Technical Advisory Committee (TAC) Meeting
Marion County Library Headquarters – Meeting Room C
2720 E Silver Springs Blvd., Ocala, FL 34470

October 12, 2021
10:30 AM
AGENDA

1. **CALL TO ORDER AND ROLL CALL**

2. **PROOF OF PUBLICATION**

3. **ACTION ITEMS**
   - **A. Final Draft Congestion Management Plan**
     The final draft of the Congestion Management Plan will be presented for approval.
   - **B. Draft Scope of Services, 2045 Long Range Transportation Plan (LRTP) Modification**
     Staff is seeking approval of the Scope of Services.
   - **C. Proposed 2022 Meeting Schedule**
     A proposed meeting schedule will be presented for review and approval.
   - **D. Election of Officers**
     The election of TAC Chair and Vice-Chair for calendar year 2022.

4. **CONSENT AGENDA**
   - **A. September 14, 2021 Meeting Minutes**

5. **COMMENTS BY FDOT**
   - **A. Construction Report Update**

6. **COMMENTS BY TPO STAFF**
   - **A. Safety Action Plan Update**
   - **B. Transportation Resilience Guidance Paper Update**
   - **C. List of Priority Projects (LOPP) process**

7. **COMMENTS BY TAC MEMBERS**

8. **PUBLIC COMMENT (Limited to 2 minutes)**

9. **ADJOURNMENT**

All meetings are open to the public, the TPO does not discriminate on the basis of race, color, national origin, sex, age, religion, disability and family status. Anyone requiring special assistance under the Americans with Disabilities Act (ADA), or requiring language assistance (free of charge) should contact Liz Mitchell, Title VI/Nondiscrimination Coordinator at (352) 438-2634 or liz.mitchell@marioncountyfl.org forty-eight (48) hours in advance, so proper accommodations can be made.

Pursuant to Chapter 286.0105, Florida Statutes, please be advised that if any person wishes to appeal any decision made by the Board with respect to any matter considered at the above meeting, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The next regular meeting of the Technical Advisory Committee meeting will be held on January 11, 2022

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **Congestion Management Plan Final Draft**

Summary

As you are fully aware, the TPO has been undertaking a major update to the Congestion Management Process (CMP). A presentation was provided to the Technical Advisory Committee (TAC) in August for the draft Congestion Management Plan document. The TPO also provided a 30-day open comment period for submission of feedback regarding the draft document. A summary of the comments received is included with this memo, along with TPO responses.

Based on feedback received and a further review conducted of the draft document by staff, a final draft version has been completed and included with this memo.

Attachment(s)

- Draft CMP Comments Summary
- Final Draft Congestion Management Plan

Recommendation(s)

Review and approve the final draft version of the Congestion Management Plan for submission to the TPO Board for adoption on October 26, 2021.

Action Requested

Approve Congestion Management Plan.

If you have any questions, please contact me at: 438-2631.

2710 E. Silver Springs Blvd. • Ocala, Florida 34470
Telephone: (352) 438 - 2630 • www.ocalamariontpo.org

Draft CMP Comments Summary

Public Comments (7)

- I experience excessive traffic delays heading south out of Ocala on **SW 27th Ave (475A)**. In the late afternoon on weekdays, backup typically extends nearly to the Westbury entrance gate. The backup clears at the traffic light at 66th St. Perhaps an adjustment of that signal timing could alleviate this problem. TPO Response: CR 484 from CR 475A to CR 475 has been identified in the CMP for future congestion study and mitigation strategies.
- The biggest problem in Marion County is drivers not knowing how to drive on multi-lane highways. You can have 12 lane highways and if people are lined up across all lanes driving below the speed limit it creates congestion and multi-lane changes for frustrated drivers. Educating senior drivers especially would help immensely. I have witnessed seniors driving in front of emergency vehicles and not yielding. This is very dangerous. TPO Response: Comment discussed with citizen, and he was asked to participate in the Safety Action Plan.
- I wanted to look at the map posted, but I'm unable to pull it up on my phone. The one area that I run into daily that is congested no matter what is **SE 25th Ave and SE Ft. King St**. The turn arrows don't stay green long enough, and when turning on to Ft. King if there are trucks in opposite turn lanes you can't see around them or over them. There is going to be a fatal wreck there one day. PLEASE do something to mitigate the hazard. TPO Response: Comment was shared with City of Ocala Engineering for their awareness, including citizen contact information.
- Please, please, please, consider resurfacing **NE 42nd Place**. Due to the upcoming new Armstrong Homes subdivision approved by the Commissioners on 36th Ave. & 35th Street, the amount of traffic is going to be increased dramatically due to mandates to "tie in" for emergency vehicles. The west half of 42nd Place is like driving on the moon, & you have to avoid the potholes (which are full depth down to the limerock layer) by driving the road like you have a "Clown Car". Patching no longer works!! TPO Response: Comment was passed on to Marion County MSTU, including citizen contact information.
- On Hwy 41, North of Dunnellon, the intersections at **Hwy 40 and SW 99th Pl** (Winn Dixie) **both need a turn signal** at their lights. This would be for people traveling South and making a left turn. When the traffic is heavy, sometimes there is no opportunity to turn when the lights are green. TPO Response: Comment was shared with City of Dunnellon. This segment of US 41 is programmed for widening with project letting estimated July 2023. Comment will also be shared with FDOT project team through TAC.

- I live on the southwest side of Ocala near Liberty middle school and Hammett Bowen Elementary school. This area has outgrown its current infrastructure in and around the schools. Causing major delays and traffic jams and yes sometimes accidents. Is there something that can be done to improve the congestion in this area. Specifically **95th street and 49th Avenue area** to and around the waterway subdivisions. TPO Response: Comment shared with TAC and County staff.
- We need a road going **north and south on the right side of I-75 for local traffic**. We **have 475 on the left side of I-75** but none on the right side. Especially if you talking about doing all the construction in the SW. 475 cannot handle any more traffic as it is 2 lane road. A lot of the traffic that going to Marion oaks and west causes all the back up at I-75. It a mess all morning, afternoon and evenings. You can see people driving through store parking lots trying to get by the stop lights. TPO Response: Comment documented as part of general awareness of the overall need for greater north-south transportation mobility west of I-75.

Board Comments (2) on congested corridors

- **SR 464/SE 17th Avenue** corridor and at the **SE 25th intersection** needs to be assessed. Stacking and turning issues. Often takes more than one light cycle to turn at 25th.
- **CR 475A at CR 484 to SW 66th** – turning issues and stacking on 475A from intersection at CR 484 to SW 66th.

TPO Response: CR 484 from CR 475A to CR 475 and the SR 464/SE 17th at SE 25th have both been identified for future congestion study and mitigation strategies in the CMP. Both are areas of concern requiring future project solutions.

TAC Comments (2) from meeting on August 10

- Figure 17 – provide further explanation regarding the tiers of congestion by year. (extreme and congested corridors). For example, if a corridor is extremely congested in 2026, what was it in 2021? If a corridor is identified as congested in 2021 still just congested in 2026, etc. Clarifying language to help general understanding by the public.
- LOS Table additions
    - Add functional classification per corridor segment
    - Add FDOT Classes – I and II for state signalized arterials.

TPO Response: These comments were addressed in final draft document.

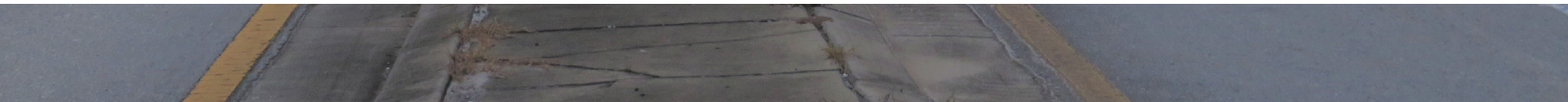
OCALA MARION TPO

Congestion Management Plan

Congestion Management Process and State of the System Report

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

October 2021



RESOLUTION OF THE OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION (TPO) ADOPTING THE
2021 CONGESTION MANAGEMENT PLAN (CMP)

WHEREAS, the Ocala/Marion County Transportation Planning Organization, designated by the Governor of the State of Florida as the Metropolitan Planning Organization (MPO) and body responsible for the urban transportation planning process for the Ocala/Marion County area; and

WHEREAS, Florida State Statutes [F.S. 339.175 (6)(c)(1)] requires all MPO's in Florida to develop and maintain a congestion management system for the metropolitan area and cooperate with the Florida Department of Transportation (FDOT) in the development of all other transportation management systems required by state and federal law; and

WHEREAS, a Congestion Management Process is a management system and process conducted by the Ocala/Marion TPO to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network of Ocala/Marion County; and

WHEREAS, The 2021 Congestion Management Plan was approved by the Ocala/Marion County Transportation Planning Organization on October 26, 2021.

NOW THEREFORE BE IT RESOLVED by the Ocala/Marion County Transportation Planning Organization adopts the 2021 Congestion Management Plan (CMP) to guide future transportation planning efforts to mitigate congestion and congestion related impacts to the transportation system of Ocala/Marion County.

CERTIFICATE

The undersigned duly qualified and acting Chair of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 26th day of October 2021.

By: _____
Michelle Stone, TPO Chair

_____
Rob Balmes, TPO Director

Prepared For:

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

Prepared By:

Kimley»Horn

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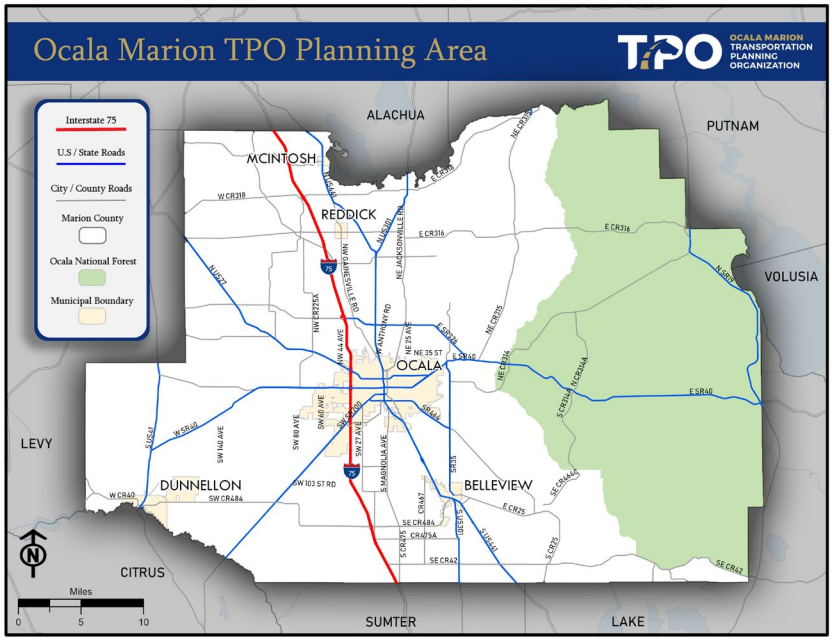
Chapter 1

Introduction

Introduction

The Ocala Marion Transportation Planning Organization (TPO) is a federally-mandated public agency responsible for the planning and implementation of transportation projects, including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. **Figure 1** illustrates TPO planning area which includes all of Marion County.

Figure 1: *Ocala Marion TPO Planning Area*



The Congestion Management Process (CMP) is a management system and process conducted by the Ocala Marion TPO to improve safety and reliability of traffic operations by providing strategies to reduce travel demand on the roadway network or providing improvements to the overall transportation network.

Per the Federal Highway Administration (FHWA), the CMP is, “a systematic approach collaboratively developed and implemented throughout a metropolitan region, that provides for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.”

The Ocala Marion TPO is required by Florida Law (Florida Statutes 339.175) to develop a CMP as part of its routine planning efforts. This Congestion Management Plan outlines the Policies and Procedures to address federal and state requirements and documents the State of the System Report for 2021. The Plan serves as a major update to the previously adopted Policy and Procedures Handbook and State of System Report adopted by the TPO in 2011.

Federal guidance includes an Eight-Step Congestion Management Process. These eight steps guide the contents of this document and are described at length in Chapter 2. Chapter 3 summarizes the State of the System for the Congestion Management Process network. The following provides a summary of the Congestion Management Plan contents.

CHAPTER 2 - CMP POLICY AND PROCEDURES

The implementation of the Federal Eight-Step Congestion Management Process requirements is described in Chapter 2 which is broken up into the sections described below.

Goals and Objectives: A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. The CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation.

Network Identification: The geographic area of application and the transportation network for the Ocala Marion TPO CMP is described.

Development of Performance Measures: Identifying the performance measures to monitor the effectiveness of the transportation system in the CMP.

System Performance Monitoring Plan: The development of an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

Congested Corridor Selection and CMP Strategies: A summary of the implementation and management of the CMP strategies, including the process for selecting congested corridors for review and future projects for implementation.

Monitor Strategy Effectiveness: Describing provisions to monitor the performance of strategies implemented to address congestion to help determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

CHAPTER 3 - STATE OF THE SYSTEM REPORT

The purpose of State of the System Report is to report the performance of the transportation system in the TPO's planning area, and identify congested corridors. This chapter provides analysis of the major corridors within the TPO's planning area and is presented in the following sections:

System Performance and Trends: A summary of the overall system performance and trends relative to the performance measures identified in Chapter 2.

Congested Corridors: Identifies congested corridors within Marion County in 2021 and 2026.

CHAPTER 4 - CONGESTED CORRIDOR EVALUATION

The Congested Corridor Evaluation chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered. Corridors are identified as being “not congested,” “approaching congestion or minimally congested,” or “extremely congested".

Not Congested (currently or in five years with improvements): Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

Approaching Congestion: Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway’s capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

Congested: Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway’s capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

Extremely Congested: Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

Chapter 2

CMP Policy and Procedures

CMP Policy and Procedures

CMP OVERVIEW

The CMP is intended to provide benefit to the public by improving travel conditions with approaches that often may be implemented more quickly or at a lower cost than many capacity improvements such as adding travel lanes or creating new travel corridors. Longer-term solutions are also identified in the CMP with the intention that they will be considered in the TPO's Long Range Transportation Plan (LRTP), which is a document that plans for at least 20 years in the future.

A Transportation Management Area (TMA) is required to develop and implement a CMP as a part of the metropolitan planning process. A TMA is an urbanized area (UZA) with a population that exceeds 200,000 people, or any area where designation as a TMA has been requested. The area covered by the Ocala Marion TPO does not meet the criteria but has developed this CMP "to provide the information needed to make informed decisions regarding the proper allocation of transportation resources" as required by Florida law. It is anticipated that following the designation of Metropolitan Areas using the 2020 Census that portions of the Ocala Marion TPO and Lake~Sumter MPO planning areas will receive TMA designation.

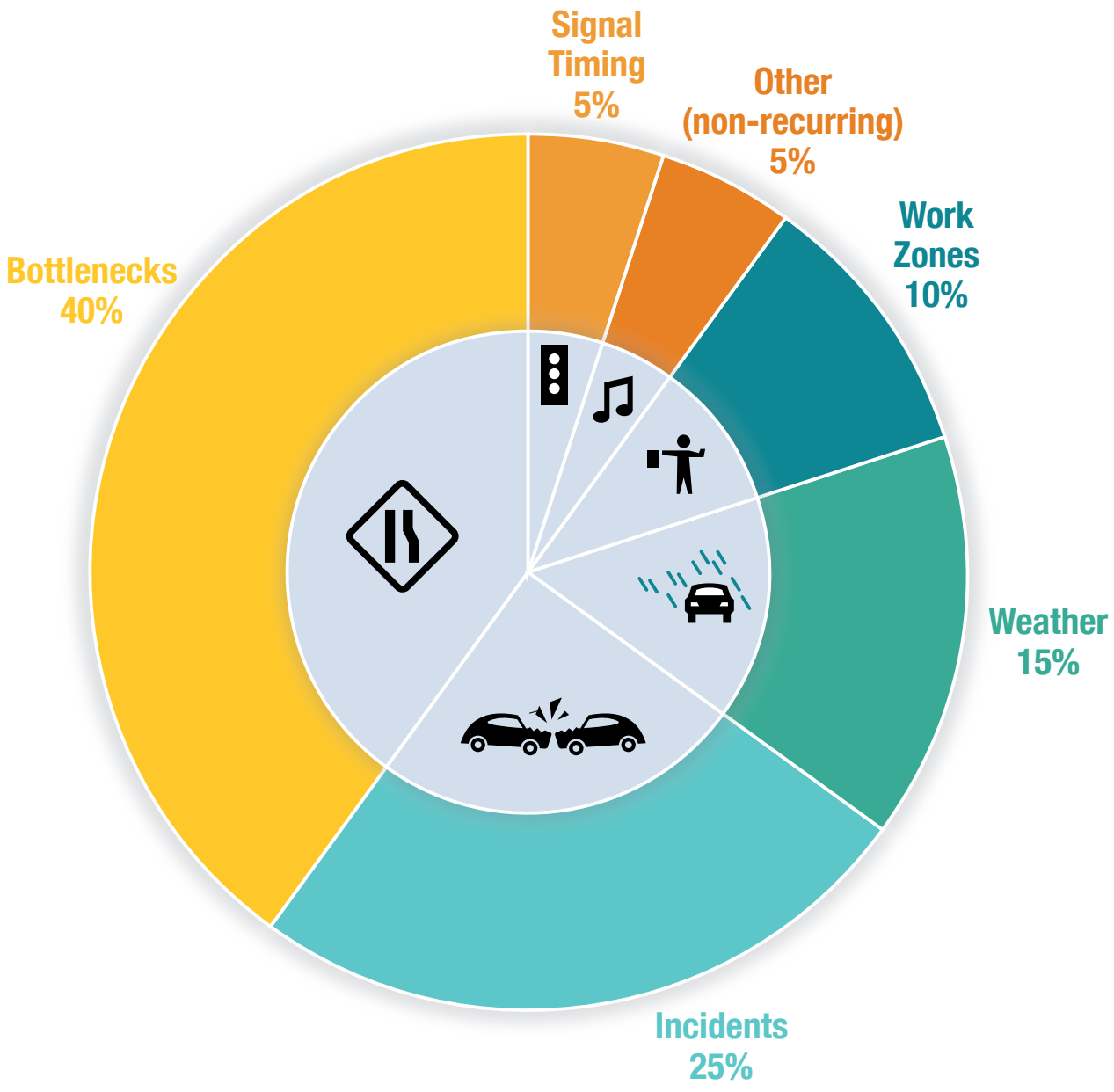
Causes of Congestion

Congestion impacts nearly all aspects of a transportation system, which affects most of a community's residents and visitors. A study by FHWA identified six primary causes of congestion as is described below and depicted in **Figure 2**. This CMP uses these national data, which suggests that local causes are likely to be similar, with bottlenecks and traffic incidents typically being the top two causes of congestion.

