



July 24, 2025

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

RE: *Martingale PUD Revision – Traffic Study Methodology; Marion County, Florida*
Kimley-Horn Project No. 042934007

Dear Mr. Zeigler:

A traffic study was previously approved for the Martingale PUD (November 13, 2024 AR #32019). The project site is located on the southeast corner of US 27 at CR 225A (NW 70th Avenue) in Marion County. A PUD update is being submitted to Marion County to modify the development program within the site. The conceptual PUD plan is provided as an attachment.

The updated development program does not result in an expansion of the study area included within the approved traffic study. This methodology is being submitted to document the assumptions that will be utilized for the updated traffic study to support the revised PUD master plan review through Marion County. The prior approved methodology will be utilized, with an updated development program and buildout year. All other assumptions within the approved traffic study will be utilized for the traffic study update.

The development is projected to generate more than 100 peak hour trips, therefore a "Traffic Study" is required per the Marion County Traffic Impact Analysis (TIA) Guidelines. A 5-year buildout (year 2030) will be used for the study.

TRIP GENERATION

Trip generation for the proposed development was determined using the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11th Edition). The following development program and ITE land use codes were used for the trip generation calculations:

- ITE LUC 210 – Single Family Detached Housing – up to 50 dwelling units
- ITE LUC 215 – Single Family Attached Housing – up to 140 dwelling units
- ITE LUC 820 – Shopping Center (>150k SF) – up to 225,000 square feet

Internal capture and pass-by reductions were applied. Internal capture was applied based on the methodologies of the ITE *Trip Generation Handbook* (3rd Edition).

A pass-by rate of 29% is recommended for ITE LUC 820 based on the ITE *Trip Generation Manual*, 11th Edition. Pass-by traffic was reviewed and capped at 10% of adjacent street traffic according to FDOT Multimodal Transportation Impact Handbook (2023) guidance. **Table 1** summarizes the trip generation potential at project buildout. ITE *Trip Generation Manual* excerpts are provided as an attachment.

Table 1 – Buildout Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Total Trips								
Single Family, Detached	50 DU	533	40	10	30	52	33	19
Single Family, Attached	140 DU	1,016	67	21	46	80	46	34
Shopping Center (> 150k SF)	225,000	11,740	266	165	101	1,012	486	526
	Subtotal	13,289	373	196	177	1,144	565	579
Internal Capture								
Retail	Daily 3.0% AM 0.8% PM 5.7%	352	2	1	1	58	22	36
Residential	22.7% 1.9% 43.9%	352	2	1	1	58	36	22
Overall Development	5.3% 1.1% 10.1%	704	4	2	2	116	58	58
Pass-By Traffic								
Shopping Center (>150k SF)	Daily 29.0% AM 29.0% PM 29.0%	3,303	76	38	38	277	138	139
10% of Adjacent Street		2,956	228	114	114	266	133	133
	Pass-by utilized	2,956	76	38	38	266	133	133
Total Net New Trips		9,629	293	156	137	762	374	388

Note 1: Trip Generation and internal capture were derived using the ITE Trip Generation Manual (11th Ed) and ITE Trip Generation Handbook (3rd Ed).

Note 2: Pass-by was calculated using the ITE Trip Generation Manual (11th Ed) and capped at 10% of adjacent street background traffic on CR 225A and US 27 using turning movement count data collected at the intersection on 08/29/2024 during the AM and PM peak hours. This guidance is per the FDOT Multimodal Transportation Site Impact Handbook (2023, Chapter 4.6.6.6).

Single-Family Detached Housing [ITE 210]

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

Single-Family Attached Housing [ITE 215]

Daily	$T = 7.62 * (X) - 50.48$ (X is Number of Dwelling Units)
AM Peak Hour of Adjacent Street	$T = 0.52 * (X) - 5.70$ (X is Number of Dwelling Units; 31% in, 69% out)
PM Peak Hour of Adjacent Street	$T = 0.60 * (X) - 3.93$ (X is Number of Dwelling Units; 57% in, 43% out)

Shopping Center (>150k SF) [ITE 820]

Daily	$T = 26.11 * (X) + 5863.73$ (X is 1000 Sq. Ft. GLA)
AM Peak Hour of Adjacent Street	$T = 0.59 * (X) + 133.55$ (X is 1000 Sq. Ft. GLA; 62% in, 38% out)
PM Peak Hour of Adjacent Street	$\ln(T) = 0.72 * \ln(X) + 3.02$ (X is 1000 Sq. Ft. GLA; 48% in, 52% out)

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7/18/25

PROJECT TRIP DISTRIBUTION

The project's trip distribution was derived using the Central Florida Regional Planning Model (CFRPM v7), which is based on the Florida Standard Urban Transportation Planning Model. The FDOT provided model was reviewed against the committed improvements in the surrounding area, the following roadways were verified or updated to generate this development's trip distribution:

- NW 49th Street – extended the 2-lane roadway from CR 225A to NW 44th Avenue (Marion County TIP Project Number/FM 4352092 – construction phase)

- CR 225A/NW 70th Avenue/SW 80th Avenue – updated NW 49th Street to SR 40 (Marion County TIP Project C22, 2024/25 and SW 38th Street to SW 90th Street (Marion County TIP Project C20, 2025/26) to 4-lane roadways.
- SW 49th Avenue – 4 lane divided roadway from SW 66th Street to SW 42nd Street Flyover (Marion County TIP Project C17, 2024/25), Marion Oaks Trail to SW 95th Street (Marion County TIP Project C18, 2024/25), and Marion Oaks Manor to 0.7 miles south of CR 484 (Marion County TIP Project C19, 2024/25)
- NW/SW 44th Avenue – 4 lane divided roadway from SR 200 to US 27 (TIP R17/R18, 2026-2030). Portions of this roadway are under construction, already completed, or have existing 2-lane sections

The study will evaluate two access scenarios. Scenario 1 includes a right-in/right-out connection to US 27 at the existing full median opening serving the site and a directional median opening connection to US 27 at the east end of the project, and Scenario 2 includes a right-in/right-out connection to US 27 at the existing full median opening serving the site and a full median opening connection to US 27 at the east end of the project.

The attached **Figures 2 and 3** illustrate the project location, trip distribution and volumes at the project driveways. The CFRPM model outputs are also provided as an attachment.

STUDY AREA

The study area, which is illustrated in the attached **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 considered significantly impacted. Significantly impacted roadway segments, plus one segment beyond, were included in the study area per the Marion County TIA Guidelines.

The project impact was calculated as the PM peak hour net new traffic from the development multiplied by the maximum trip distribution 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) and FDOT Quality/Level of Service Tables (2020 for non-state roads, 2023 for state roads). The project impact calculations are provided in the attached **Table 2**. Excerpts from the Ocala Marion TPO CMP are provided in the attachments.

The following study area roadway segments will be evaluated during the PM peak hour:

- US 27 – NW 80th Avenue to CR 225A (< 3% impact, one segment beyond)
- US 27 – CR 225A to NW 60th Avenue
- US 27 – NW 60th Avenue to NW 49th Avenue
- US 27 – NW 49th Avenue to NW 44th Avenue
- US 27 – NW 44th Avenue to I-75
- US 27 – I-75 to NW 27th Avenue
- US 27 – NW 27th Avenue to NW MLK Jr Avenue (< 3% impact, one segment beyond)
- CR 225A – US 27 to SR 40 (< 3% impact, adjacent segment)

The following major intersections on significantly impacted roadway segments will be included in the study area and evaluated during the AM peak hour and PM peak hour in the forthcoming traffic study:

- CR 225A/NW 70th Avenue at US 27 (signalized)
- NW 60th Avenue at US 27 (signalized)
- NW 49th Avenue at US 27 (signalized)
- NW 44th Avenue at US 27 (signalized)
- US 27 at I-75 SB Ramp (signalized)
- US 27 at I-75 NB Ramp (signalized)

In addition, the site access locations on CR 225A/NW 70th Avenue and US 27 will be evaluated for two access scenarios, as described in more detail below.

The project impact and study area are consistent with the November 2024 approved traffic study.

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 service volume, existing Annual Average Daily Traffic (AADT), Volume to Maximum Service Volume (V/MSV), and Level of Service (LOS). The daily service volume and AADT were obtained from the Ocala Marion TPO CMP Database (2023).

SITE ACCESS

Site access to the development is proposed via the following access connections:

- Conversion of the existing full access median opening on US 27 to a right-in/right-out driveway opening +/- 750 feet east of CR 225A/NW 70th Avenue. (Scenarios 1 and 2)
- A new directional median opening on US 27 east of the existing full median opening for the site, generally in the location of an existing full median opening. (Scenario 1)
- A new full access connection to US 27 east of the existing full median opening for the site, generally in the location of an existing full median opening. (Scenario 2)
- A proposed right-in/right-out driveway on CR 225A/NW 70th Avenue located +/- 675 feet south of US 27. (Scenarios 1 and 2)
- A full access driveway on CR 225A/NW 70th Avenue aligned with the northern Marion County Fire Rescue Station 20 driveway +/- 1,100 ft south of US 27. (Scenarios 1 and 2)
- The existing right-in/right-out connection to CR 225A/NW 70th Avenue just south of US 27 will be removed once the existing uses are redeveloped or has interconnection with new access points to NW 70th Avenue consistent with the approved PUD conditions.

The need for new ingress turn lanes or lengthening of existing turn lanes at the proposed access connections will be evaluated using National Cooperative Highway Research Program (NCHRP) 457 criteria, Florida Department of Transportation (FDOT) criteria, and/or the Marion County Land Development Code. The project driveways will also be evaluated using the Synchro 12 software package.

The proposed trip distribution and project traffic volumes at the site access locations are illustrated in the attached **Figures 2 and 3**.

MULTIMODAL CONNECTIVITY

The traffic study will include a discussion of available pedestrian and bicycle facilities adjacent to the site, and proposed connectivity from the development to the surrounding pedestrian and bicycle network. A listing of transit routes adjacent to the site, if any, will be provided.

