



**Marion County
Board of County Commissioners**

Office of the County Engineer

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

August 9, 2024

KIMLEY-HORN & ASSOCIATES
JONATHAN CROSBY
1700 SE 17TH ST, SUITE 200
OCALA, FL 34471

SUBJECT: **TRAFFIC METHODOLOGY APPROVAL LETTER**
PROJECT NAME: OPTIMUM RV
PROJECT #2021050067 APPLICATION: #31678 PARCEL #36475-000-00

Dear Jonathan,

The Traffic Methodology dated August 2, 2024 for the above referenced project was approved by Marion County on August 9, 2024. Please submit the Traffic Study in accordance with this approved Methodology.

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

Sincerely,

Your Development Review Team
Office of the County Engineer



August 2, 2024

Mr. Christopher Zeigler
Engineering Project Manager
Marion County Office of the County Engineer
412 SE 25th Avenue
Ocala, FL. 34471

RE: *Optimum RV PUD –Traffic Study Methodology; Marion County, Florida*
Kimley-Horn Project No. 142992500

Dear Mr. Zeigler:

Kimley-Horn and Associates, Inc. is pleased to submit this methodology for a forthcoming traffic study associated with the above referenced project. The owner is submitting for a PUD rezoning for multiple parcels located in Marion County. The PUD includes the re-design and expansion of the existing Optimum RV Sales and Service center on parcels 36474-001-00, 36474-000-00, 36475-000-00 (service center); and 36547-000-00, 36547-001-00, 36547-002-00, and 36514-000-00 (sales center).

The proposed development includes a new up to 60,000 square-foot RV service center, and a new up to 70,000 square-foot sales center. The new sales center will replace the existing 16,000 square-foot sales center. A conceptual plan is provided as an attachment.

The 24.27-acre parcel (36514-000-00) located south of the existing sales center is used for outdoor storage of RVs for sale. The use of that parcel is ancillary to the sales center operations. All uses within the PUD are related to the Optimum RV Sales and Service; no other operations are planned within the PUD.

The proposed PUD is projected to generate greater than 100 peak hour net new trips; therefore a “Traffic Study” is required per Marion County TIA Guidelines. A buildout year of 2029 will be used for the study.

TRIP GENERATION

Turning movement counts were collected at the existing sales service driveway in April 2022. The existing site operation generates 64 trips during the AM peak hour of adjacent street traffic (61 in, 3 out) and 57 trips during the PM peak hour of adjacent street traffic (12 in, 45 out). Construction of a new sales center is not anticipated to alter the existing site operations; therefore, no increase in trip generation is expected from the development of the new sales center. However, based on comment from Marion County, it will be assumed that the expansion of the sales center will double the existing trip generation of the site. The anticipated trip generation for the Sales Center at buildout is 122 trips during the AM peak hour and 114 trips during the PM peak hour as shown in **Table 1**.

The trip generation for the proposed new service center was determined using the Institute of Transportation Engineer’s (ITE) *Trip Generation Manual*, 11th Edition. ITE land use code (LUC) 842 (Recreational Vehicle Sales) was applied to estimate the trip generation potential of the proposed service center.

No internal capture or pass-by was assumed for either land use. **Table 1** summarizes the trip generation for buildout of the PUD. The net new trips are provided as the total trip generation at buildout of the site, minus the existing trip generation of the site. The traffic from the existing site operations is included in the turning movement counts. The existing entering and exiting trips will be re-allocated based on the new access condition, and the net new (additional) trips from the expansion will be added.

Excerpts from the ITE *Trip Generation Manual* are provided as an attachment.

Table 1 – Trip Generation

Land Use	Intensity	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
		Total	In	Out	Total	In	Out
Existing Development¹							
RV Sales Center	15,900 SF	64	61	3	57	12	45
Proposed Development							
RV Sales Center	70,000 SF	128	122	6	114	24	90
RV Service Center	60,000 SF	28	24	4	46	14	32
TOTAL NET NEW TRIPS (Proposed - Existing)		92	85	7	103	26	77

Notes:
1. Existing Trip Generation is derived from the existing 2022 turning movement counts at the existing project driveway.
1. Trip Generation was calculated using the data from ITE's Trip Generation Manual, 11th Edition.
2. Trip Generation for the service center and sales center were both calculated using ITE LUC 842.

Recreational Vehicle Service Center [ITE 842]
AM Peak Hour of Adjacent Street
PM Peak Hour of Adjacent Street

T = 0.46*(X); (X is 1000 SF); (85% in/15% out)
T = 0.77*(X) ; (X is 1000 SF); (31% in/69% out)

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8/2/24

PROJECT TRIP DISTRIBUTIUN

The project's trip distribution was determined based on the Central Florida Regional Planning Model (CFRPM) v7, which is based on the Florida Standard Urban Transportation Planning Model and existing travel patterns observed at the site. Turning movement counts were collected at the existing site driveway on April 7, 2022. The distribution of traffic to/from the north is 56% and to/from the south is 44% based on an average of the entering and exiting traffic during the AM and PM peak hours. The external trip distribution was adjusted based on the CFRPM model output and the ingress and egress percentages at the project driveway.

The CFRPM model output and turning movement counts are attached. The percent distribution and peak hour project traffic assignment at the project driveways are shown in the attached **Figure 1**.

STUDY AREA

The study area, illustrated in **Figure 1**, was determined based on the Marion County TIA Guidelines, which states that roadway segments with a 3% or greater project impact to the peak hour directional service volume are to be included in the study area. Per the TIA Guidelines, roadway segments with a 3% or greater project impact, plus one segment beyond are to be included in the study area.

The project impact was calculated as the net new directional PM peak hour project traffic, multiplied by the maximum trip distribution along the segment, divided by the peak hour peak direction service volume. The

peak hour peak direction service volume was calculated using the Florida Department of Transportation (FDOT) Quality/Level of Service (Q/LOS) Handbook in conjunction with the roadway attributes published within the Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP). Consistent with the TPO CMP, the 2023 Q/LOS tables were used for state roadways and the 2020 Q/LOS tables were used for non-state roadways. The project impact calculations are provided in the attached **Table 2**.

No roadway segments were shown to be significantly impacted by the net new project traffic; therefore, only the adjacent roadway segments of US 441 from SE 52nd Street to SE 73rd Street and from SE 73rd Street to SE 92nd Place Road will be evaluated. These segments will be evaluated for PM peak hour existing traffic conditions, future background (without project) traffic conditions, and future buildout (with project) traffic conditions.

In addition to the study area roadways adjacent to the project site, the intersection of US 441 at SE 73rd Street will be evaluated for AM peak hour and PM peak hour operations.

EXISTING CONDITIONS INVENTORY

An existing conditions inventory for the adjacent roadway network is included in the attached **Table 2**. The existing conditions inventory includes the daily traffic volume, daily volume-to-capacity ratio (v/c), and daily level of service. The daily service volume and annual average daily traffic (AADT) were obtained from the Ocala Marion County TPO CMP Database.

