			1	1	2	Volume			32	29	61
9:30			16	3	19	21:30			3	0	3	Peak Hour			8:00	7:45	8:00
9:45			14	0	14	21:45			0	1	1	Peak Volume			23	19	40
10:00			3	5	8	22:00			0	1	1	Peak Hour Factor			0.719	0.679	0.769
10:15			7	3	10	22:15			0	1	1	Peak Period	16:00	to	18:00		
10:30			19	5	24	22:30			0	0	0	Volume			49	24	73
10:45			12	4	16	22:45			0	0	0	Peak Hour			16:15	16:00	16:00
11:00			11	0	11	23:00			1	0	1	Peak Volume			29	17	43
11:15			7	1	8	23:15			0	1	1	Peak Hour Factor			0.659	0.708	0.768
11:30			5	7	12	23:30			0	0	0						
11:45			5	4	9	23:45			0	0	0						
TOTALS	0	0	162	78	240	TOTALS	0	0	156	94	250						
SPLIT %	0%	0%	68%	33%	49%	SPLIT %	0%	0%	62%	38%	51%						





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## FDOT TRAFFIC DATA

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FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2024 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 8058 - CR-318, 450 FT E OF NW 53RD CT - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	4000 F	E	2000	W	2000	9.50	56.10	34.10
2023	3800 C	E	1900	W	1900	9.50	55.40	34.10
2022	3400 S	E	1700	W	1700	9.50	55.10	6.90
2021	3400 F	E	1700	W	1700	9.50	53.20	8.50
2020	3400 C	E	1700	W	1700	9.50	53.40	8.50
2019	4100 S	E	2200	W	1900	9.50	53.80	8.00
2018	4100 F	E	2200	W	1900	9.50	54.30	7.90
2017	4100 C	E	2200	W	1900	9.50	55.50	7.40
2016	3700 R	E	1900	W	1800	9.50	56.10	7.60
2015	3500 T	E	1800	W	1700	9.50	56.30	7.80
2014	3300 S	E	1700	W	1600	9.50	56.80	7.10
2013	3300 F	E	1700	W	1600	9.50	56.70	8.40
2012	3300 C	E	1700	W	1600	9.50	56.70	6.30
2011	4300 C	E	0	W	0	9.50	56.00	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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## ITE TRIP GENERATION EXCERPTS

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## Land Use: 932

### High-Turnover (Sit-Down) Restaurant

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#### Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

#### Additional Data

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Arizona, California, Florida, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

***Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.***

#### Source Numbers

338, 340, 341, 358, 384, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 1048, 1224, 1267

# High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: Seats

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: 10

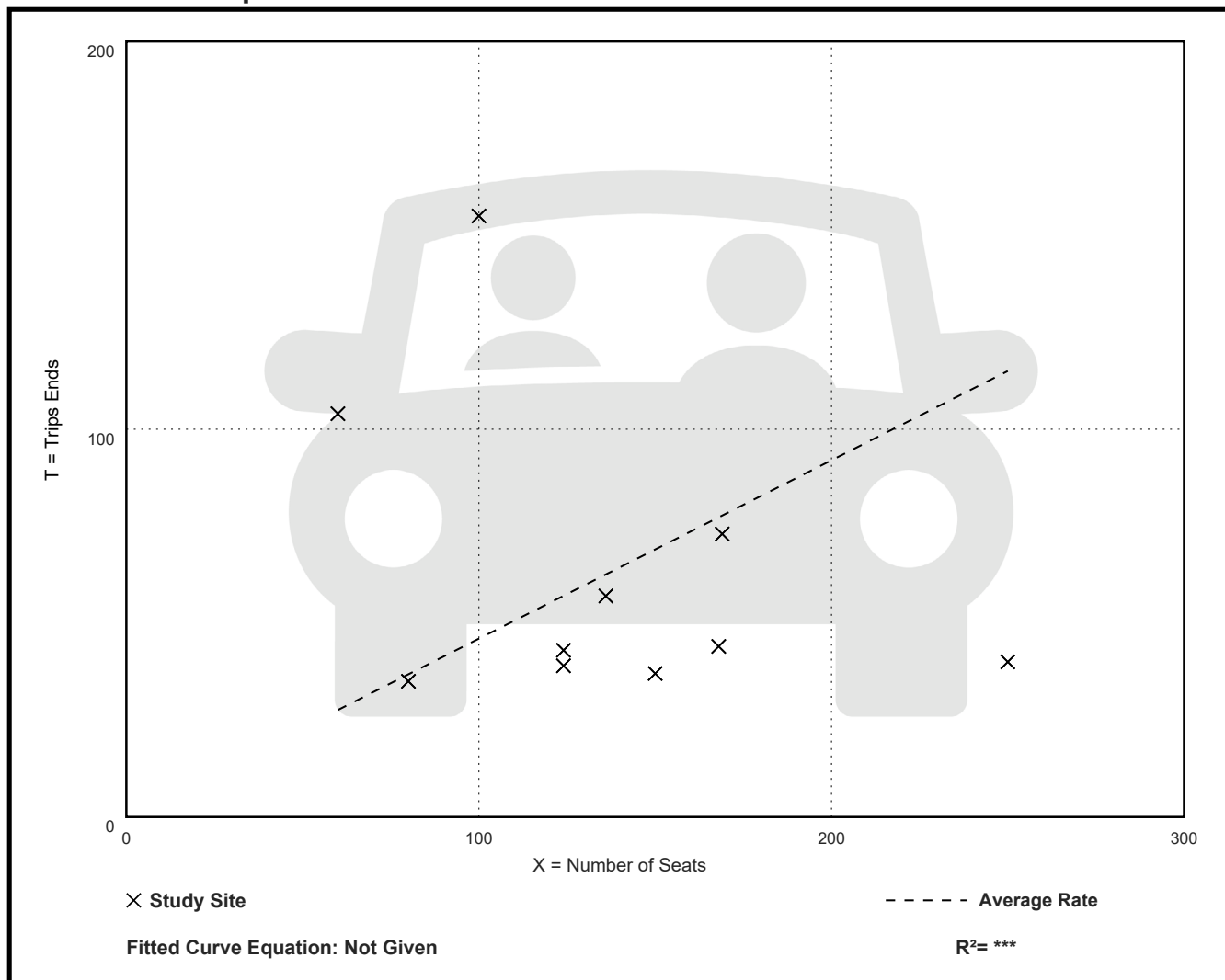
Avg. Num. of Seats: 136

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.46	0.16 - 1.73	0.46

## Data Plot and Equation





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## PREVIOUSLY APPROVED OAKWATER VILLAGE TIA

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3159



Kimley-Horn  
and Associates, Inc.