PLANNED IMPROVEMENTS

The Ocala Marion TPO 2045 Long Range Transportation Plan (LRTP), the Ocala Marion TPO 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 study area. The following projects were identified within the study area:

- CR 225A / NW 70th Avenue / NW/SW 80th Avenue – NW 49th Street to SR 40 (Marion County TIP Project C22, 2024/25)

The service volumes used for the study area determination shown in **Table 2** consider the above planned and programmed improvements.

VOLUME DEVELOPMENT

AM peak period (7 AM – 9 AM) and PM peak period (4 PM – 6 PM) turning movement count data collected on August 29th, 2024 (within one year and while schools are in session) from the previous study will be utilized for this study. Turning movement counts were collected at the following locations:

- CR 225A/NW 70th Avenue at US 27
- NW 60th Avenue at US 27
- NW 49th Avenue at US 27
- NW 44th Avenue at US 27
- US 27 at I-75 SB Ramp
- US 27 at I-75 NB Ramp
- Existing median opening on US 27 east of CR 225A
- Existing driveway on CR 225/NW 70th Avenue at the Marion County Fire Station / future access connection

The observed turning movement counts will be adjusted to peak season using the 2024 peak season conversion factors (minimum 1.0) published by FDOT. The existing peak season volumes will be adjusted to background traffic by applying a background growth rate, with vested traffic added. Vested traffic, if any, provided by Marion County will be added to the background traffic growth. Project traffic will be added to background traffic to generate future buildout traffic volumes.

An annual area wide growth rate of 1.36% was calculated by averaging the most recent growth rates from the 2025 TPO growth rates, 2023 CMP growth rates, and 5-year growth rates using FDOT Historical Traffic Count data. Due to the calculated rate being lower than the growth rate from the previous study, the 2.56% rate from the previous approved study will be utilized to adjust the existing intersection volumes to future background traffic volumes. The calculated area wide growth rate is provided in the attached **Table 3**.

The PM peak hour approach and departure volumes observed from the intersection turning movement counts will be utilized for existing roadway segment volumes. The segment specific averaged TPO growth rates and CMP growth rates are proposed for adjusting the existing roadway segment volumes to background traffic volumes. A minimum 1% annual background growth rate will be applied. Vested development, if provided by Marion County, will be included in the background traffic calculations. Project traffic will be added to the background traffic to obtain buildout traffic volumes.

Excerpts from Ocala Marion CMP and Ocala Marion Traffic Counts Report are provided in the attachments.

OPERATIONAL ANALYSIS

The study area intersections will be evaluated using the *Synchro* software package, which is based on Highway Capacity Manual methodologies. The study area intersections will be evaluated during the AM peak hour and PM peak hour traffic conditions for existing, future background, and future buildout conditions.

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. Improvements necessary to accommodate future background (without project) or buildout traffic conditions will be identified within the report.

Study area roadway segments will be evaluated for PM peak hour, peak direction traffic conditions. The existing, future background (without project), and future buildout (with project) peak hour, peak direction volumes will be compared against the allowable service volumes in **Table 2**.

The proposed methodology is consistent with the prior approved traffic methodology and traffic study for the site. The changes to the prior approved methodology include an updated development program and trip generation, application of new published peak season conversion factors, and updated buildout year. Two site access scenarios will be evaluated; Scenario 1 is consistent with Scenario 2 of the approved traffic study.

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

Sincerely,

KIMLEY-HORN



Amber L. Gartner, P.E.

Attachments: Conceptual PUD Plan
ITE Trip Generation Excerpts
CFRPM Model Output
Figures
Tables
Ocala Marion TPO CMP and Traffic Count Excerpts

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ATTACHMENTS

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CONCEPTUAL PUD PLAN

[Kontakt](#) - [Über mich](#) - [Presse](#) - [Impressum](#) - [Datenschutz](#)

ITE TRIP GENERATION EXCERPTS

Land Use: 210

Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing – single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

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

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

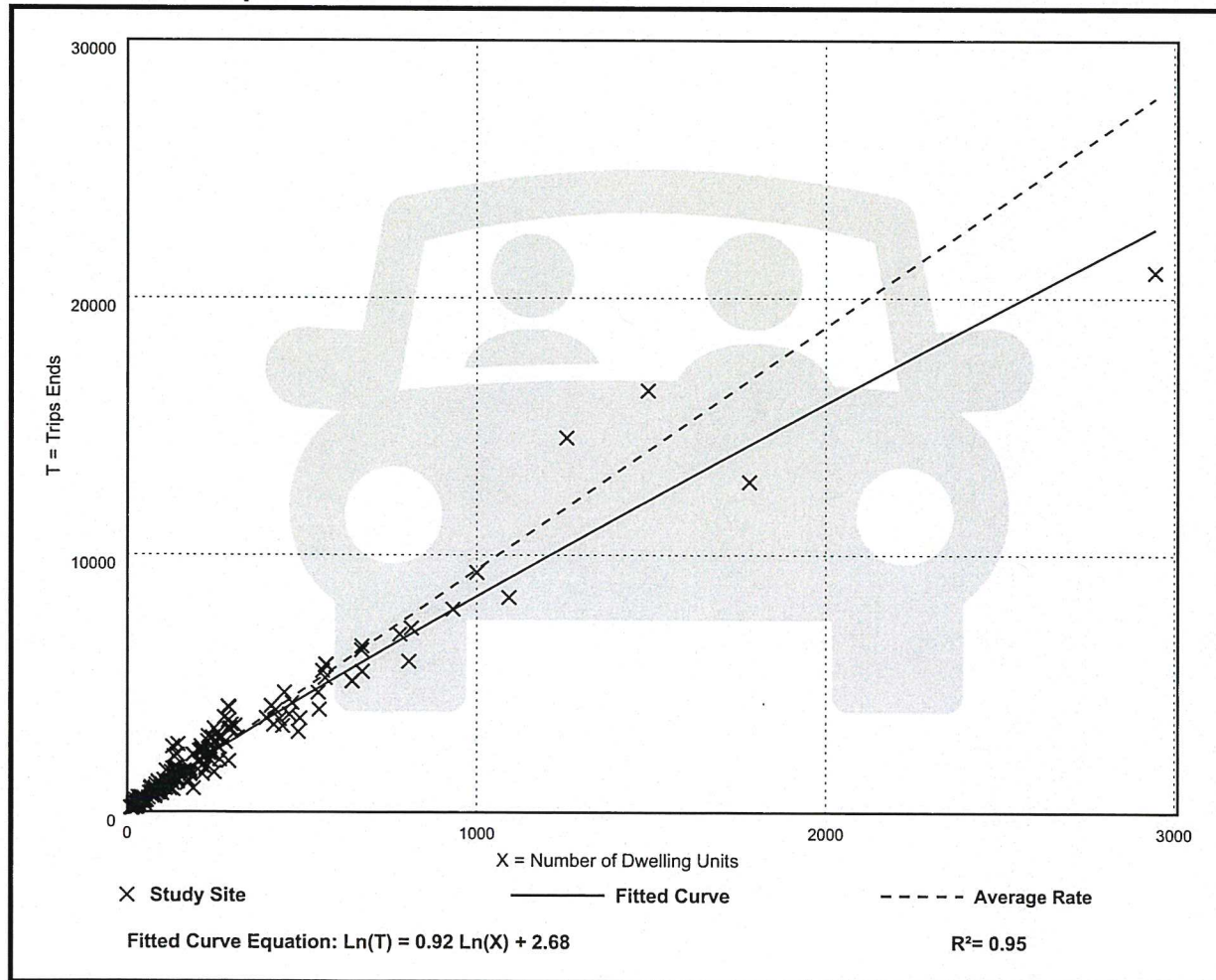
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

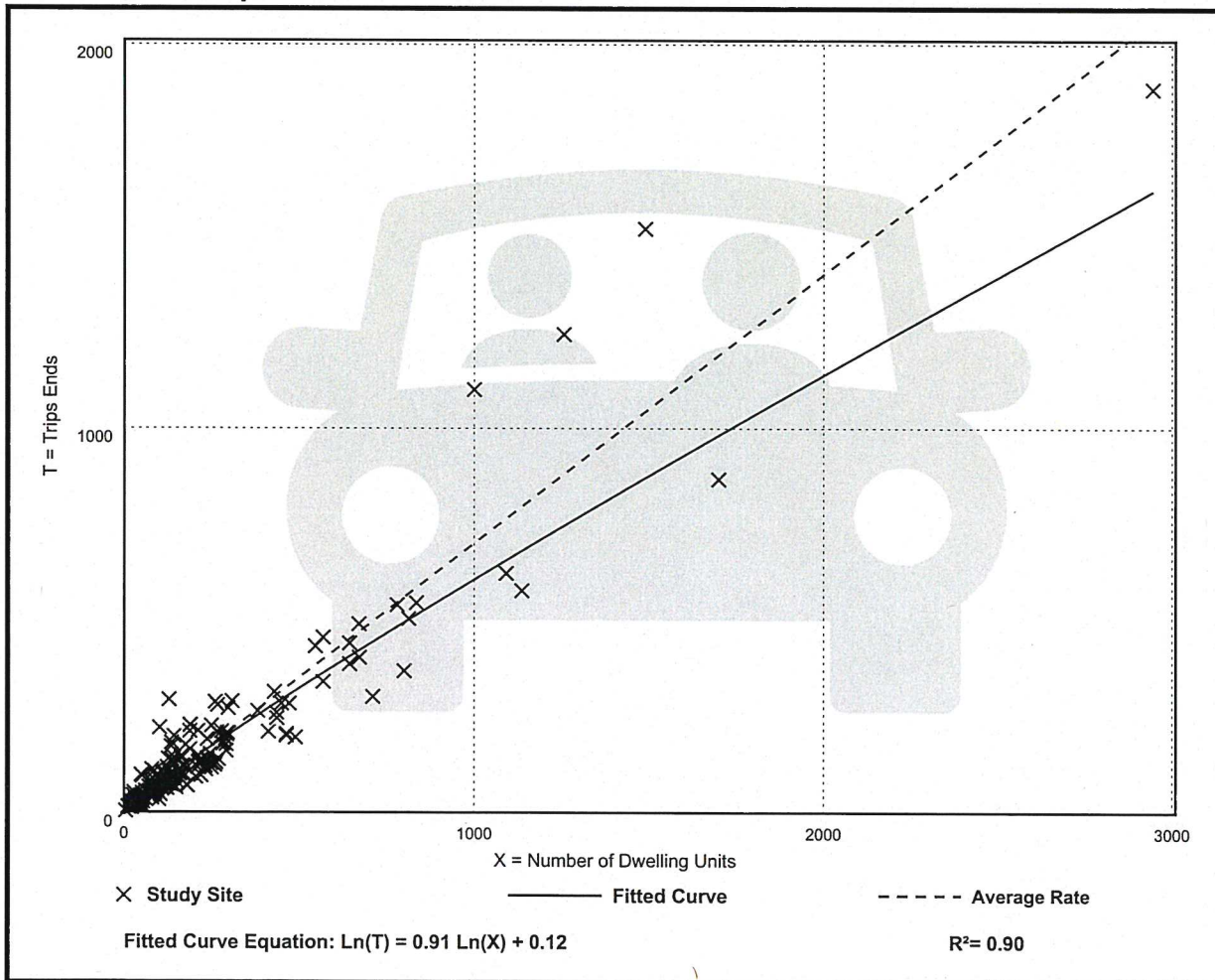
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

