



TO: Christopher Zeigler
Engineering Project Manager – Marion County

FROM: Turgut Dervish, P.E.
Jay Davoll, P.E.

DATE: May 21, 2025

RE: **Traffic Impact Analysis Methodology**
Circle K and Quick Service Restaurant (QSR)
TPD No. 6036

The following is an outline of the proposed methodology for the Traffic Impact Study for a Circle K Convenience Store with gas pumps and a quick service restaurant development in the Summerfield area of Marion County. The project site is located in the northwest quadrant of the intersection of US 301 and CR 484. **Figure 1** depicts the site location and the area roadways.

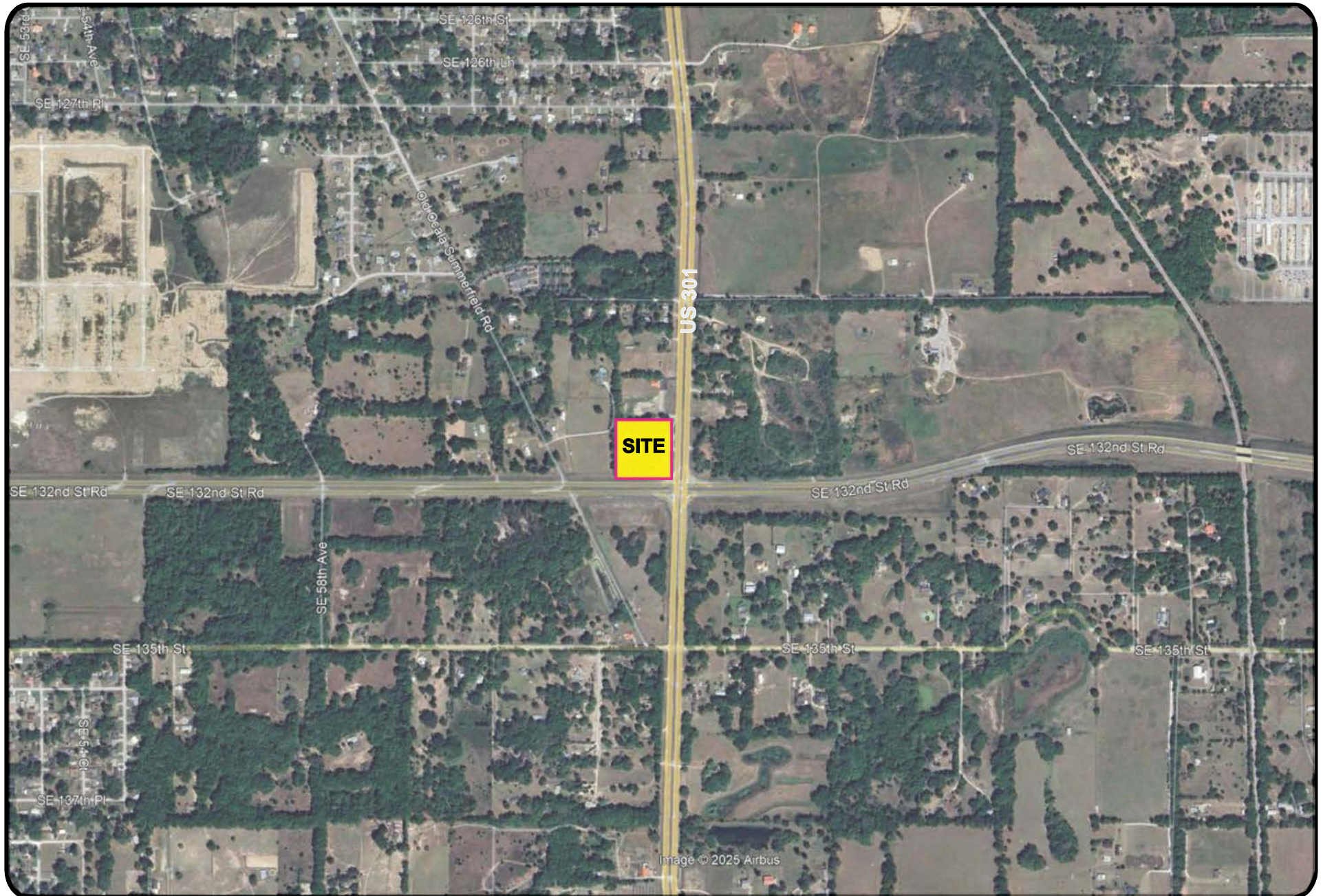
1. Proposed Development

The development consists of a 5,200 square foot convenience store with 16 vehicle fueling positions and a 1,000 square foot quick service restaurant with a drive through window. Access to the site is proposed from US 301 and CR 484. **Figure 2** depicts the site plan and its access configuration. The project is anticipated to be completed by the end of 2026.

2. Trip Generation

Trip generation data from the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* will be used for the trip generation estimation of the development. **Table 1** provides a summary of the trip generation calculation. The project is expected to generate a total of 1,230 net new daily trips of which 127 will occur during the A.M. peak hour and 106 will occur during P.M. peak hour. The ITE trip generation worksheets are included in **Attachment A**.

The pass-by trips were evaluated to verify that they do not exceed 10% of the adjacent street traffic. Traffic volume count was obtained from FDOT on-line AADT Traffic Report, excerpts provided in **Attachment B**. **Table 2** presents an analysis of the pass-by trip reduction from US 301 and CR 484 and if the trips will exceed 10% of its respective A.M. and P.M. peak volumes. The project pass-by trips on US 301 and CR 484 utilized the existing count distribution. As can be seen, the background volume on US 301 and CR 484 is greater than 10% of the pass-by trips generated by the development during the A.M. and P.M. peak hours so no adjustments were made.