SITE ACCESS

The forthcoming traffic assessment will include an operational analysis of the proposed driveway connections at project buildout during the AM and PM peak hours. Access to the development is proposed via the following existing access connections:

- A full access driveway on SE 73rd Street, approximately 320 feet west of the intersection with US 441. The north and south legs of the intersection will serve as the main entrances to the service center and sales center, respectively.
- The existing entrance to Dollar General on US 441 will be a shared secondary connection to the service center. The Dollar General driveway/directional median opening is located approximately 1,000 feet north of the intersection of US 441 at SE 73rd Street. Minimal traffic is anticipated to utilize this access. For a conservative analysis, all traffic to and from the service center is assumed to use the intersection of SE 73rd Street at US 441.
- A secondary entrance to the sales center is proposed as a right-in right-out driveway on US 441, approximately 425 feet south of the intersection with SE 73rd Street. This is at the location of the existing full access connection on US 441 for the RV sales center, which will be converted to a right-in/right-out connection.

No access connections are proposed to SE 80th Street with the PUD. Any future development on this land or any future access to SE 80th Street would require a separate traffic analysis. The site access locations will be evaluated for level of service and delay and additional turn lane needs and/or lengthening. **Figure 1** illustrates the site access locations and trip distribution at the project driveways.

PLANNED IMPROVEMENTS

The Ocala Marion TPO 2045 Long Range Transportation Plan, the TPO's Transportation Improvement Program (TIP), the Marion County TIP, and the FDOT Five-Year Work Program were reviewed to identify planned or programmed capacity improvements within the project's buildout. No planned or programmed capacity improvements were identified in the study area.

FUTURE TRAFFIC VOLUME DEVELOPMENT

Traffic counts were collected at the intersection of SW 73rd Street at US 441 and the existing sales center driveway on US 441 on April 7, 2022. FDOT Florida Traffic Online Historical AADT Data of the surrounding area was reviewed to see if there has been any significant growth between the data collection year (2022) and present. US 441 adjacent to the site has experienced a negative growth rate since the data was collected in 2022 and a negative growth trend over the past 5 years (2019-2023). Therefore, the 2022 traffic counts are proposed for use in the study. The 2022 counts will be adjusted to existing year 2024 by applying an annual growth rate. Existing traffic volumes from the existing sales center will be re-distributed to the new access scenario.

Five-year historical growth trends of the nearby FDOT count stations are included in the attachments. The 2023 peak season factors, as published by FDOT, will be applied to the turning movement counts. A minimum peak season factor of 1.00 will be applied (i.e. observed traffic count volumes will not be reduced).

Future background traffic volumes will be calculated using the observed 2022 peak season traffic volumes and an annual background growth rate applied over the buildout time frame (2029). A study area growth rate was calculated from the AADT-weighted average between the reported growth rates from the Ocala Marion TPO CMP and the Ocala Marion TPO Traffic Counts of the adjacent segments of US 441. An annual growth rate of 1.43% is proposed for the background traffic calculations. The growth rate calculations are provided in the attached **Table 3**.

Traffic from any vested developments provided by Marion County will be included within the future background traffic volume calculations, in addition to the background growth rate. Buildout traffic volumes will be generated by adding project traffic to the background traffic volumes.

OPERATIONAL ANALYSIS

The intersection of US 441 at SE 73rd Street will be evaluated during the AM and PM peak hour using Synchro (version 12) software implementing the latest Highway Capacity Manual methodologies. The results of the operational analysis, including level of service, delay, volume to capacity ratio, and queues of turn lanes impacted by project traffic will be summarized. The existing traffic conditions analysis and the future background (without project) traffic conditions analysis will be evaluated assuming the existing intersection geometries and traffic controls. The buildout (with project) traffic conditions will be evaluated with the future access scenario. The study will identify transportation improvement needs within the study area under existing, background, and buildout traffic conditions.

Please review the enclosed information and provide feedback and/or approval. Should you have any questions, please do not hesitate to contact me.

Sincerely,

KIMLEY-HORN



Amber L. Gartner, P.E.

ALG/JC

Attachments: PUD Master Plan
ITE Trip Generation Excerpts
CFRPM Model Output
Turning Movement Counts
Figure 1 – Project Location, Trip Distribution, and Study Area
Table 2 – Study Area Table
Historical Growth Information
Ocala Marion TPO CMP and Traffic Counts Report Excerpts

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ATTACHMENTS

PUD MASTER PLAN

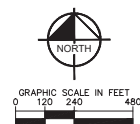
This aerial map illustrates a proposed development project in the SE 76th area. The project is divided into two main phases:



- PHASE 1:** Labeled as a "SERVICE CENTER", it is located north of SE 73rd Street and east of SE 28th Court.
- PHASE 2:** Labeled as a "SALES CENTER" and "COMMERCIAL" area, it is located south of SE 73rd Street and east of SE 28th Court.

The map also shows surrounding infrastructure and landmarks:

- Streets:** SE 22nd Avenue, SE 23rd Terrace, SE 25th Avenue, SE 26th Place, SE 28th Court, SE 70th Street, SE 73rd Street, SE 76th Street, and SE 80th Street.
- Landmarks:** DOLLAR GENERAL, LIVE OAKS MOBILE HOME PARK, and US HIGHWAY 41.

The development is situated between SE 73rd Street and SE 80th Street, with the proposed areas outlined in black. The surrounding area includes residential neighborhoods, wooded land, and commercial zones.



SHEET NUMBER		C002	
MARION COUNTY		FLORIDA	
OPTIMUM RV PREPARED FOR OPTIMUM DEALERSHIP GROUP, LLC		AERIAL PHOTOGRAPH	
KHA PROJECT 142992500 DATE JUNE 2024 SCALE AS SHOWN DESIGNED BY KHA DRAWN BY KHA CHECKED BY KHA DATE:		LICENSED PROFESSIONAL JAMISON A. FREDERICK, P.E. FLORIDA LICENSE NUMBER 61405 	
		© 2023 KIMLEY-HORN AND ASSOCIATES, INC. 1700 SE 17TH STREET, SUITE 200, COVADA, FLORIDA 34411 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106	
		NOT FOR CONSTRUCTION DATE REVISIONS	

ITE TRIP GENERATION EXCERPTS

Land Use: 842

Recreational Vehicle Sales

Description

A recreational vehicle (RV) sales dealership is a free-standing facility that specializes in the sales of new RVs. Recreational vehicle services, parts and accessories sales, and substantial used RV sales may also be available. Some RV dealerships may also include boat sales and servicing. Automobile sales (new) (Land Use 840) and automobile sales (used) (Land Use 841) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2000s and the 2010s in Florida and Texas.