- **Bottlenecks** often occur where roadways narrow or where vehicles stack up (often at traffic signals). These are most frequent source of congestion and characteristically cause a roadway to operate below its adopted level of service standards.
- **Traffic incidents** includes crashes, stalled vehicles, debris on the road, etc. Comprising 25% of congestion issues.
- **Poor weather** cannot be influenced by any agency.
- **Work zones** account for 10% of congestion causes and is attributed primarily to activities involved with network construction and maintenance.
- **Signal timing** may cause congestion when the operations of the signal are not timed appropriately for the volume of traffic.
- **Nonrecurring events** are considered those events that do not occur on a regular basis such as weekday rush hour. Events such as sporting events or concerts may cause unusually high traffic volumes and changes in traffic patterns in locations that typically do not experience them.

As shown in **Figure 2,** bottlenecks are the largest cause of congestion nationally, followed by traffic incidents and bad weather. Bad weather cannot be controlled, but policies and improvements can be implemented to control traffic incidents and bottlenecks.

Figure 2: *FHWA Causes of Congestion*



Source: FHWA

FEDERAL REQUIREMENTS

The initial federal requirements for congestion management were introduced by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and were continued under the successor law, the Transportation Equity Act for the 21st Century (TEA-21). The Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) passed into law in August 2005.

The requirements were further evolved under Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law on July 6, 2012. The Fixing America's Surface Transportation (FAST) Act of 2015 sustained these requirements and provides the guidelines and subsequent rule-making for this document. Additional information related to federal regulations related to congestion management can be found in Appendix E.

National Goals

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

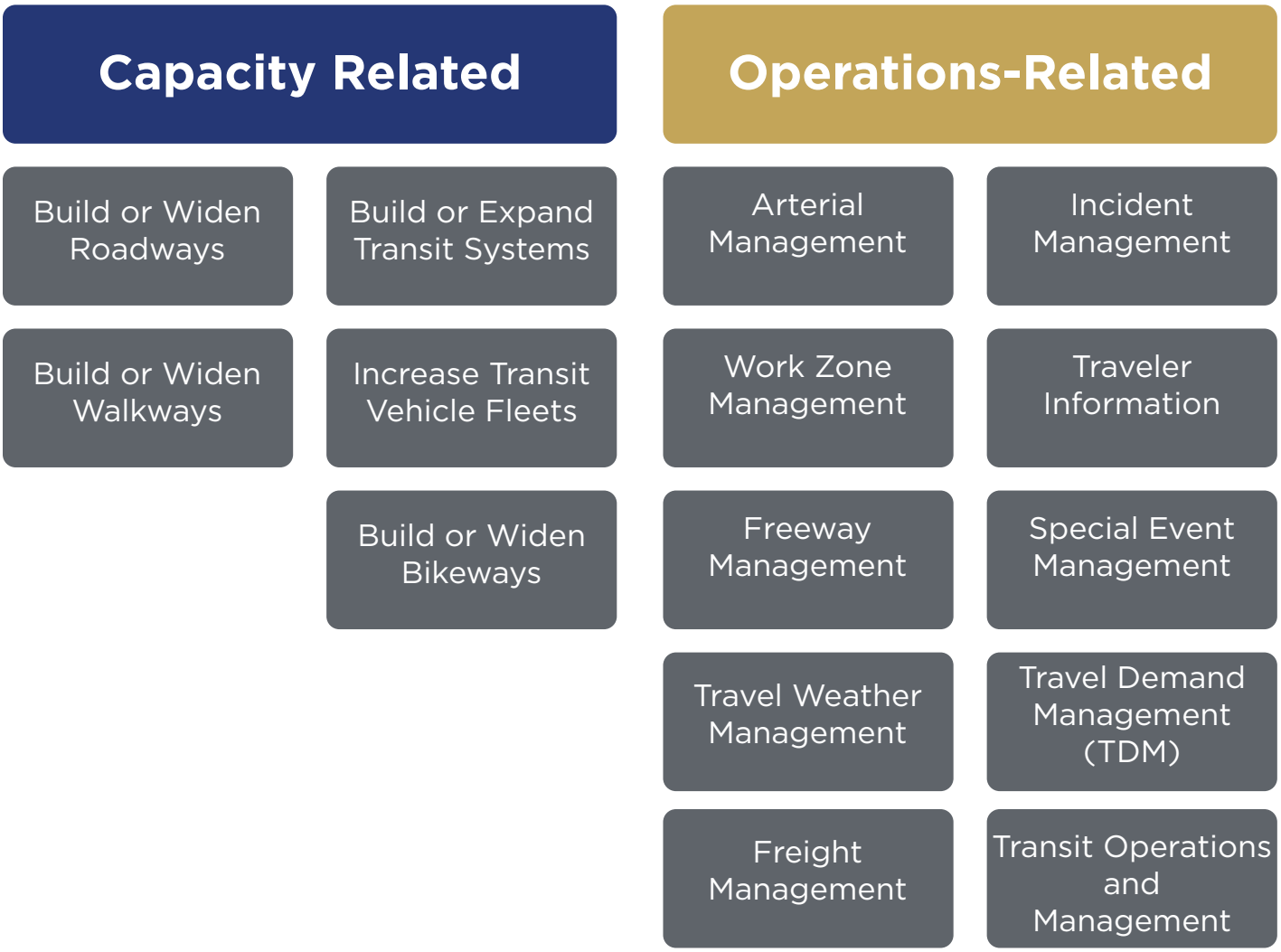
Federal Eight-Step Process

Eight distinct actions are identified by the Federal Highway Administration as the primary elements of a successful CMP. These actions provide a clear sequence of activities to provide a robust and thorough CMP. **Figure 3** illustrates the Federal Eight-Step Congestion Management Process.

Figure 3: *Federal Eight-Step Congestion Management Process*

Figure 4 lists strategies for travel time reliability which relate to and may be used in addressing congestion management.

Figure 4: *Capacity and Operations Strategies for Travel Time Reliability*

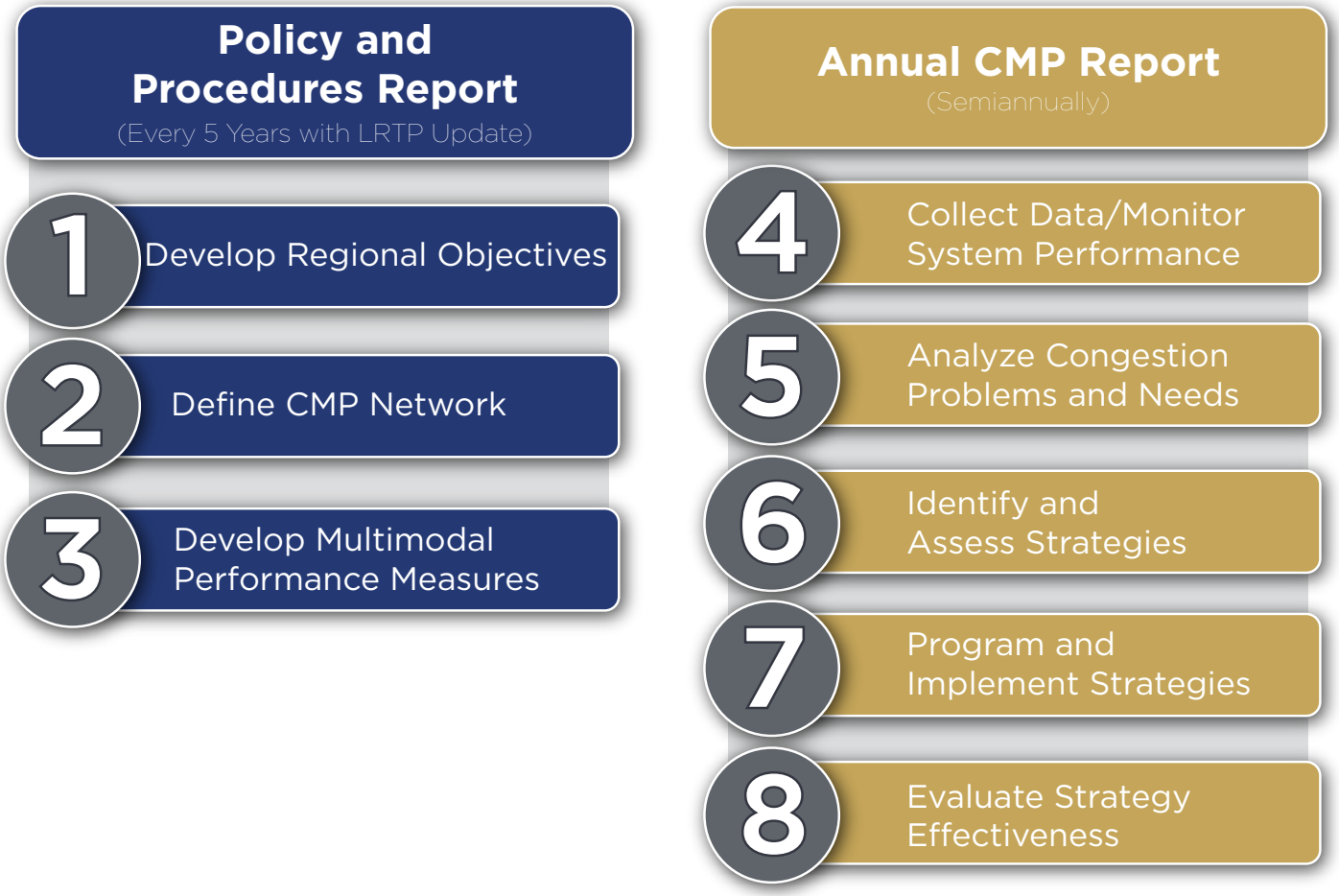


Ocala Marion TPO Eight-Step Congestion Management Process

This section documents the revised Congestion Management Process for the Ocala Marion TPO that will be used to address the Federal requirements and unique local needs and opportunities of the communities in Marion County. This process closely matches the Federal Eight-Step Process and includes additional detail in specific sections where appropriate.

Figure 5 demonstrates the Eight-Step Process that will be used by the TPO. As noted, the first three steps will typically be updated concurrent with each update of the LRTP which takes place every five years along with guidance on how Steps 4 to 8 will be implemented. Steps 4 to 8 will potentially be updated every two to three years. The remainder of this section details the eight steps and how they will be implemented.

Figure 5: *Ocala Marion TPO's Approach to the Federal Eight-Step Process*



CMP In the Metropolitan Planning Process

The CMP is a dynamic tool integrated into the steps the TPO will take when prioritizing projects in general and in the LRTP and TIP. The plan is objective-driven and performance-based, generating a strong evaluation process that leads to implementing appropriate and effective strategies.

Potential mitigation efforts, as identified in the CMP move into project development and into TIP programming for funding and implementation. Those projects that are executed are closely monitored to evaluate the effectiveness locally and regionally. In Marion County, CMP projects could be funded using boxed funds identified in the LRTP along with other local revenues. Funding the projects in this manner would enable the TPO to regularly add those of the highest priority and to expand funding levels as necessary to address local needs.

CMP Coordination with List of Priority Projects (LOPP) Process and Local Programs

As part of the CMP, the Ocala Marion TPO will identify and use information about congested corridors to support the annual List of Priority Projects (LOPP) process, which is done annually by the TPO in collaboration with local governments in Marion County. Additionally, the CMP information will help support programming of local capital projects. By coordinating the identification of congested corridors with the programming of capital spending, it is anticipated that operational and system improvements will address congestion in the near-term, delaying the need for additional travel lanes. This will decrease the overall cost of implementing transportation solutions included later in this report.

Coordination with local government may also occur during the development of the initial Level of Service (LOS) evaluations. Coordination occurs again when the final LOS evaluations are produced, to identify longer-term congestion mitigation projects via Capital Improvements Plan (CIP) update. Action 6 of the CMP process will identify long-term recommendations would be made available for local government use.

Public Involvement Process

The purpose of CMP public involvement activities is to provide the public with information about congestion monitoring activities in place in Marion County and planned congestion-mitigation strategies. The continuing goal is to develop congested corridors and alternative transportation improvement strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations warrant involvement of the public during key stages of transportation projects. As such, the Ocala Marion TPO will involve the public in key stages of transportation improvement projects within and beyond the CMP. Without the actively engaging the community, lack of public support and awareness may adversely impact the success of any potential transportation project. This outreach to the public includes developing and implementing a survey to gather congestion and safety related concerns from the public.

Proposed CMP improvement projects/strategies will be presented to the citizens of Marion County through the TPO's regular planning process. The CMP public involvement process includes various activities to inform the public and gather input and is integrated with activities conducted throughout the LRTP planning process.

Key elements of the CMP public involvement process include the following:

- Meetings with the Technical Advisory Committee (TAC)
- Meetings with the Citizens Advisory Committee (CAC)
- Presentations to TPO Board
- Information dissemination through various TPO public involvement opportunities such as postings to the website and newsletters

Other stakeholders may be included with the TAC as warranted. These stakeholders may include and are not limited to local law enforcement agencies, goods movement representatives, community traffic safety teams (CTST), etc. These additional members would generally serve on an ad hoc basis to address specific issues.

CMP Actions/Recommendations

A set of CMP Actions/Recommendations to enhance the TPO planning process are included in Appendix E.

CMP GOALS AND OBJECTIVES

A series of CMP goals are developed to guide the process of monitoring congestion and improving the mobility of persons and goods in Marion County. These were compiled based on the relevant goals and objectives established in the Ocala Marion TPO 2045 LRTP as well as CMP goals used by other communities in Florida and other states that would also be appropriate for Marion County.

The goals and objectives as established by the 2045 LRTP are presented below and were used as Guiding Principles for the development of the CMP Goals.

Ocala Marion TPO 2045 LRTP Goals and Objectives

Goal 1: Promote Travel Choices that are Multimodal and Accessible

- **Objective 1.1:** Increase transit ridership by providing more frequent and convenient service
- **Objective 1.2:** Increase bicycle and pedestrian travel by providing sidewalks, bike lanes, and multi-use trails throughout the county
- **Objective 1.3:** Provide safe and reasonable access to transportation services and facilities for use by the transportation disadvantaged (TD) population
- **Objective 1.4:** Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability

Goal 2: Provide Efficient Transportation that Promotes Economic Development

- **Objective 2.1:** Improve access to and from areas identified for employment development and growth
- **Objective 2.2:** Foster greater economic competitiveness through enhanced, efficient movement of freight
- **Objective 2.3:** Address mobility needs and reduce the roadway congestion impacts of economic growth

Goal 3: Focus on Improving Safety and Security of the Transportation System

- **Objective 3.1:** Provide safe access to and from schools
- **Objective 3.2:** Increase the accessibility and mobility of people and freight within the region and to other areas
- **Objective 3.3:** Improve security by enhancing the evacuation route network for natural events and protecting access to military asset
- **Objective 3.4:** Reduce the number of fatal and severe injury crashes for all users

Goal 4: Ensure the Transportation System Meets the Needs of the Community

Objective 4.1: Provide opportunities to engage citizens, particularly traditionally underserved populations, and other public and private groups and organizations

Objective 4.2: Support community education and involvement in transportation planning

Objective 4.3: Coordinate with local government to consider local land use plans when identifying future transportation projects

Objective 4.4: Collaborate with various agencies including FDOT, Marion County School District, Marion County and its municipalities, SunTran, and providers of freight and rail travel to create strategies for developing a multimodal transportation system

Goal 5: Protect Natural Resources and Create Quality Places

Objective 5.1: Limit impacts to existing natural resources, such as parks, preserves, and protected lands

Objective 5.2: Avoid or minimize negative impacts of projects and disruption to residential neighborhoods

Objective 5.3: Improve the resiliency of the transportation system through mitigation and adaptation strategies to deal with catastrophic events

Objective 5.4: Enhance access to tourist destinations, such as trails, parks and downtowns

Goal 6: Optimize and Preserve Existing Infrastructure

Objective 6.1: Improve the performance of the transportation system through intersection modifications, access management strategies, Intelligent Transportation Systems (ITS) applications, and other emerging technologies

Objective 6.2: Emphasize the preservation of the existing transportation system and establish priorities to ensure optimal use

Objective 6.3: Maintain the transportation network by identifying and prioritizing infrastructure preservation and rehabilitation projects such as asset management and signal system upgrades

Objective 6.4: Plan for the future of Automated, Connected, Electric and Shared (ACES) vehicles and other emerging technologies into the transportation network

Objective 6.5: Improve the reliability of the transportation system through operational and incident management strategies

CMP GOALS

The following CMP goals will be used as a tool for selecting strategies and performance measures for strategy monitoring and evaluation. The CMP goals are consistent with the LRTP goals and will be evaluated with each update to the CMP.