Circle K & QSR - Marion County
Project № 6036

Figure 1
Page 2

G-2

Site Location





Circle K and Quick Service Restaurant – TIA Methodology
 TPD № 6036
 May 21, 2025
 Page 4

**Table 1
 Trip Generation Calculation Summary**

ITE Code	Land Use	Variable	Daily Trips		A.M. Peak Hour Generation				P.M. Peak Hour Generation			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
945	C-Store/Gas Station (GFA 4-5.5 KSF) ¹	16 VFP ²	257.13	4,114	27.04	216	217	433	22.76	182	182	364
934	Fast Food w/Drive Through	1 KSF	467.48	467	44.61	23	22	45	33.03	17	16	33
Subtotal			---	4,581	---	239	239	478	---	199	198	397
Pass-by Trips (AM=76%, PM =75%, Daily=75.5%)			--	3,106	---	164	165	329	---	137	136	273
Pass-by Trips (AM=50%, PM =55%, Daily=52.5%)			---	245	---	11	11	22	---	9	9	18
Pass-by Subtotal			---	3,351	---	175	176	351	---	146	145	291
Net New Trips			---	1,230	---	64	63	127	---	53	53	106

**Table 2
 P.M. Peak Hour Pass-By Traffic Consumption Verification**

Background Trips ¹				Pass-By Trips		
Time Period	Direction	US 301	10% of US 301	US 301 Enter	US 301 Exit	Equal to or < than 10% Requirement
A.M.	NB	711	71	23	24	Yes
A.M.	SB	693	69	69	69	Yes
P.M.	NB	711	71	7	6	Yes
P.M.	SB	693	69	69	69	Yes

¹From FDOT on-line County Station 361007, 2023 count.

Background Trips ¹				Pass-By Trips		
Time Period	Direction	SE 75 th	10% of SE 75 th	SE 75 th Enter	SE 75 th Exit	Equal to or < than 10% Requirement
A.M.	EB	648	64	23	23	Yes
A.M.	WB	603	60	60	60	Yes
P.M.	EB	648	64	10	10	Yes
P.M.	WB	603	60	60	60	Yes

¹From FDOT on-line County Station 367046, 2023 count.

3. Trip Distribution

The trip distribution pattern for the proposed project was estimated using the currently adopted Central Florida Regional Planning Model (CFRPM). A Select Zone Analysis (SZA) was conducted by modifying the 2030 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data updated to reflect the proposed project buildout. The trip distribution on the area roadways is shown in **Figure 3**. The model distribution plot is included in **Attachment C**.

4. Study Level

The project generates between 100 and 200 peak hour trips and therefore a traffic Impact Study is required as per the County's TIA Guidelines.

5. Impact Area

As shown in Table 2, the new trips to be generated by the proposed development will not significantly impact any area roadway consuming 1.03% or less of the maximum service volume. Therefore, the following adjacent roadway segments and intersections will be included in the analysis:

Roadway Segments

- US 301, North and South of CR 484
- CR 484, East and West of US 301

Intersections

- US 301 & CR 484
- CR 484 & U-turn median opening west of Old Ocala-Summerfield Road

Table 2
Significance Analysis - P.M Peak Hour

Roadway Segment	# of Lanes	LOS	Two-Way Capacity ¹	Trip Distribution ²	Project Trips	Significance
US 301						
North of CR 484	4LD	D	3,290	22%	23	0.70%
South of CR 484	4LD	D	3,290	17%	18	0.55%
CR 484						
East of US 301	4LD	D	3,290	32%	34	1.03%
West of US 301	4LD	D	3,290	29%	31	0.94%

¹ Based on FDOT's Generalized Service Volume Tables ²Highest percentage on the segment



Circle K & QSR - Marion County
Project № 6036

Figure 3
Page 6

G-6

Site Location



6. Background Traffic Determination

Background traffic will be determined with the use of an annual growth rate obtained from historical AADT in the vicinity of the project. Based upon 2023 AADT traffic counts and annual growth rates obtained from FDOT on-line, the closest count stations on US 301 and SE 132 Street Road have annual growth rates ranging from -1.83% to +5.55%, which averaged to 1.86% per year. Therefore, a minimum of 2% will be used in the analysis. Trend Analysis worksheets are provided in **Attachment D**.

7. Traffic Impact Assessment

a) Roadway

- Obtain existing traffic volumes on the study roadway segment from FDOT/Marion County count stations and intersection counts for use in the traffic analysis.
- Combine project traffic with background traffic to obtain total traffic volumes. Include Sunset Hills trips in the background volumes.
- Perform P.M. peak hour two way roadway analyses utilizing the FDOT's 2023 Multimodal Quality /Level of Service Handbook tables.

b) Intersections

- Conduct intersection counts during the A.M. and P.M. peak periods at the study intersections.
- Combine project traffic with background traffic to obtain total traffic.
- Perform intersection capacity analysis utilizing HCS or Synchro software following HCM operational analysis procedures for the A.M. and P.M. peak hour.
- The need for right and left turn lanes at the proposed driveways will be evaluated using guidance from FDOT's Access Management Guidebook, Chapter 6.2.

8. Traffic Report

Prepare traffic report summarizing study procedures, analyses and recommendations. If you have any questions or concerns, please contact us at (407) 628-9955.