Source Numbers

721, 881

Recreational Vehicle Sales (842)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

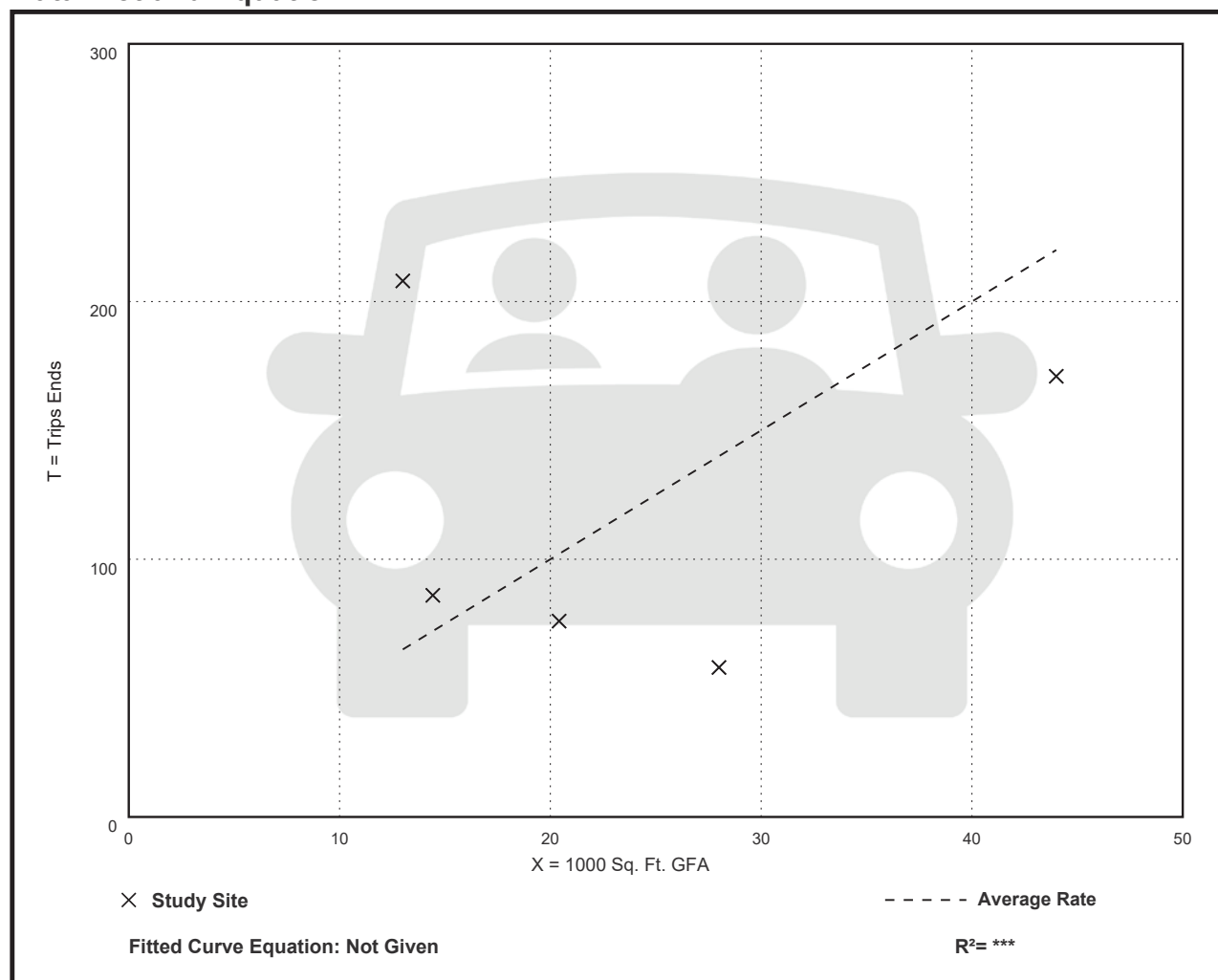
Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.00	2.07 - 16.00	4.47

Data Plot and Equation



Recreational Vehicle Sales (842)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

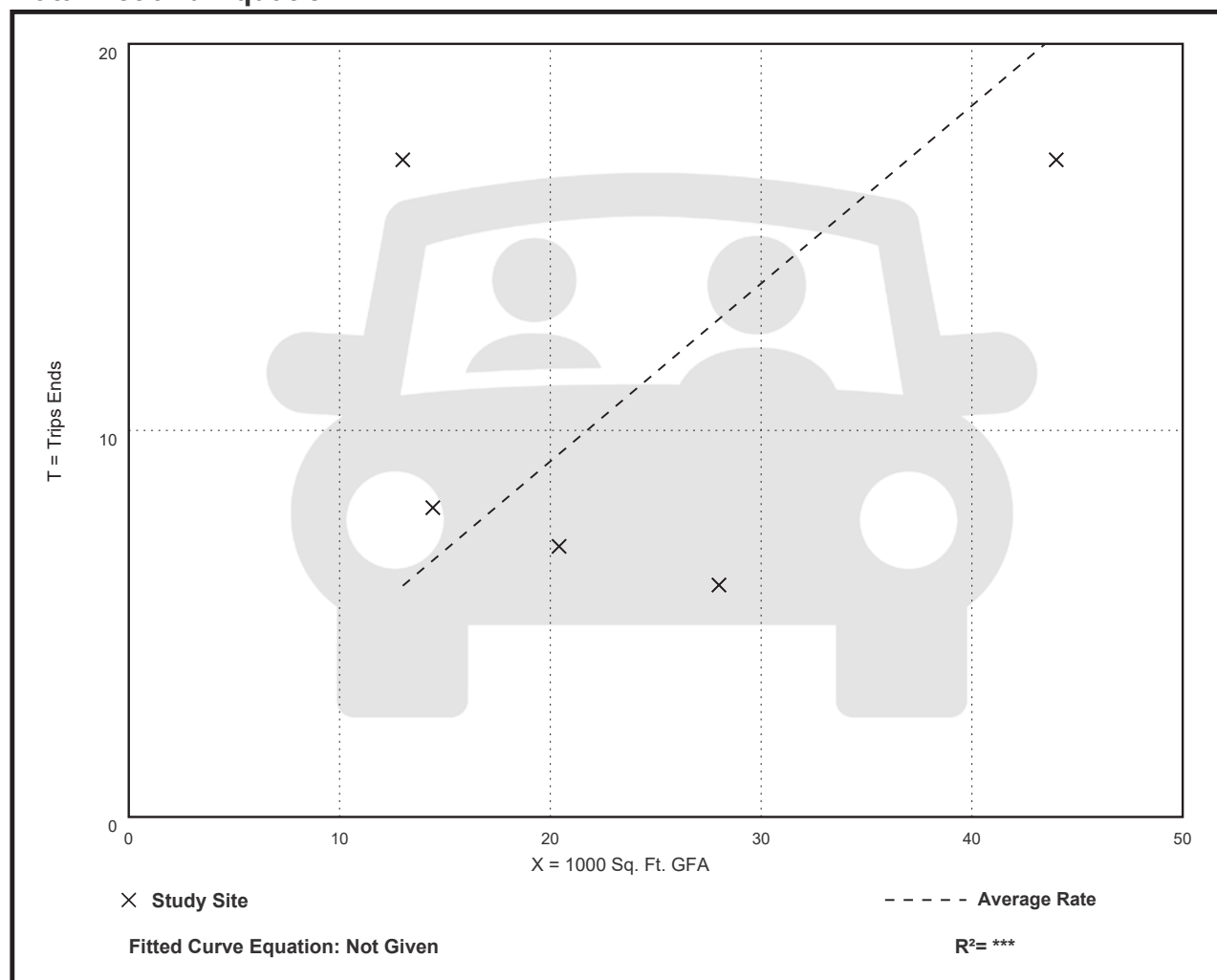
Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 85% entering, 15% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.46	0.21 - 1.31	0.35