Goal 1: Monitor System Performance

Goal 2: Improve Safety

Goal 3: Congestion Reduction

Goal 4: Engage the Public

Goal 5: System Preservation

NETWORK IDENTIFICATION

This section of the CMP presents an overview of the geographic area of application and the transportation network.

Area of Application

The CMP application area is inclusive of the Ocala Marion TPO metropolitan planning area and includes the multimodal transportation system being evaluated and monitored to identify congestion management policies and strategies.

Transportation Network

Consistent with federal guidelines, the Ocala Marion CMP covers a multimodal transportation network. In addition to evaluating congestion on the roadway network, the Ocala Marion CMP evaluates appropriate transit, bicycle/pedestrian/multiuse path and freight movement networks within its designated area of application. The CMP roadway network is described below.

Roadway CMP Network

The Ocala Marion TPO roadway network includes all existing functionally classified roadways and roads with construction funded in the next five years, known as the existing-plus-committed (E+C) network. **Figure 6** illustrates the existing plus five-year committed roadway network and includes roadway projects through 2026. This map represents the study area and network for the CMP.

CMP Network - Introduction

The Ocala Marion TPO CMP roadway network includes three tiers of roadways:

Tier 1 - Interstate National Highway System (NHS) Roadways

Tier 2 - Non-Interstate NHS Roadways

Tier 3 - Non-NHS Roadways

The map in **Figure 6** illustrates the Ocala Marion TPO CMP Network. This represents the study area and network for the Ocala Marion TPO CMP.

Interstate NHS Roadways (Tier 1 CMP Network)

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs). The NHS serves as the backbone of our nation's surface transportation system. Our regional, state, and national population has and will continue to grow. The intent of the NHS is to mirror the benefits that resulted from the Interstate Highway System to areas that are not served directly by it.

The Federal Highway Administration responded to the mandate of Congress and developed the concept of a national highway system as a way of focusing federal resources on the nation's most important roads. All of the roadways on the NHS are included in the Ocala Marion TPO's CMP Network. The TPO will be required to frequently report performance statistics on the NHS routes and were separated into the first tier of CMP network roadways to facilitate the update of these statistics. Within the Ocala Marion TPO, the only NHS Interstate Roadway is Interstate-75 (I-75).

Non-Interstate NHS Roadways (Tier 2 CMP Network)

Tier 2 of the CMP network includes other NHS regional/major roadways: This represent other major regional roadways on the State Highway System and non-State Highway System roadways. The following roadway corridors represent the NHS Non-Interstate Tier 2 CMP Network roadways:

- US 27
- US 41
- US 301
- US 441
- SR 40
- SR 200
- SR 326
- SR 492

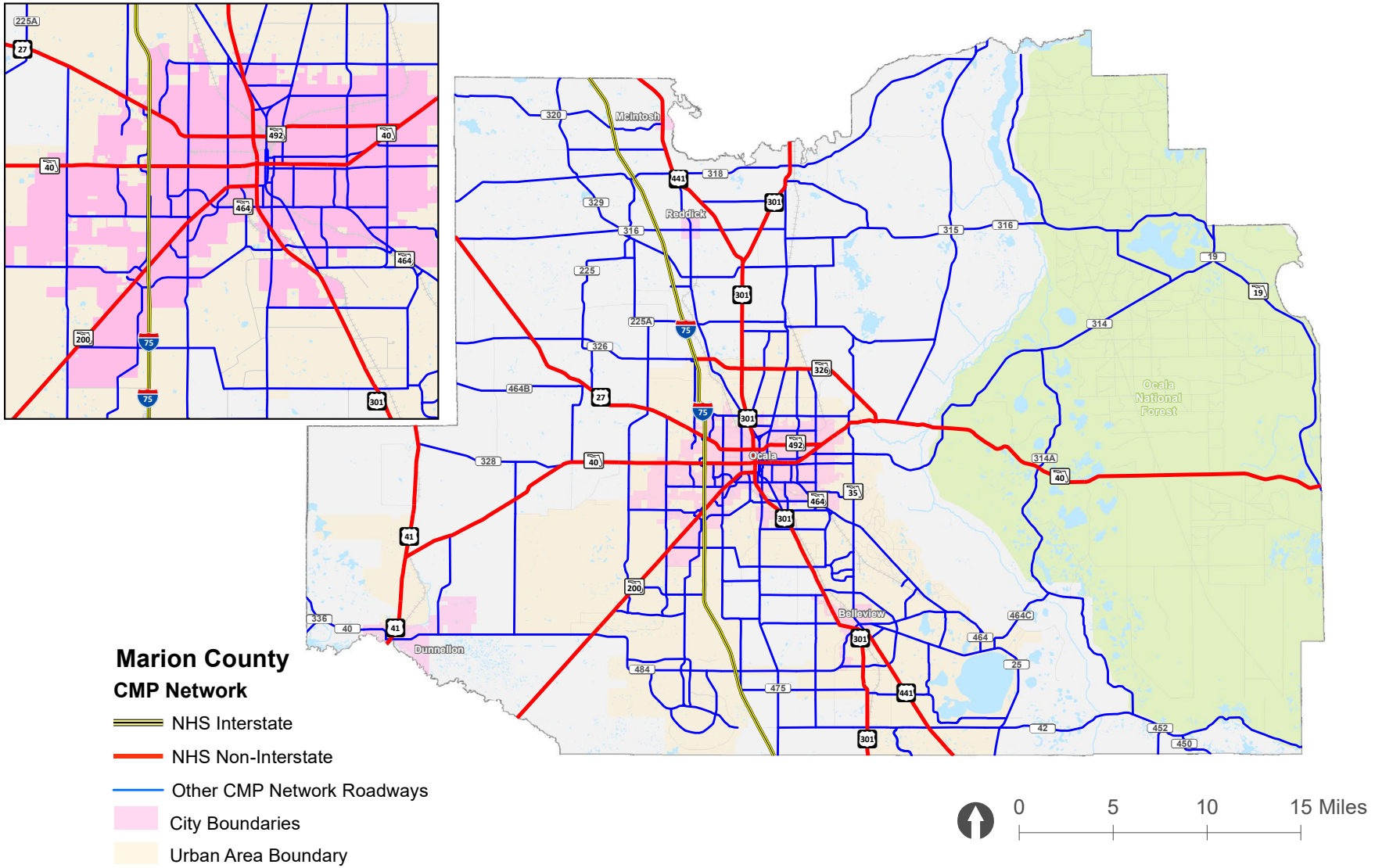
Non-NHS Roadways (Tier 3 CMP Network)

Tier 3 of the CMP network includes other regional/major roadways: on the State Highway System and non-State Highway System roadways. The following roadway corridors represent some of the non-NHS Tier 3 CMP Network roadways:

- SR 19
- SR 25
- SR 35
- SR 464
- CR 21
- CR 25
- CR 25A
- CR 35
- CR 40
- CR 42
- CR 200A / JACKSONVILLE RD
- CR 225
- CR 225A
- CR 312
- CR 314
- CR 314A
- CR 315
- CR 316
- CR 318
- CR 320
- CR 326
- CR 328
- CR 329
- CR 336
- CR 450
- CR 452
- CR 464
- CR 464A
- CR 464B
- CR 464C
- CR 467
- CR 475
- CR 475A
- CR 475B
- CR 484
- BAHIA RD
- BASELINE RD EXT
- BUENA VISTA BLVD
- CHESNUT RD
- E FORT KING ST
- EMERALD RD
- EMERALD RD EXT
- JUNIPER RD
- MAGNOLIA AV N
- MAGNOLIA AV S
- MARION OAKS
- MARION OAKS BLVD
- MARION OAKS CRSE
- MARION OAKS LN
- MARION OAKS MANOR EXT
- MARION OAKS MNR
- MARION OAKS TRL
- MIDWAY RD
- N BAHIA RD
- NE 1 AV
- NE 12 AV
- NE 127 ST RD
- NE 160 AV RD
- NE 17 AV
- NE 175 ST
- NE 19 AV
- NE 2 ST
- NE 203 AV
- NE 24 ST
- NE 25 AV
- NE 28 ST
- NE 3 ST
- NE 35 ST
- NE 36 AV
- NE 40 AV
- NE 44 AV
- NE 47 AV
- NE 49 ST
- NE 70 AV
- NE 8 AV
- NE 90 ST
- NE 95 ST
- NE 97 ST
- NE JACKSONVILLE RD
- NE WATULA AVE
- NW 100 ST
- NW 110 AV
- NW 110 ST
- NW 118 ST
- NW 120 ST
- NW 135 ST
- NW 150 AV
- NW 160 AV
- NW 165 ST
- NW 193 ST
- NW 21 ST
- NW 27 AV
- NW 3 ST
- NW 35 AV

- NW 35 ST
- NW 38 AV
- NW 40 AV
- NW 44 AV
- NW 44TH AVE
- NW 49 ST
- NW 60 AV
- NW 95 ST
- NW MARTIN L KING AV
- OAK RD
- PINE RD
- POWELL RD
- SE 1 AV
- SE 100 AV
- SE 108 TER RD
- SE 11 AV
- SE 110 ST
- SE 110 ST RD
- SE 114TH ST RD
- SE 132 ST RD
- SE 147 PL
- SE 17 ST
- SE 19 AV
- SE 22 AV
- SE 23 PL
- SE 24 RD
- SE 24 ST
- SE 25 AV
- SE 28 ST
- SE 3 AV
- SE 30 AV
- SE 31 ST
- SE 36 AV
- SE 38 ST
- SE 41 CT
- SE 44 AV
- SE 44 AV RD
- SE 47 AV
- SE 52 CT
- SE 52 ST
- SE 64 AVE RD
- SE 8 ST
- SE 80 ST
- SE 92 PL RD
- SE 92 PLACE LOOP
- SE 95 ST
- SE JUNIPER CIR
- SE MAGNOLIA EXT
- SE SUNSET HARBOR RD
- SE WATULA AVE
- SILVER RD
- SPRING RD
- SW 1 AV
- SW 10 ST
- SW 103 ST RD
- SW 13 ST
- SW 140 AV
- SW 17 ST
- SW 180 AV RD
- SW 19 AV
- SW 19 AV RD
- SW 20 ST
- SW 27 AV
- SW 3 ST
- SW 31 AV
- SW 32 AV/SW 34 ST
- SW 33 AV
- SW 37 AV
- SW 38 AV
- SW 38 ST
- SW 40 AV
- SW 40 ST
- SW 42 ST
- SW 44 AV
- SW 46 AV
- SW 49 AV
- SW 49TH AVENUE
- SW 5 ST
- SW 60 AV
- SW 66 ST
- SW 67 AV RD
- SW 7 AV
- SW 7 RD
- SW 80 AV
- SW 80 ST
- SW 95 ST
- SW MARTIN L KING AVE
- W ANTHONY RD
- W FORT KING ST

Figure 6: *Ocala Marion TPO CMP Network*



DEVELOPMENT OF PERFORMANCE MEASURES

Performance measures are used as tools to measure and monitor the effectiveness of the transportation system in the CMP. They assist in identifying, tracking and monitoring congestion. However, these measures are dependent upon the transportation network and the availability of data. They are typically used to measure the extent and severity of congestion and for the evaluation of the effectiveness of the implemented strategies.

As identified by FHWA, a set of good performance measures:

- Includes quantifiable data that is simple to present and interpret and has professional credibility;
- Describes existing conditions, can be used to identify problems and to predict changes;
- Can be calculated easily and with existing field data, techniques available for estimating the measure, achieves consistent results; and
- Applies to multiple modes, meaningful at varying scales and settings.

Performance Measures

The performance measures for the CMP were selected to address the existing conditions for multi-modal transportation network in the area. The measures are also in compliance with the federal direction of using measures that cover multimodal networks. The measures are organized into seven major categories. These seven categories are:

1. Safety
2. Roadway Capacity
3. Roadway Reliability
4. Public Transit
5. Bicycle/Pedestrian/Multiuse Trail Facilities
6. Goods Movement
7. Transportation Demand Management

Relationship of Performance Measures to the Goals and Objectives

Table 1 illustrates an example of the relationship between the performance measures identified above and the Goals for the Congestion Management Process.

Table 1. Relationship of Goals to Performance Measures

● Primary Relationship ○ Secondary Relationship

Performance Measure		GOAL 1: MONITOR SYSTEM PERFORMANCE	GOAL 2: IMPROVE SAFETY	GOAL 3: CONGESTION REDUCTION	GOAL 4: ENGAGE THE PUBLIC	GOAL 5: SYSTEM PRESERVATION
Safety Performance Measures (% Year Rolling Average)	Number of Fatalities					
	Fatality Rate					
	Serious Injuries	○	●	○	○	
	Serious Injury Rate					
	Non-Motorized Safety (Fatalities + Serious Injuries)					
Roadway Capacity Performance Measures	Percent of VMT and Roadway Miles below adopted Level of Service Standard	○	○	●		
	V/C Ratio					
	V/MSV Ratio					
Travel Time Reliability Performance Measures	Percent of the Interstate System providing for Reliable Travel Times	○	○	●		
	Percent of the Non-Interstate NHS providing for Reliable Travel Times					
	Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)					
	Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)					
Goods Movement Performance Measures	Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes	○	○	●		
	Percent of the Interstate System Mileage Providing for Reliable Truck Travel Times					
	Percent of the Interstate System Mileage Uncongested					
	Number of Crashes Involving Heavy Vehicles					
Public Transit Performance Measures	Percent of Congested Roadway Centerline Miles with Transit Service	○	○	●		
	Passenger Trips per Revenue Hour					
	Average Peak Service Frequency					
	On-Time Performance					
	Annual Ridership					
Bike/ Pedestrian/ Trail Facility Performance Measures	Percent of Congested Roadway Centerline Miles with Bicycle and/or Sidewalk Facilities	○	○	●		
	Miles of Multi-Use Trails					
TDM	Number of Registered Carpools or Vanpools	○	○	●		
System Preservation (Optional - Non-CMP)	Percent of Interstate & Non-Interstate NHS Pavement in Good/Poor Condition	●				●
	Percent of NHS Bridges in Good/Poor Condition					

Safety Performance Measures (Based on 5-Year Rolling Average)

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Non-motorized safety (number of non-motorized fatalities + serious injuries)

Roadway Capacity Performance Measures

- Percent of Roadway Miles by LOS Type
- Percent of Vehicle Miles Traveled by LOS Type
- V/C ratio
- V/MSV ratio

Reliable Travel Time Performance Measures

- Percent of the Interstate System providing for Reliable Travel Times
- Percent of the non-Interstate NHS providing for Reliable Travel Times
- Percent of the Interstate System where Peak Hour Travel Times meet expectations (Optional)
- Percent of the non-Interstate NHS where Peak Hour Travel Times meet expectations (Optional)

Public Transit Performance Measures

- Percent of congested roadway centerline miles with transit service
- Average peak service frequency
- On-time performance
- Transit Ridership

Bicycle/Pedestrian/Multiuse Path Facility Performance Measures

- Percent of Congested Roadway Centerline Miles with Bicycle Facilities
- Percent of Congested Roadway Centerline Miles with Sidewalk Facilities
- Miles of existing Multiuse Paths

Goods Movement Performance Measures

- Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes
- Number of Crashes Involving Heavy Vehicles

Transportation Demand Management Performance Measures

- Available information on registered vanpools/carpools and riders.

System Preservation (Optional – Non-CMP)

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in “Good” Condition
- Percent of NHS Bridges Classified as in “Poor” Condition

These performance measures were identified based on numerous monitoring activities currently conducted and/ or planned by various local and state agencies for Marion County. Detailed descriptions of each of these measures, together with an explanation of how the required data are or will be collected, are presented below. Developing additional performance measures resulting from implementation of MAP-21 and the FAST Act.

Safety Performance Measures (5 Year Rolling Average)

Crashes at intersections and roadway segments are used as an indicator of congestion. Considered a measure of non-recurring congestion, this measure uses data that are widely available through the many local and state agencies that track them on an ongoing basis throughout the CMP application area. All data is collected and summarized in the form of a 5 year rolling average.

Number of Fatalities

This is a summary of the number of fatalities from motor vehicle crashes. This is measured by the number of fatalities and not the number of fatality crashes.

Fatality Rate

This is a summary of the number of fatalities from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of fatalities and not the number of fatality crashes.

Serious Injuries

This is a summary of the number of incapacitating injuries from motor vehicle crashes. This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

Serious Injury Rate

This is a summary of the number of incapacitating injuries from motor vehicle crashes normalized by exposure in the form of vehicle miles of travel (100 million). This is measured by the number of persons receiving incapacitating injuries and not the number of incapacitating injury crashes.

Non-Motorized Safety (Fatalities + Serious Injuries)

This is a summary of the number of fatalities and incapacitating injuries from motor vehicle crashes that involve pedestrians or bicyclists. This is measured by the sum of the number of fatalities and incapacitating injuries and not the number of fatality or incapacitating injury crashes.

Data Collection/Availability – Crash data in Marion County is collected by the TPO from the University of Florida Signal Four Analytics database and also received from FDOT on an annual basis.

Additional Resources

In March 2021 FDOT published an updated Strategic Highway Safety Plan (SHSP). This newest plan establishes a focus toward achieving "Vision Zero", a goal of zero traffic fatalities. The plan identifies four approaches to improve safety:

- Engineering
- Enforcement
- Education
- Emergency Response

The plan also identifies the need for quality Information Intelligence, Innovation, Insight Into Communities, and Investments and Policies to achieve Vision Zero.

These overarching approaches address the following 11 SHSP Emphasis Areas withing the Roadways, Road Users, and User Behavior categories:

Each year the TPO is required to update safety targets for five safety performance measures established by MAP-21. The TPO Governing Board decides annually if these targets may differ from the statewide targets established by FDOT.

Roadway Performance Measures

Percent of Vehicle Miles of Travel (VMT) and Roadway Miles Below the Adopted Level of Service (LOS) Standard. This measure summarizes the proportion of vehicle miles of travel and roadway miles below the adopted level of service standard to help quantify the level of congestion within the County.