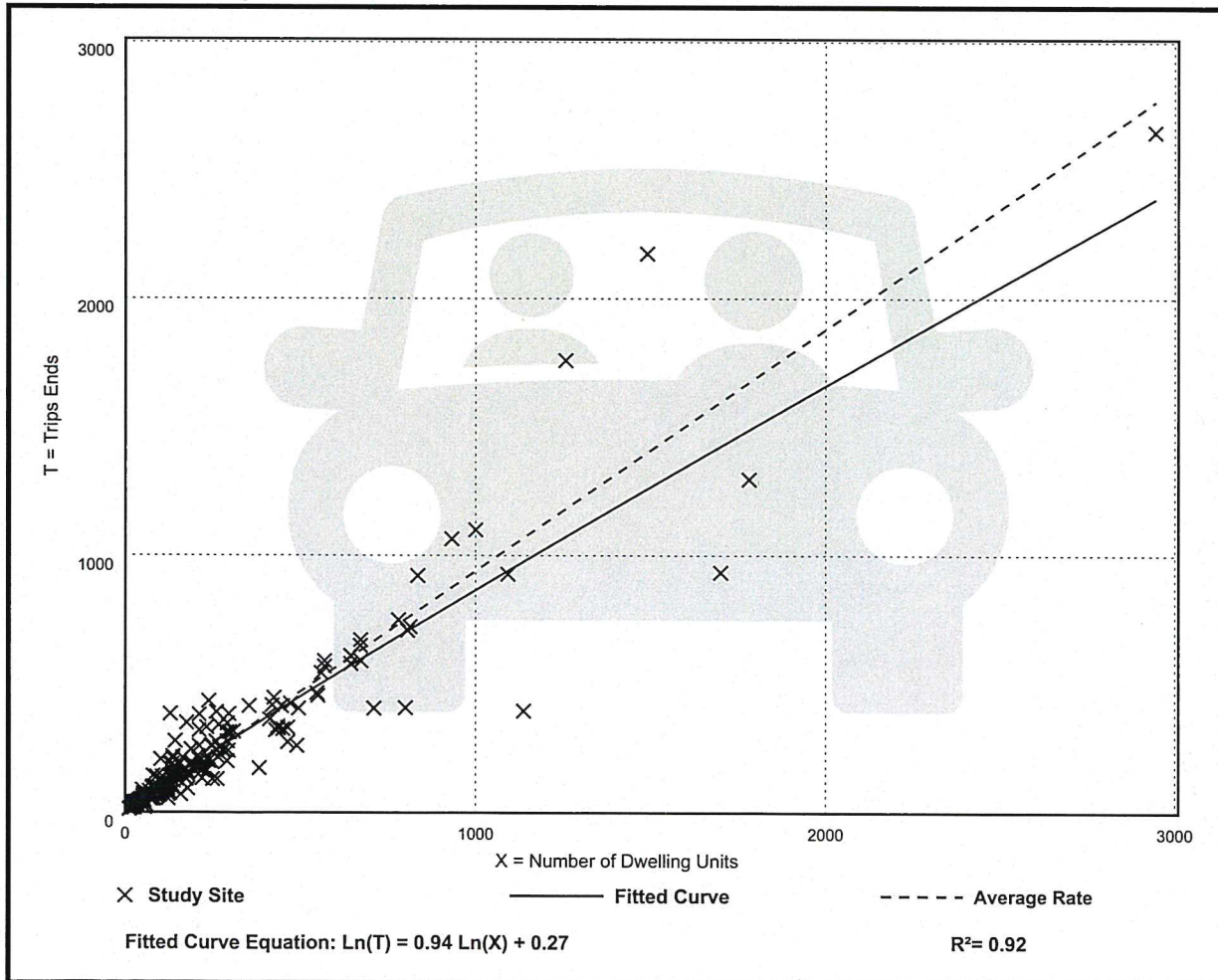
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Land Use: 215

Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

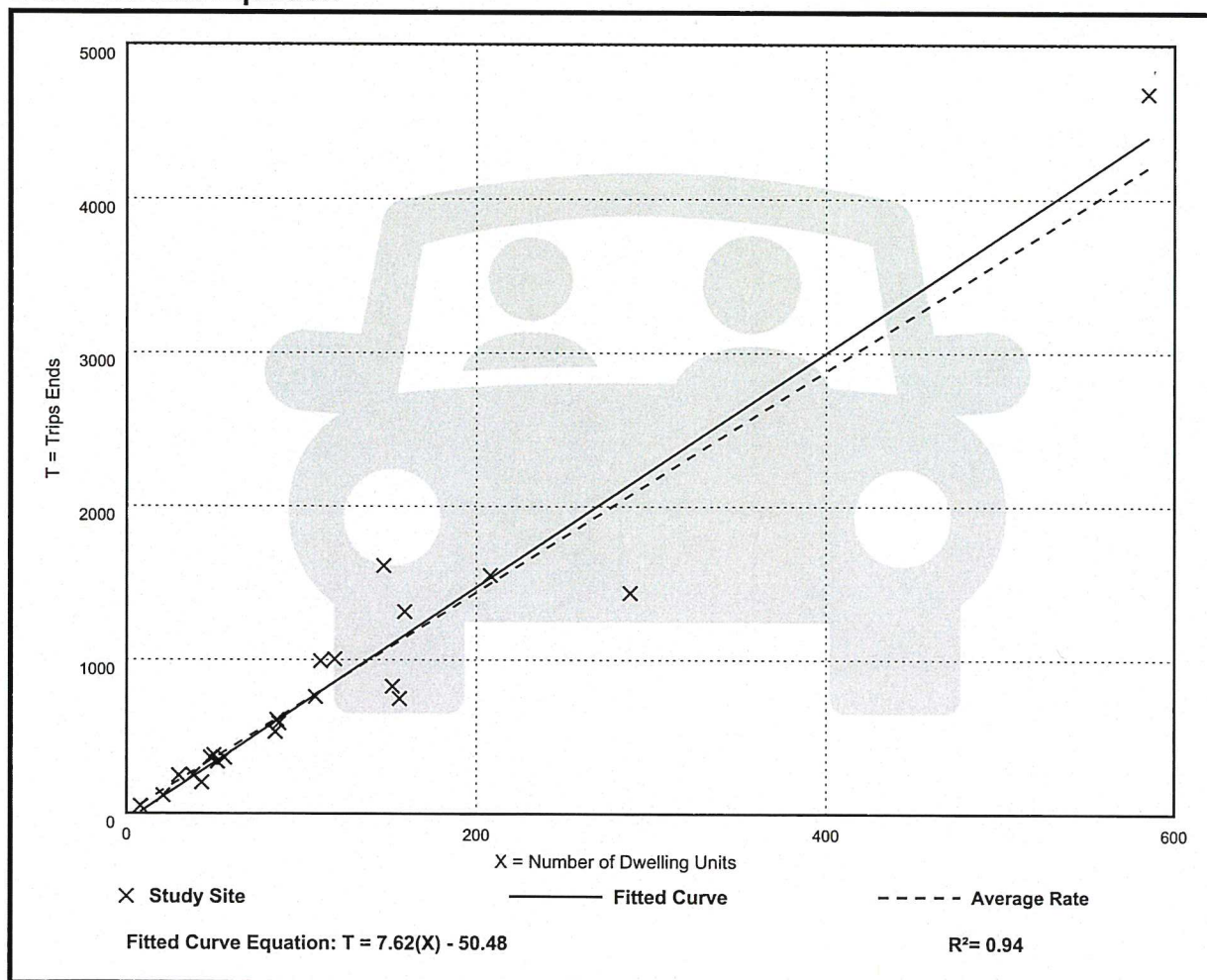
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