Data Plot and Equation



Recreational Vehicle Sales (842)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

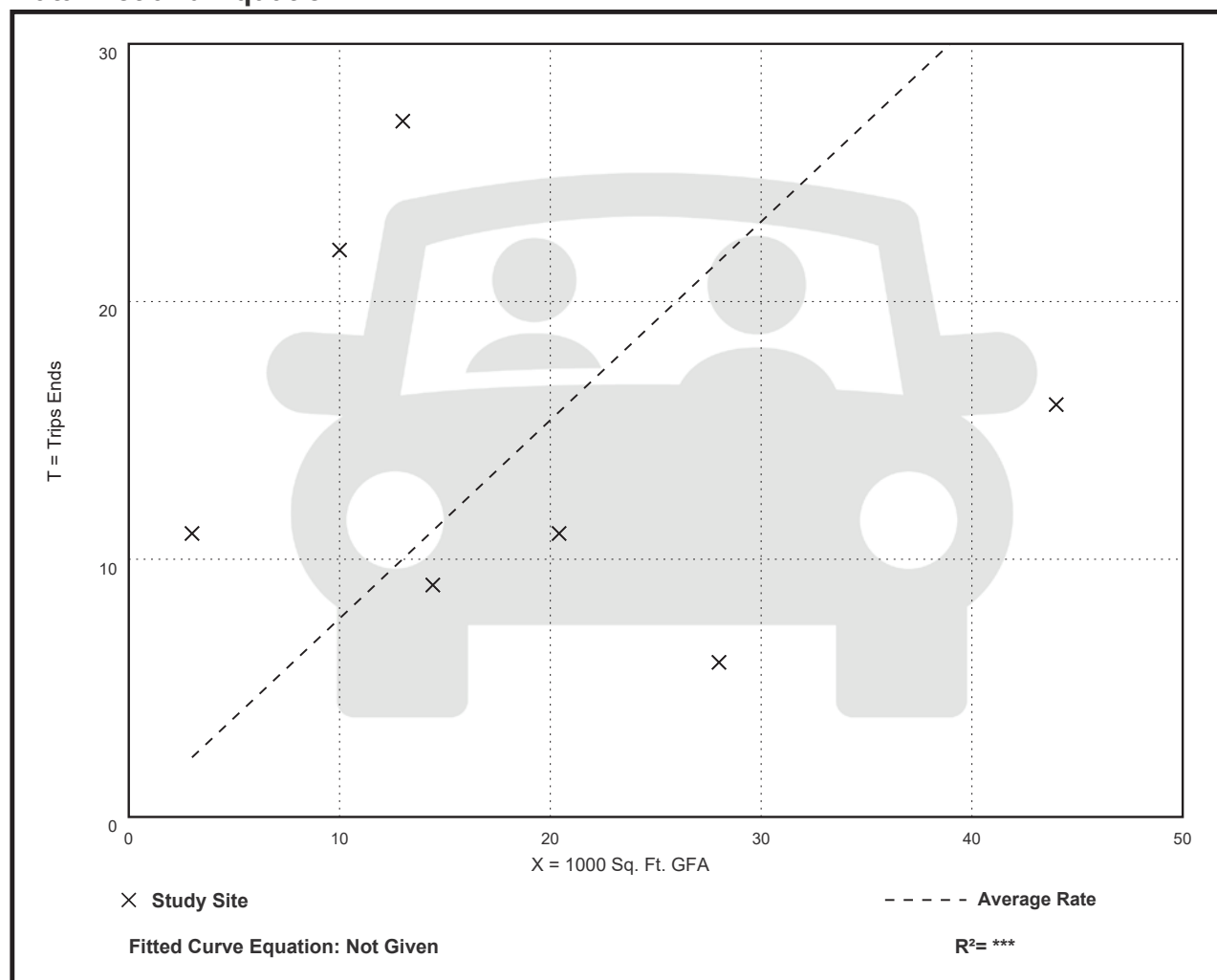
Avg. 1000 Sq. Ft. GFA: 19

Directional Distribution: 31% entering, 69% exiting

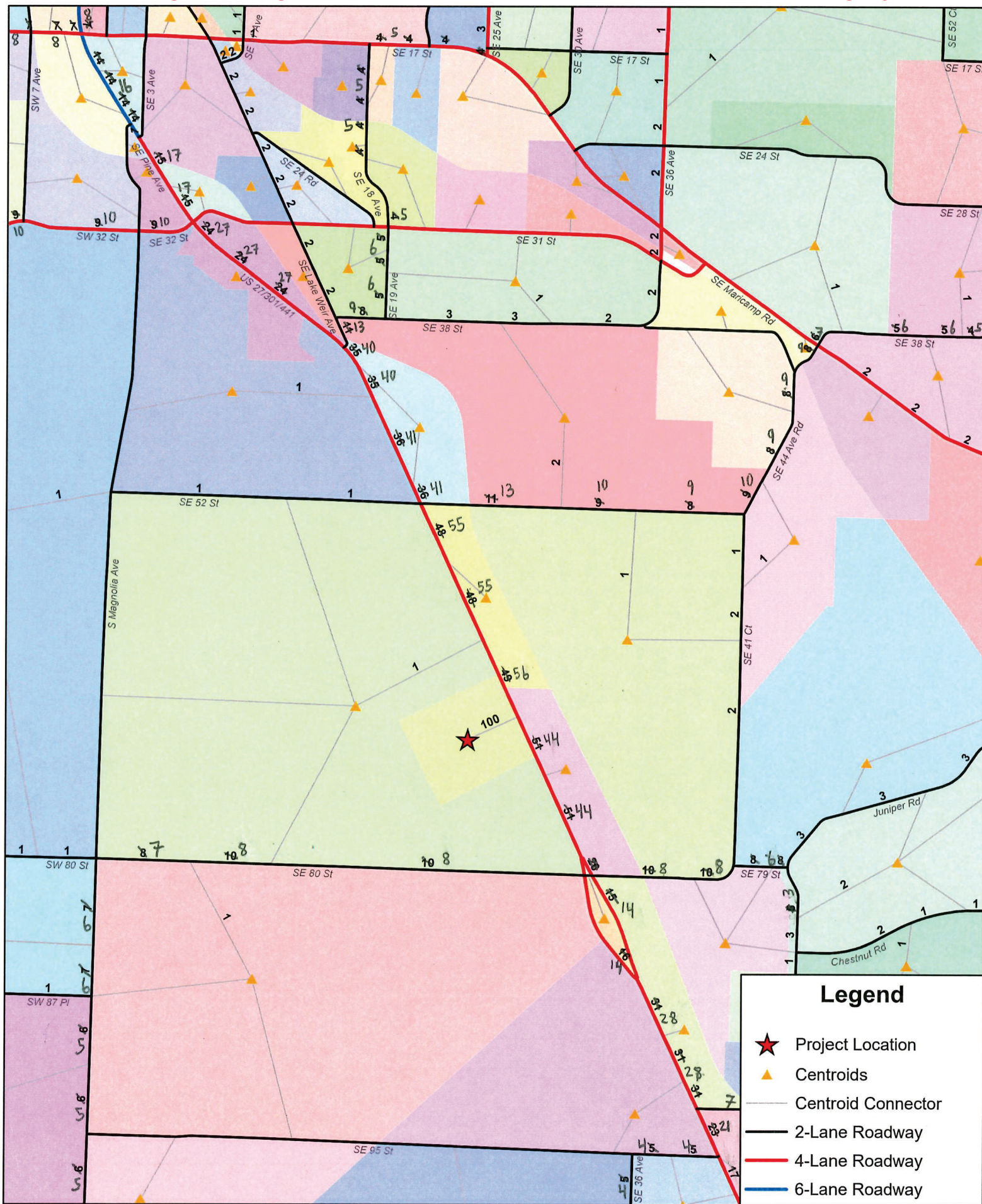
Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.77	0.21 - 3.67	0.86