Data Collection/Availability – The City of Ocala, Marion County, and FDOT collect traffic data annually. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes. The Maximum Service Volume (MSV) and LOS are generally based on FDOT Quality/Level of Service (Q/LOS) methodology.

V/C Ratio and V/MSV Ratio

The volume-to-capacity (V/C) ratio is used as the major tool in measuring roadway conditions and is a measure of the amount of traffic on a given roadway in relation to the amount of traffic the roadway was designed to handle. The volume to maximum service volume (V/MSV) is used to measure the amount of traffic on a roadway in relation to the adopted acceptable amount of traffic the roadway should be able to handle.

The City of Ocala, Marion County, and FDOT collect traffic volume data annually. The Ocala Marion TPO publishes the traffic counts in a Geographic Information System (GIS) platform and published report. FDOT updates capacity data and performs LOS analysis on an annual basis for various planning purposes.

Reliable Travel Time Performance Measures

FDOT has an established a Mobility Performance Measures Program based on a benchmarking technique and is referred to as the Florida Reliability Method. The Florida Reliability Method was derived from the Department's definition of reliability of a highway system as the percent of travel on a corridor that takes no longer than the expected travel time plus a certain acceptable additional time. In this context, it is necessary to define the three major components of reliability:

1. **Travel time –** The time it takes a typical commuter to move from the beginning to the end of a corridor. Since speed is determined along each segment as the traveler moves through the corridor, this travel time is a function of both time and distance. This is representative of the typical commuter's experience in the corridor.
2. **Expected travel time –** The median travel time across the corridor during the time-period being analyzed. The median is used rather than the mean so that the value of the expected travel time is not influenced by any unusual major incidents that may have occurred during the sampling period. These major incidents will be accounted for in the percentage of how often the travel takes longer than expected but will not change the baseline to which that unusually high travel time is being compared.
3. **Acceptable additional time –** The amount of additional time, beyond the expected travel time, that a commuter would find acceptable during a commute. The acceptable additional time is expressed as a percentage of the expected travel time during the period being analyzed.

Percent of the Interstate System providing for Reliable Travel Times

Percent of the Interstate System providing reliable travel times.

Percent of the non-Interstate NHS providing for Reliable Travel Times

Percent of the non-Interstate NHS System providing reliable travel times. This will typically only be measured on the State Highway system and a limited number of non-State Highway System facilities.

Public Transit Performance Measures

Average Service Frequency and Number of Routes

This measure summarizes the number of routes in Marion County (fixed-route local bus service), including the average service frequency.

Data Collection/Availability – Ocala and Marion County's transit system, SunTran, maintains databases of various transit service and operational data including route networks. This data is typically available in GIS or spreadsheet formats and used regularly by SunTran for service planning purposes.

Passenger Trips (Annual Ridership)

Annual ridership summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Data Collection/Availability – The ridership data is considered one of the key performance indicators for any transit systems and are collected regularly. Transit ridership data is maintained and summarized by SunTran in various transit and related documents.

Passenger Trips per Revenue Hour

Passenger Trips per Revenue Hour summarizes the total number of un-linked passenger trips from all transit routes that operates in the CMP application area in Marion County divided by the total revenue hours. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. The total revenue hours are provided by SunTran.

Data Collection/Availability – SunTran regularly collects this data, which are reported in various day- to-day operations reports and annual reports such as the National Transit Database (NTD).

Bicycle/Pedestrian/Multiuse Path Facility Performance Measures

Percent of Congested CMP Roadway Centerline Miles with Bicycle Facilities

This measure identifies the proportion of congested CMP centerline miles, where some type of bicycle facility exists, as defined by the respective planning agencies. Some communities consider paved shoulders and wide curb lanes to be bicycle facilities, excepting interstates and toll facilities.

Data Collection/Availability – The data are regularly collected and maintained by Ocala Marion TPO and summarized in various local plans.

Percent of Congested CMP Roadway Centerline Miles with Sidewalk Facilities

The proportion of congested CMP roadway network centerline miles on which a sidewalk is available is measured.

Data Collection/Availability – The data are regularly collected and maintained by the TPO and summarized in various local plans.

Miles of Multiuse Paths

This measure summarizes the total number of miles of multiuse path facilities in Marion County. Multiuse path facilities usually are off-street facilities designated for the exclusive use of nonmotorized travel. They may be used by pedestrians, cyclists, wheelchair users, joggers, and other non-motorized users.

Data Collection/Availability – The data are regularly collected and maintained by the TPO and summarized in various local plans.

Goods Movement Performance Measures

Vehicle Miles Traveled (VMT) Below LOS Standard on Designated Truck Routes

Measures the total vehicle miles of travel below the adopted LOS standard in Marion County on the NHS. The VMT for a roadway segment is calculated by multiplying the Annual Average Daily Traffic (AADT) of that segment by the length of the segment in miles.

Data Collection/Availability – The VMT performance data is calculated with the update of the State of the System Report.

Percent of the Interstate System Mileage providing for Reliable Truck Travel Times

Percent of the Interstate System providing reliable truck travel times.

Data Collection/Availability – Truck Travel Time Reliability Data will be summarized by FDOT for the Interstate System.

Percent of the Interstate System Mileage Uncongested

This measures the total vehicle miles of travel below the adopted LOS standard in Marion County on Interstate 75.

Data Collection/Availability – Level of service performance data is calculated with the update of the State of the System Report.

Number of Crashes Involving Heavy Vehicles

These crashes involve heavy vehicles. It is considered a measure of nonrecurring congestion that is often more significant when it involves heavy vehicles. This measure uses data that are widely available through the many local and state agencies that track these data on an ongoing basis throughout the CMP application area.

Data Collection/Availability – Crash data is derived from the University of Florida Signal Four Analytics database.

TDM Performance Measures

Number of Registered Carpools or Vanpools

TDM Performance Measures could include the annual number of registered carpools and vanpools in CMP application area. A carpool is defined as a group of two or more people who commute to work or other destinations together in a private vehicle, while a vanpool is typically a prearranged group of 5 to 15 people who share their commute to work.

Data Collection/Availability – FDOT's reThink Your Commute, through a contracted operator, provides carpool/ vanpool services in Marion County and neighboring areas. reThink Your Commute maintains data on the number of carpools and vanpools operating in Marion County on an annual basis. The organization also maintains a list of registered carpool/vanpool users to match to carpools and vanpools.

System Preservation (Optional – Non-CMP)

Federal legislation (MAP-21 & FAST Act) requires the reporting of pavement conditions and bridge conditions on the National Highway System. While this is not a CMP related performance measure, it is appropriate to include these performance measures in the CMP Annual State of the System report.

- Percent of pavements of the Interstate System in Good condition
- Percent of pavements of the non-Interstate NHS in Good condition
- Percent of pavements of the Interstate System in Poor condition
- Percent of pavements of the non-Interstate NHS in Poor condition
- Percent of NHS Bridges Classified as in "Good" Condition
- Percent of NHS Bridges Classified as in "Poor" Condition

Data Collection/Availability – Pavement condition data for the Interstate and Non-Interstate National Highway System roadways will be provided by FDOT. Non-State NHS pavement condition data will need to be provided by the appropriate jurisdiction and data availability may be limited. Bridge condition information will be provided by the FDOT for all NHS bridges.

SYSTEM PERFORMANCE MONITORING PLAN

The FHWA identifies congestion monitoring as just one of several aspects of transportation system performance that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, travel time reliability, quality of life, and customer satisfaction are among the aspects of performance that also require monitoring.

The goal of the Ocala Marion TPO CMP system monitoring plan, as presented in **Table 2**, is to develop an ongoing system of monitoring and reporting that relies primarily on data already collected or planned to be collected.

The components of the monitoring plan include roadways, public transit/rideshare, bicycle/pedestrian/multiuse path, transportation demand management (TDM), and goods movement where:

- Roadways are monitored through annual LOS analysis using traffic counts and other related data constantly collected throughout the region;
- Crashes are monitored to help measure safety and nonrecurring congestion;
- Transit performance is monitored continuously through various operating and capital plans;
- Bicycle/pedestrian/multiuse path inventory data are monitored and updated in various city and county databases;
- TDM-related data monitoring is done primarily by the reThink Your Commute Commuter Assistance Program, which maintains an array of databases and coordinates programs to find alternatives for single occupant vehicle (SOV) trips in Marion County and other counties in Central Florida;
- Significant goods movement corridors are evaluated to address mobility needs of the goods movement providers.

Table 2. System Performance Monitoring Plan

CATEGORY	PERFORMANCE MEASURES	MONITORING ACTIVITY	RESPONSIBLE AGENCY	CURRENT STATUS	GEOGRAPHIC AREA COVERED
Level of Service	Percent of Miles/VMT by LOS Type V/C Ratio V/MSV Ratio	Level of Service Analysis	Ocala Marion TPO	Ongoing	Ocala Marion TPO Roadway Network
Safety	Total Crashes Crash Frequency Crashes involving heavy vehicles	Crash Data Analysis	Ocala Marion TPO	Ongoing	FDOT, Marion County
Transit	Passenger Trips Passenger Trips per Revenue Hour Number of Routes & Service	National ransportation Database Report/ Transit Development Plan	Ocala Marion TPO/ Cities/FDOT	Ongoing	Ocala Marion TPO Roadway Network
Bicycle and Pedestrian	Miles of Multiuse Path Facilities Percent Congested Miles on Ped. and Bike facilities	Bicycle/ Pedestrian/ Multiuse Path Plans, LRTP and Databases	Ocala Marion TPO	Ongoing	Marion County
Carpooling	Number of Registered Carpools or Vanpools	Annual Reports and Interim Summaries by reThink Your Commute	reThink Your Commute	Ongoing	Marion County
Truck Traffic	Percent of VMT on Designated Truck Route Corridors on congested roadways	Roadway Databases and LRTP	Ocala Marion TPO / FDOT	Ongoing	Marion County

The TPO, as part of the system monitoring plan, will update the State of the System Report to coordinate with the LRTP, the Marion County Comprehensive Plans and Mobility Fee Update. Since traffic conditions typically do not change drastically from one year to the next, the TPO will update the policies and process of the CMP to coincide with the adoption of the LRTP. It is anticipated that the State of the System Report would then be updated every two years.

CONGESTED CORRIDOR SELECTION AND CMP STRATEGIES

Introduction

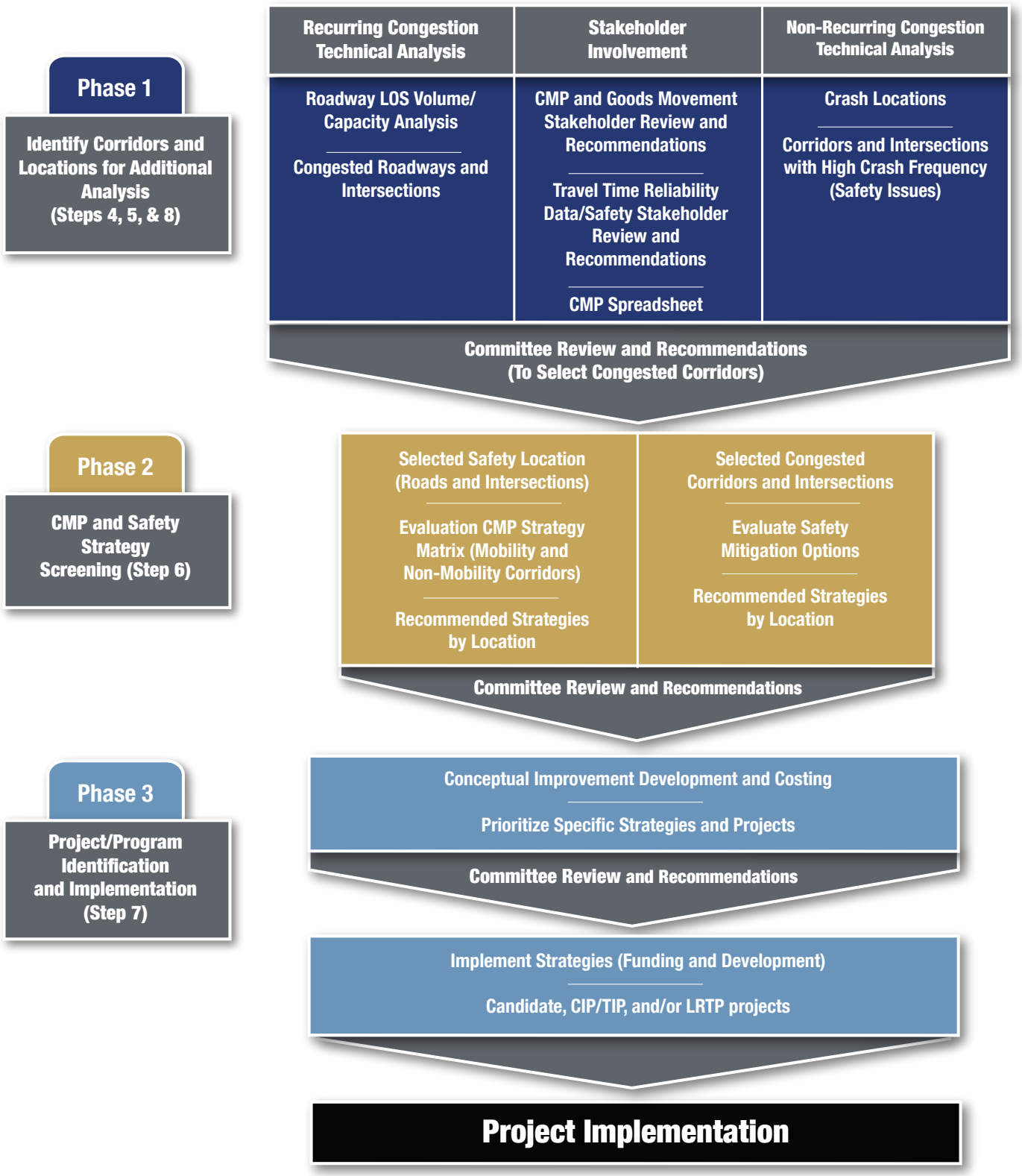
The process of completing CMP Steps 4 to 8 are focused on the identification of congestion, potential strategies to address congestion that lead to implementation, and evaluating the impact of implemented congestion strategies on the transportation system. This section summarizes the identification of potential CMP strategies. This includes the process for selecting new corridors and future projects for implementation and may also include an implementation schedule, responsibilities, costs, and possible funding sources for each strategy currently proposed for implementation.

Congested Corridor Selection and Project Selection Process

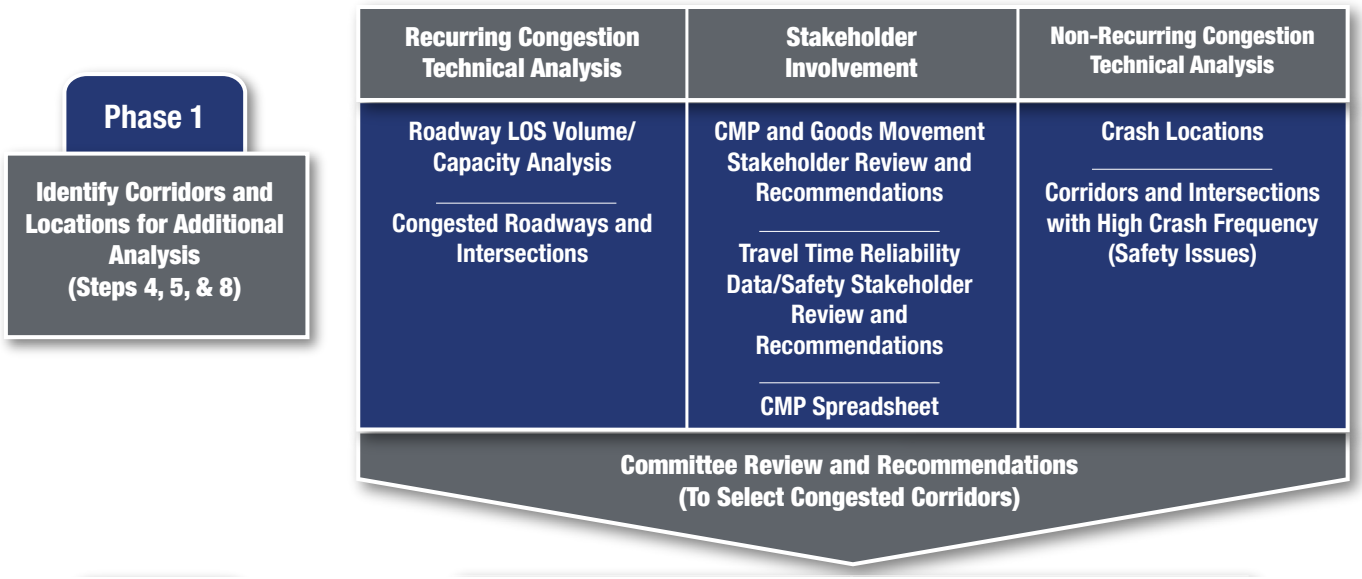
The purpose of the CMP is to identify implementable projects. The list of known congestion issues maintained by the TPO should continue to be used as a primary source in identifying opportunities. However, continued monitoring of the transportation system will provide additional information regarding new congestion where solutions will be needed. The 3-phase CMP process outlined in **Figure 7** involves identifying and screening congested corridors to identify potential projects/programs that may be implemented.

The process follows three phases and complements the federal eight-step process described in Chapter 2. Corridors to be evaluated are selected by coordinated efforts of TPO committees.

Figure 7: *Corridor/Strategy Selection Process*



The following pages provide additional details on each phase of the corridor and strategy selection process.