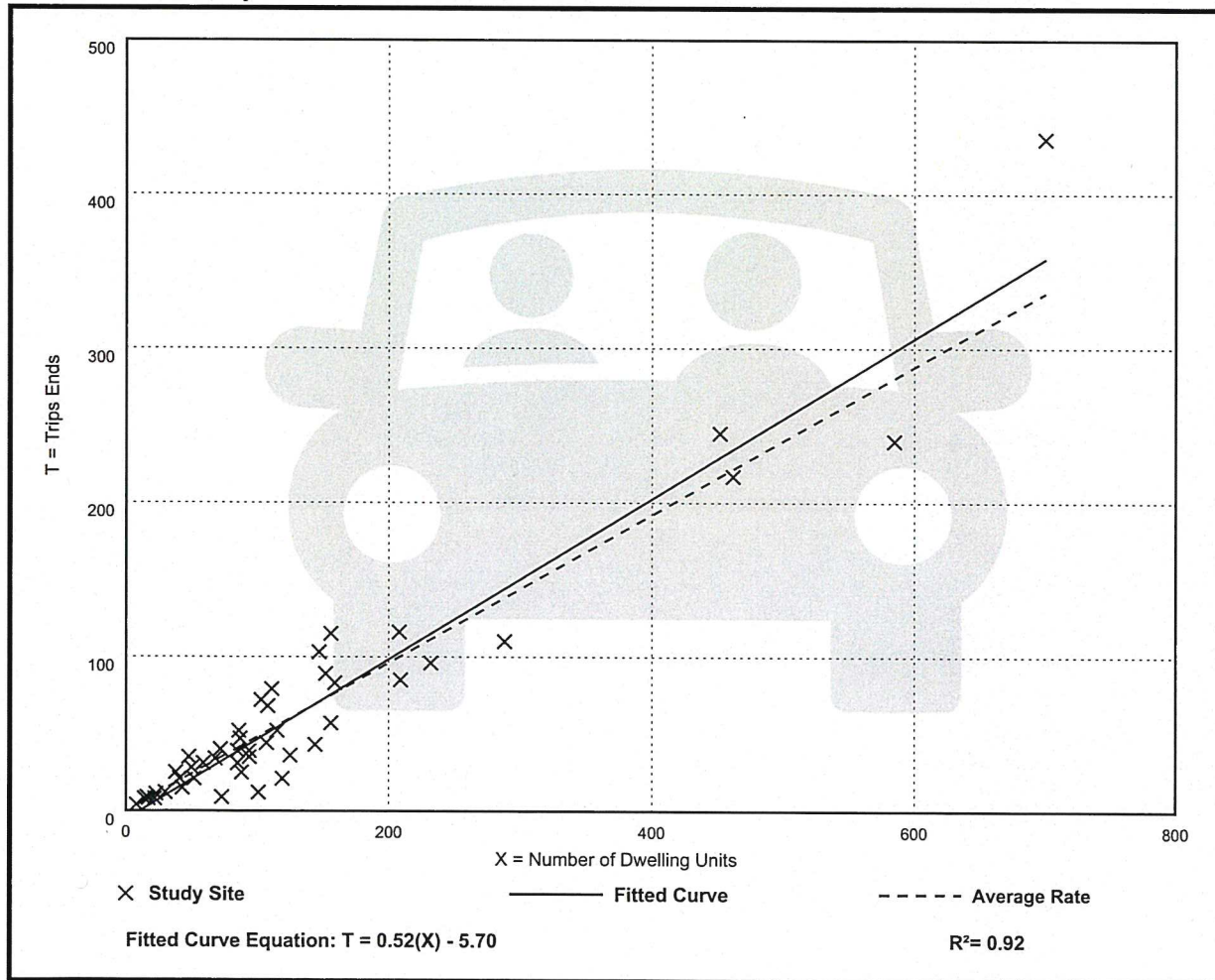
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

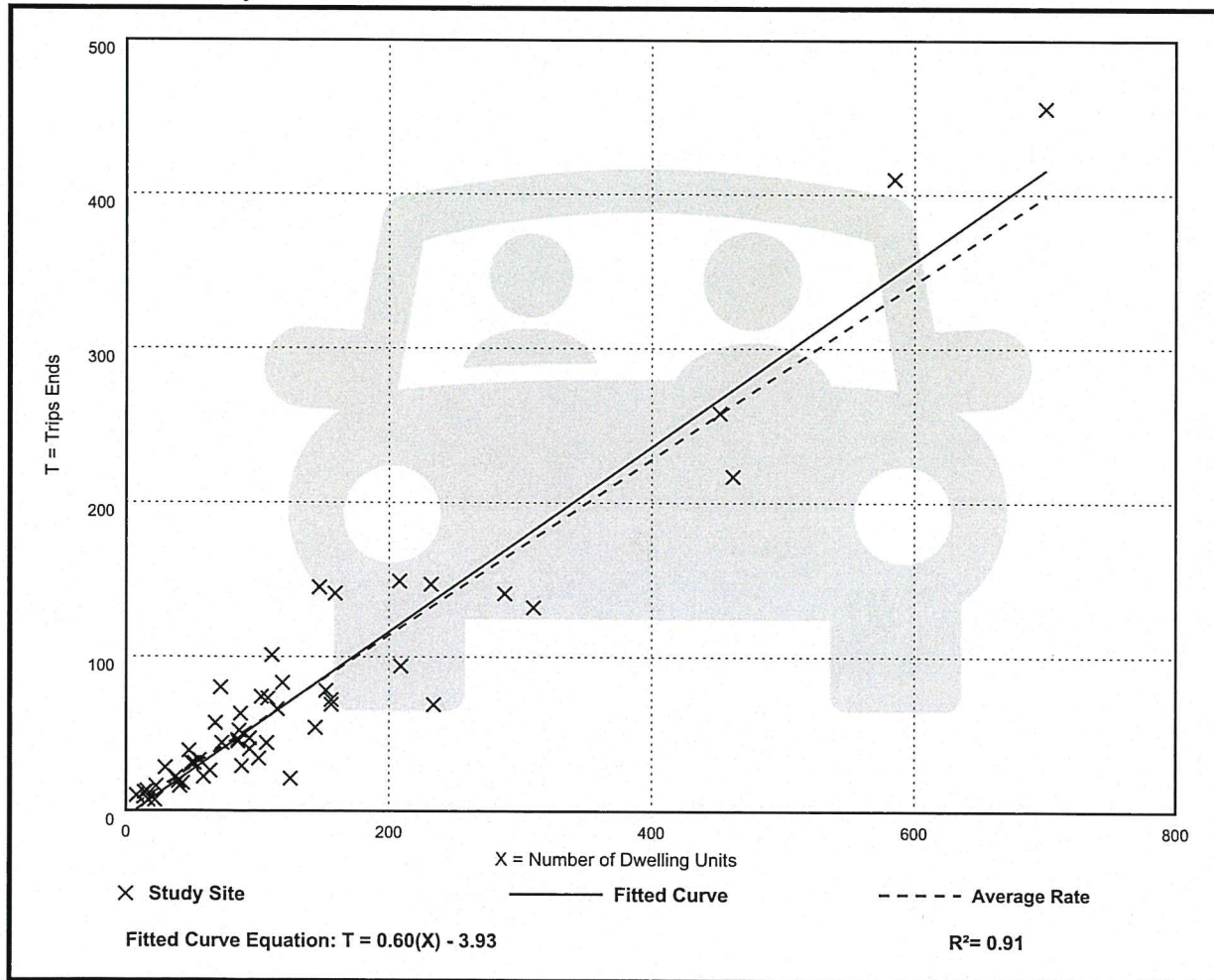
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Land Use: 820

Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

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

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 108

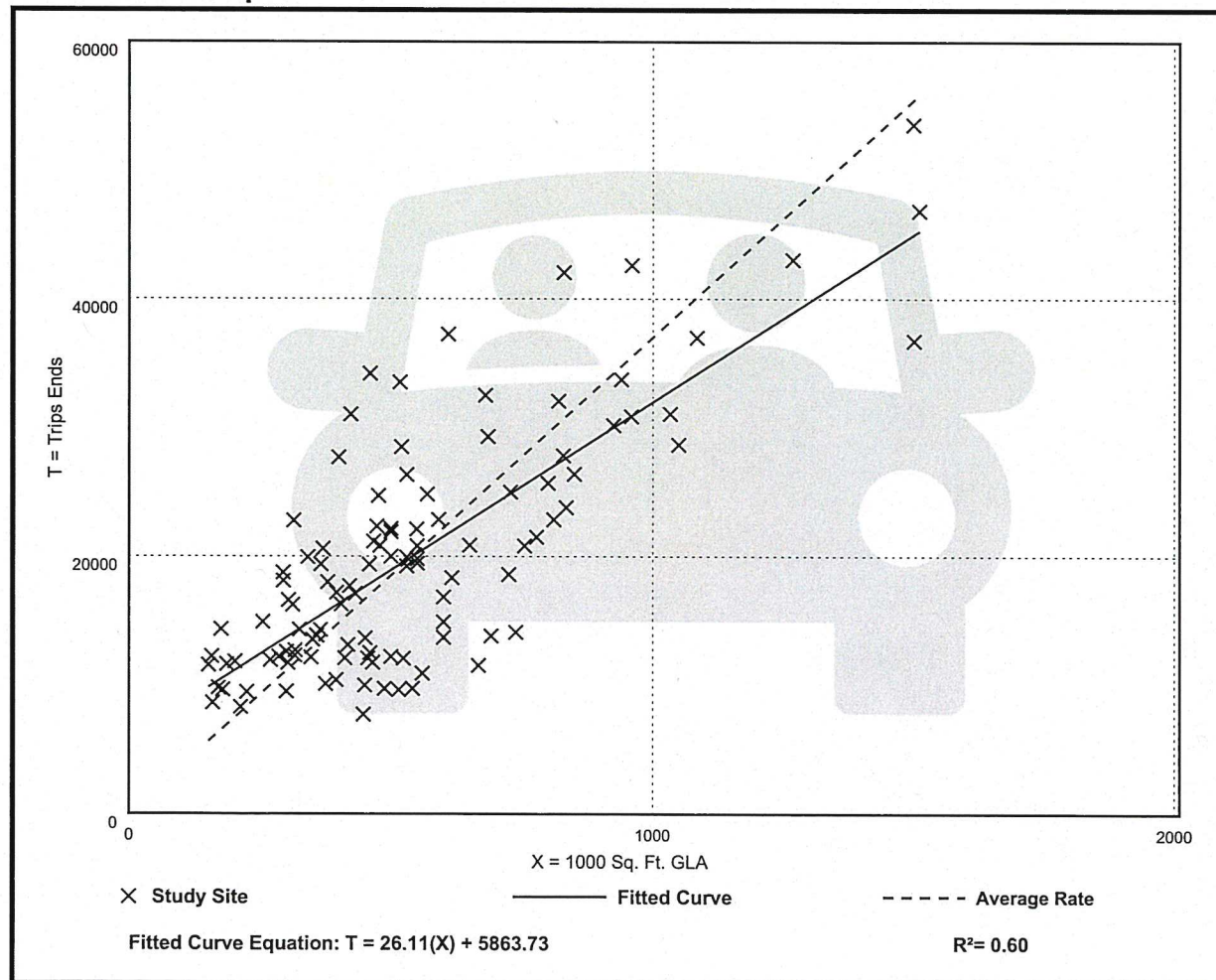
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