*Memorandum*

■  
Suite 100  
1820 East Park Avenue  
Tallahassee, Florida  
32301

To: Rick Schaub  
From: Jon Sewell  
Date: October 4, 2006  
Subject: Oakwater Villages

Turn lane evaluations have been conducted for the proposed development's access connection on CR 318. CR 318 is a two-lane highway with a posted speed limit of 55 miles per hour. Year 2008 total traffic from the November 2005 traffic impact analysis prepared for Marion 318 Development, LLC was used to determine turn lane requirements and if necessary, dimensions, for both a westbound right-turn lane and an eastbound left-turn lane.

Criteria for examining right-turn lane requirements are provided in "Intersection Channelization Guide," Transportation Research Board (NCHRP) Report Number 279. An estimated 61 westbound vehicles are projected to turn right into the project site during the p.m. peak hour (between 4 p.m. and 6 p.m.). A right-turn taper is warranted based on this turning volume and the projected advancing volume of 204 vehicles.

Criteria for examining left-turn lane requirements are provided in "Aspects of Traffic Control Devices," Highway Research Record Number 211, National Research Council. An estimated 92 eastbound vehicles are projected to turn left into the project site during the p.m. peak hour (between 4 p.m. and 6 p.m.). A left-turn lane is warranted based on this turning volume and the projected advancing and opposing volumes, 306 vehicles and 204 vehicles respectively. The recommended turn lane length is 505 feet based on Florida Department of Transportation (FDOT) guidelines. This length consists of 100 feet for storage, and 405 feet for deceleration including the taper as listed in FDOT Design Standards Index 301.

P:\042713 - Marion 318 Development, LLC\000 - Grand Lake RV Resort\2100 - Traffic Impact Analysis\Memos\SchaubR 061004.doc

■  
TEL 850 309 0035  
FAX 850 309 0055

RECEIVED

OCT - 5 2006

TRANSPORTATION  
DEPARTMENT

*TRAFFIC IMPACT ANALYSIS*

# **Oakwater Village Marion County, Florida**

*Prepared for:*

**Marion 318 Development, LLC**

*Prepared by:*

**Kimley-Horn and Associates, Inc.  
Tallahassee, Florida**

©Kimley-Horn and Associates, Inc.  
November 2005  
042713000.2

KIMLEY-HORN AND ASSOCIATES, INC.

OAKWATER VILLAGE  
TRAFFIC IMPACT ANALYSIS

## INTRODUCTION

This analysis summarizes the traffic impacts for an application for binding letter of development of regional impact (DRI) status from the Florida Department of Community Affairs (DCA) for a proposed development in Marion County. This determination is for a parcel located east of US 441, north of County Road 318 in northern Marion County. The proposed land use is Recreational Vehicle Park. The project location is depicted in **Figure 1**. The analysis year assumed for this proposed project is 2008.

## TRIP GENERATION

The ITE publication *Trip Generation*, 7<sup>th</sup> Edition, was used to estimate trip generation for the proposed development. The proposed plan for the subject property is a Recreational Vehicle Park (ITE land use code 416) including 599 recreational vehicle sites with onsite amenities such as a clubhouse with pool for residents.

**Table 1** presents the land use assumptions and associated p.m. peak hour trip generation estimate for the proposed development. According to the ITE publication *Trip Generation*, 7<sup>th</sup> Edition, a Recreational Vehicle Park includes facilities such as the amenities described previously in this report. Therefore, a separate trip generation calculation would not be appropriate for these other facilities. The total project trips estimated for the p.m. peak hour are 222 (153 entering and 69 exiting).