Identify Congested Corridors and Locations for Additional Analysis (Phase 1) - Steps 4, 5, & 8

Monitoring efforts are used to review the level of service on the roadway network to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP screening process. The TPO uses a tiered approach in identifying potential projects for implementation in the CMP. This approach includes a series of conditions or criteria for evaluating congestion and identifying the appropriate solution.

- **Not Congested (currently or in five years without improvements):** Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.
- **Approaching Congestion or Minimally Congested:** Corridors that are approaching congestion or are minimally congested based on one of the following three criteria (projects on these corridors may have the greatest impact):
  - **Approaching Congestion** – Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway's capacity at the adopted level of service standard with either the existing conditions or forecasted five-year condition without improvement.
  - **Congested Today** – Existing corridors with traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
  - **Congestion in 5 Years** – Corridors forecasted in five years to have traffic volumes that exceed the adopted level of service standard that do not exceed the physical capacity of the roadway.
- **Extremely Congested:** Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

Crash data management procedures also are used to identify corridors or intersections with a high frequency of crashes that result in non-recurring congestion. Safety improvements not only reduce the potential harm to persons in our communities but also can reduce congestion.

Generally, non-congested corridors do not need to be addressed by the CMP; however, the other two categories may require one or more congestion-relieving strategies. Extremely congested corridors typically will require either capacity improvements or a shift to other mobility strategies that rely significantly on public transportation or reductions in travel demand. In some cases, extremely congested corridors may respond favorably to the implementation of operational improvements; these would be considered on a case-by-case basis where appropriate. The corridors approaching congested or minimally congested will generally be the most responsive to CMP improvement strategies.

After the congested network and corridors have been identified, two to three corridors are selected for detailed analysis and identification of recommended strategies. The TPO's committees review the selection of corridors.

Once corridors are selected and evaluated, they typically will not be reevaluated for three to five years. Corridors are selected based on the following:

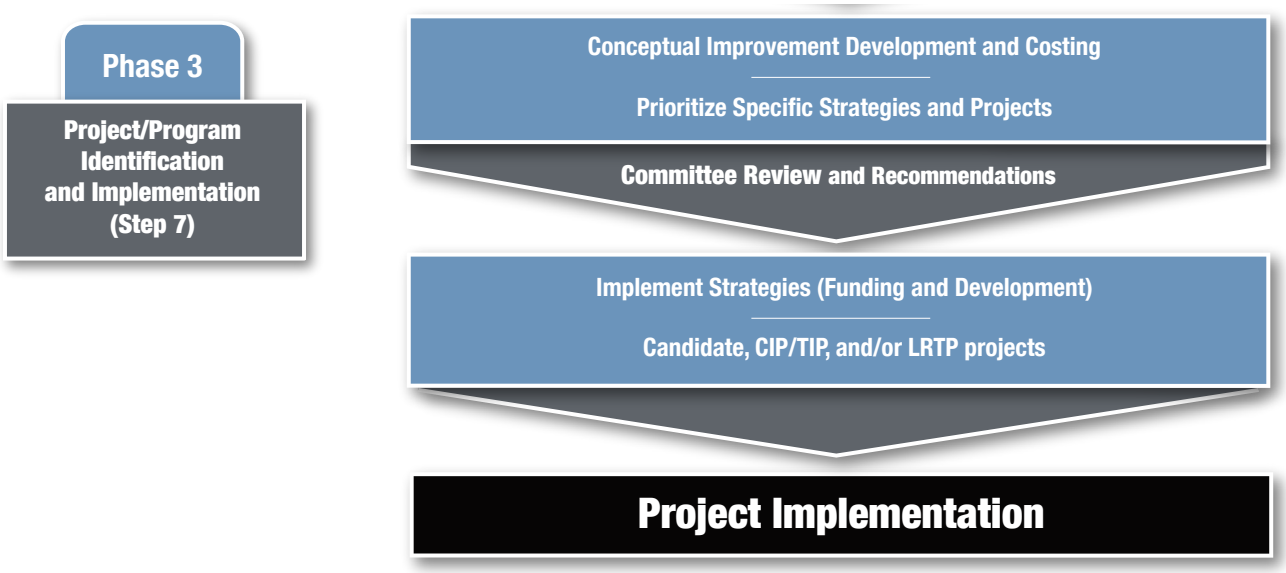
1. If they are not in the 5-year work program or identified as projects in the 10-year plan and the corridors are forecasted to operate below their adopted level of service standard.
2. Corridors that would receive the greatest mobility or operational benefit from the CMP process.

The evaluation of the 5 year systemwide level of service analysis with programmed improvements addresses the requirement to evaluate strategy effectiveness (Step 8).

CMP and Safety Strategy Screening (Phase 2) - Step 6

Once congested corridors are selected for review, they are screened to identify mitigation strategies to reduce congestion or improve safety and reduce crashes. The Congestion Mitigation Process Strategy Matrix (found in Appendix B) is used to address recurring congestion, and the Safety Mitigation Strategy Matrix (found in Appendix C) is used to address nonrecurring congestion. The matrix includes strategies in five tiers as identified in the Ocala Marion CMP Strategy Toolbox, as illustrated later in this section. The CMP Strategy Matrix typically is used in a workshop setting to quickly review a corridor, and the Safety Mitigation Strategy Matrix is applied based on a review of crash data.

Because this phase is typically the most time-consuming and data-intensive, it is not always necessary to screen the congested corridors if previous analysis or evaluation has been conducted. In the case of the list maintained by the TPO, congestion issues may have already been identified or documented through citizen comment and observation making it simpler to identify the appropriate strategy to address the congestion issue.



Evaluate Project or Program for Implementation (Phase 3) - Step 7

The congestion or safety mitigation strategies that are identified as having the greatest potential benefit are then evaluated in greater detail based on committee and/or technical recommendations. During this phase, additional analysis is performed on potential projects and programs to identify the specific improvement, implementation issues, and costs. Recommendations for implementation are then made for approved projects or programs. This may result in a need to refocus existing resources, such as existing rideshare programs or local maintenance crews where possible, programming improvements in the local agency capital improvement programs or transportation improvement program, or using boxed-funds controlled by the TPO, and finally may be identified as candidate projects for implementation in future LRTPs. This identification of projects and programs is coordinated with the TPO committees, and information is provided to the local government staff for future consideration during the capital budgeting process.

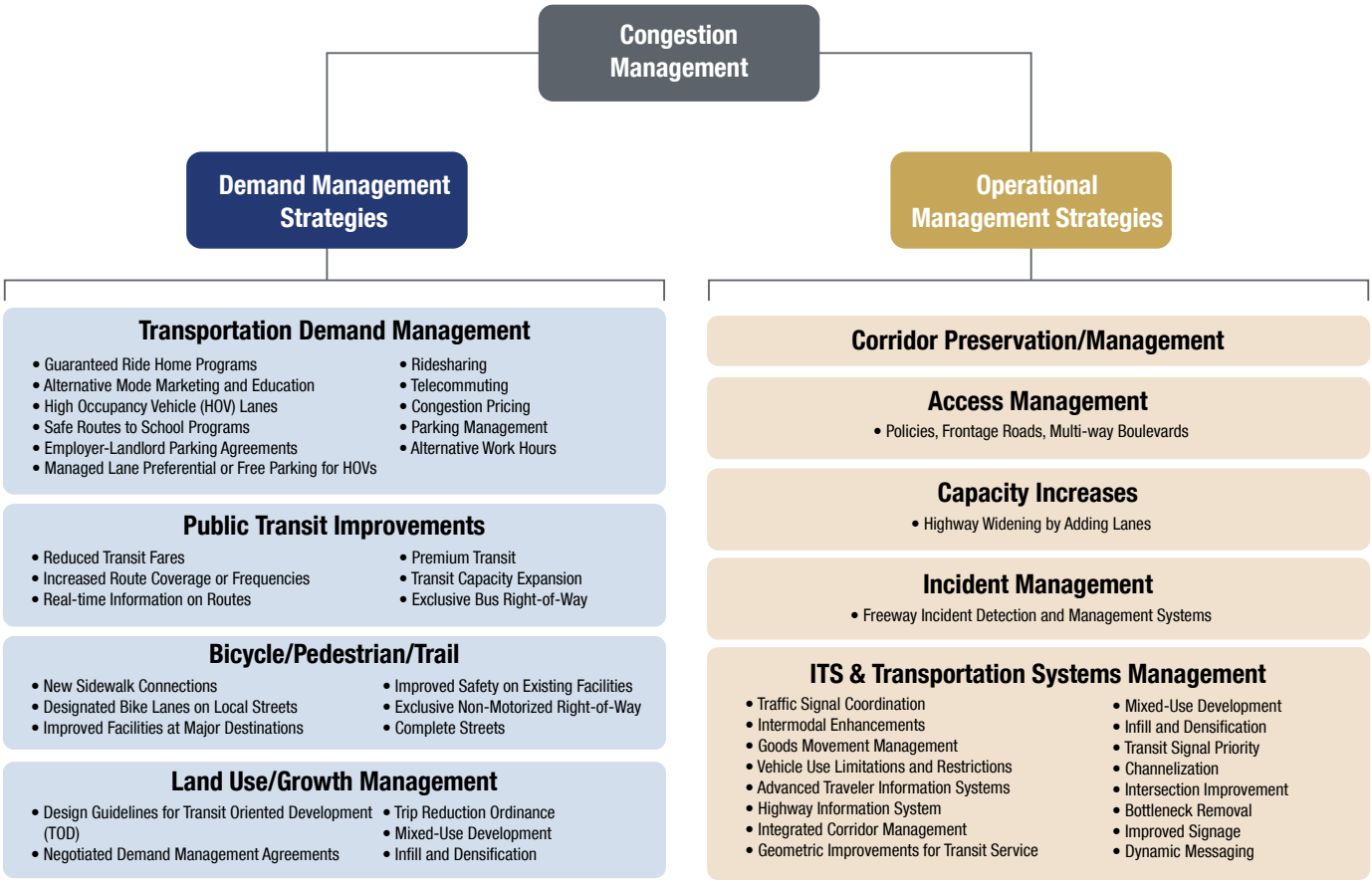
CONGESTION MANAGEMENT STRATEGIES

This section of the CMP Update identifies and evaluates the strategies intended for mitigating existing and future congestion in the CMP roadway network. A Toolbox of Strategies is presented to help decision makers and planners in effectively using these congestion reduction strategies. The Final Rule on Statewide and Metropolitan Transportation Planning published on February 14, 2007, states that, "development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Program (TIP)."

A full range of potential strategies has been identified for the multimodal CMP network. These strategies are included in the full CMP Toolbox of Strategies found in Appendix E.

Figure 8 summarizes the demand and operational management strategies included in the Ocala Marion TPO CMP Toolbox of Strategies. A full range of demand and operational management strategies are identified for the TPO to assist in efforts to mitigating existing and future congestion.

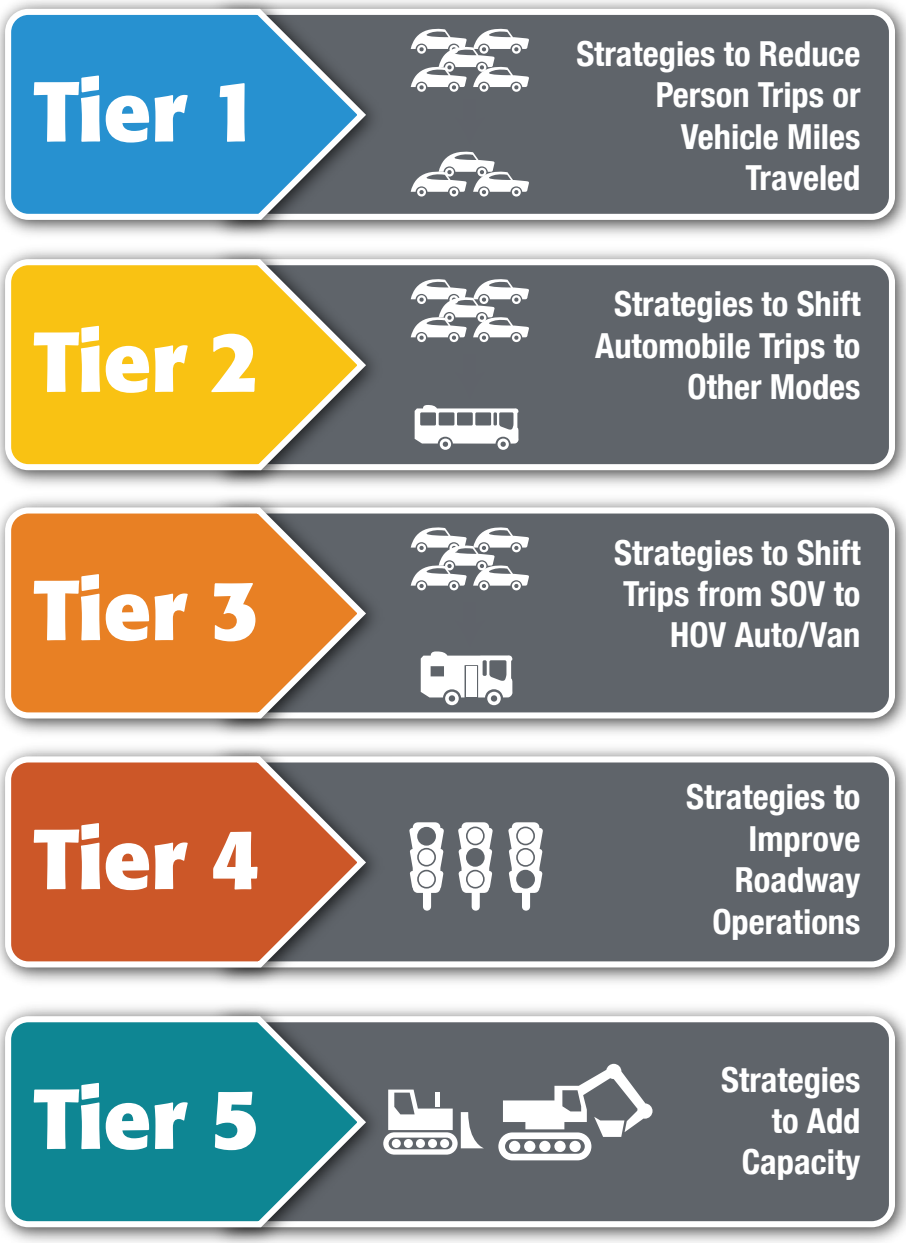
Figure 8: *Congestion Management Strategies*



CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom. The toolbox is presented below in **Figure 9**.

Figure 9: *Ocala Marion TPO CMP Toolbox of Strategies*



The "top-down" approach promotes the growing sentiment in today's transportation planning arena and follows FHWA's clear direction to consider all available solutions before recommending additional roadway capacity. is divided by tiers, strategies, and specific examples. Appendix C includes specific examples, while Appendix E includes outlines the tiers and strategies in the toolbox.

CONGESTION MITIGATION MATRIX

The CMP Strategy Matrix is used to address recurring congestion. The matrix is included in Appendix B. The matrix includes strategies in five tiers as identified in the CMP Strategy Toolbox. The CMP Strategy Matrix typically is used in a workshop setting with agency stakeholders to quickly screen through the strategies to identify appropriate strategies that may provide a benefit within the corridor. Following the screening of a corridor using the matrix, strategies which were identified as having a high level of potential benefit or medium level of potential benefit are considered for additional analysis where appropriate. The CMP Strategy Matrix identifies the general level of applicability by mode given the different trip types as follows:

- **Regional Trips:** Long distance trips and/or pass-through trips through the county. Typically these trips are auto dependent unless served by premium transit modes.
- **Regional Access Trips:** Moderate distance trips that have at least one trip end (origin or destination) within the corridor. Typically, these trips are auto dependent unless served by a mix of premium or fixed route transit.
- **Local Access Trips:** These are shorter trips with at least one trip end within the corridor. Typically transit and bicycle modes can compete favorably with the auto modes of travel relative to travel time.
- **Local Circulation Trips:** These are very short trips where both trip ends likely occur within close proximity to the corridor. Typically, walking and bicycling have travel times comparable to auto usage. Public transportation is typically not viable in the absence of frequent local circulator transit service since walking times are of relatively short duration.

CMP SAFETY MITIGATION MATRIX

The Ocala Marion TPO CMP process also includes a “CMP Safety Mitigation Matrix” for use in streamlining the identification of potential safety issues identified in the identification of congested corridors by making use of crash data produced by FDOT. FDOT produces maps and reports by crash type or cause which can be used to identify safety issues on the major roadway network for both congested and non-congested roadways. Reducing the number of crashes that occur on major roadways can reduce nonrecurring congestion. While the delay incurred resulting from crashes cannot be determined easily, it is a significant contribution of delay on major roadways. To support the integration of crash reduction as a means to reduce non-reoccurring congestion, a CMP Safety Mitigation Matrix was developed.

The CMP Safety Migration Matrix is provided in Appendix C. This Matrix is similar to the CMP Strategy Matrix in that it should be used to screen and identify potential strategies that would reduce congestion caused by specific crash types. The Matrix identifies crash types and the typical strategies that could be implemented to improve safety and reduce these crashes for the Safety Emphasis Areas identified in the State of Florida Strategic Highway Safety Plan. In most cases, additional detailed study will be required to identify the specific safety strategy or strategies to be implemented for a specific location.

MONITOR STRATEGY EFFECTIVENESS

The FHWA guidelines call for CMPs to include provisions to monitor the performance of strategies implemented to address congestion. Regulations require, “a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area’s established performance measures.” This step of the process helps determine whether operational or policy adjustments are needed to make the current strategies work better and provides information about how various strategies work in order to implement future approaches within the CMP study area.