Attachment A

Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

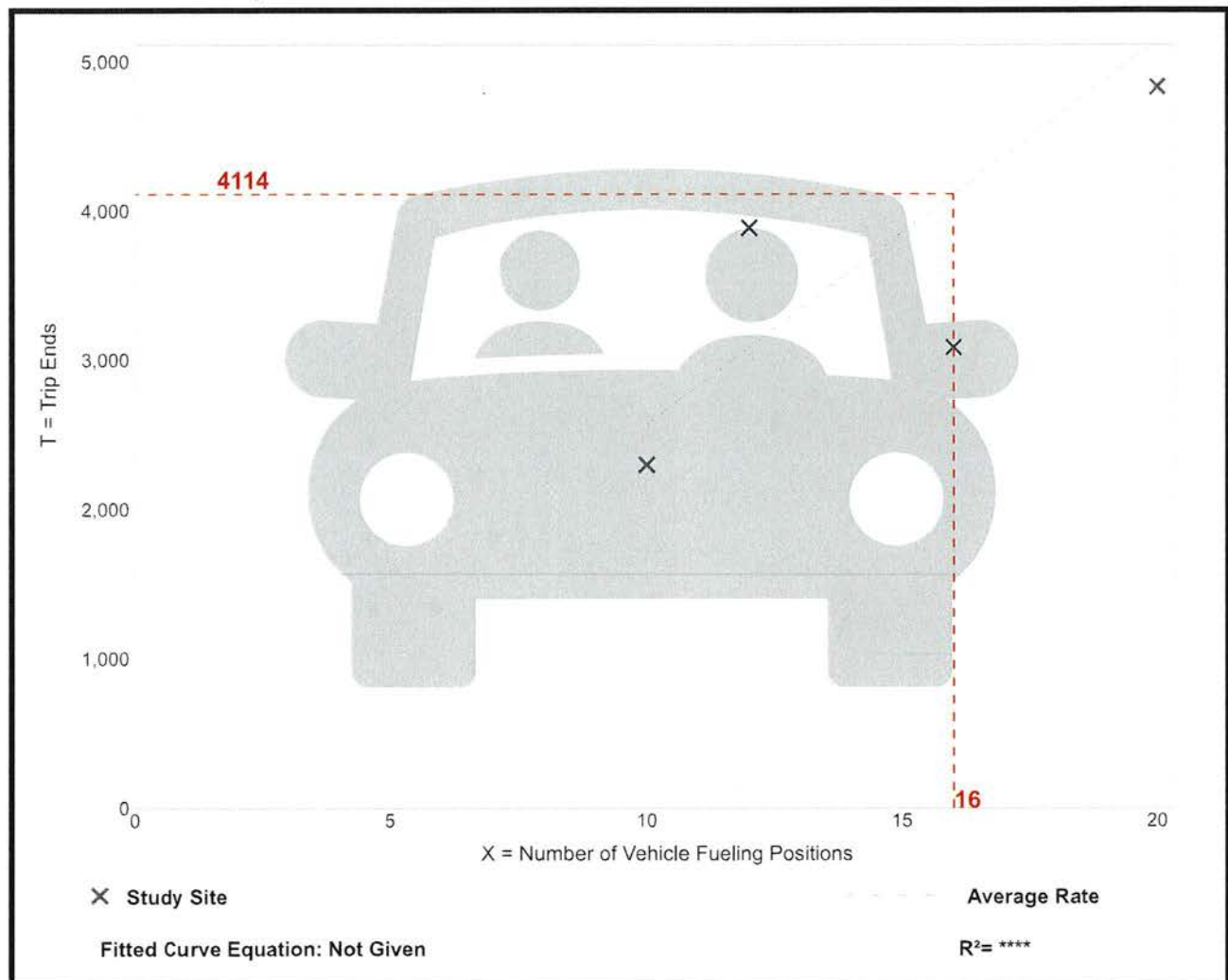
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
257.13	193.00 - 324.17	57.53

Data Plot and Equation

Caution – Small Sample Size



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

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: 18

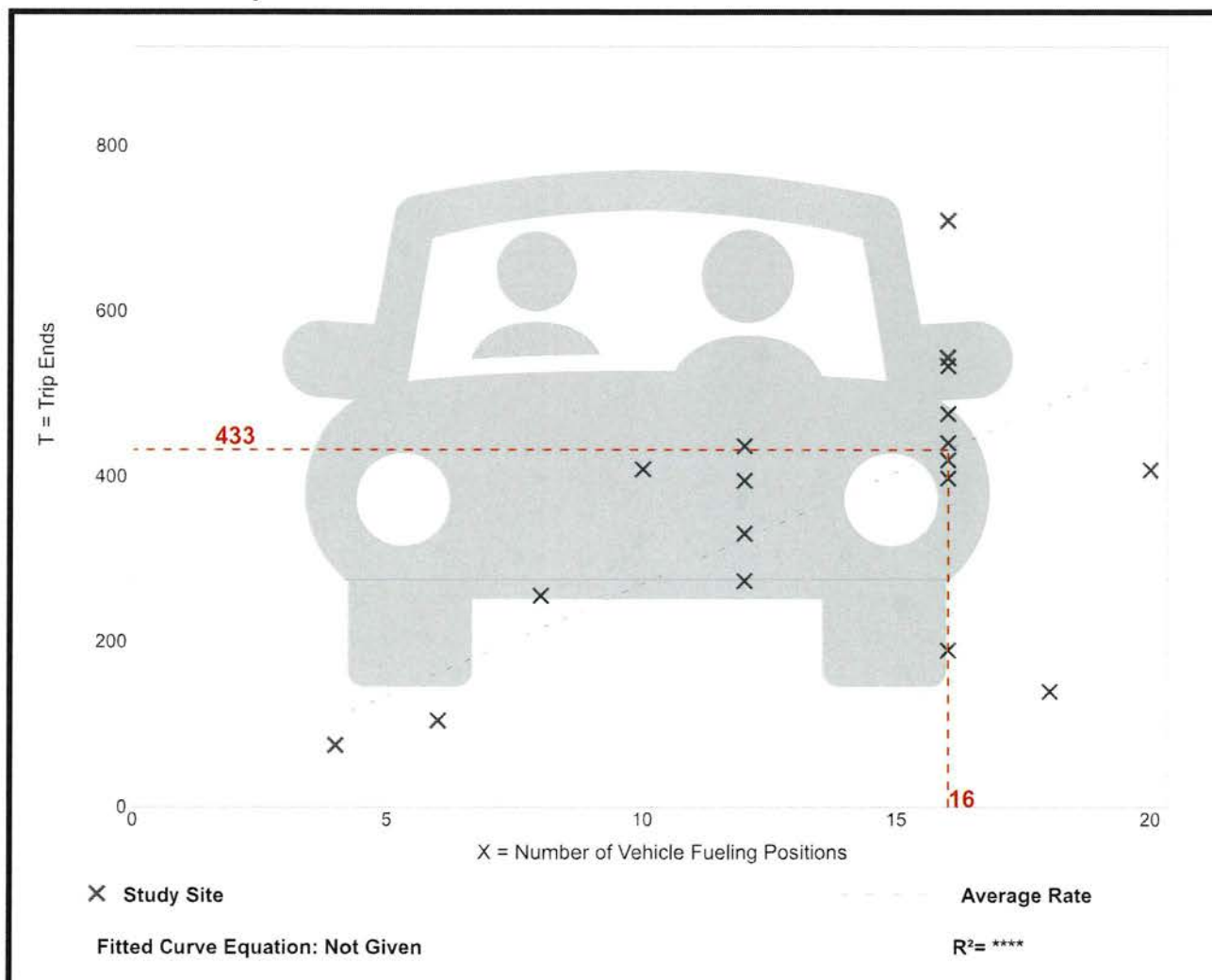
Avg. Num. of Vehicle Fueling Positions: 13