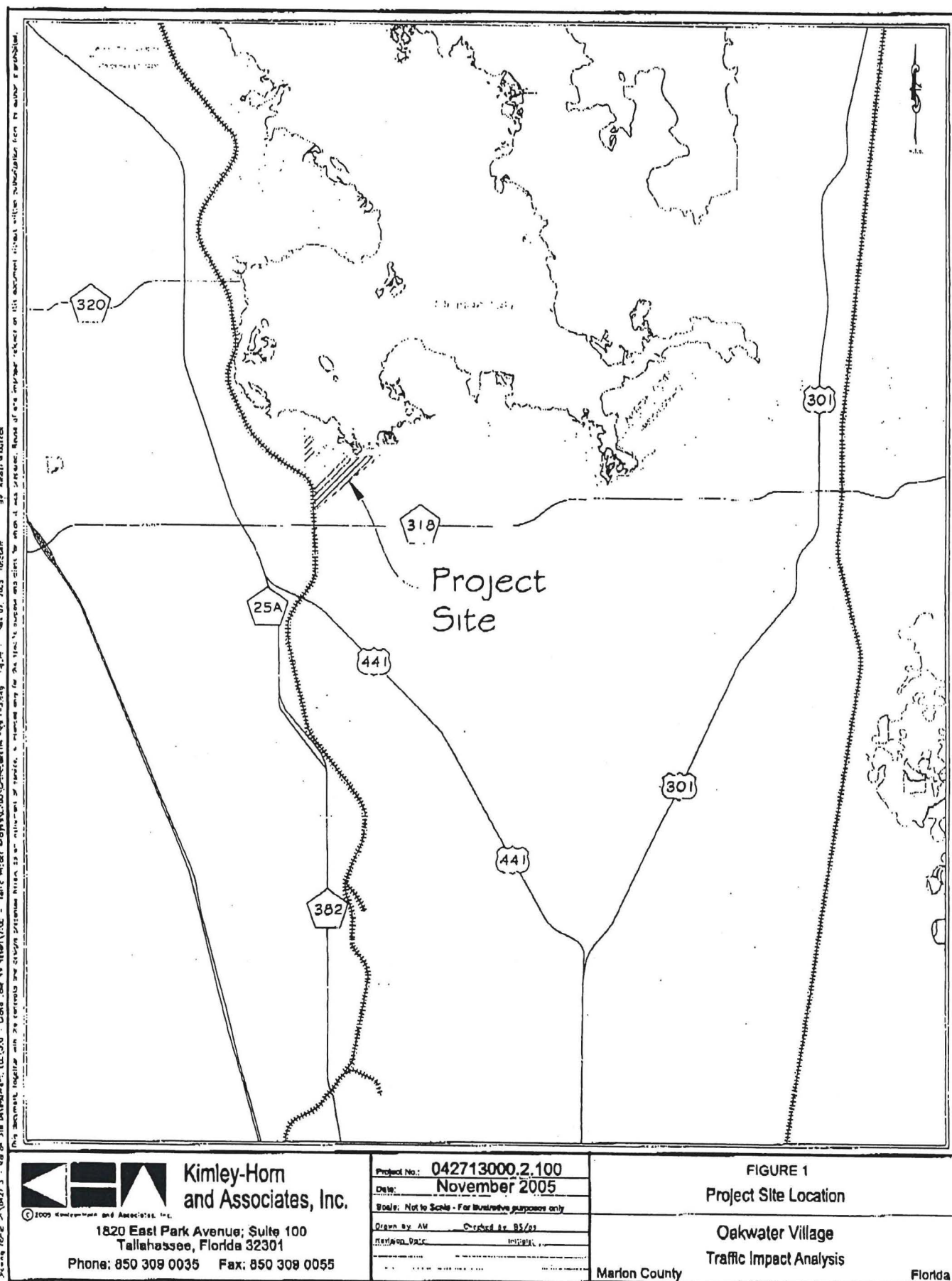


TABLE I OAKWATER VILLAGE TRIP GENERATION							
ITE Land Use #	Land Use Type	Size	Units	Formula	Net New External Trips		
					Total	Enter	Exit
416	Recreational Vehicle Park	599	Occupied Sites	$T=0.37(X)$	222	153	69

 Kimley-Horn  
and Associates, Inc.  
11/7/2005

KIMLEY-HORN AND ASSOCIATES, INC.

OAKWATER VILLAGE  
TRAFFIC IMPACT ANALYSIS

## ***TRIP DISTRIBUTION AND ASSIGNMENT***

An assignment of project trips to the surrounding area network was based on extensive knowledge of the land uses and traffic patterns in the region.

**Table 2** presents the trip distribution by roadway segment and significance test results, with the p.m. peak hour site traffic shown as a percentage of the adopted level of service (LOS) volume (peak direction). A roadway segment is considered to be significantly impacted if the project traffic is four percent or more of the maximum service volume at the adopted level of service. **Figure 2** depicts p.m. peak hour site trip distribution as a percentage of total trip generation. **Figure 3** shows project trips assigned to each roadway segment in the study area.

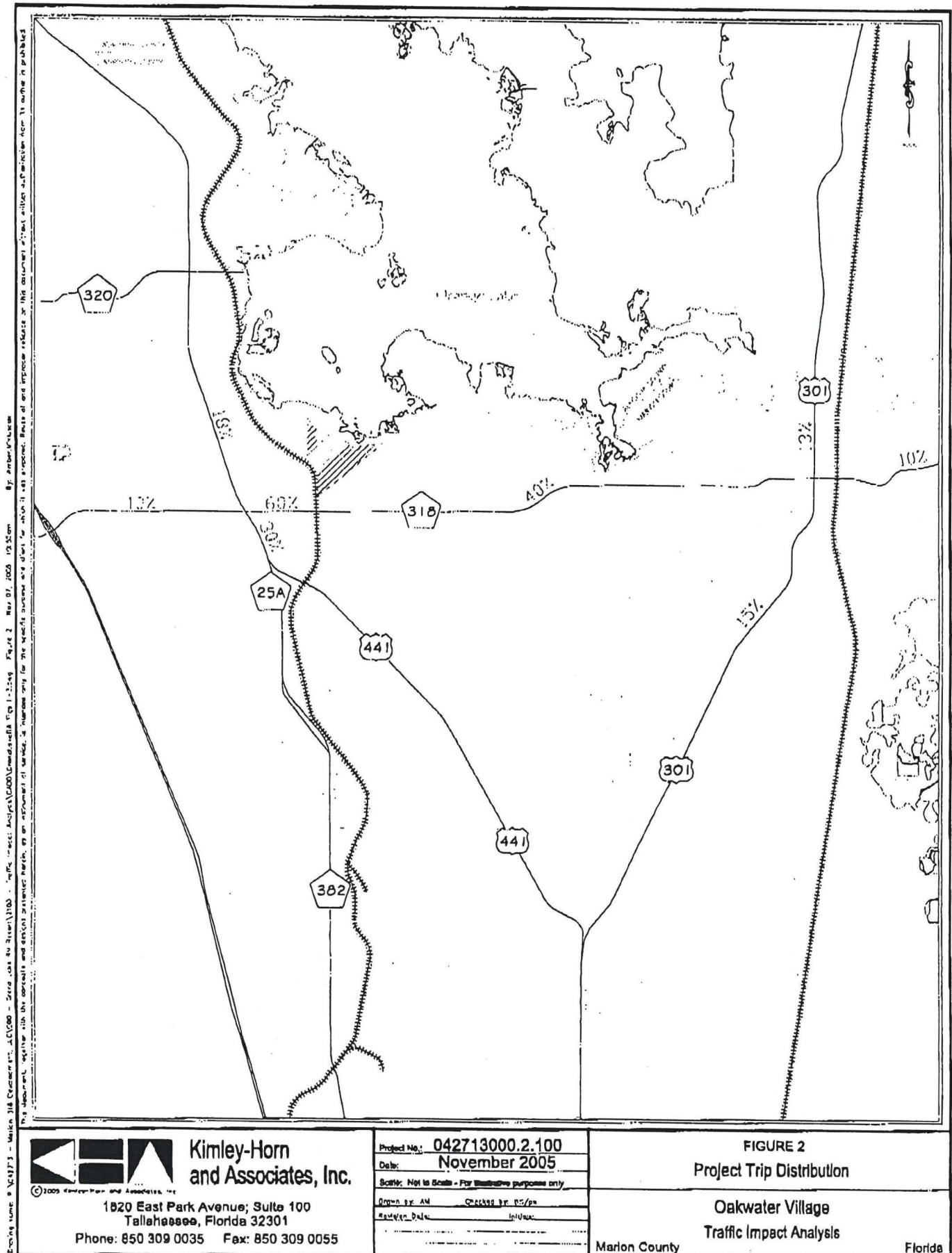
Roadway segments that are significantly impacted (and one link beyond) define the project study area. Roadway segments that were significantly impacted were analyzed further to determine if they were anticipated to be adversely impacted (significantly impacted and over capacity) by the proposed land use at buildout in 2008.