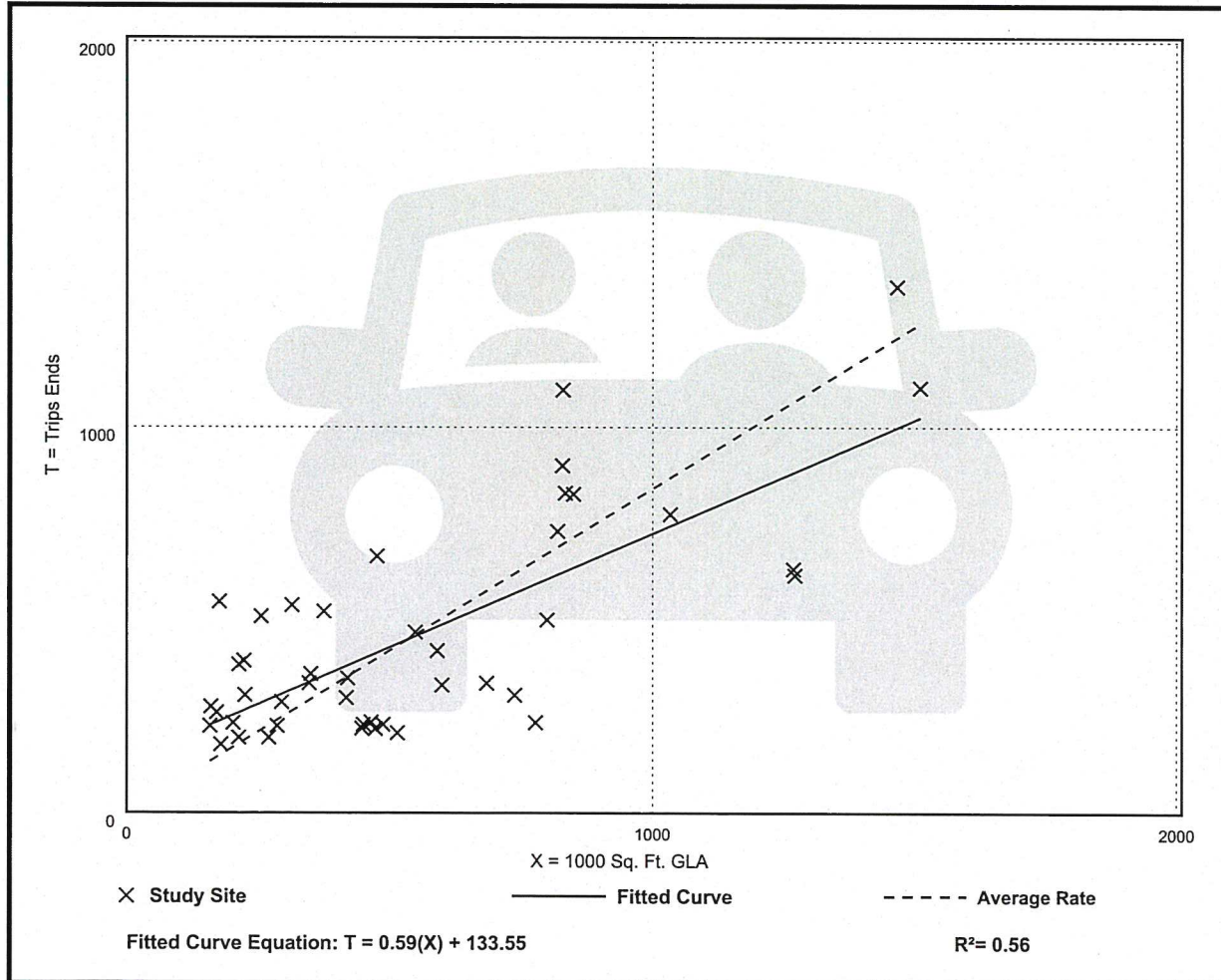
Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 126

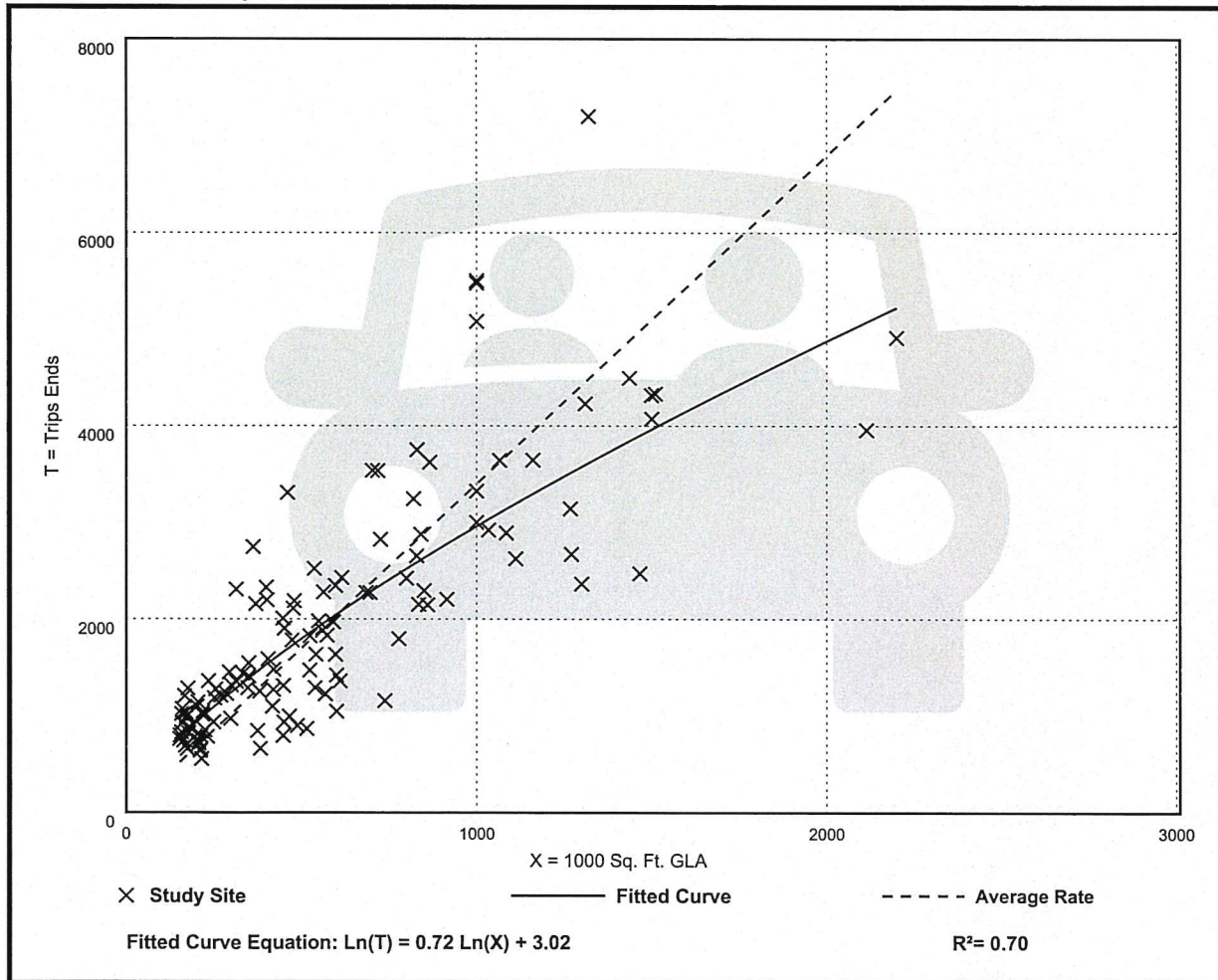
Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