Chapter 3

State of the System Report

State of the System Report

INTRODUCTION

As a key tool in the Ocala Marion TPO CMP, a State of the System Report will be developed to track the effectiveness of the implemented strategies, to the extent possible with the available project level data, and conditions of the multimodal transportation system as a whole. The same set of quantifiable performance measures established for the CMP will be used to measure system performance at corridor and system levels. The measures that will be utilized in the State of the System Report include:

- **Roadway Performance Measures** including percent of roadway miles and VMT by LOS Type as well as roadway traffic volume to capacity and volume to maximum service volume ratios.
- **Transit Performance Measures**, including passenger trips per revenue hour, passenger trips, and the number of routes.
- **Bicycle/Pedestrian/Multiuse Path Performance Measures**, including percent of congested CMP roadway centerline miles with bicycle facilities, percent of congested CMP roadway centerline miles with sidewalk facilities, and miles of multiuse paths.
- **TDM Performance Measures**, including the number of registered carpools or vanpools in the CMP study area
- **Goods Movement Performance Measures**, including the % of total VMT on truck routes on congested roadways.

ORGANIZATION OF THE CHAPTER

This chapter provides an updated analysis of the major corridors within the TPO's planning area and is presented in the following sections:

- Summary of **system performance and trends** relative to the performance measures identified in Chapter 2
- Identification of the **congested corridors** in Marion County in 2021 and 2026
- Summary

SYSTEM PERFORMANCE TRENDS

This section examines the performance of the system, first in a summary format and then in a more detailed form based on the specific performance measures for the CMP. This evaluation, together with the other components of the CMP, is intended to provide a better understanding of the performance of the transportation system in order to select and implement congestion mitigation and mobility strategies.

Safety Performance Measures

- The number of fatal crashes over the last five years has steadily increased from 70 crashes in 2016 to 108 crashes in 2020.
- The number of severe injury crashes has decreased significantly from 372 crashes in 2016 down to 304 crashes in 2020.
- Non-motorized fatalities and serious injuries have remained relatively steady since 2016, except for a peak of 62 in 2019.

Roadway Capacity Performance Measures

- Less than 5% of centerline miles on the CMP network are congested today (2021), and less than 7% are expected to be congested with the existing plus committed network by 2026.
- Approximately 16% of vehicle-miles of travel on the CMP network are considered congested today (2021), and approximately 38% are expected to be congested with the existing plus committed network by 2026. More than 85% of the congested vehicle-miles of travel in horizon year 2026 are expected to be on I-75.

Goods Movement Performance Measures

- More than 15% of the centerline miles for truck routes (which make up the CMP network) are considered congested.
- More than 25% of the vehicle miles of travel are considered congested.

Transit Performance Measures

- Based on the latest roadway capacity performance measures and the existing SunTran routes within Marion County, transit service is provided on just 2.8% of (non-Interstate) roadways identified as Congested or Extremely Congested.
- The peak service frequency along existing SunTran routes within Marion County is 70 min, or approximately 0.86 buses per hour, according to the latest available data (Fiscal Year 2020) from SunTran.
- In Fiscal Year 2020, SunTran reported that 76% of transit service provided within Marion County was deemed on-time.
- SunTran reports that annual ridership in the latest available data (Fiscal Year 2020) was 256,510 passengers and the service overall provided 8.84 passenger trips per revenue hour.

Bicycle/Pedestrian/Trail Facility Performance Measures

- There are currently at least 39 miles of multi-use trails within Marion County with plans to expand and provide additional connections within the network.
- Approximately 65% of non-Interstate congested roadways have sidewalk on at least one side of the roadway, but just 6.8% have bicycle facilities.

TDM Performance Measures

- Currently there are only 2 registered carpools and 12 registered vanpools in the region.

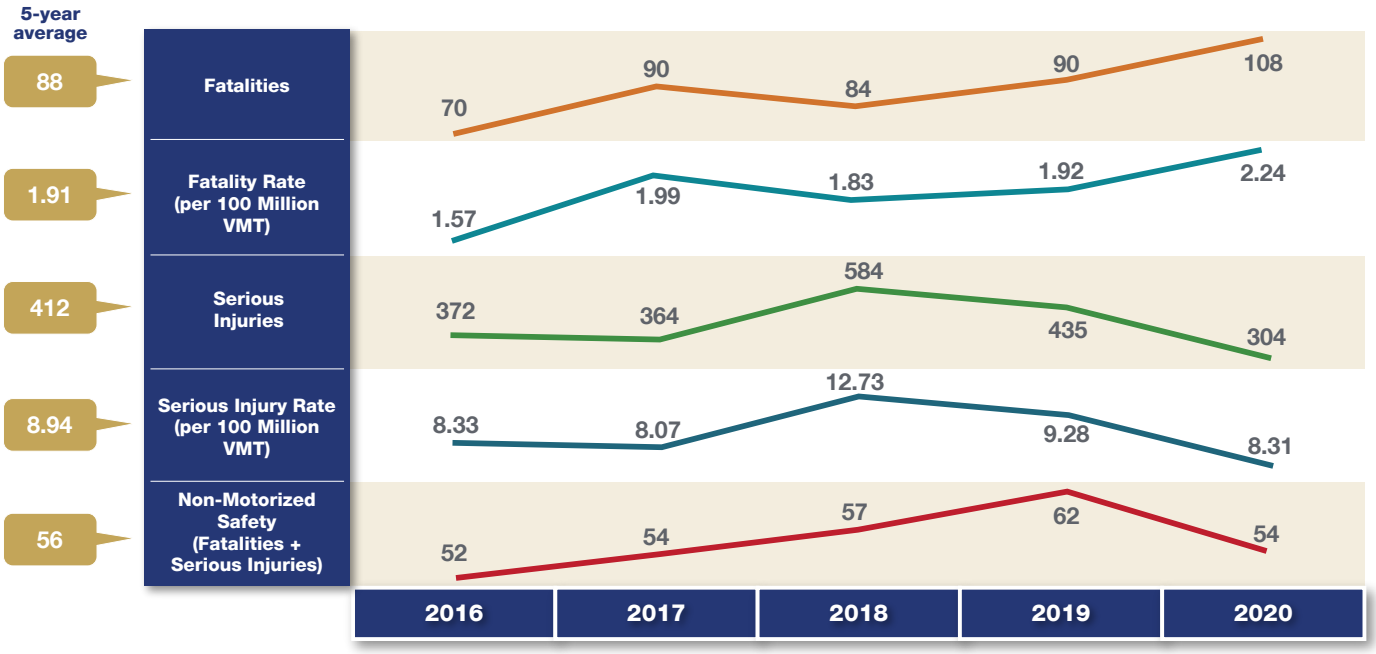
Public Involvement Performance Measures

- Stakeholders were involved throughout the CMP process. Five (5) Technical Advisory Committee (TAC) meetings, five (5) Citizens Advisory Committee (CAC), and four (4) Ocala Marion TPO Board meetings were held during development and adoption of the CMP. A public survey was conducted in March 2021 to identify public concerns about congestion in the County.

SAFETY PERFORMANCE MEASURES

The most recent five years of complete available crash data (2016 – 2020) indicate a downward trend in overall crashes, but an upward trend in fatal crashes. Crashes resulting in serious injury peaked in 2018, with 584, and have since decreased. The following includes information on crash severity by year within Marion County. Figure 10 depicts trend lines over the last five years related to fatalities, fatality rates, severe injuries, serious injury rate, and non-motorized safety.

Figure 10: *Ocala Marion Region - Five-Year Safety Performance Summary*



There are two primary safety statistics: total fatalities and fatality rate. Total fatalities is the sum of traffic-related deaths in the region without any adjustment. From 2016 to 2020 total fatalities in the region increased by more than 50 percent. A standard safety measure is to calculate a crash rate since it considers the increased opportunities for crashes to occur resulting from the increase in travel in an area. Crash rates are calculated by taking the number of fatal crashes and dividing by the vehicle-miles of travel (VMT) and are reported as fatalities per 100 million VMT. The fatality crash rate in the Ocala Marion region has increased from 1.57 in 2016 to 2.24 in 2020. Together both the total fatalities and fatality crash rate represent a troubling trend.

Marion County is experiencing a troubling trend of increased fatalities, but serious injury crashes and the associated serious injury crash rate have decreased significantly since peaking in 2018. As travel increases in an area due to population growth or increased economic activity, it is not uncommon for the frequency of traffic crashes to increase. The rate of non-motorized (bicycle and pedestrian) fatal and serious injury crashes had steadily increased between 2016 and 2019 before decreasing in 2020.

ROADWAY CAPACITY PERFORMANCE MEASURES

As part of the State of the System Report, the roadway performance was analyzed for the three tiers of the CMP network, including NHS roadways and major non-NHS roadways. Monitoring the overall roadway performance each year provides an illustration of the general level of congestion. Below are the findings for existing (2021) conditions and for the five-year horizon year (2026) summarized both by centerline miles and by annual vehicle-miles of travel.

Table 3: *Congested Centerline Miles - Ocala Marion TPO CMP Network*

Existing (2021) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	8.53	11.22	17.73	0.00
NHS Non-Interstate	144.39	7.00	7.65	6.94
Non-NHS CMP Roadways	560.72	9.28	3.64	0.53
Countywide	**731.64**	**27.5**	**29.02**	**7.47**
% of total of centerline miles of highway	91.8%	3.5%	3.7%	1.0%

Horizon Year (2026) Conditions - Miles				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	2.69	0.00	17.06	15.54
NHS Non-Interstate	132.46	11.09	7.36	0.74
Non-NHS CMP Roadways	553.69	6.34	5.42	6.01
Countywide	**688.84**	**17.43**	**29.84**	**22.29**
% of total of centerline miles of highway	88.6%	2.2%	3.8%	2.9%

Table 4: *Congested Vehicle Miles of Travel- Ocala Marion TPO CMP Network*

Existing (2021) Conditions - Million Vehicle-Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	243	399	442	0
NHS Non-Interstate	905	60	53	38
Non-NHS CMP Roadways	1,191	88	15	8
Countywide	**2,339**	**547**	**510**	**46**
% of total congested miles of travel	68.0%	15.9%	14.8%	1.3%

Horizon Year (2026) Conditions - Million Vehicle- Miles Traveled (MVMT)				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
NHS Interstate (I-75)	90	0	743	647
NHS Non-Interstate	883	136	88	11
Non-NHS CMP Roadways	1,356	46	66	66
Countywide	**2,329**	**182**	**897**	**725**
% of total congested miles of travel	53.8%	4.2%	20.7%	16.7%

Additional details are provided in the following pages that include maps showing specific congested areas under existing (2021) conditions as compared to the existing plus committed network in horizon year (2026). The existing plus committed includes funded roadway construction projects. The maps display Level of Service, Volume to Maximum Service Volumes Ratios (V/MSV at LOS Standard) as well as Volume to Physical Capacities (V/C). The V/MSV ratios indicate the amount of capacity using the adopted LOS standard whereas the V/C ratios indicate conditions where a greater level of congestion is tolerated, in many cases a LOS E condition. The LOS standard for each roadway is based on the Transportation Element of the Comprehensive Plan for Marion County and the incorporated cities. The LOS standard for State maintained roadways is D for urban areas and C for rural areas. The LOS standard for non-State maintained roadways is E for urban areas and D for rural areas. Roadways within the Farmland Preservation Area have a LOS B standard and scenic roadways have a LOS C standard, unless otherwise specifically designated in the Comprehensive Plan.