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

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: 23

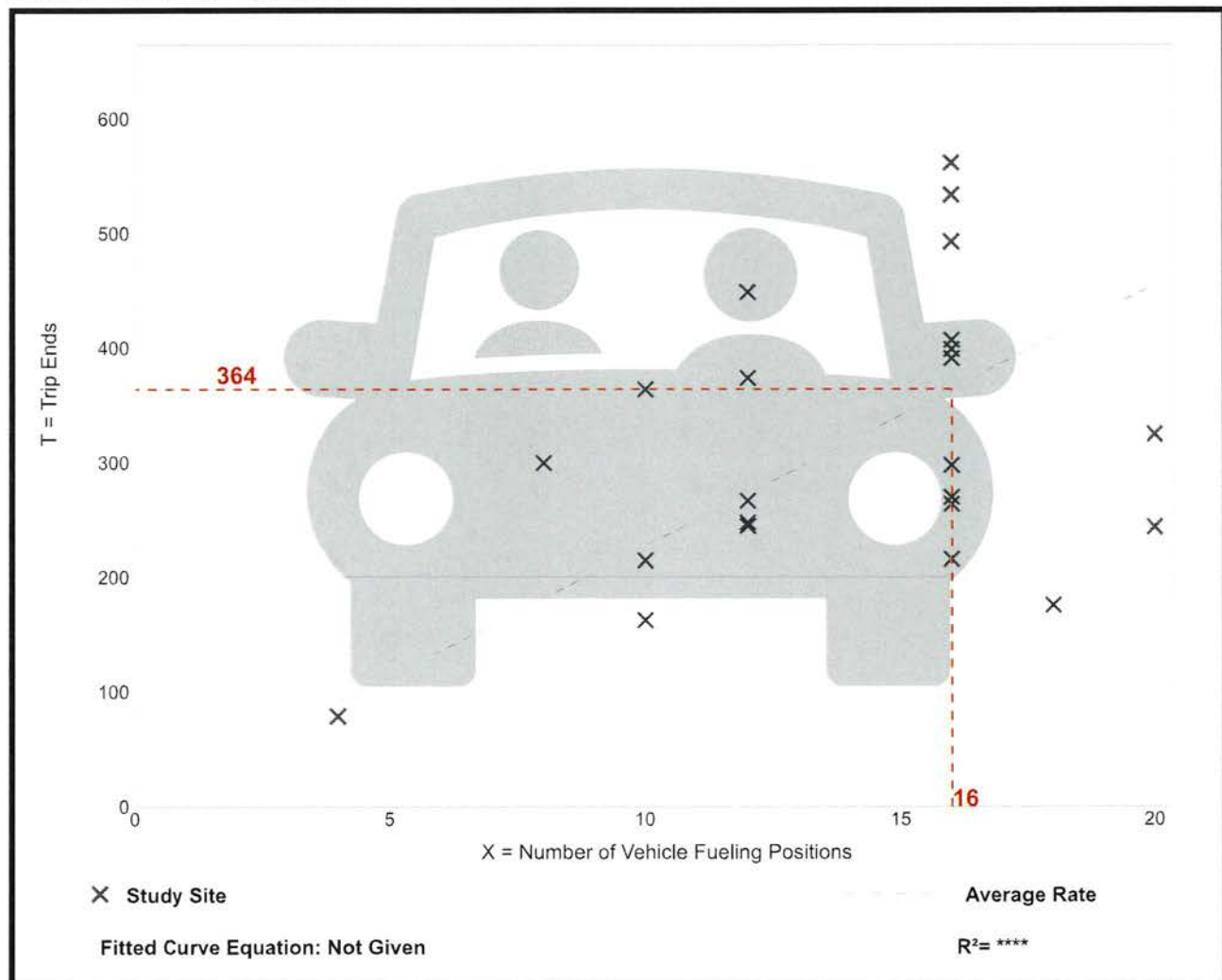
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

Data Plot and Equation



Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual , 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
						Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	—	84	—	—	16	1953	30

Vehicle Pass-By Rates by Land Use										
Source: ITE Trip Generation Manual , 11th Edition										
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
				</						

Fast-Food Restaurant with Drive-Through Window (934)