Data Plot and Equation



CFRPM MODEL OUTPUT

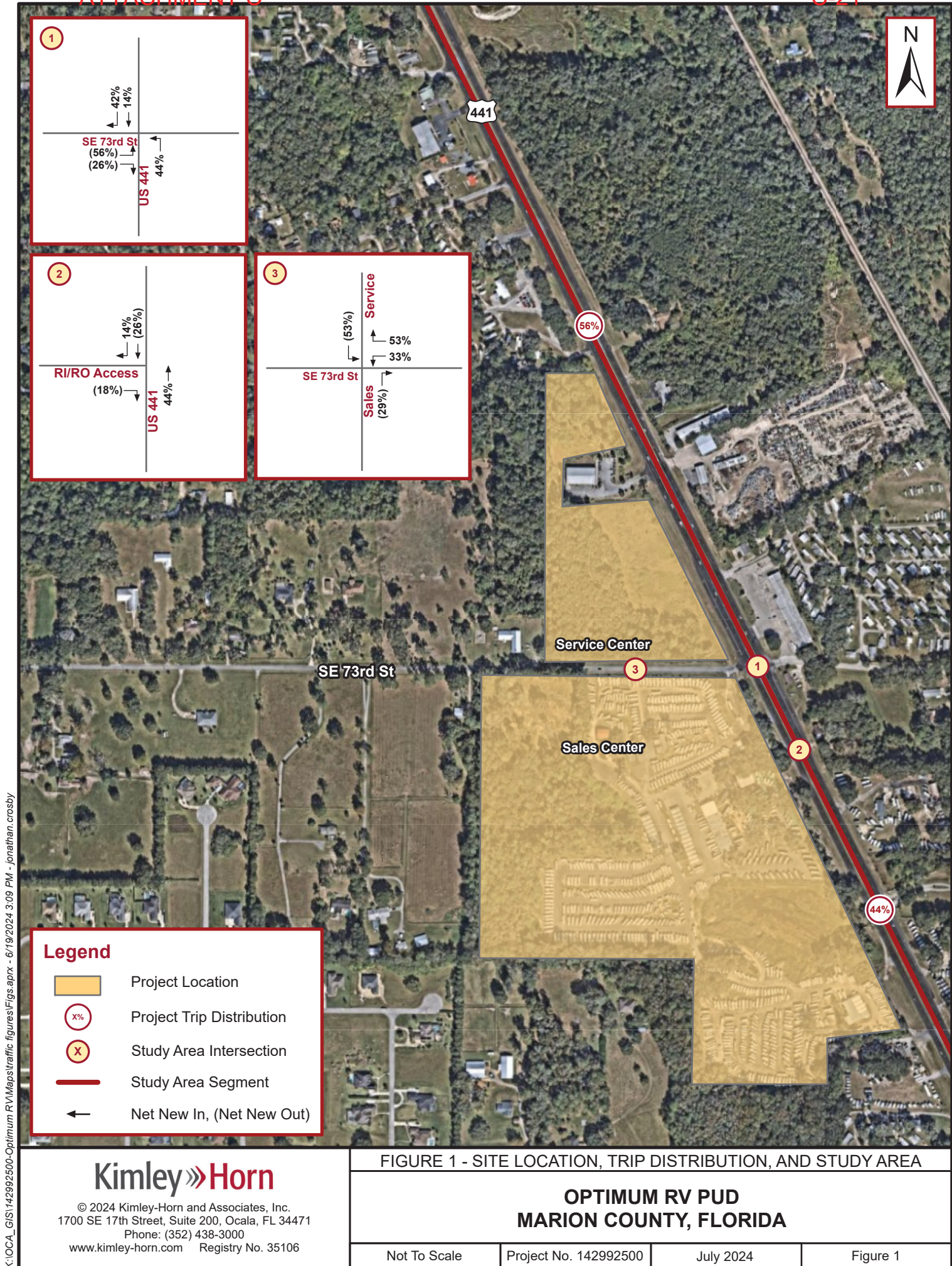


Trip Distribution - Optimum RV PUD
CFRPMv7 - 2025 - 6/1/2023

TURNING MOVEMENT COUNTS

[illegible]

FIGURE 1 – PROJECT LOCATION, TRIP DISTRIBUTION, AND STUDY AREA



Kimley»Horn

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www.kimley-horn.com Registry No. 35106

FIGURE 1 - SITE LOCATION, TRIP DISTRIBUTION, AND STUDY AREA

**OPTIMUM RV PUD
MARION COUNTY, FLORIDA**

Not To Scale

Project No. 142992500

July 2024

Figure 1

TABLE 2 – STUDY AREA TABLE

Table 2: Study Area Determination

Roadway		ROADWAY ATTRIBUTES ¹									EXISTING DAILY TRAFFIC CONDITIONS			Trip % Assignment ³	PM PEAK HOUR SIGNIFICANCE CALCULATIONS				Include in Study Area? ⁶
		TPO CMP Station	FDOT Classification ²	Area Type	Adopted LOS	Number of Lanes	Daily Service Volume	Pk. Hr. Dir. Service Volume	TPO Traffic Counts Growth Rate	TPO CMP Growth Rate	2023 AADT ¹	V/C	LOS		Project Traffic		Project Peak Direction % Impact ⁴	Significant Impact? ⁵	
															NB / EB	SB / WB			
From	To																		
US 441	SE 73 ST	6880.0	C3C	Urban	D	4	38,430	1,901	1.80%	1.00%	27,800	0.72	C	56.0%	15	43	2.27%	NO	YES
	SE 92 PL RD	6840.0	C3C	Urban	D	4	38,430	1,901	-0.40%	1.13%	27,800	0.72	C	44.0%	34	11	1.78%	NO	YES

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Notes:

1. Roadway attributes and AADT were obtained from the 2023 Ocala Marion Transportation Planning Organization (TPO) Congestion Management Process (CMP) Database and Ocala Marion TPO 2023 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 across the segment from the CFRPM model output with manual adjustments.