TABLE 2 OAKWATER VILLAGE 2008 TEST FOR SIGNIFICANT IMPACT									
Roadway From	To	Level of Service Standard	Committed		Percent Project Traffic	Net New Project Traffic		Percent Impact	Significant Impact Yes/No
			Number of Lanes	Service Volume		NB/EB	SB/WB		
<b>CR 318</b>									
I-75	US 441	D	2	650	10%	15	7	2.3%	No
US 441	Site Entrance	D	2	650	60%	92	41	14.2%	Yes
Site Entrance	US 301	D	2	650	40%	28	61	4.3%	Yes
US 301	CR 315	D	2	650	10%	7	15	1.1%	No
<b>US 441</b>									
CR 320	CR 318	B	4	1,540	18%	12	28	1.8%	No
CR 318	CR 25A	B	4	1,540	30%	46	21	1.4%	No
<b>US 301</b>									
Alachua-Marion County Line	CR 318	B	4	1,540	13%	9	20	0.6%	No
CR 318	CR 316	B	4	1,540	15%	23	10	1.5%	No

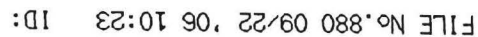


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11/7/2005







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OAKWATER VILLAGE  
TRAFFIC IMPACT ANALYSIS

## ***IMPACT ANALYSIS RESULTS***

Existing traffic on roadway segments was determined using directional traffic counts from the 2004 Florida Department of Transportation (FDOT) Florida Traffic Information (FTI) CD. For non-FDOT facilities, existing traffic was estimated using the annual average daily traffic (AADT) counts from the Ocala-Marion Transportation Planning Organization (TPO). Background growth rates were based on historical AADT growth over the last five years. However, to be conservative, a minimum background growth rate of two percent was assumed.

**Table 3** provides an analysis of project impacts on study area roadway segments that are significantly impacted. The results show that while two roadway links on CR 318 are expected to be significantly impacted, they are not expected to be adversely impacted by the project traffic in 2008. A roadway is adversely impacted when it is significantly impacted and over capacity. Therefore, from a traffic standpoint, this proposed land use change should be approved.

**TABLE J**  
**OAKWATER VILLAGE**  
**2001 TEST FOR ADVERSITY ANALYSIS - PM PEAK HOUR**

Roadway From	To	Level of Service Standard	Committed Number of Lanes	Service Volume	Existing Traffic		Percent Project Traffic	2003 New Project Traffic		Peak Ground Growth Rate	2003 Background Traffic		2003 Total Traffic		Significant and Adverse Yes/No
					NB/EB	SB/WB		NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	
CRJ18	US 411	D	2	650	198	132	60%	92	41	2.0%	214	143	306	134	No
Site Entrance	US 301	D	2	650	198	132	40%	78	61	2.0%	214	143	252	204	No

Note: Background growth rate is assumed from growth of adjacent roadway segments.