Figure 11: *Existing (2021) Daily Level of Service*

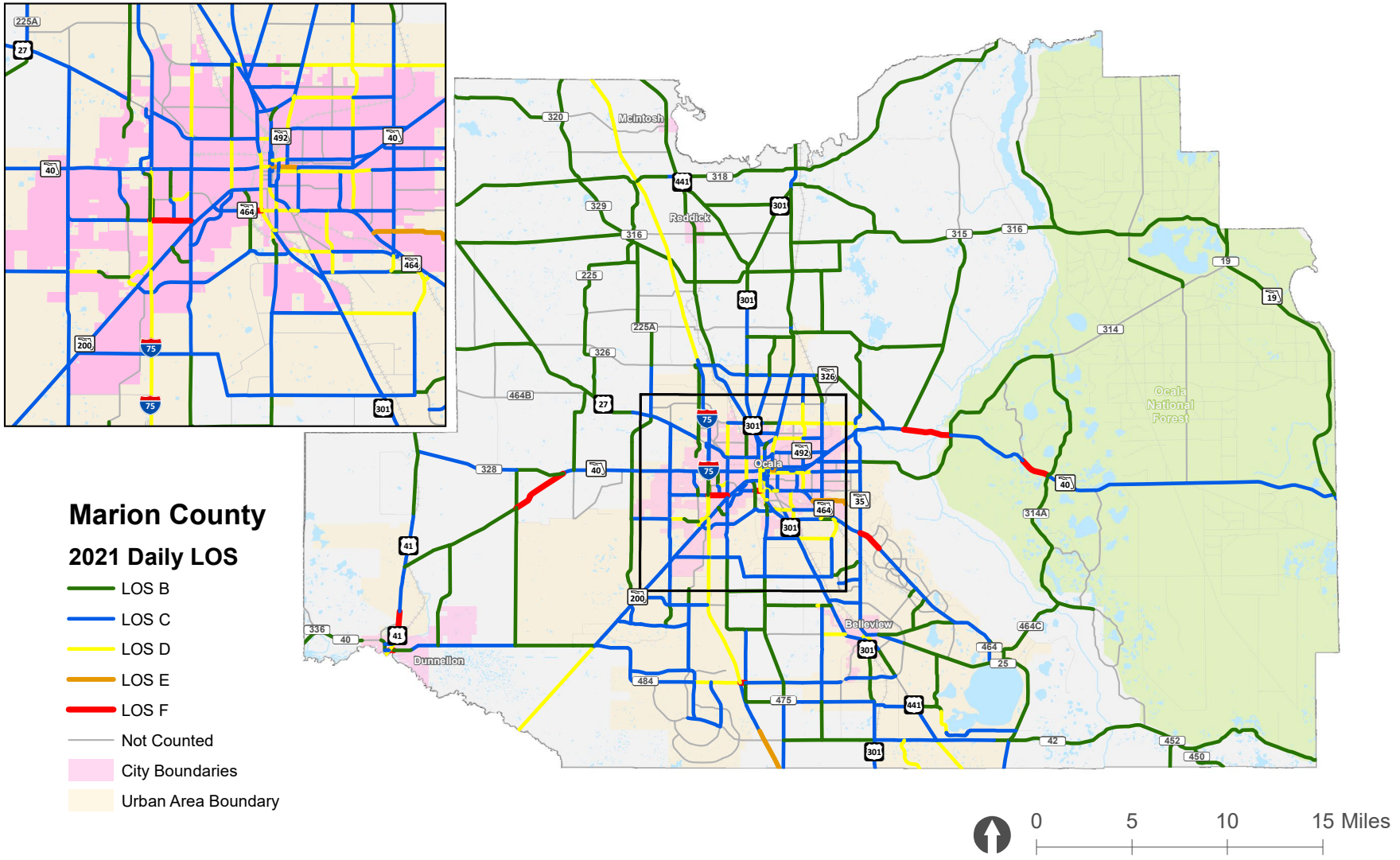


Figure 12: *Existing + Committed (2026) Daily Level Of Service*

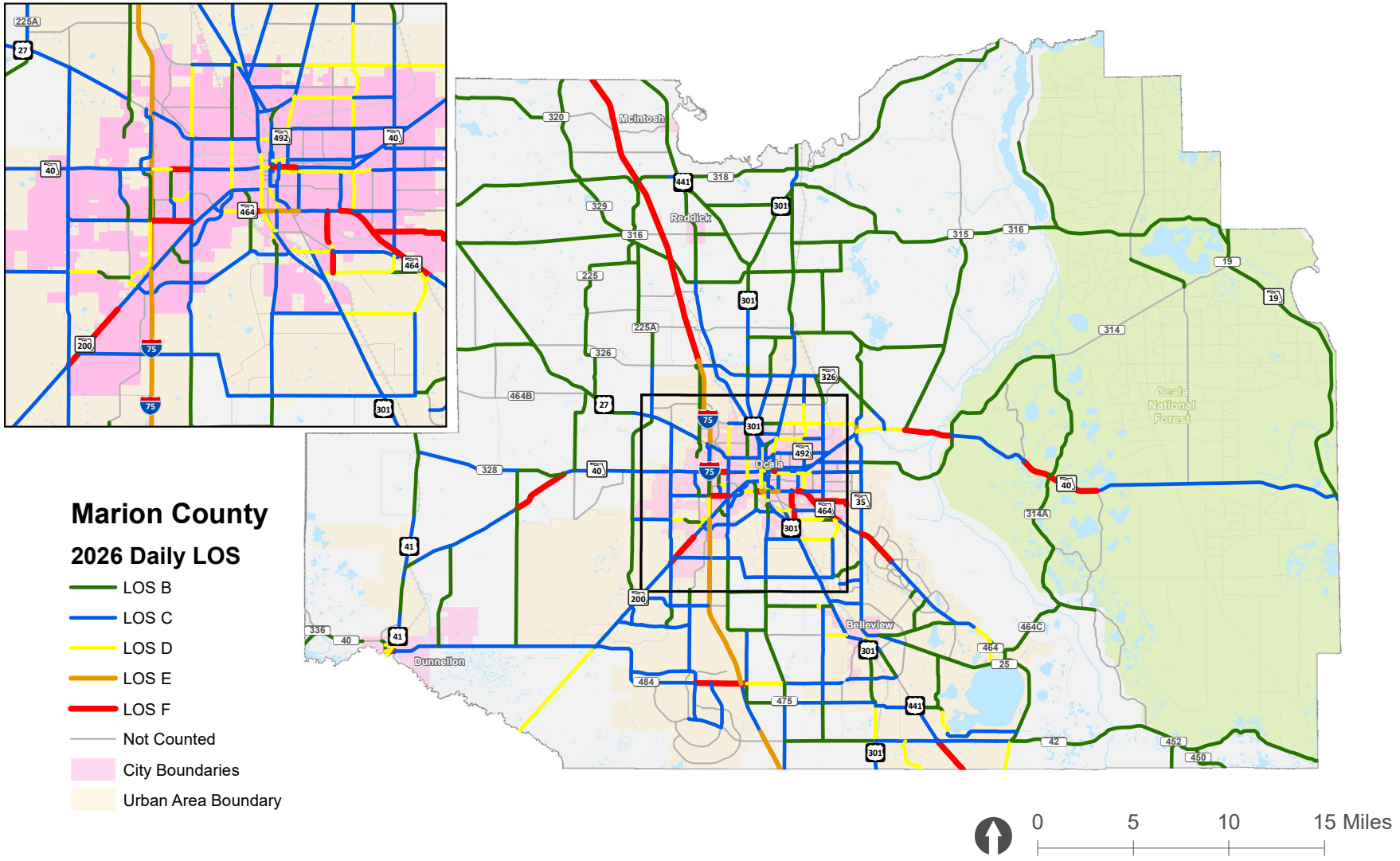
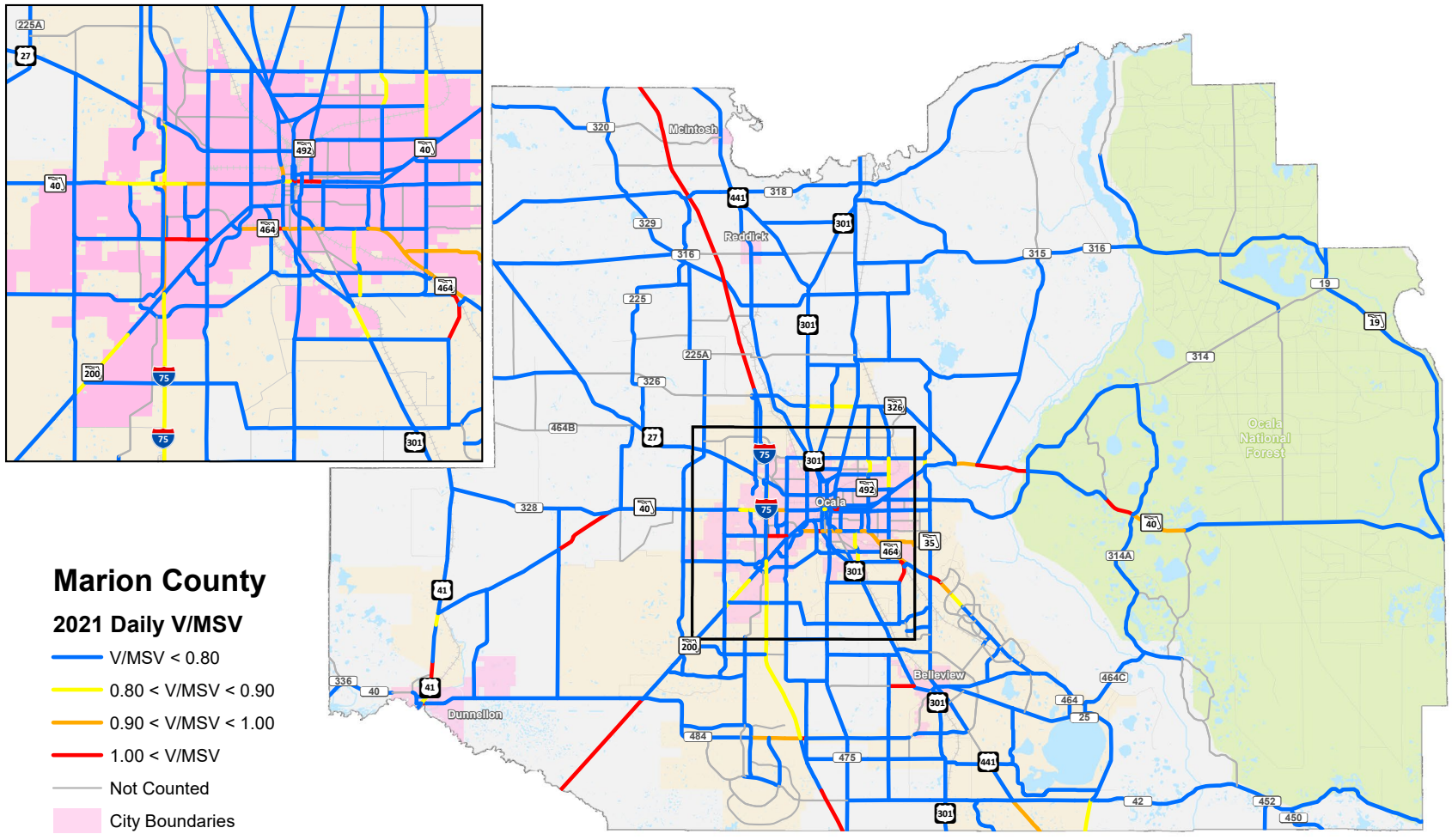


Figure 13: *Existing (2021) Volume Maximum Service Volume (V/MSV)*



Volume-to-MSV ratios are calcluated as the peak hour directional volume divided by the maximum service volume of the roadway segment based on its adopted level of service standard.

Figure 14: *Existing + Committed (2026) Volume Maximum Service Volume (V/MSV)*

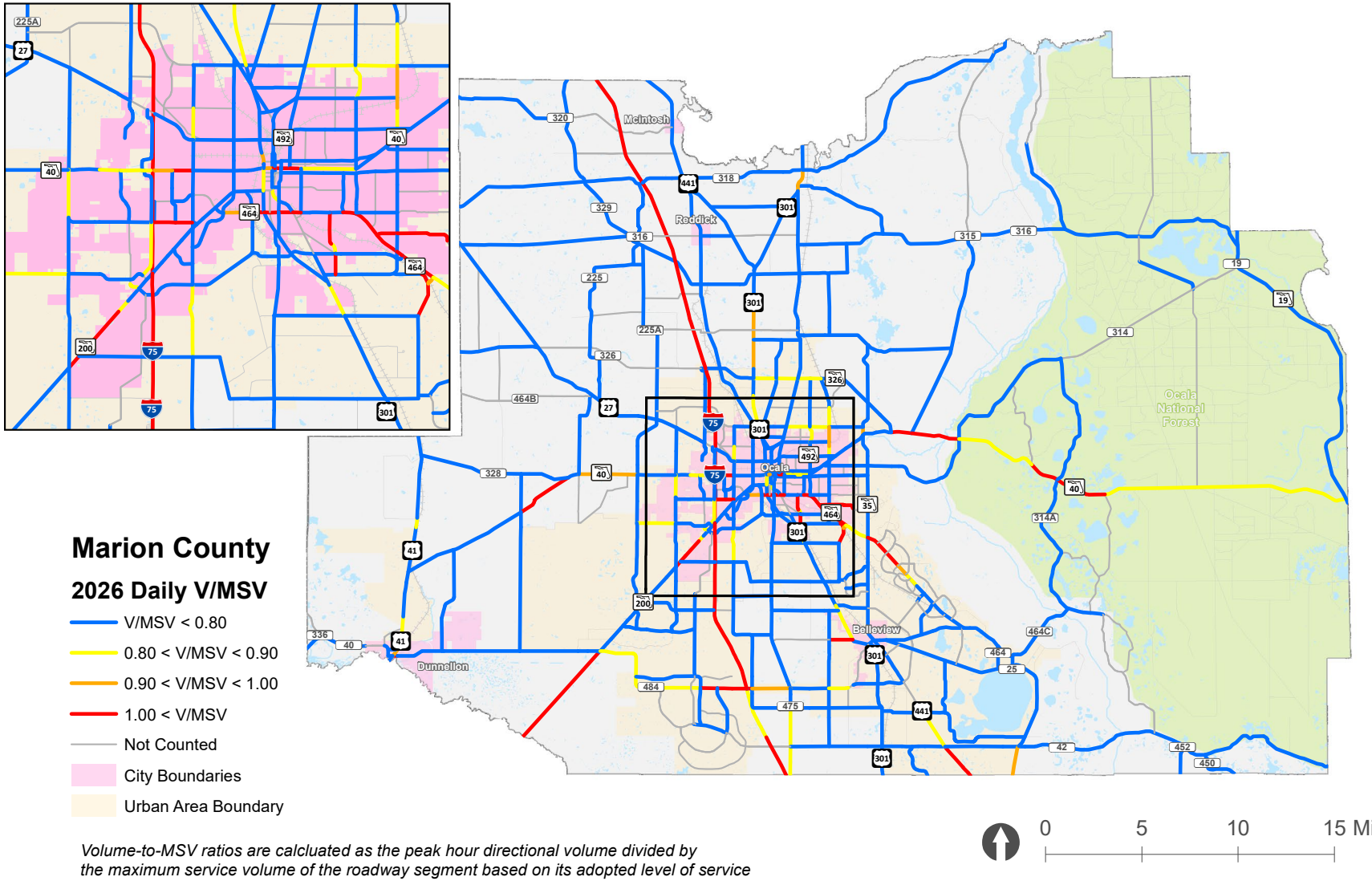


Figure 15: *Existing (2021) Volume to Physical Capacity (V/C)*

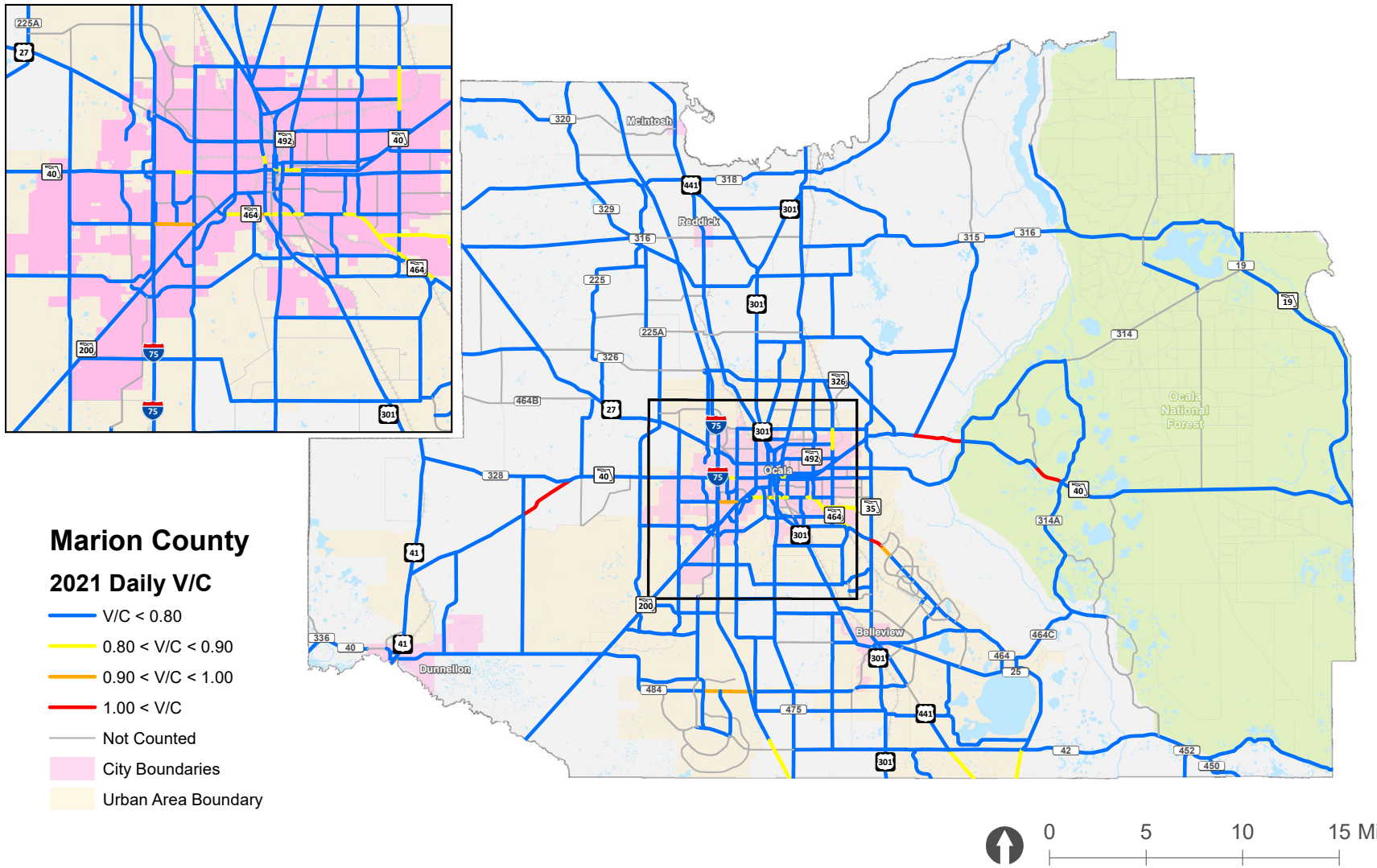
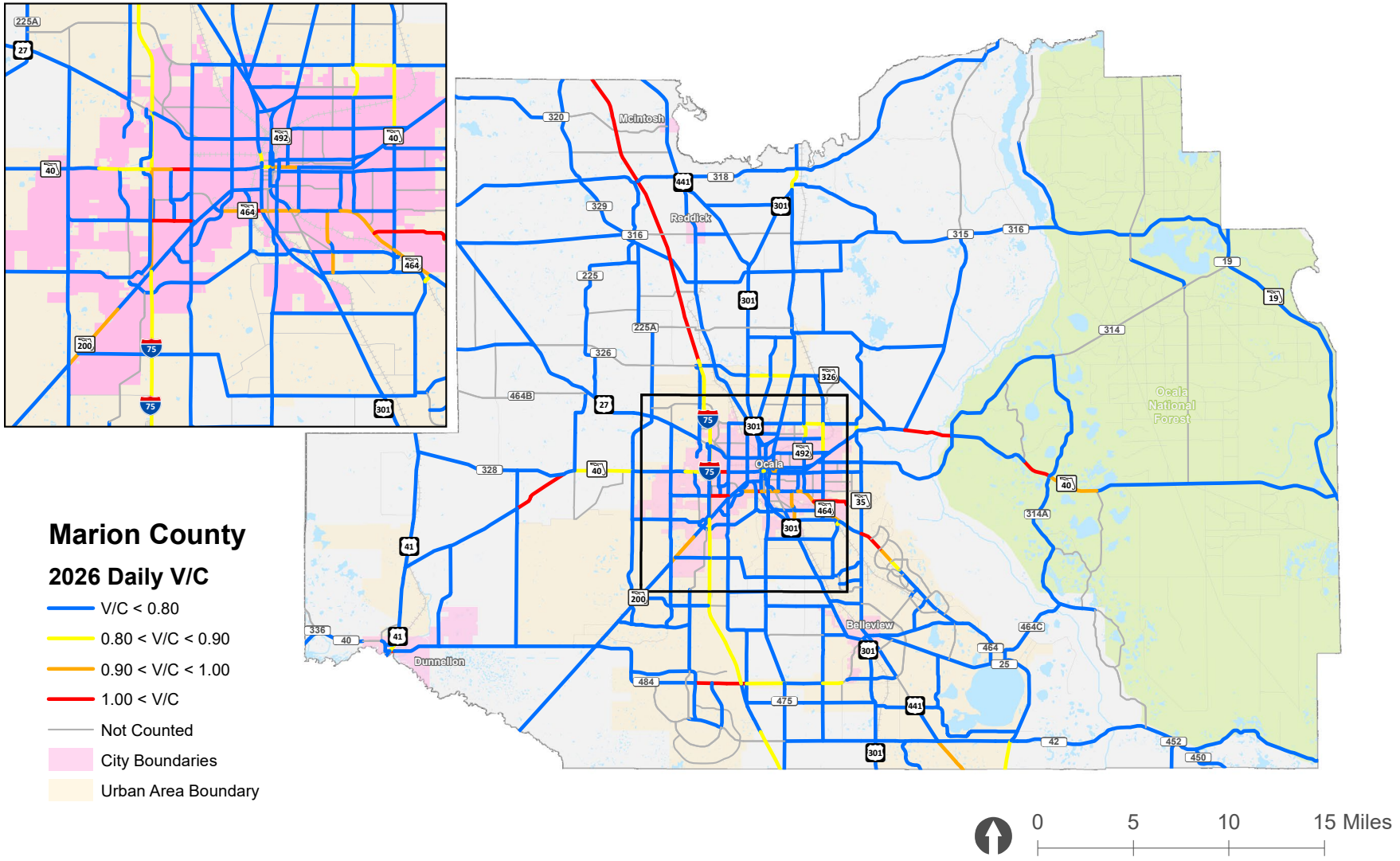


Figure 16: *Existing + Committed (2026) Volume to Physical Capacity (V/C)*



RELIABLE TRAVEL TIME PERFORMANCE MEASURES

Travel-time reliability is defined as the consistency and dependability in travel times that are measured from day-to-day and/or across different times of the day. Travel-time reliability is significant to the CMP because it incorporates a systematic method to address the issue of traffic congestion caused by non-recurring events. Examples of non-recurring events are depicted below:

TRAFFIC INCIDENTS

WEATHER

ROAD WORK ZONES

SPECIAL EVENTS

Non-recurring congestion can account for more delay than recurring congestion. Non-recurring congestion caused by incidents is especially problematic for the traveling public. It is possible for a commuter to factor in additional travel time to address routine congestion and they may be willing to accept that additional travel time as part of their normal commute. However, it is difficult to plan ahead for significant incidents, such as vehicle crashes to ensure on-time arrival.