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 Ocala/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. Project impact is less than 3% on all roadway segments, therefore only the adjacent segment is included in the study area.

7/1/24

HISTORICAL GROWTH INFORMATION

Table 3: Future Background Traffic Growth Rates

Roadway From To		EXISTING DAILY TRAFFIC CONDITIONS ¹		
		2023 AADT	TPO CMP Growth Rate	TPO Traffic Counts Growth Rate
US 441	SE 73 ST	27,800	1.00%	1.80%
	SE 92 PL RD	27,800	1.13%	-0.40%
CMP Weighted Average ²				1.07%
Traffic Counts Weighted Average ²				1.80%
Final Average ³				1.43%

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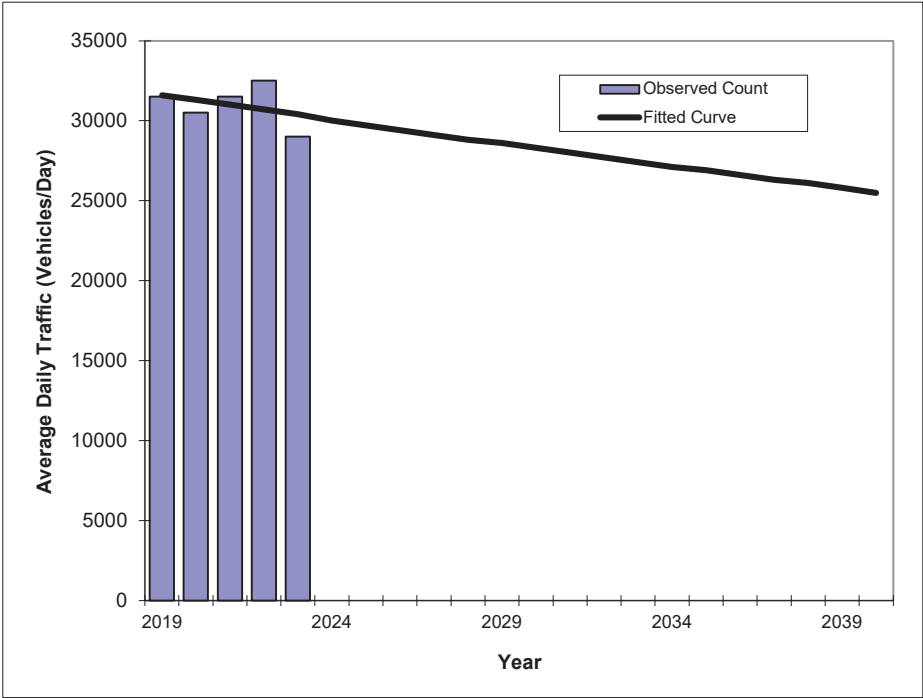
Notes:

1. The roadway attributes were obtained from the 2023 Ocala Marion TPO CMP Database and the 2023 TPO Traffic Counts Report.
2. The weighted average is the summation of (AADT x Growth Rate) divided by the summation of AADT, excluding negative growth rates.
3. The proposed growth rate uses the average of the CMP weighted average growth rate and the Traffic Counts weighted average growth rate.

Traffic Trends - V03.a
US 441 -- 0.2 mi S of C 464A

FIN#	429193-1
Location	1

County:	Marion (36)
Station #:	360040
Highway:	US 441



Trend R-squared:	13.92%
Compounded Annual Historic Growth Rate:	-0.96%
Compounded Growth Rate (2023 to Design Year):	-1.03%
Printed:	14-Jun-24
Exponential Growth Option	

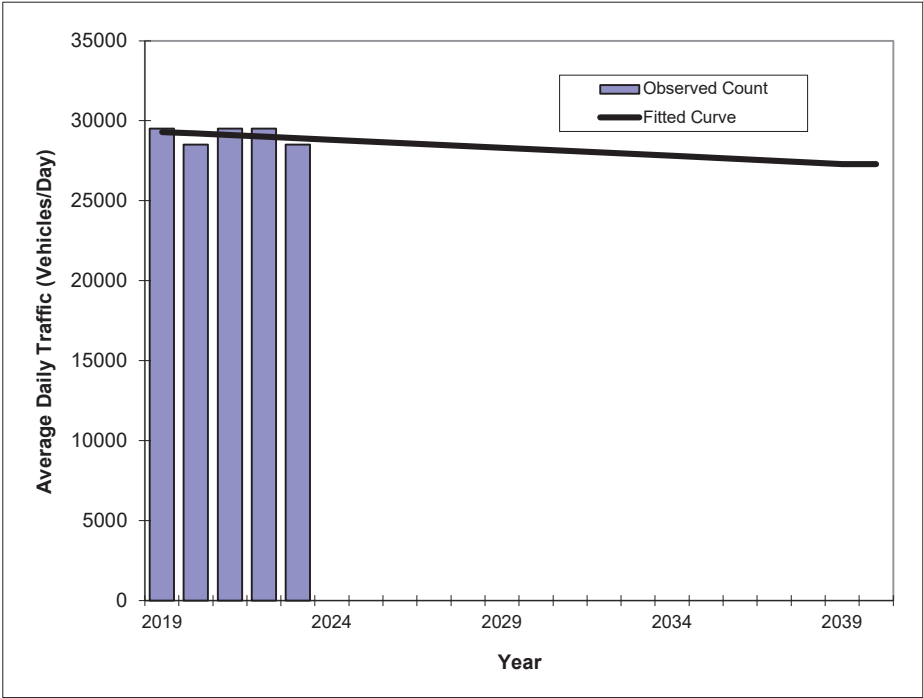
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	31500	31600
2020	30500	31300
2021	31500	31000
2022	32500	30700
2023	29000	30400
2029 Opening Year Trend		
2029	N/A	28600
2030 Mid-Year Trend		
2030	N/A	28300
2040 Design Year Trend		
2040	N/A	25500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Traffic Trends - V03.a
US 441 -- 0.1 mi S of SE 38th Terrace