K&H  
Engineering  
and Associates, Inc.  
11/27/05





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## **OCALA MARION TPO CMP AND TRAFFIC COUNT EXCPERTS**

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Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
<b>CR 315</b>								
S of CR 21 Putnam Co Line	MC	3	4,600	4,100	4,400	4,400	4,200	-2.0%
S of CR 316	MC	3	3,900	4,100	4,300	4,800	4,400	3.3%
N of SR 40	MC	3	3,700	3,900	3,900	4,600	4,500	5.3%
<b>CR 316</b>								
E of CR 200A	MC	3	2,600	2,300	2,300	2,400	2,300	-2.8%
W of CR 315	MC	3	2,400	3,200	2,800	2,900	2,900	6.1%
E of CR 315	MC	3	6,700	4,200	4,300	4,600	4,400	-8.1%
W of SR 19	MC	3	2,400	1,700	1,800	1,800	1,700	-7.2%
W of US 441	MC	3	1,600	1,400	1,300	1,400	1,300	-4.8%
<b>CR 318</b>								
W of US 301	MC	3	3,700	3,300	3,800	3,800	3,700	0.4%
E of CR 335	MC	3	2,200	2,200	2,400	2,500	2,500	3.3%
W of I-75	MC	3	1,100	3,500	4,500	4,100	4,200	60.1%
E of I-75	MC	3	4,000	4,700	5,800	5,800	5,500	8.9%
<b>CR 328</b>								
N of SR 40	MC	3	5,100	5,300	5,600	5,700	5,900	3.7%
<b>CR 329</b>								
E of US 441	MC	3	6,200	5,300	5,200	5,000	5,000	-5.1%
E of CR 200A	MC	3	4,400	5,100	4,100	4,300	3,800	-2.6%
W of CR 25A	MC	3	1,400	1,900	2,100	1,900	1,900	9.2%
<b>CR 464</b>								
E of SR 35	MC	3	35,900	34,400	34,000	34,400	31,100	-3.4%
W of Oak Road	MC	3	12,800	16,000	15,300	15,000	16,000	6.3%
W of SE 108th Terrace Road	MC	3	7,100	8,700	9,100	9,600	10,000	9.2%
N of CR 25	MC	3	3,000	3,000	2,700	2,800	3,000	0.2%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
<b>SW 180th Avenue Road</b>								
N of CR 484	MC	2	3,300	3,000	5,200	3,600	4,000	11.1%
<b>US 27</b>								
NW of I-75	FDOT	4	21,000	21,500	21,500	20,200	21,000	0.1%
NW 27th to NW MLK Jr	FDOT	4	22,500	23,500	23,500	22,000	23,000	0.7%
I-75 to NW 27th Avenue	FDOT	4	21,000	21,000	21,000	21,400	22,000	1.2%
MLK Jr Avenue to US 441	FDOT	4	25,000	26,000	26,000	20,500	21,500	-3.1%
S of CR 326	FDOT	4	7,800	8,000	9,900	10,300	10,700	8.6%
E of CR 225	FDOT	4	17,500	17,900	17,900	17,900	18,500	1.4%
W of NW 160th Avenue	FDOT	4	7,600	7,800	8,400	10,300	10,700	9.2%
<b>US 41</b>								
N of SR 40	FDOT	4	11,100	11,300	11,700	12,100	12,500	3.0%
N of Citrus County	FDOT	4	21,500	21,500	21,500	20,800	21,500	0.0%
N of CR 484	FDOT	4	21,000	21,000	21,500	21,500	22,500	1.8%
N of CR 484 - Robinson	FDOT	4	26,000	24,000	24,000	22,500	23,500	-2.4%
<b>US 301</b>								
N of CR 329	FDOT	4	14,700	15,000	9,900	10,300	10,600	-6.3%
N of SE 118th Place	FDOT	4	13,300	13,500	13,100	13,700	14,100	1.5%
N of CR 318	FDOT	4	14,800	15,100	15,100	15,800	14,800	0.1%
N of CR 316	FDOT	4	17,000	19,000	19,000	16,800	17,400	0.9%
N of CR 42	FDOT	4	17,100	17,500	17,500	15,600	16,200	-1.2%
S of CR 42	FDOT	4	19,700	23,000	23,000	29,500	30,500	12.1%
<b>US 441</b>								
0.5 mi N of CR 42	FDOT	4	30,000	31,000	33,000	34,000	35,000	3.9%
S of SR 326	FDOT	4	16,300	16,700	16,500	20,200	21,000	6.9%
S of SR 40	FDOT	4	34,500	35,500	39,500	41,500	41,500	4.8%
S of SR 464	FDOT	4	25,500	26,500	30,000	31,000	32,000	5.9%
N of 92nd Place Road	FDOT	4	28,500	29,500	29,500	28,500	29,500	0.9%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
<b>US 441 (cont.)</b>								
S of CR 464A	FDOT	4	30,500	31,500	32,500	29,000	30,000	-0.2%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	29,200	32,500	33,200	32,200	33,200	3.4%
County Line to CR 42	FDOT	4	37,500	38,000	38,000	40,500	41,000	2.3%
N of NW 10th Street	FDOT	4	27,000	28,000	25,500	26,500	27,500	0.6%
S of SR 200	FDOT	4	26,000	32,000	32,000	30,000	31,000	5.0%
W Anthony Road to CR 25A	FDOT	4	19,300	21,200	18,100	18,700	19,500	0.7%
N of NW 100th Street	FDOT	4	22,500	28,500	28,500	29,500	29,000	7.1%
S of CR 320	FDOT	4	8,200	8,400	8,400	8,500	8,800	1.8%
S of CR 318	FDOT	4	9,600	8,400	8,400	8,500	8,800	-1.9%
SE of CR 25A	FDOT	4	7,200	7,400	7,400	7,500	7,700	1.7%
0.7 mi N of US 301	FDOT	4	26,000	27,000	27,000	30,500	31,500	5.0%
S of CR 316	FDOT	4	8,700	8,900	8,500	8,900	9,300	1.8%
1.1 mi N of CR 25A	FDOT	4	22,000	22,000	18,100	NC	NC	N/A
S of SR 40	FDOT	4	34,500	35,500	39,500	41,500	41,500	4.8%
N of SR 40	FDOT	4	28,000	29,000	29,000	31,500	32,500	3.8%
NW of US 301	FDOT	4	29,500	30,500	27,500	28,500	29,500	0.2%
S of Alachua CL	FDOT	4	5,300	5,400	5,400	8,000	8,200	13.1%
0.5 mi SE of US 301	FDOT	4	16,400	16,800	18,000	15,500	16,100	-0.1%
<b>West Anthony Road</b>								
N of NW 35th Street	MC	2	5,500	5,300	5,700	6,100	6,100	2.7%

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	PDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	12,400	0.18	B	1.00%	13,100	0.19	B
1020	CR 21	CR 315	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1030.1	CR 225	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1040.1	CR 225	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1050	CR 225A	US 27	CR 326	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	7,100	0.69	C	1.00%	7,400	0.72	C
1060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,100	0.33	B	1.00%	3,300	0.36	B
1070	CR 25	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.89	C	1.11%	12,000	0.94	C
1080.1	CR 25	CR 42	SE 128 PL RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1090.1	CR 25	SE 135 AV	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1100.1	CR 25	CR 464	SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.21	B	1.00%	6,400	0.22	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,000	0.24	B	6.27%	9,500	0.32	B
1110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.00%	10,400	0.35	B
1120	US 441	NE 28 ST	CR 25A (S)	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.45	C	1.00%	19,200	0.48	C
1130	CR 25A	US 441 (S)	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,400	0.42	C	1.58%	5,800	0.46	C
1150.1	CR 25A	SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,200	0.28	B	1.00%	8,600	0.29	B
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	8,200	0.43	B	1.00%	8,600	0.45	B
1160.2	CR 25A	US 441	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,300	0.36	B	8.45%	4,900	0.53	B
1160.3	CR 25A	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,300	0.23	B	8.45%	4,900	0.35	B
1170	CR 25A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1180	CR 314	SE 1 ST	SE 1 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,100	0.11	B	1.00%	2,200	0.11	B
1190.1	CR 314	SE 1 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	3.50%	2,300	0.12	B
1200	CR 314	SR 40 (E)	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,300	0.17	B
1210.2	CR 314	CR 314A	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,400	0.18	B	1.00%	3,600	0.19	B
1220	CR 314A	CR 464C	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,700	0.3	B	13.97%	11,000	0.57	C
1230.1	CR 314A	SE 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	1.00%	5,000	0.26	B
1240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1250.2	CR 315	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,800	0.2	B	1.09%	4,100	0.21	B
1250.4	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,300	0.22	B	1.00%	4,600	0.24	B
1260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1280.1	CR 316	CR 329	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,100	0.12	B	1.00%	1,100	0.12	B
1280.2	CR 316	E OF CR 225	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
1280.4	CR 316	I-75	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1290.1	CR 316	CR 25A	NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.4	CR 316	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,300	0.12	B	1.00%	2,400	0.13	B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.22%	3,000	0.16	B
1310.1	CR 316	CR 315	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,600	0.24	B	7.47%	6,600	0.34	B
1320.1	CR 316	NE 203 AV	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1330	CR 318	COUNTY LINE	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,400	0.58	B	20.11%	13,500	1.46	C
1340.1	CR 318	I-75	NW 40 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.32	B	7.18%	8,800	0.46	B
1340.2	CR 318	NW 40 AVE	US 441	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.61	C	7.18%	8,800	0.86	C
1350.1	CR 318	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1360.1	CR 318	US 301	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,800	0.2	B	1.00%	4,000	0.21	B
1380	CR 320	COUNTY LINE	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	500	0.05	B	1.00%	500	0.05	B
1390.1	CR 320	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1400	CR 328	US 41	SW 140 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,900	0.64	C	5.00%	7,500	0.81	C
1410.1	CR 328	SW 140 AV	E OF NW 125 AV	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	5,900	0.42	B	5.00%	7,500	0.53	B
1410.2	CR 328	E OF NW 125 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	5,900	0.42	B	5.00%	7,500	0.53	B
1420	CR 329	COUNTY LINE	HWY 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,300	0.25	B	8.45%	3,400	0.37	B
1430.1	CR 329	HWY 318	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,200	0.24	B
1430.2	CR 329	CR 316	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,200	0.24	B