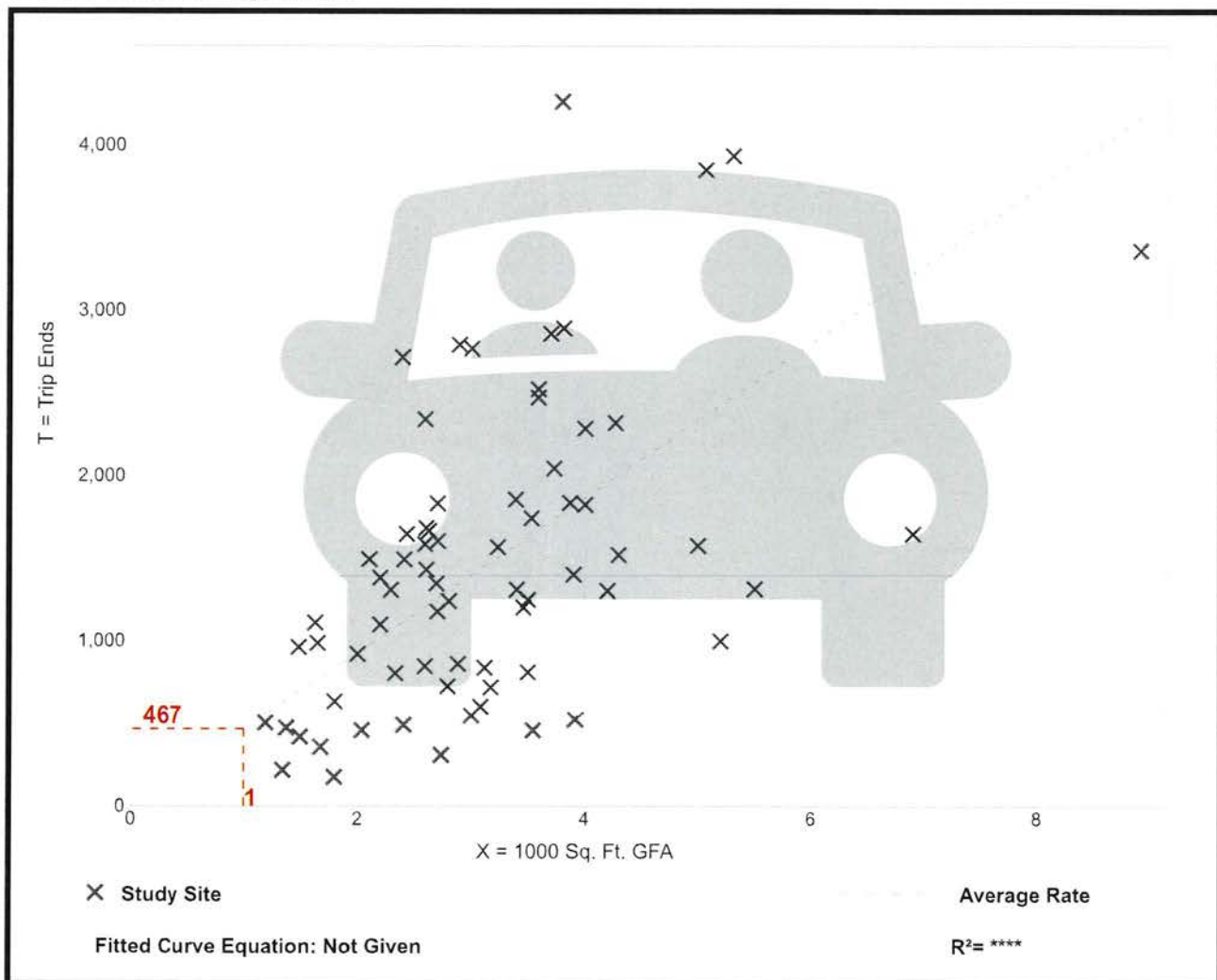
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 96

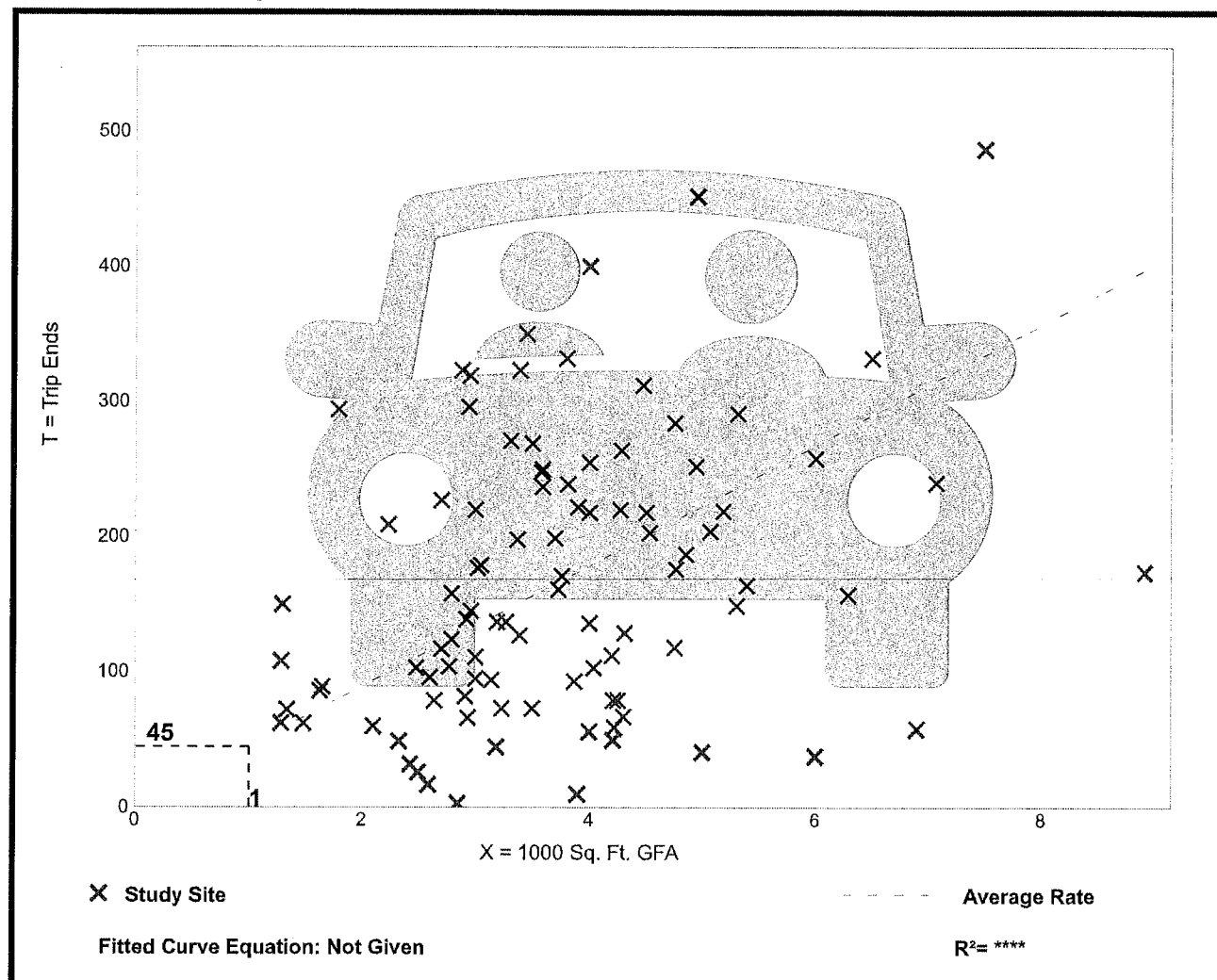
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