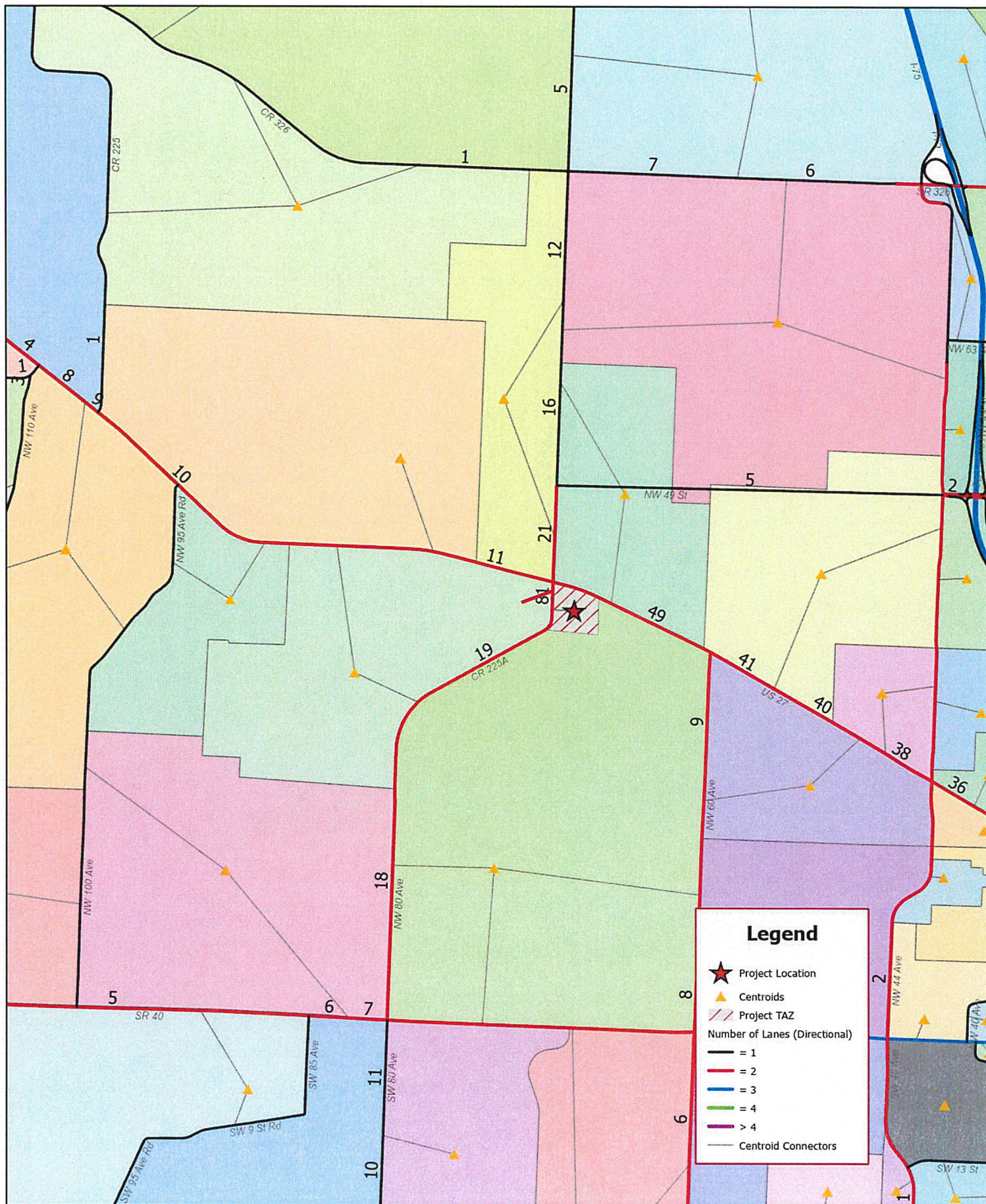
Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

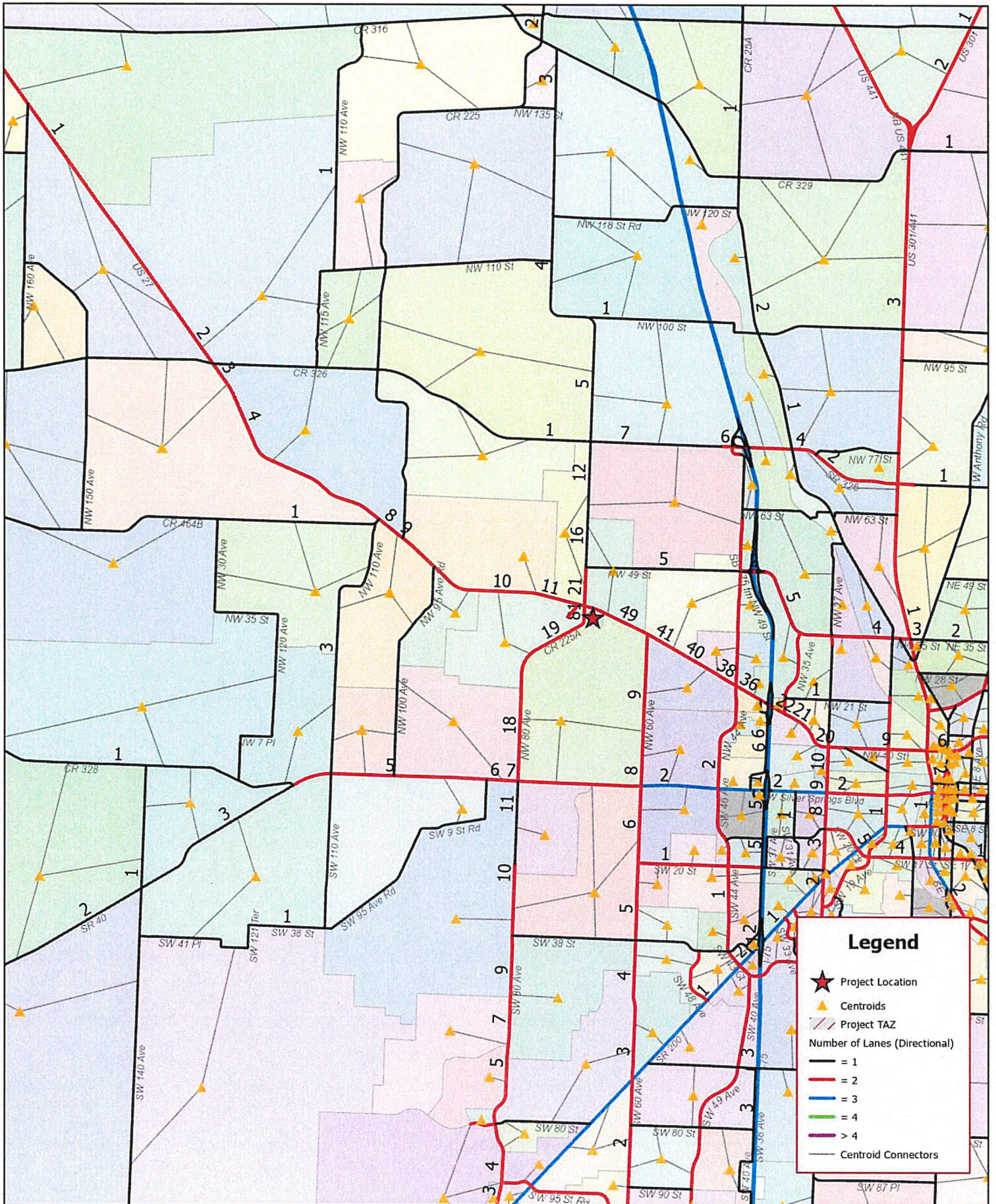
Data Plot and Equation



CFRPM MODEL OUTPUT



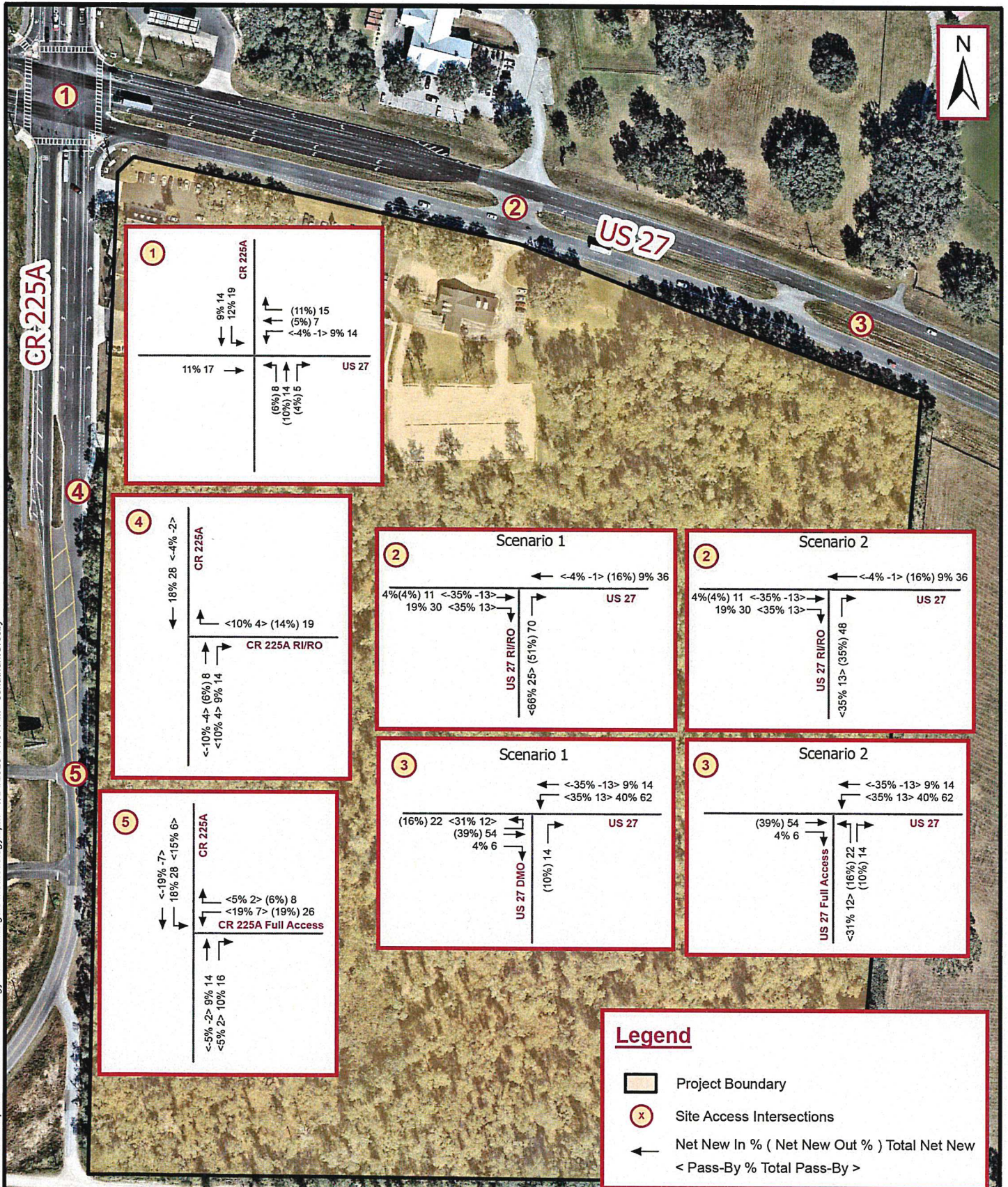
Trip Distribution - Golden Hills
CFRPMv7 - 2030 - 3/7/2024