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,400	0.54	C	2.25%	21,700	0.61	C
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75 SB	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 19 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6230.1	SW 7 AV	SR 464	SR 464	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	7.33%	7,200	0.56	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	13,100	0.43	D	2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 38 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED		29,340	634	4	30,420	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.87	C	2.94%	12,900	0.36	C
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.67%	9,700	0.33	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.28	C	21.29%	26,700	0.75	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	1.00%	11,900	0.41	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,999	720	4	28,999	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	21,000	0.73	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	C	1.00%	24,900	0.65	C
6510	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,300	0.68	C	1.00%	27,400	0.72	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,700	1.26	E	1.00%	18,600	1.33	E
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED		32,970	987	4	32,970	987	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED		45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	B	1.00%	10,500	0.23	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED		32,225	1,594	4	32,225	1,594	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		32,225	1,594	4	32,225	1,594	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED		36,100	1,790	4	36,100	1,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.6	C	1.00%	22,800	0.63	C
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,200	0.64	C	1.00%	25,500	0.67	C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C	1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	C	1.46%	23,500	0.58	C
6650	US 41	SW 110 ST	SW 99 PL	2	ARTERIAL	INTERRUPTED		17,360	856	4	40,352	1,358	Urban	U	STATE	NHS - Non-Interstate Roadway	D	21,800	1.26	F	1.46%	23,500	0.86	D
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED		17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED		17,920	888	4	27,975	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.84	D	1.24%	12,600	0.90	D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,400	0.66	C	1.00%	5,600	0.68	C
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.95	D	1.00%	40,300	1.00	D
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.87	D	1.00%	35,000	0.91	D
6750.2	US 441	CR 25A	US 301	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.48	C	1.00%	19,200	0.50	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	ARTERIAL	UNINTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,200	0.47	C	1.00%	19,100	0.50	C
6770	US 441	US 301	CR 484	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6780	US 441	CR 484	SE 110 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6790	US 441	SE 110 ST	SE 92 PL RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C	1.00%	29,200	0.76	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,800	0.72					



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## CONCEPT PLAN

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ATTACHMENT G - 260207ZP - Approved Traffic Methodology

SITE DATA:

PROJECT NAME: ORANGE LAKE RV - MAJOR SITE PLAN  
PROJECT LOCATION: CITRA, FL. SEC 27, TWP. 12 S., RGE. 21 E.  
P.I.D.: 02781-000-00  
OWNER: 8M HOLDINGS LLC  
ADDRESS: 18365 NW 45TH AVE RD, CITRA  
SITE AREA: 6,138.0853 S.F. = 140.91 ACRES +/-  
CURRENT ZONING: PUD  
CURRENT LAND USE: COMMERCIAL  
BUILDING SETBACKS: 25' FRONT, 8' SIDE, 75' REAR  
BUILDING USE: CLUBHOUSE AND BATH HOUSE  
BUILDING F.A.R.: 0.0017

PROPOSED DEVELOPMENT:

THE PROPOSED DEVELOPMENT ON THIS SITE WILL BE AN RV PARK WITH APPROXIMATELY 489 RV UNITS ALONG WITH A CLUBHOUSE AND AMENITY FACILITIES. DEVELOPMENT WILL INCLUDE ALL REQUIRED INFRASTRUCTURE TO SERVE THIS SITE. TOTAL LENGTH OF ROAD IS 21,989 L.F. OR 4.17 MILES.

THIS SITE WAS PREVIOUSLY APPROVED AS "OAKWATER VILLAGE" IN 2008. APPROVAL WAS OBTAINED FROM ALL REVIEW AGENCIES. SINCE PRIOR PERMITS ON THIS SITE HAVE EXPIRED AND THE DESIGN HAS CHANGES, THE INTENT IS TO OBTAIN NEW PERMITS FOR THE PROPOSED PLAN. ADDITIONAL RV UNITS WILL REQUIRE D.R.C. APPROVAL.

PARKING CALCULATIONS:

CLUBHOUSE PARKING REQUIREMENTS:

PROVIDED SPACES:

27 REGULAR SPACES + 7 RV + 2 HC = 36

RV PARKING REQUIREMENTS:

PARKING FOR A TOURIST CAMP INCLUDES: 1 PER TRAILER, PLUS 1 PER 2 UNIT. THE REQUIRED PARKING IS MET. REFER TO TYPICAL PARKING DETAIL BELOW.

REQUIRED EQUALS 489 UNITS X 1 TRAILER = 489 RV SPACES AND 489 LOTS / 2 = 245 CAR SPACES.

PROVIDED EQUALS 489 RV SPACES AND 245 CAR SPACES.