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: 190

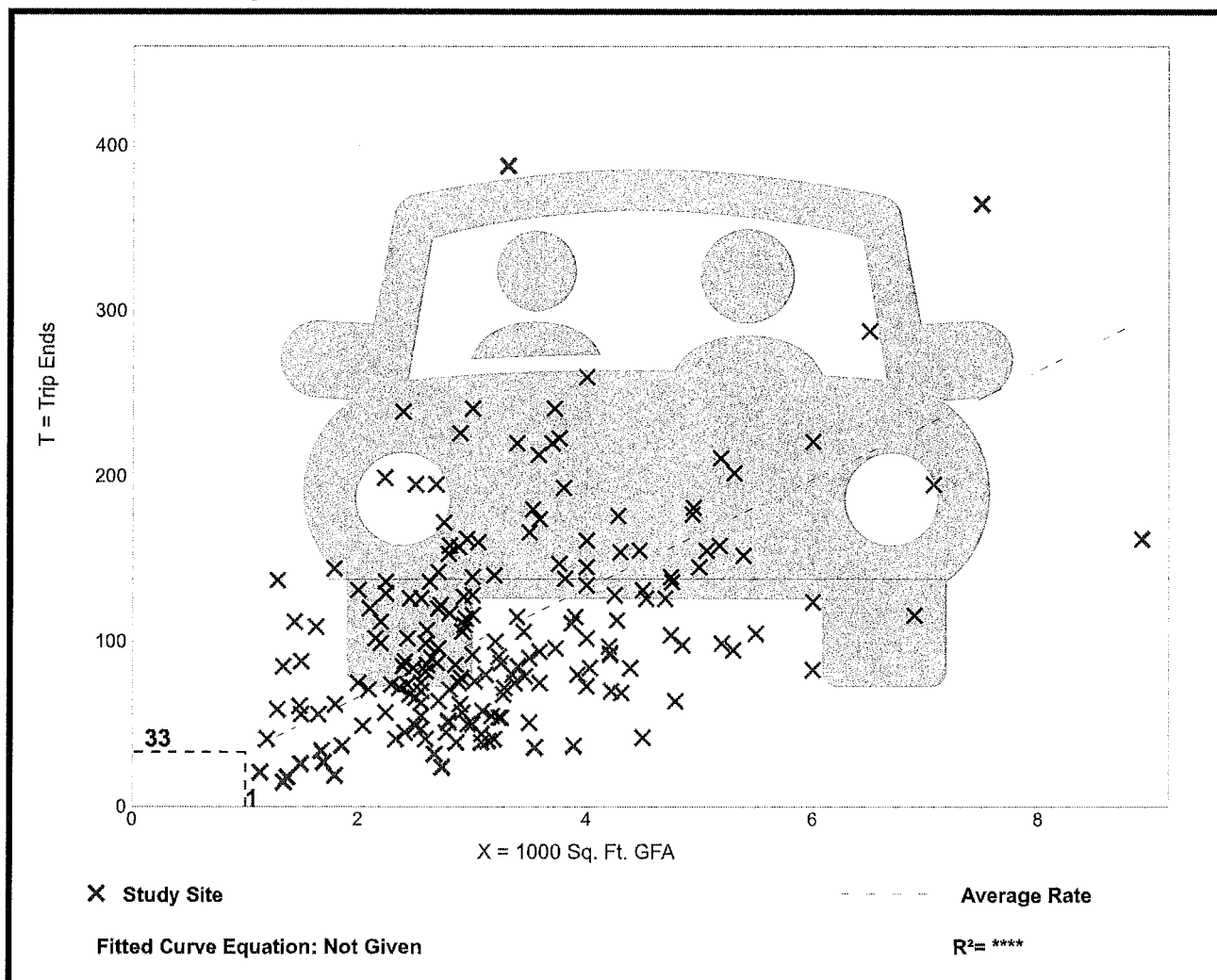
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



Vehicle Pass-By Rates by Land Use									
Source: ITE Trip Generation Manual , 11th Edition									
Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday AM Peak Period								
# Data Sites	5								
Average Pass-By Rate	50%								
	Pass-By Characteristics for Individual Sites								
	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
GFA (000)					Primary (%)	Diverted (%)	Total (%)		
1.4	Kentucky	1993	—	62	22	16	38	1407	2
3	Kentucky	1993	—	43	14	43	57	2903	2
3.3	--	1996	—	68	—	—	32	—	21
3.6	Kentucky	1993	—	32	47	21	68	437	2
4.2	Indiana	1993	—	46	23	31	54	1049	2

Vehicle Pass-By Rates by Land Use									
Source: ITE <i>Trip Generation Manual</i> , 11th Edition									
Land Use Code	934								
Land Use	Fast-Food Restaurant with Drive-Through Window								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	11								
Average Pass-By Rate	55%								
	Pass-By Characteristics for Individual Sites								
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1.3	Kentucky	1993	—	68	22	10	32	2055	2
1.9	Kentucky	1993	33	67	24	9	33	2447	2
2.8	Florida	1995	47	66	—	—	34	—	30
2.9	Florida	1996	271	41	41	18	59	—	30
3	Kentucky	1993	—	31	31	38	69	4250	2
3.1	Florida	1995	28	71	—	—	29	—	30
3.1	Florida	1996	29	38	—	—	62	—	30
3.2	Florida	1996	202	40	39	21	60	—	30
3.3	—	1996	—	62	—	—	38	—	21
4.2	Indiana	1993	—	56	25	19	44	1632	2
4.3	Florida	1994	304	62	—	—	38	—	30