Trip Distribution - Golden Hills
CFRPMv7 - 2030 - 3/7/2024

FIGURES

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FIGURE 2 - AM PEAK HOUR NET NEW & PASS-BY SITE ACCESS TRIP DISTRIBUTION & VOLUMES

**MARTINGALE PUD REVISION
MARION COUNTY, FLORIDA**

Project No: 042934007

Not to Scale

July 2025

Figure 2

E-28

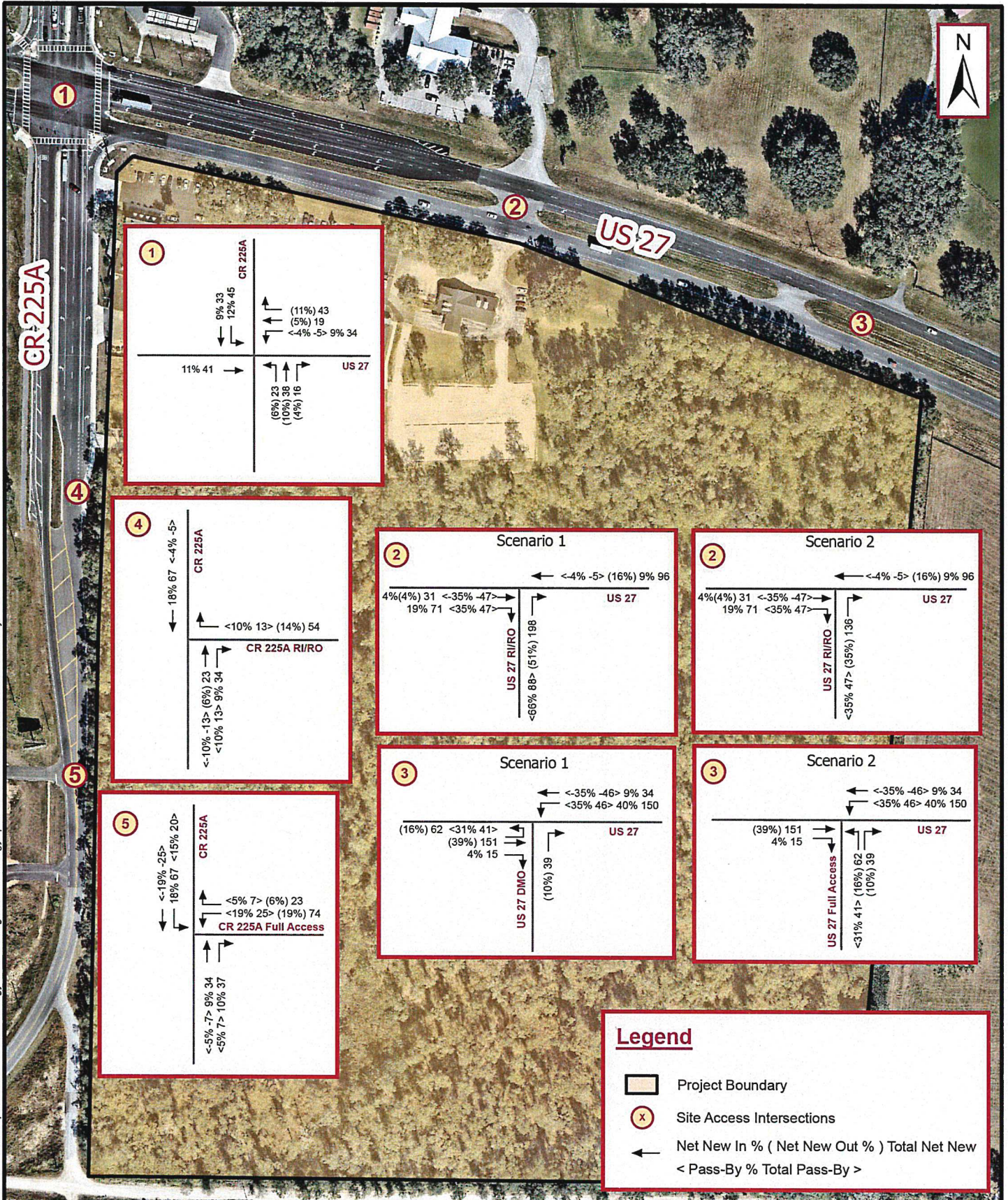


FIGURE 3 - PM PEAK HOUR NET NEW & PASS-BY SITE ACCESS TRIP DISTRIBUTION & VOLUMES

**MARTINGALE PUD REVISION
MARION COUNTY, FLORIDA**

Project No: 042934007

Not to Scale

July 2025

Figure 3

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TABLE 2 – STUDY AREA DETERMINATION

Table 2: Study Area Determination

Roadway			ROADWAY ATTRIBUTES ¹										EXISTING DAILY TRAFFIC CONDITIONS				PM PEAK HOUR SIGNIFICANCE CALCULATIONS				Include in Study Area? ³		
From	To	TPO CMP Station	FDOT Classification ²	Area Type	Adopted LOS	Number of Lanes (2028)	Number of Lanes (2028)	2023 Daily Service Volume	2023 Pk. Hr. Dir. Service Volume	2028 Daily Service Volume	2028 Pk. Hr. Dir. Service Volume	TPO CMP Growth Rate	TPO Counts Growth Rate	ADT ¹	V/MSV	LOS ⁴	Percent Project Traffic Assignment ⁵	Project Traffic NB / EB	Project Traffic SB / WB	Project % Impact		Significant Impact?	
US 27	NW 80 AV	CR 225A	6420	C2	Rural	C	4	--	45,600	2,390	--	--	1.00%	1.40%	13,300	0.29	B	11.0%	42	43	1.80%	--	YES
	NW 60 AV	CR 225A	6430	C2	Urban	D	4	--	55,700	2,310	--	--	1.00%	1.40%	18,100	0.32	B	49.0%	192	185	6.60%	YES	YES
	NW 49 AV	NW 44 AV	6440	C2	Urban	D	4	--	55,700	2,310	--	--	1.00%	0.10%	18,100	0.32	B	41.0%	101	155	5.53%	YES	YES
	NW 49 AV	NW 44 AV	6450	C2	Urban	D	4	--	55,700	2,310	--	--	1.00%	0.10%	21,700	0.39	B	40.0%	137	151	5.40%	YES	YES
	NW 44 AV	I-75	6460	C2	Urban	D	4	--	55,700	2,310	--	--	1.00%	0.10%	21,700	0.39	B	36.0%	141	136	4.85%	YES	YES
CR 225A / NW 70th Ave / NW / SW 80th Ave	NW 27 AV	6490	C3C	Urban	D	4	--	38,430	1,901	--	--	1.00%	1.20%	21,200	0.55	C	23.0%	90	87	4.73%	YES	YES	
	NW 27 AV	NW MARTIN L KING AV	6500.0	C3C	Urban	D	4	--	38,430	1,901	--	--	1.00%	0.70%	23,700	0.62	C	10.0%	39	38	2.05%	--	YES
US 27	NW 49 ST	1050	NS-SC-C2	Rural	D	2	4	10,224	533	67,770	3,360	1.00%	3.30%	7,100	0.69	C	21.0%	82	79	2.44%	--	--	
	US 27	SR 40	3510	NS-UC-C2	Urban	E	2	4	29,340	1,449	35,820	2,518	1.00%	12.20%	7,400	0.25	B	19.0%	72	74	2.94%	--	YES
	SW 38 ST	SR 40	6260.4	NS-UC-C2	Urban	E	2	--	29,340	1,449	--	--	1.67%	3.20%	8,900	0.30	B	11.0%	42	43	2.97%	--	--
NW / SW 60th Ave	US 27	SR 40	3480	NS-SA-C1	Urban	E	4	--	35,820	1,800	--	--	2.38%	4.80%	11,100	0.31	C	9.0%	34	35	1.94%	--	--
	SW 20 ST	SR 40	6190	NS-SA-C1	Urban	E	4	--	35,820	1,800	--	--	4.10%	--	16,000	0.45	C	6.0%	23	23	1.28%	--	--
NW 49th St	NW 60 AV	CR 225A	8060	NS-SA-C1	Urban	D	2	--	--	--	16,700	800	1.00%	--	--	--	--	5.0%	20	19	2.50%	--	--
	NW 60 AV	8065	NS-SA-C1	Urban	D	2	--	--	--	16,700	800	1.00%	--	--	--	--	--	5.0%	20	19	2.50%	--	--
	NW 44 AV	NW 35 AV	7737.1	NS-SA-C1	Urban	E	4	4	--	--	37,600	1,900	1.00%	--	--	--	--	5.0%	20	19	1.05%	--	--

Notes:

1. The roadway attributes and daily volumes were obtained from the 2023 Ocala Marion TPO CMP Database, 2023 Ocala Marion Traffic Counts Report, and 2020 FDOT Quality/Level of Service Tables.