DATA BLOCK OF SITE COVERAGE:  
(ONSITE COVERAGE ONLY)

TOTAL SITE AREA = 6,138,085 S.F. OR 140.91 AC.

EXISTING COVERAGE:

SITE CONSISTS OF ASPHALT PAVEMENT, GRAVEL AND LIMESTONE DRIVEWAY AND GREEN SPACE, WITH SCATTERED OAK TREES. APPROXIMATELY 87% OPEN AREA GREEN SPACE APPROXIMATELY 26% TREE CANOPY COVERAGE

PROPOSED COVERAGE:

EXISTING PAVEMENT: 67,838 S.F. (1.11%)  
PROPOSED BUILDINGS: 13,561 S.F. (0.22%)  
PROPOSED CONCRETE RV PADS: 423,981 S.F. (6.91%)  
PROPOSED CONCRETE SIDEWALK: 9,086 S.F. (0.15%)  
PROPOSED AMENITIES: 31,906 S.F. (0.52%)  
PROPOSED PAVEMENT: 698,482 S.F. (11.38%)

TOTAL PROPOSED IMPERVIOUS: 1,244,854 SF (20.28%)  
OPEN SPACE: 4,893,231 SF (79.72%)

LOT & BLOCK DATA:

BLOCK A: LOTS 54-87, 212-343 (167 UNITS)

BLOCK B: LOTS 21-53, 88-211 (169 UNITS)

BLOCK C: LOTS 1-20, 344-490 (153 UNITS)

ZONING & UNIT INFORMATION:

RV PULL-THROUGH UNITS

MINIMUM UNIT WIDTH = 35'  
MINIMUM UNIT DEPTH = 70'  
MINIMUM UNIT SIZE = 2,450 S.F.  
MAXIMUM HEIGHT = 40'  
MAXIMUM IMPERVIOUS AREA = 2,015 S.F.  
SETBACKS: = 10' FRONT, 5' REAR, 5' SIDE

RV/PARK MODEL UNITS

MINIMUM UNIT WIDTH = 35'  
MINIMUM UNIT DEPTH = 70'  
MINIMUM UNIT SIZE = 2,450 S.F.  
MAXIMUM HEIGHT = 40'  
MAXIMUM IMPERVIOUS AREA = 1,225 S.F.  
SETBACKS RV: = 10' FRONT, 5' REAR, 5' SIDE  
SETBACKS PARK MODEL: = 20' FRONT, 5' REAR, 5' SIDE

ACCESSORY BUILDINGS

SETBACKS: 20' FRONT, 5' REAR, 5' SIDE

IMPORTANT STRUCTURE SETBACK NOTE:

IN ALL CASES, A 10 FOOT SEPARATION MUST BE MAINTAINED BETWEEN STRUCTURES ON ADJOINING UNITS. STRUCTURES WITHIN INDIVIDUAL UNITS DO NOT REQUIRE A 10 FOOT SEPARATION.

ORANGE LAKE DATA:

100 YR FLOOD ELEVATION = 60.80'  
ORDINARY HIGH WATER LINE = 58.80'  
ORDINARY MEAN WATER LINE = 57.80'  
ORDINARY LOW WATER LINE = 56.00'

E.S.O.Z. NOTE:

THE ENTIRE PROPERTY IS LOCATED WITHIN THE E.S.O.Z. EXCEPT FOR THAT PORTION SHOWN ON THE PLAN.

KARST FEATURE NOTE:

KARST FEATURE AREAS WILL BE REMEDIATED PER GEOTECHNICAL RECOMMENDATIONS.

VEGETATION NOTE:

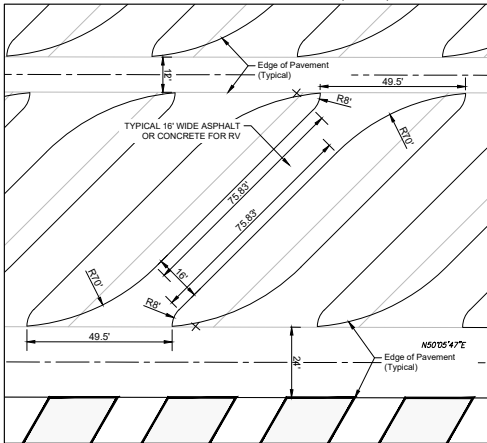
CLOUDED AREA DENOTES EXISTING VEGETATION TO REMAIN.

LOT & BLOCK DATA:

BLOCK A: LOTS 54-87, 212-343 (167 UNITS)

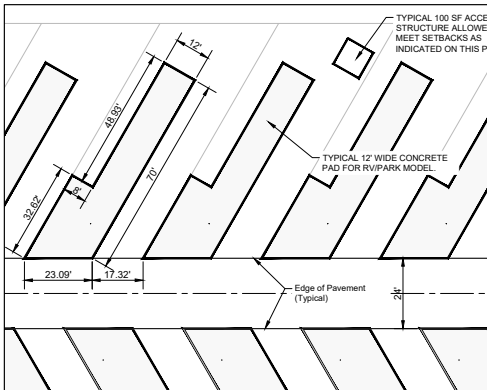
BLOCK B: LOTS 21-53, 88-211 (169 UNITS)

BLOCK C: LOTS 1-20, 344-490 (153 UNITS)