Attachment B

ATTACHMENT G

FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 36 MARION

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====	DIRECTION 2 =====	AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
0490		ON SR-492, 0.417 MI. E OF NE 25TH AV	E 8500	W 7700	16200 C	9.0	55.4F	19.1A
0491		ON SR-40, 0.551 MI. E OF US-27/441 (UCLP)	E 15500E	W 14500E	30000 F	9.0	55.4F	5.6P
1002		ON SR-326, 1.019 MI. W OF US-27/SR-200 (RCLP)	E 6300E	W 5200E	11500 F	9.0	55.4F	12.2P
1004		ON US-301, 0.239 MI. N OF SR-326 (RVL)	0E	0E	23000 X	9.0	55.4F	11.9F
1007		ON US-301, 0.188 MI. N OF CR-42 (RVL)	N 7900	S 7700	15600 C	9.0	55.4F	20.3A
1009		ON US-301, 0.169 MI. S OF CR-42 (RVL)	N 15000	S 14500	29500 C	9.0	55.4F	16.4F
1015		ON SR-19, 0.1 MI. N OF CR-316 (RCLP)	N 2000	S 1800	3800 C	9.5	55.4F	20.4A
1016		ON SR-19, 0.08 MI. S OF CR-316 (RVL)	N 2300	S 2400	4700 C	9.5	55.4F	12.9F
2000		I-75, RAMP FROM I-75 NB TO CR-484	0E	0E	6300 F	9.0	99.9W	15.1F
2001		I-75, RAMP FROM CR-484 TO I-75 NB	0E	0E	9100 F	9.0	99.9W	15.1F
2002		I-75, RAMP FROM I-75 SB TO CR-484	0E	0E	7300 F	9.0	99.9W	15.1F
2003		I-75, RAMP FROM CR-484 TO I-75 SB	0E	0E	5100 F	9.0	99.9W	15.1F
2004		I-75, RAMP FROM I-75 NB TO SR-200	0E	0E	7900 F	9.0	99.9W	12.7F
2005		I-75, RAMP FROM SR-200 TO I-75 NB	0E	0E	8200 F	9.0	99.9W	12.7F
2006		I-75, RAMP FROM I-75 SB TO SR-200	0E	0E	8000 F	9.0	99.9W	12.7F
2007		I-75, RAMP FROM SR-200 TO I-75 SB	0E	0E	8400 F	9.0	99.9W	12.7F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN

"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

11-MAR-2024 17:14:47

PAGE -07-

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ATTACHMENT G

FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 36 MARION

SITE =====	SITE TYPE =====	DESCRIPTION =====	DIRECTION 1 =====		DIRECTION 2 =====		AADT TWO-WAY =====	"K" FCTR =====	"D" FCTR =====	"T" FCTR =====
7033		SW-40 ST, 0.095 MI. E OF SW 46 AV. (HPMS)	E	4200E	W	4400E	8600 F	9.0	55.4F	3.8P
7034		ON CR-25, 0.95 MILES EAST OF CR-464 (HPMS)	E	3400	W	3200	6600 C	9.0	55.4F	16.5A
7035		CR-464, 0.04 MI. E OF SE 108 TERR RD (HPMS)	N	3000	S	2900	5900 C	9.0	55.4F	17.3A
7036		CR-200A, 0.15 MI. S OF CR-326 (HPMS)	N	3600E	S	3800E	7400 F	9.0	55.4F	8.1P
7038		CR-318, 0.1 MI W OF I-75 (HPMS)	E	1100	W	1000	2100 C	9.5	55.4F	31.7A
7039		CR-484, 0.18 MI E OF SR-200 (HPMS)	E	3900E	W	4100E	8000 F	9.0	55.4F	9.8P
7040		CR-484, 0.25 MI. E OF CR-475 (HPMS)	E	5200E	W	6500E	11700 F	9.0	55.4F	12.0P
7041		MARICAMP RD, 0.095 MI. N OF CR-25 (HPMS) SAMPLE	N	1300	S	1500	2800 C	9.0	55.4F	16.7A
7042		MARICAMP RD., 0.075 MI. W OF 108 TERR RD (HPMS)	N	4200E	S	4200E	8400 F	9.0	55.4F	8.2P
7043		MLK, 0.04 MI. S OF NW 5 ST. (HPMS)	N	5200E	S	6000E	11200 S	9.0	55.4F	5.7P
7044		NE 7TH ST., 0.5 MI. W OF NE 44 AV. (HPMS)	E	3500E	W	3700E	7200 F	9.0	55.4F	2.6P
7045		CR-467/36 AVE, 0.13 MI N OF CR-484/SE 135 ST (HP	N	1600E	S	1600E	3200 F	9.0	55.4F	9.2P
7046		CR-484 EXTENSION, 0.63 MILES WEST OF US-301 HPMS	E	7200	W	6700	13900 C	9.0	55.4F	21.0A
7047		SR200A - SR25, 1.82 MILES NORTH OF NE 35TH STREE	N	3600	S	3800	7400 C	9.0	55.4F	12.9A
7048		CR-42, 0.9 MILES WEST OF US-27/US-441/SR-500 (HP	E	8200E	W	9900E	18100 F	9.0	55.4F	7.7P
7049		ON CR-475, 0.59 MILES NORTH OF SE 52ND STREET, (N	5200	S	4900	10100 C	9.0	55.4F	14.6A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN

"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

11-MAR-2024 17:14:47

PAGE -12-

622UPD

5_36_CAADT.TXT

Attachment C

G-23



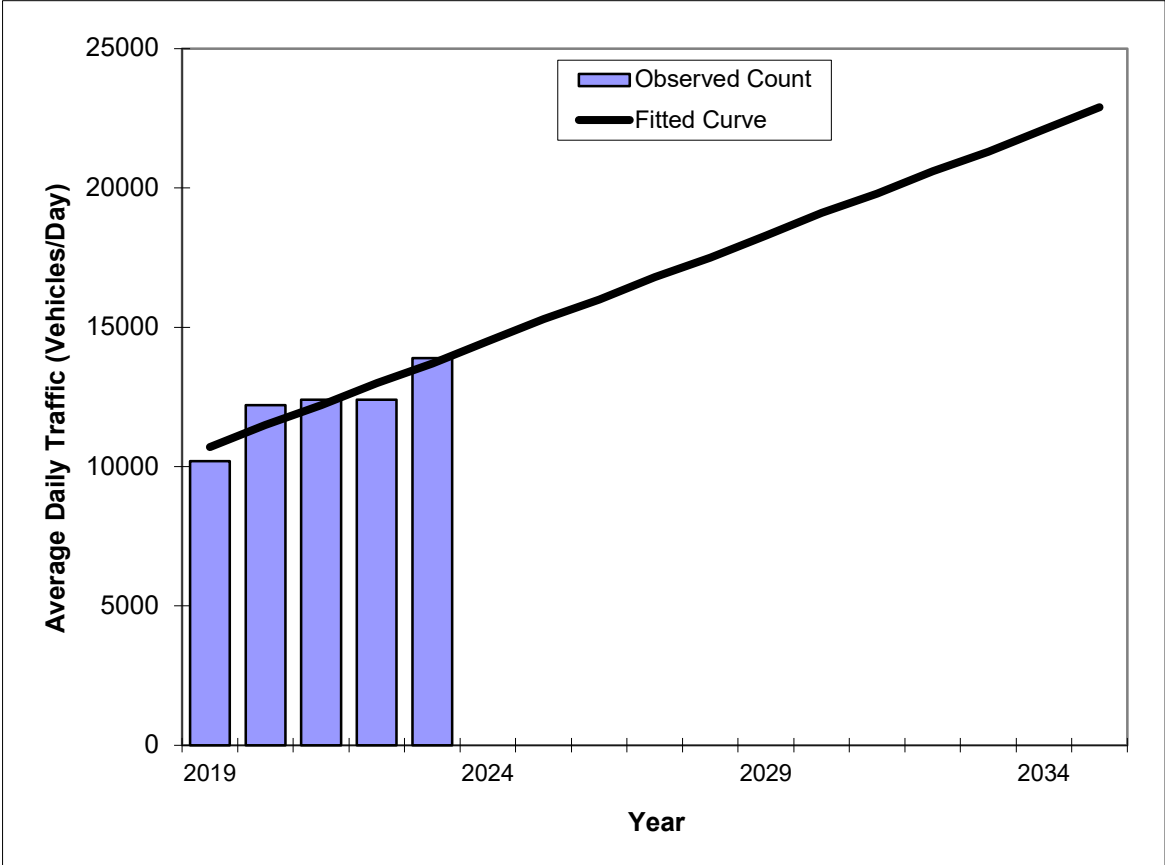
Attachment D

Traffic Trends - V3.0

SE 132 Street Road -- CR 484 to US 441

FIN#	1234
Location	1

County:	Marion (36)
Station #:	367046
Highway:	SE 132 Street Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	10200	10700
2020	12200	11500
2021	12400	12200
2022	12400	13000
2023	13900	13700
2026 Opening Year Trend		
2026	N/A	16000
2027 Mid-Year Trend		
2027	N/A	16800
2028 Design Year Trend		
2028	N/A	17500
TRANPLAN Forecasts/Trends		

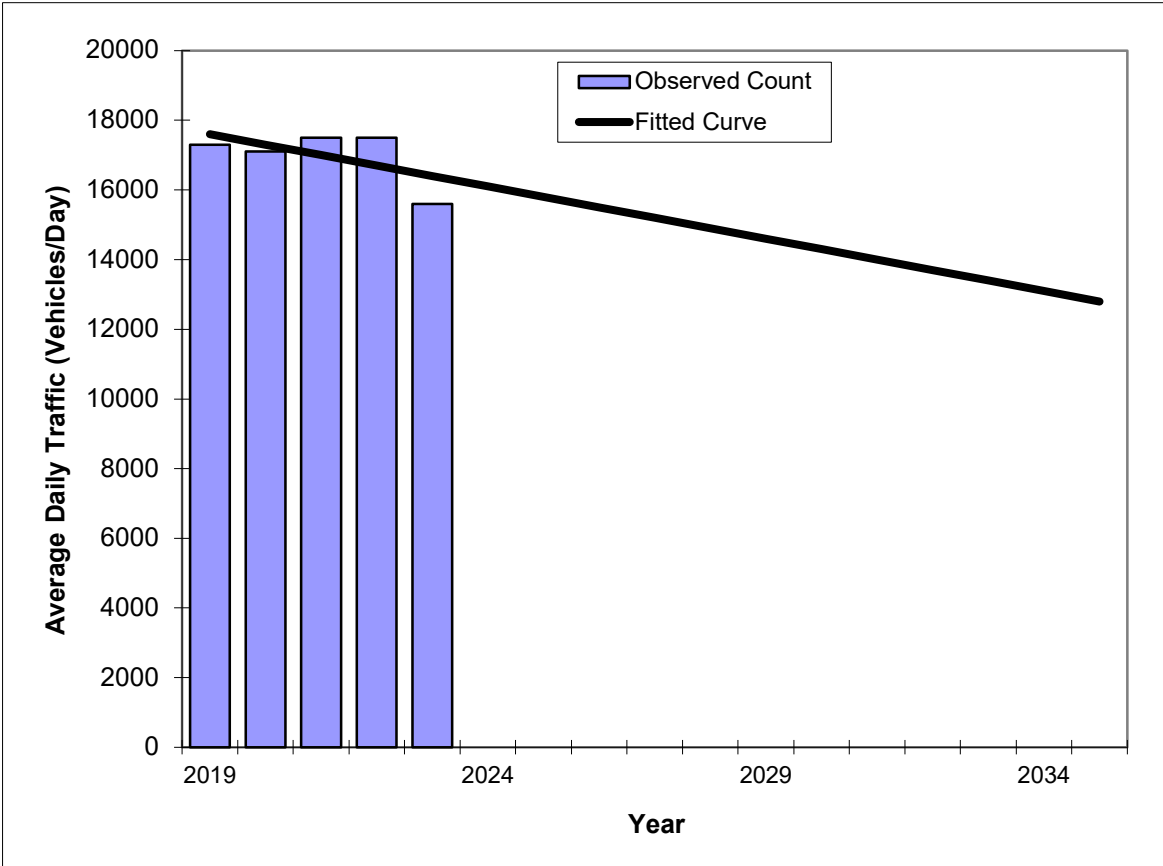
** Annual Trend Increase:	760
Trend R-squared:	82.89%
Trend Annual Historic Growth Rate:	7.01%
Trend Growth Rate (2023 to Design Year):	5.55%
Printed:	19-Jan-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V3.0
US 301 -- CR 42 to SE 125 St

FIN#	1234
Location	1

County:	Marion (36)
Station #:	361007
Highway:	US 301



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	17300	17600
2020	17100	17300
2021	17500	17000
2022	17500	16700
2023	15600	16400
2026 Opening Year Trend		
2026	N/A	15500
2027 Mid-Year Trend		
2027	N/A	15200
2028 Design Year Trend		
2028	N/A	14900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-300
Trend R-squared:	35.16%
Trend Annual Historic Growth Rate:	-1.70%
Trend Growth Rate (2023 to Design Year):	-1.83%
Printed:	19-Jan-25
Straight Line Growth Option	

*Axle-Adjusted