2. In the 2023 CMP service volumes for state and non-state maintained roads were derived using the 2023 and 2020 FDOT Quality/Level of Service Handbook. For the purpose of determining the roadway segment service volumes in the Ocala Marion TPO Database, roadway segments were assigned a context classification (state roads) or categorized into non-state maintained (ST, NS), interrupted or uninterrupted flow (I, U), arterial or collector (A, C), and Class 1 or Class 2 (C1, C2) based on flow (A, C) and Class 1 or Class 2

TABLE 3 – GROWTH RATE CALCULATIONS

Table 3: Study Area Growth Rate Calculations

		FDOT Count Station	2024 AADT ¹	2019 AADT ¹	Five-Year FDOT Growth Rates	2023 CMP Growth Rates	2025 TPO Growth Rates
Roadway	From/To						
US 27							
	NW 80 AV to CR 225A	360485	18,500	16,900	1.83%	1.00%	1.40%
	CR 225A to NW 49 AV	360485	18,500	16,900	1.83%	1.00%	1.40%
	NW 49 AV to I-75	360459	21,000	21,000	0.00%	1.00%	0.10%
	I-75 to NW 27 AV	360033	22,000	22,500	-0.45%	1.00%	1.20%
	NW 27 AV to NW MARTIN L KING AV	360384	23,000	22,500	0.44%	1.00%	0.70%
CR 225A / SW 80th Ave							
	SR 40 to US 27	368000	7,500	6,800	1.98%	1.00%	12.20%
Weighted Average Growth Rates ²					1.37%	1.00%	1.70%
Final Growth Rate ³					1.36%		
Previous Study Growth Rate (To be Utilized) ⁴					2.56%		
Notes:							
1. The AADT's were derived from FDOT's Florida Traffic Online Database.							
2. Weighted average is the summation of (AADT x Growth Rate) divided by the summation of AADT (for growth rates > 0%).							
3. The final calculated growth rate is an average of the weighted growth rates from each of the 3 data sources (FDOT, CMP, TPO).							
4. The final calculated growth rate is less than the growth rate utilized in the previous study; therefore, the growth rate from the prior study will be utilized.							

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7/17/2025

**OCALA MARION TPO CMP AND
TRAFFIC COUNTS REPORT EXCERPTS**

[illegible]

Country	City	Year	Event	Category	Gender	Age	Weight	Height	Reach	Stance	Coach	Notes
USA	Las Vegas	2023	USA Pro	Openweight	M	25-34	70-145	175-185	72-76	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	25-34	55-115	155-165	58-62	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	35-44	145-160	185-195	76-80	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	35-44	115-130	165-175	62-66	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	45-54	160-175	195-205	80-84	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	45-54	130-145	175-185	66-70	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	55-64	175-190	205-215	84-88	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	55-64	145-160	185-195	76-80	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	65-74	190-205	215-225	88-92	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	65-74	160-175	205-215	80-84	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	75-84	205-220	225-235	92-96	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	75-84	175-190	215-225	88-92	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	85-94	220-235	235-245	96-100	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	85-94	190-205	225-235	92-96	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	95-104	235-250	245-255	100-104	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	95-104	205-220	235-245	96-100	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	105-114	250-265	265-275	104-108	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	105-114	220-235	245-255	100-104	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	115-124	265-280	275-285	108-112	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	115-124	235-250	265-275	104-108	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	125-134	280-295	295-305	112-116	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	125-134	250-265	275-285	108-112	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	135-144	295-310	305-315	116-120	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	135-144	265-280	295-305	112-116	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	145-154	310-325	315-325	120-124	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	145-154	280-295	305-315	116-120	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	155-164	325-340	335-345	124-128	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	155-164	295-310	315-325	120-124	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	165-174	340-355	355-365	128-132	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	165-174	310-325	335-345	124-128	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	175-184	355-370	365-375	132-136	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	175-184	325-340	355-365	128-132	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	185-194	370-385	385-395	136-140	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	185-194	340-355	365-375	132-136	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	195-204	385-400	395-405	140-144	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	195-204	355-370	385-395	136-140	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	205-214	400-415	415-425	144-148	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	205-214	375-390	405-415	140-144	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	215-224	415-430	425-435	148-152	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	215-224	390-405	425-435	144-148	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	225-234	430-445	445-455	152-156	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	225-234	405-420	445-455	148-152	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	235-244	445-460	460-470	156-160	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	235-244	420-435	460-470	152-156	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	245-254	460-475	475-485	160-164	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	245-254	435-450	475-485	156-160	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	255-264	475-490	490-500	164-168	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	255-264	450-465	490-500	160-164	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	265-274	490-505	505-515	168-172	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	265-274	465-480	505-515	164-168	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	275-284	505-520	515-525	172-176	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	275-284	480-495	515-525	168-172	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	285-294	520-535	535-545	176-180	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	285-294	495-510	535-545	172-176	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	295-304	535-550	545-555	180-184	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	295-304	510-525	545-555	176-180	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	305-314	550-565	565-575	184-188	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	305-314	525-540	565-575	180-184	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	315-324	565-580	580-590	188-192	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	315-324	540-555	580-590	184-188	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	325-334	580-595	595-605	192-196	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	325-334	555-570	595-605	188-192	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	335-344	595-610	605-615	196-200	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	335-344	570-585	605-615	192-196	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	345-354	610-625	625-635	200-204	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	345-354	585-600	625-635	196-200	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	355-364	625-640	640-650	204-208	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	355-364	600-615	640-650	200-204	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	365-374	640-655	655-665	208-212	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	365-374	615-630	655-665	204-208	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	375-384	655-670	670-680	212-216	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	375-384	630-645	670-680	208-212	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	385-394	670-685	685-695	216-220	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	385-394	645-660	685-695	212-216	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	395-404	685-700	700-710	220-224	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	395-404	660-675	700-710	216-220	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	405-414	700-715	715-725	224-228	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	405-414	675-690	715-725	220-224	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	415-424	715-730	730-740	228-232	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	415-424	690-705	730-740	224-228	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	425-434	730-745	745-755	232-236	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	425-434	705-720	745-755	228-232	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	435-444	745-760	760-770	236-240	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	435-444	720-735	760-770	232-236	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	445-454	760-775	775-785	240-244	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	445-454	735-750	775-785	236-240	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	455-464	775-790	790-800	244-248	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	455-464	750-765	790-800	240-244	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	465-474	790-805	805-815	248-252	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	465-474	765-780	805-815	244-248	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	475-484	805-820	820-830	252-256	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	475-484	780-795	820-830	248-252	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	485-494	820-835	835-845	256-260	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	485-494	795-810	835-845	252-256	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	495-504	835-850	850-860	260-264	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	495-504	810-825	850-860	256-260	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	505-514	850-865	865-875	264-268	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	505-514	825-840	865-875	260-264	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	515-524	865-880	880-890	268-272	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	515-524	840-855	880-890	264-268	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	525-534	880-895	895-905	272-276	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	525-534	855-870	895-905	268-272	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	535-544	895-910	910-920	276-280	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	535-544	870-885	910-920	272-276	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	545-554	910-925	925-935	280-284	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	545-554	885-900	925-935	276-280	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	M	555-564	925-940	940-950	284-288	Orthodox	Mike Bell	First round KO
USA	Las Vegas	2023	USA Pro	Openweight	F	555-564						

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Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 200A (cont.)								
US 441 to Magnolia Avenue	MC	2	9,200	NC	NC	10,000	10,400	N/A
N of SR 326	MC	3	NC	10,700	10,000	11,000	10,700	0.2%
S of CR 316	MC	3	8,000	5,500	5,600	5,800	5,300	-8.6%
S of CR 329	MC	3	7,100	5,700	6,600	6,800	6,200	-2.4%
CR 225								
N of US 27	MC	3	1,000	1,000	1,400	1,400	1,400	10.0%
CR 225A								
N of CR 326	MC	3	3,300	2,900	3,100	3,000	2,900	-2.9%
S of CR 326	MC	3	7,900	5,000	5,200	5,300	5,300	-7.7%
N of US 27	MC	3	6,700	7,200	7,000	7,100	7,600	3.3%
N of NW 110th Street	MC	3	2,700	4,800	2,700	2,500	2,500	6.7%
CR 312								
E of CR 475A	MC	3	2,200	2,700	2,900	3,100	3,300	10.9%
CR 314								
W of SR 35	MC	3	5,500	5,400	5,700	5,300	5,400	-0.3%
E of SR 35	MC	3	6,500	5,400	7,300	7,100	6,600	2.1%
W of SR 19	MC	3	4,400	3,700	3,400	3,700	3,600	-4.5%
N of SR 40	MC	3	2,400	3,500	3,100	3,600	3,600	12.6%
S of SR 40	MC	3	2,400	2,200	1,900	2,200	2,300	-0.4%
CR 314A								
S of SR 40	MC	3	5,100	5,600	4,700	5,500	5,900	4.5%
E of CR 464C	MC	3	3,400	5,000	5,000	4,800	5,400	13.9%
N of SR 40	MC	3	2,300	2,400	1,800	2,200	2,100	-0.7%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NE/SE 36th Avenue (cont.)								
SE 24th Street to SE 17th Street	OCA	2	NC	17,200	15,400	18,500	16,200	-0.9%
SE 6th Street to Fort King Street	OCA	2	15,800	18,700	18,200	17,800	19,200	5.3%
N of NE 97th Street Road	MC	3	1,700	1,600	1,900	2,000	2,000	4.5%
NW 3rd Street								
US 441 to Magnolia Avenue	OCA	3	1,500	1,700	NC	700	NC	N/A
NW 21st Street								
MLK Jr. to NW 27th Avenue	OCA	3	1,900	1,600	1,900	1,700	1,800	-0.4%
NW 35th Avenue Road								
NW 21st Street to NW 35th Street	OCA	3	NC	NC	NC	9,700	8,100	N/A
US 27 to NW 21st Street	OCA	3	NC	NC	NC	8,900	10,200	N/A
NW 44th Avenue								
N of US 27	MC	3	8,200	8,700	9,700	10,600	9,400	3.9%
NW 60th Avenue								
N of SR 40	MC	3	10,000	11,600	10,800	12,900	11,700	4.8%
NW 80th Avenue								
N of SR 40	MC	3	4,800	7,000	7,300	7,600	7,200	12.2%
NW 110th Avenue								
N of SR 40	MC	3	7,800	4,800	5,400	5,700	5,800	-4.7%
NW/NE 28th Street								
US 441 to NW 2nd Avenue	OCA	3	3,300	5,200	2,300	NC	NC	N/A
NW 1st Avenue to Jacksonville Road	OCA	1	16,500	NC	NC	NC	NC	N/A
US 441 to CR 200A	OCA	3	NC	NC	NC	3,300	3,500	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 180th Avenue Road								
N of CR 484	MC	2	3,300	3,000	5,200	3,600	4,000	11.1%
US 27								
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%
US 41								
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%
US 301								
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%
US 441								
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%