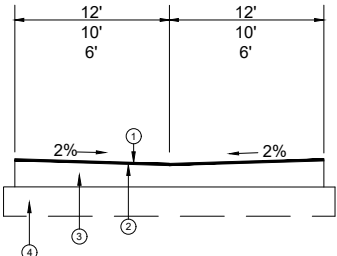
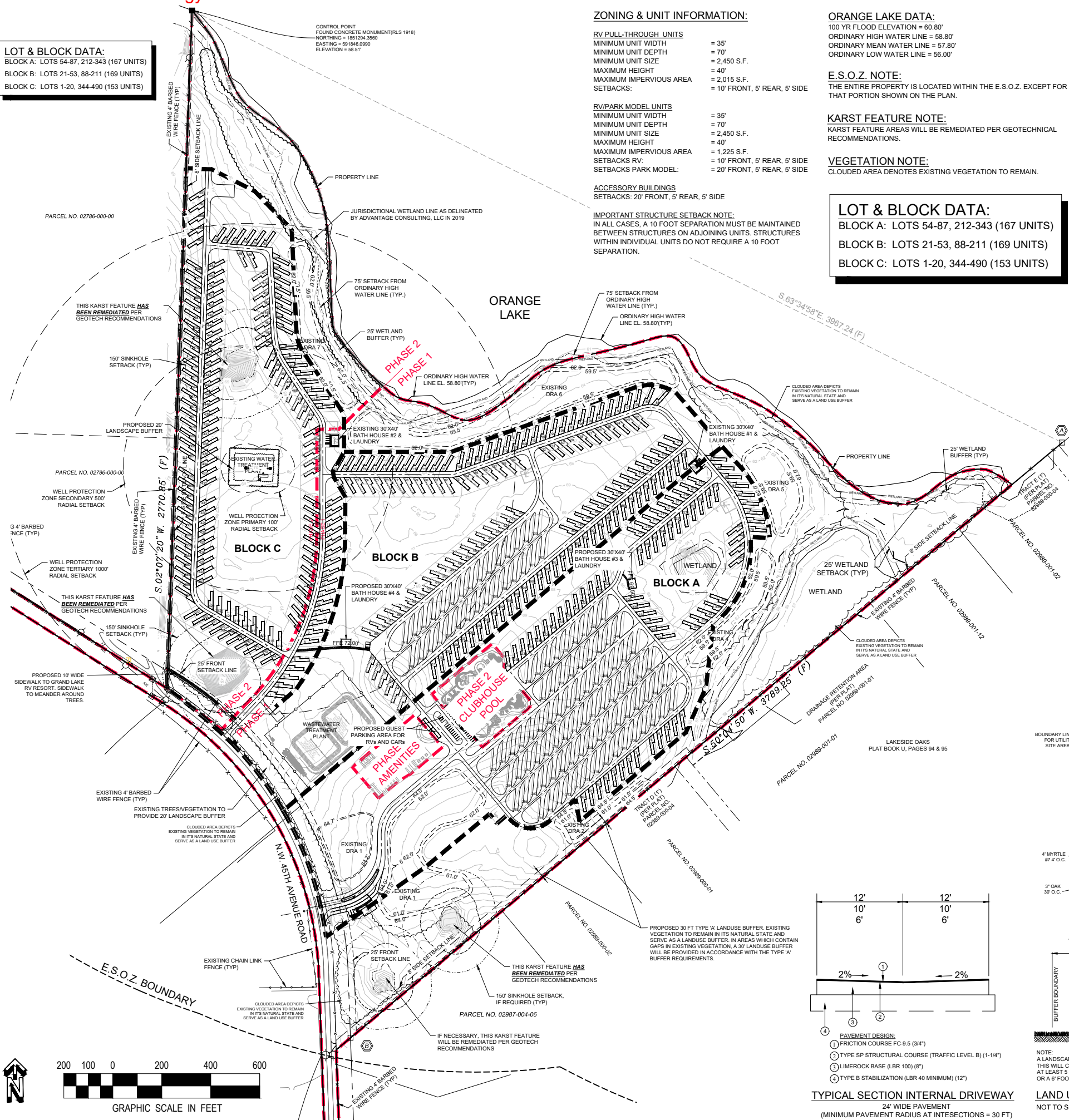
TYPICAL RV PULL-THRU DETAIL

Scale: 1" = 30'  
(MINIMUM UNIT WIDTH = 35', MINIMUM UNIT DEPTH = 70')  
(MAXIMUM UNIT IMPERVIOUS COVERAGE = 1,780 S.F.)



TYPICAL RV/PARK MODEL UNIT DETAIL

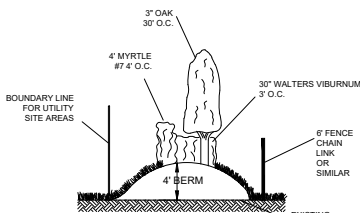
Scale: 1" = 30'  
(MINIMUM UNIT WIDTH = 35', MINIMUM UNIT DEPTH = 70')  
(MAXIMUM UNIT IMPERVIOUS COVERAGE = 1,000 S.F.)



TYPICAL SECTION INTERNAL DRIVEWAY

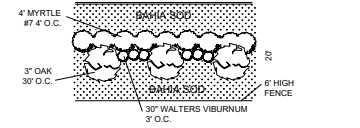
PAVEMENT DESIGN:  
① FRICTION COURSE FC-9.5 (3/4")  
② TYPE SP STRUCTURAL COURSE (TRAFFIC LEVEL B) (1-1/4")  
③ LIMEROCK BASE (LBR 100) (8")  
④ TYPE B STABILIZATION (LBR 40 MINIMUM) (12")

24" WIDE PAVEMENT  
(MINIMUM PAVEMENT RADIUS AT INTERSECTIONS = 30 FT)



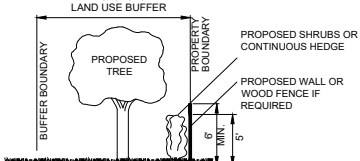
20' BUFFER PLANTING SECTION (TYPICAL)

AROUND WATER & WASTEWATER TREATMENT PLANTS



20' BUFFER PLANTING PLAN (TYPICAL)

TYPE A, B, C, D, OR E LAND USE BUFFER



LAND USE BUFFER DETAIL

NOTE:  
A LANDSCAPED BUFFER WILL BE PROVIDED. THIS WILL CONSIST OF HEDGE CAPABLE OF GROWING TO AT LEAST 5 FOOT HIGH IN 2 YEARS AT TIME OF PLANTING OR A 6' FOOT HIGH WOODEN FENCE OR WALL.

NOT TO SCALE

REVISION DESCRIPTION:

DATE:

ENGINEER'S CERTIFICATION:

MASTROSERIO ENGINEERING, INC CIVIL * ENVIRONMENTAL * SITE DESIGN 170 SE 32ND PLACE OCALA, FL 34471 PH: (352)433-2185 PAOLO@MASTROSERIOENG.COM
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PROJECT: ORANGE LAKE RV - SITE PLAN PHASE 2 MARION COUNTY, FL SEC. 27 & 37, TWP. 12, RGE. 21
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SCALE: 1" = 200'
JOB#: 20-25
SHEET C3 OF 28