FIN#	429193-1
Location	1

County:	Marion (36)
Station #:	360012
Highway:	US 441



Trend R-squared:	8.33%
Compounded Annual Historic Growth Rate:	-0.34%
Compounded Growth Rate (2023 to Design Year):	-0.33%
Printed:	14-Jun-24
Exponential Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	29500	29300
2020	28500	29200
2021	29500	29100
2022	29500	29000
2023	28500	28900
2029 Opening Year Trend		
2029	N/A	28300
2030 Mid-Year Trend		
2030	N/A	28200
2040 Design Year Trend		
2040	N/A	27300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0040 - ON US-27, 0.215 MI S OF CR-464A (UCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2023	29000 C	N 13500	S 15500	9.00	55.40	20.50
2022	32500 C	N 16500	S 16000	9.00	55.10	6.50
2021	31500 S	N 16000	S 15500	9.00	53.20	6.60
2020	30500 F	N 15500	S 15000	9.00	53.40	6.60
2019	31500 C	N 16000	S 15500	9.00	53.80	6.60
2018	29500 C	N 15500	S 14000	9.00	54.30	8.70
2017	32500 C	N 16500	S 16000	9.00	55.50	8.00
2016	32500 C	N 18000	S 14500	9.00	56.10	8.20
2015	30500 C	N 15500	S 15000	9.00	56.30	7.20
2014	29000 C	N 15000	S 14000	9.00	56.80	7.20
2013	30500 C	N 15500	S 15000	9.00	56.70	6.80
2012	28000 C	N 14500	S 13500	9.00	56.70	7.10
2011	29500 C	N 15000	S 14500	9.00	56.00	6.90
2010	29500 C	N 15000	S 14500	10.14	57.07	7.20
2009	30500 C	N 15500	S 15000	10.04	59.21	7.80
2008	31500 C	N 16000	S 15500	9.73	57.40	9.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0012 - ON US 27/301/441, 0.076 MI. S OF SE 38TH TER (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2023	28500 C	N 14500	S 14000	9.00	55.40	22.20
2022	29500 C	N 15000	S 14500	9.00	55.10	7.30
2021	29500 S	N 15000	S 14500	9.00	53.20	7.30
2020	28500 F	N 14500	S 14000	9.00	53.40	7.30
2019	29500 C	N 15000	S 14500	9.00	53.80	7.30
2018	27500 C	N 14000	S 13500	9.00	54.30	9.40
2017	29000 C	N 15000	S 14000	9.00	55.50	7.40
2016	27500 C	N 14000	S 13500	9.00	56.10	7.00
2015	27500 C	N 14000	S 13500	9.00	56.30	6.90
2014	26500 C	N 13500	S 13000	9.00	56.80	7.30
2013	25500 C	N 13000	S 12500	9.00	56.70	7.20
2012	26500 C	N 13000	S 13500	9.00	56.70	5.50
2011	26000 C	N 13000	S 13000	9.00	56.00	6.90
2010	27500 C	N 14000	S 13500	10.14	57.07	7.00
2009	25500 C	N 13000	S 12500	10.04	59.21	6.40
2008	28500 C	N 14500	S 14000	9.73	57.40	9.00

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

OCALA MARION TPO CMP AND TRAFFIC COUNTS REPORT EXCERPTS

Ocala Marion TPO CMP Database - August 2023

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR SERVICE VOLUME (2021)	LANES (2023)	DAILY SERVICE VOLUME (2023)	PEAK HOUR SERVICE VOLUME (2023)	URBAN / RURAL	UNDIVIDED / DIVIDED	MAINTAINING AGENCY	NHS	ADMITTED LOS (8+ AVERAGE)	2023 ADPT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2023 ADPT	2023 DAILY VMSV	2023 DAILY LOS
6350	SW 80 AV	SW 95 ST RD	SW 200	4	COLLECTOR	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,400	0.54	C	2.75%	21,700	0.61	C
6350.1	SW 80 ST	SW 200	SW 300	4	ARTERIAL	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,400	0.51	C	4.30%	22,400	0.55	C
6350	SW 80 AV	SW 20 ST	SW 200	4	ARTERIAL	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,400	0.51	C	4.30%	22,400	0.55	C
6350	SW 80 AV	SW 20 ST	SW 200	4	ARTERIAL	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,400	0.46	C	4.10%	18,800	0.55	C
6400	SW 80 ST	SW 200	SW 250	2	COLLECTOR	INTERTRAPPED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,400	0.7	C	8.45%	12,200	0.75	D
6410	SW 80 ST	SW 250	SW 300	2	COLLECTOR	INTERTRAPPED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,400	0.7	C	8.45%	12,200	0.75	D
6420	SW 80 ST	SW 300	SW 350	2	COLLECTOR	INTERTRAPPED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,400	0.69	C	1.85%	8,400	0.69	C
6200.1	SW 27 AV	SW 350	SW 400	2	LOCAL	UNINTERTRAPPED	2	23,340	1,449	2	23,340	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 40 AV	SW 450	SW 500	2	LOCAL	UNINTERTRAPPED	2	23,340	1,449	2	23,340	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 50 AV	SW 550	SW 600	2	COLLECTOR	INTERTRAPPED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.59	C	7.33%	5,200	0.56	C
6260.1	SW 60 ST	SW 200	SW 300	4	COLLECTOR	INTERTRAPPED	2	35,820	1,539	4	35,820	1,539	Urban	D	COUNTY	Other CMP Network Roadway	E	11,100	0.41	D	2.52%	14,500	0.49	D
6260	SW 60 ST	SW 300	SW 400	4	COLLECTOR	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,100	0.25	C	1.00%	12,100	0.25	C
6260.4	SW 60 ST	SW 400	SW 450	2	COLLECTOR	INTERTRAPPED	2	29,400	1,449	2	29,400	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,000	0.3	B	1.87%	9,500	0.33	B
6260	SW 60 ST	SW 450	SW 500	2	COLLECTOR	INTERTRAPPED	2	29,400	1,449	2	29,400	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.44	C	1.00%	4,400	0.47	C
6300	SW 50 ST	SW 550	SW 600	4	COLLECTOR	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	35,200	0.28	C	22.26%	36,700	0.75	C
6340	SW 60 ST	SW 200	SW 300	4	COLLECTOR	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,100	0.42	C	1.00%	11,600	0.71	C
6350	SW 60 ST	SW 300	SW 400	4	COLLECTOR	INTERTRAPPED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,100	0.25	C	1.00%	12,100	0.25	C
6360	SW 60 ST	SW 400	SW 450	2	COLLECTOR	INTERTRAPPED	2	29,400	1,449	2	29,400	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.39	C	1.00%	13,400	0.41	C
6370	CR 40	SW BOULEVARD HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERTRAPPED	2	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	0.11	B
6380	SW BOULEVARD HILLS RD	SW 200	SW 250	4	COLLECTOR	INTERTRAPPED	2	35,820	1,539	4	35,820	1,539	Urban	D	FLTP OF FLORIDA	Other CMP Network Roadway	E	7,800	0.25	C	1.00%	7,800	0.25	C
6390	SW BOULEVARD HILLS RD	SW 250	SW 300	4	ARTERIAL	INTERTRAPPED	2	35,820	1,539	4	35,820	1,539	Urban	U	COUNTY	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	22,000	0.71	D
6400	US 27	COUNTY LINE (NE)	CR 404B	4	ARTERIAL	UNINTERTRAPPED	4	45,000	2,500	4	45,000	2,500	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,500	0.19	B
6410	US 27	SW 20 AV	CR 404B	4	ARTERIAL	UNINTERTRAPPED	4	45,000	2,500	4	45,000	2,500	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,000	0.29	B	1.00%	14,000	0.31	B
6420	US 27	SW 20 AV	CR 404B	4	ARTERIAL	UNINTERTRAPPED	4	45,000	2,500	4	45,000	2,500	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,000	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	SW 60 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	SW 60 AV	SW 65 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	SW 65 AV	SW 70 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6460	US 27	SW 70 AV	SW 75 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6470	US 27	SW 75 AV	SW 80 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6480	US 27	SW 80 AV	SW 85 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6490	US 27	SW 85 AV	SW 90 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6500	US 27	SW 90 AV	SW 95 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6510	US 27	SW 95 AV	SW 100 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6520	US 27	SW 100 AV	SW 105 AV	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,100	0.39	B	1.00%	22,600	0.41	B
6530	SW MARTIN L LUTHER AV	US 441	SW 441	4	ARTERIAL	UNINTERTRAPPED	4	38,400	1,901	4	38,400	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,100	0.69	C	1.00%	27,600	0.71	C
6540	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	UNINTERTRAPPED	4	55,700	2,810	4	55,700	2,810	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.46	B	1.94%	26,100	0.55	B
6550	US 301	CR 42	CR 147 ST	2	ARTERIAL	UNINTERTRAPPED	2	14,000	780	2	14,000	780	Urban	D	STATE	NHS - Non-Interstate Roadway	D	12,200	0.28	C	1.00%	12,800	0.31	C
6560.1	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6560	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6570	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6580	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6590	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6600	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6610	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6620	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6630	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6640	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6650	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6660	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6670	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6680.1	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6680.2	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6690.1	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6690.2	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6700	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6710	US 301	CR 147 ST	CR 147 ST	4	ARTERIAL	UNINTERTRAPPED	4	32,070	967	4	32,070	967	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6720																								

Location	Source	Count Type	2018	2019	2020	2021	2022	Ave Annual Growth Rate (%)
US 27								
W of NW 160th Ave	FDOT	4	7,200	7,400	7,600	7,800	8,400	4.0%
South of CR 326	FDOT	4	7,800	8,000	7,800	8,000	9,900	6.6%
East of CR 225A	FDOT	4	16,700	16,900	17,500	17,900	17,900	1.8%
NW of I-75	FDOT	4	22,000	21,000	21,000	21,500	21,500	-0.5%
I-75 to NW 27th Ave	FDOT	4	22,500	22,500	21,000	21,000	21,000	-1.7%
NW 27th to NW MLK Jr	FDOT	4	25,500	22,500	22,500	23,500	23,500	-1.8%
MLK Jr Ave to US 441	FDOT	4	28,000	28,000	25,000	26,000	26,000	-1.7%
US 41								
North of SR 40	FDOT	4	10,900	11,300	11,100	11,300	11,700	1.8%
North of CR 484	FDOT	4	20,500	21,000	21,000	21,000	21,500	1.2%
North of CR 484	FDOT	4	25,500	26,000	26,000	24,000	24,000	-1.4%
North of Citrus County	FDOT	4	21,500	21,500	21,500	21,500	21,500	0.0%
US 301								
North of CR 318	FDOT	4	14,500	15,200	14,800	15,100	15,100	1.1%
North of CR 316	FDOT	4	16,700	17,300	17,000	19,000	19,000	3.4%
North of CR 329	FDOT	4	13,700	14,900	14,700	15,000	9,900	-6.1%
North of SE 118th PL	FDOT	4	13,700	13,500	13,300	13,500	13,100	-1.1%
North of CR 42	FDOT	4	17,100	17,300	17,100	17,500	17,500	0.6%
S of CR 42	FDOT	4	21,200	19,900	19,700	23,000	23,000	2.4%
US 441								
S of Alachua County Line	FDOT	4	8,000	8,100	5,300	5,400	5,400	-7.9%
South of CR 320	FDOT	4	9,100	9,300	8,200	8,400	8,400	-1.8%
South of CR 318	FDOT	4	9,700	9,800	9,600	8,400	8,400	-3.4%
SE of CR 25A	FDOT	4	7,600	7,800	7,200	7,400	7,400	-0.6%
South of CR 316	FDOT	4	9,000	8,900	8,700	8,900	8,500	-1.4%
North of NW 100th St	FDOT	4	29,000	22,500	22,500	28,500	28,500	1.1%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	30,600	31,400	29,200	32,500	33,200	2.3%
S of SR 326	FDOT	4	18,600	16,600	16,300	16,700	16,500	-2.8%
North of CR 25A	FDOT	4	20,500	22,000	22,000	22,000	18,100	-2.6%
W. Anthony Rd to CR 25A	FDOT	4	22,000	22,000	19,300	21,200	18,100	-4.3%
N of NW 10th Street	FDOT	4	27,500	27,000	27,000	28,000	25,500	-1.8%
North of SR 40	FDOT	4	29,500	29,500	28,000	29,000	29,000	-0.4%
South of SR 40	FDOT	4	36,500	35,500	34,500	35,500	39,500	2.2%
South of SR 200	FDOT	4	26,000	26,000	26,000	32,000	32,000	5.8%
South of SR 464	FDOT	4	24,000	25,500	25,500	26,500	30,000	5.8%
South of CR 464A	FDOT	4	29,500	31,500	30,500	31,500	32,500	2.5%
S of SE 38th Terrace	FDOT	4	27,500	29,500	28,500	29,500	29,500	1.8%

Location	Source	Count Type	2018	2019	2020	2021	2022	Ave Annual Growth Rate (%)
US 441 (continued)								
North of US 301	FDOT	4	27,500	27,500	26,000	27,000	27,000	-0.4%
NW of US 301	FDOT	4	30,500	30,500	29,500	30,500	27,500	-2.4%
SE of US 301	FDOT	4	18,400	17,500	16,400	16,800	18,000	-0.4%
North of CR 42	FDOT	4	31,000	31,000	30,000	31,000	33,000	1.6%
County Line to CR 42	FDOT	4	39,500	39,500	37,500	38,000	38,000	-0.9%
West Anthony Road								
N of NW 35th Street	MC	3	5,300	5,200	5,500	5,300	5,700	1.9%
NW 35th St to US 441	FDOT	4	2,000	2,000	1,300	1,300	1,300	-8.8%