Only recently were cost-effective data collection opportunities identified. In addition to more inexpensive travel-time monitoring technologies, there are three factors that have contributed to a greater focus on travel-time reliability. These factors include:

- **Constraints on Expansion of the Transportation System** – New roadway construction and roadway expansion has largely ended in the United States due to high costs, the built-out nature of urbanized areas, and the community desire for multimodal streets.
- **Expectations of the Traveling Public** – Surveys have shown that the traveling public often values travel- time reliability more than speed.
- **Federal Surface transportation Reauthorization Law** – When MAP-21 was signed into law, a process that involved performance measurement, target setting, and transportation investment reporting was established and seven national goals were set. Three years later, the FAST Act was signed into law and included the same national goals. One of the seven goals is System reliability – to improve the efficiency of the surface transportation system

The Federal Highway Administration (FHWA) finalized the identification of the required performance measures in January 2017 with the requirement to include the following measures:

- Percent of Person-Miles Traveled on the Interstate That Are Reliable
- Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
- Truck Travel Time Reliability (TTTR) Index (Goods Movement Performance Measure)

FDOT reports travel time reliability for Interstate, Non-Interstate NHS, and Goods movement. The latest information reported by FDOT is provided in Table 5.

Table 5: *Travel Time Reliability*

Performance of NHS			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
Interstate Reliability	75%	70%	100%
Non-Interstate Reliability	Not Required	50%	96%

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/ Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42

Goods Movement Performance Measures

Performance measures that have been identified to monitor Goods Movement are listed below. Existing performance information is also provided below.

- Amount of centerline miles for truck routes that are considered congested (the truck routes are comprised of the NHS roadways within the CMP network).
- Amount of vehicle miles of travel that are considered congested.

Table 6: *Goods Movement Performance Measures*

Freight Movement			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2018 Existing Conditions Ocala/Marion County TPO
Truck Travel Time Reliability Index	1.75	2.00	1.42

Table 7: *Goods Movement - Congested Centerline Miles (2015 to 2021 Performance)*

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	152.92	18.22	25.38	6.94
% of total goods movement on congested centerline miles of highway	75.2%	9.0%	12.5%	3.4%

Table 8: *Goods Movement - Congested Vehicle Miles of Travel (2021 Performance)*

NHS Network				
	Not Congested	Approaching/ Minimally Congested	Congested Today	Extremely Congested
Ocala Marion Region	1,147.79	458.68	495.14	37.91
% of total goods movement on congested centerline miles of highway	53.6%	21.4%	23.1%	1.8%

PUBLIC TRANSIT PERFORMANCE MEASURES

Ocala and Marion County's transit system, SunTran, regularly collects and maintains information related to various transit service and operational data, including route networks. The following represents the latest available public transit performance measure data as provided by SunTran.

Table 9: *Public Transit Performance Measures*

Transit Performance Measure	FY 2020 Data
Average Peak Service Frequency	70 minutes / 0.86 buses per hour
On-Time Performance	76%
Annual Ridership	256,510
Passenger Trips Per Revenue Hour	8.84

BICYCLE/PEDESTRIAN/TRAIL FACILITY PERFORMANCE MEASURES

There are several performance measures that have been identified to monitor the bicycle and pedestrian mode of travel which are listed below. Existing performance information is also provided below.

- Percentage of congested roadways within urban or transitioning areas that have a bicycle facility on at least one side of the roadway.
- Percentage of congested roadways within urban or transitioning areas that have a sidewalk on at least one side of the roadway

Within Marion County miles of multi-use trails are also reviewed. Currently, there are at least 15 miles of multi-use trails with plans to expand and provide further connections. The expansion of the vast trail system within Marion County will continue to be reviewed as part of the State of the System Report.

Table 10: *Congested Roadway Centerline Miles with Bicycle Facilities*

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Bicycle Facilities	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.1 miles	15.9 miles
Congested Roadways with a Bicycle Facility	0.4 miles	0.4 miles
Congested Roadways without a Bicycle Facility	5.7 miles	15.5 miles
% of Congested Roadways with a Bicycle Facility	6.8%	2.6%

Table 11: *Congested Roadway Centerline Miles with Sidewalks*

Percent of Congested Roadway Centerline Miles (within Urban Areas) with Sidewalks	Existing (2021) Conditions	Horizon (2026) Conditions
Congested Urban Area Roadways	6.1 miles	15.9 miles
Congested Roadways with a Sidewalk	3.9 miles	9.4 miles
Congested Roadways without a Sidewalk	2.2 miles	6.5 miles
% of Congested Roadways with a Sidewalk	64.7%	58.7%

Note: Includes where there is a sidewalk on at least one side of the roadway

TDM PERFORMANCE MEASURES

Strategies that reduce travel demand can be a cost-effective solution to reduce congestion and provide expanded mobility options. Since 2010, the FDOT, District Five has provided commuter assistance programs through the reThink Your Commute. The program promotes transportation solutions such as carpools, vanpools, public transit, walking, and telecommuting to limit the number of single-occupant commuter trips that contribute to peak hour congestion on highways throughout District Five, which includes Marion County.

Both carpooling and vanpooling can be effective congestion mitigation strategies when they target consolidating trips to downtown areas, activity centers, and other major employers. The number of registered carpools and vanpools in the County is one of the CMP Performance measures. Attention is directed to the fact that these are "registered" carpools and vanpools that are reported by reThink Your Commute. Users are not required to register, and the number of persons participating in carpools and vanpools is likely to be much higher.

Table 12: *2021 Registered Carpools and Vanpools*

	Carpool	Vanpool
Ocala Marion Region	2	12

Source: FDOT

BRIDGE AND PAVEMENT PERFORMANCE MEASURES

FHWA has established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The 2019 pavement and bridge conditions within the TPO planning area based on data provided by FDOT and their relation to established FDOT targets are found in Table 13 and Table 14.

Table 13: *Pavement Condition (2019)*

Pavement Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of Interstate pavements in GOOD condition	Not Required	≥60%	66.4%
% of Interstate pavements in POOR condition	Not Required	≤5%	0.0%
% of non-Interstate NHS pavements in GOOD condition	≥40%	≥40%	37.8%
% of non-Interstate NHS pavements in POOR condition	≤5%	≤5%	0.0%

Table 14: *Bridge Condition (2019)*

Bridge Condition			
Performance Measure	FDOT 2-Year Target	FDOT 4-Year Target	2019 Existing Conditions Ocala/ Marion County TPO
% of NHS bridges classified as in GOOD condition	≥50%	≥50%	59.1%
% of NHS bridges classified as in POOR condition	≤10%	≤10%	0%

PUBLIC INVOLVEMENT PERFORMANCE MEASURES

Public involvement is a critical element to the success of the CMP development and implementation and the involvement of local technical experts (engineering, planning, public works, etc.) is especially important. Stakeholders were involved throughout the development of the CMP including the Ocala Marion TPO Citizen's Advisory Committee (CAC) and Technical Advisory Committee (TAC). The public was also involved in the development of the CMP through the Ocala Marion TPO Board Meetings. Collectively, both Committees and TPO Board were involved in key elements of the decision making process, including the selection of CMP Goals, Performance Measures, and the CMP Network.

Table 15: *CMP-Related Meetings with Outreach Groups*

Outreach Group	2021 CMP-Related Meetings
Technical Advisory Committee (TAC)	5
Citizens Advisory Committee (CAC)	5
Ocala Marion TPO Board	4

The TPO's committees were actively involved in the developing the process for the CMP. As elements of the CMP are implemented, it is anticipated that an increasing number of groups such as Freight/Goods Movement Stakeholders and Community Traffic Safety Teams will become actively involved to support the identification of congestion related issues and how to mitigate them.

CMP Public Survey

The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan. The survey results are used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, three (3) responses were sent to the TPO by email for a total of 258 survey participants.

The survey responses indicated primary congestion concerns from poorly timed traffic signals, capacity constrained roadways, short turn lanes, and lack of alternative travel routes. The respondents' top ranked congestion mitigation measures were improving traffic signals, adding or lengthening turn lanes, and having an alternative travel route. The most mentioned congested corridors were SR 200, US 301/441, SR 40, SR 464/Maricamp Road, CR 484, U.S. 27, CR 475 and I-75. **Appendix F** contains a complete summary of the survey results.

Summary of Public Comments

In addition to the public comment opportunities described above, the Draft Congestion Management Plan (CMP) was made available on the TPO's website and provided to the CAC, TAC, and TPO Board for review. Comments from the public included various congestion concerns and indicated support for traffic signal improvements, specifically at the intersections of SW 27th Avenue and SW 66th Street, as well as US 41 at SR 40 and SW 99th Place. Other comments noted daily congestion at SE 25th Avenue and SE Ft. King Street.

Concerns about congestion and crashes in the vicinity of Liberty Middle School and Hammett Bowen Elementary school, particularly on SW 95th Street and SW 49th Avenue were also provided. Another comment expressed support for a new roadway for local traffic on the west side of I-75 to alleviate congestion on CR 475.

In addition to the comments provided by the public on the Draft CMP, the TPO Board provided comments related to stacking and turning issues on SR 464/SE 17th Street at SE 25th Avenue, and on CR 475A from the intersection at CR 484 to SW 66th Street.

Consistent with the technical analysis performed for this report, the locations where the public noted they have experienced congestion may be evaluated further. It should be noted that some locations noted during the public comment period, such as US 41, have already been identifed within this report as congested corridors requiring additional analysis.

CONGESTED CORRIDOR NETWORK SELECTION

Using the elements of the CMP evaluation process discussed on the previous page, congested corridors were identified. These corridors have a Volume to Maximum Service Volume (V/MSV) greater than 1.0 either today or projected within the next five years.

Using the Corridor Selection process described previously, the following corridors were selected as appropriate for a more detailed analysis. The specific corridors are:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 52nd Street to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

More information on these corridors is provided in Chapter 4 - Congested Corridor Evaluation.

Chapter 4

Congested Corridor Evaluation

Congested Corridor Evaluation

CORRIDOR SELECTION PROCESS

This chapter provides more information on corridors identified as part of the congested corridor network identification process (Phase 1) discussed earlier in Chapter 3. Roadways that are congested today or forecasted to be congested in five years are considered.

Corridors are identified as being "not congested," "approaching congestion or minimally congested," or "extremely congested," as summarized below:

Not Congested (currently or in five years with improvements): Corridors that are not anticipated to operate below their adopted level of service standards in either the existing conditions or after committed improvements in the five-year program are implemented.

Approaching Congestion: Corridors that are not congested but have segments that have traffic volumes that consume more than 90% of the roadway's capacity at the adopted level of service standard, but less than 100%, with either the existing conditions or forecasted five-year condition without improvement.

Congested: Existing corridors or corridor forecasted in five years to have traffic volumes that exceed the adopted level of service standard (over 100% of the roadway's capacity at the adopted level of service standard) that do not exceed the physical capacity of the roadway.

Extremely Congested: Roadways in the Existing + Committed (E+C) five-year network that have forecast volumes that are greater than the physical capacity (typically occurs when using detailed analysis and the volume-to-capacity ratio is 1.08 or greater) of the roadway and are considered severely congested.

The map in Figure 17 depicts the overall congestion on the CMP network during the 2021 to 2026 timeframe based on the earliest year in which the highest level of congestion occurs. Figure 17 is based on the information included in Table 16, which identifies the locations on the network that are Approaching Congestion, Congested, or Extremely Congested in Existing Year 2021 or Horizon Year 2026. Table 16 also includes volume-to-maximum service volume (V/MSV) ratios and volume-to-capacity (V/C) ratios for these corridors. Additionally, those corridors for which a funded or unfunded project has been identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO and additional study is recommended for short-term congestion mitigation are noted in Table 16.

The following segments represent those for which no such project has been identified to date:

- CR 464 (SR 35 to Emerald Rd)
- SE 24th Street (SR 464 to SE 28th St)
- SW 20th St (SW 38th Ave to SW 27th Ave)
- CR 484 (US 41 to Lakeshore Dr)
- CR 484 (CR 475A to CR 475)
- SR 464 (SW 19th Ave Rd to SE 44th Ave)
- SE 19th Avenue (SE 38th St to SE 31st St)
- CR 35 (SR 40 to NE 35th St)
- SE 44th Avenue Road (SE 52nd Street to SR 464)
- CR 25 (Sumter C/L to CR 42)
- US 441 (NW 2nd St to NW 6th St)
- US 441 (NW 77th St to NW 117th St)
- SR 40 (SW 110th Ave to SW 80th Ave)
- US 41 (CR 484 to SW Robinson Rd)
- US 301 (NE Jacksonville Rd to CR 318)

Figure 18 illustrates roadway segments that have been identified to be approaching congestion, congested, or extremely congested. The roadways are delineated in orange if one of the following is true:

- The roadway segment has a capacity project identified in the five-year work program or TIP but the construction phase is not yet funded within the current five year plan
- The roadway segment has been identified within the LOPP for a capacity improvement
- The roadway segment has been identified within the LRTP for a capacity improvement

The roadways delineated in blue are those for which no such project has been identified to date, and are listed above. Preliminary recommendations and areas for additional study are provided for the roadways shown in blue in Figure 18, as described in the next paragraph and outlined in Table 16.

Next steps include screening to identify mitigation strategies as part of Phase 2 of the Congested Corridor Selection and Project Selection Process discussed in Chapter 3. These strategies are also documented as part of the CMP Policy and Procedures in Chapter 1 and include strategies in five tiers that range from strategies to reduce person trips, strategies to shift trips to other modes, as well as operations and capacity strategies. From there strategies that have the greatest benefit and potential are selected and specific projects are identified and implemented as part of Phase 3. During this phase, additional analysis of potential projects is undertaken to identify the specific improvement, implementation issues, and costs that feed into the TIP and/or LRTP. Preliminary recommendations and areas for additional study are provided in Table 16.

Figure 17: *Overall Congestion (2021 to 2026 Performance)*

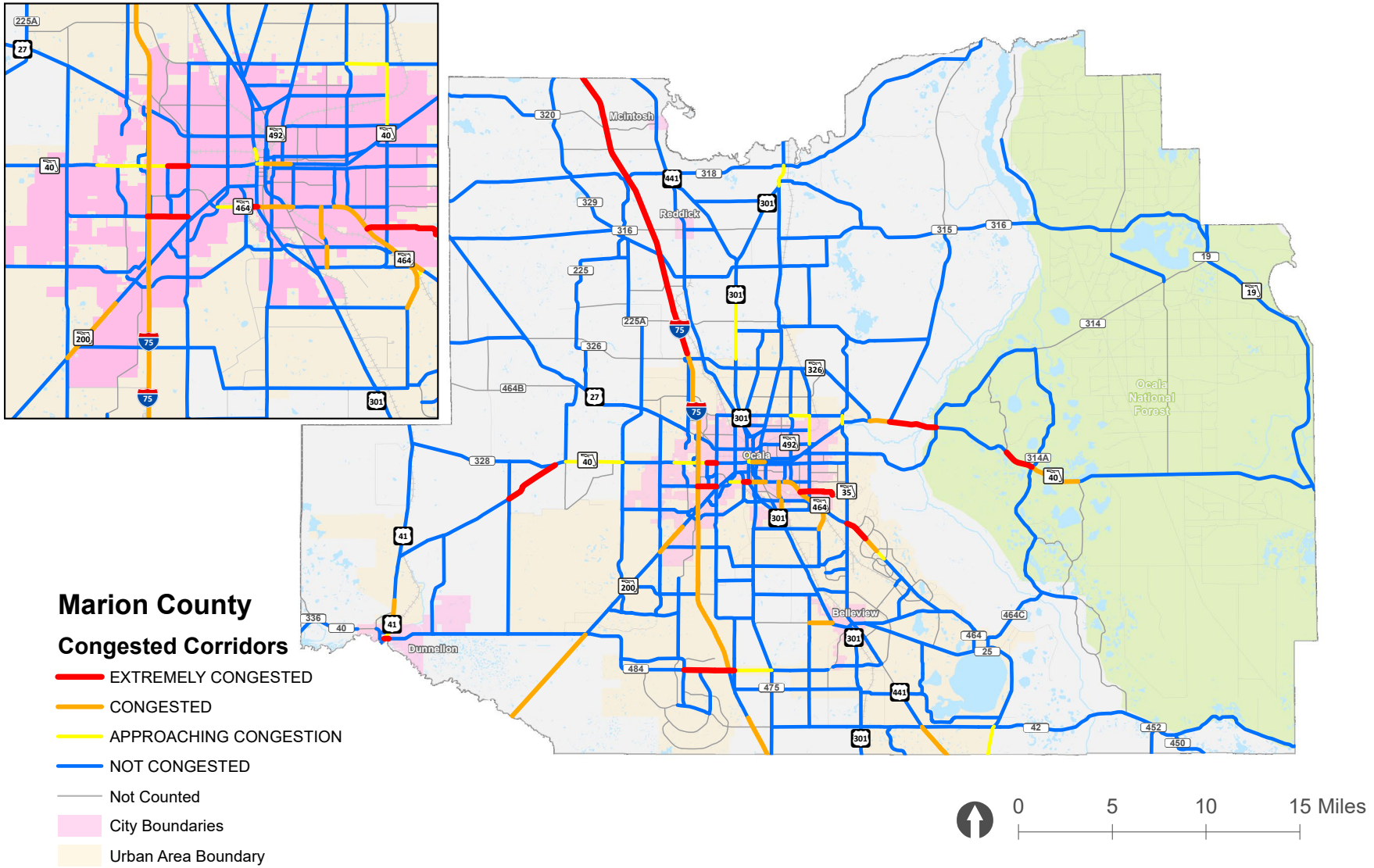


Table 16: *Summary of Congested Corridors*

Congestion Levels									
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%	Level of Congestion	Mitigation Strategy
CR 25	COUNTY LINE	CR 42	E	0.90	C	0.95	D	0.88	Approaching	Add left-turn lanes at SE 175th Street, evaluate turn lane and signalization improvements at CR 42.
CR 35	SR 40	NE 35 ST	E	0.81	D	0.95	E	0.88	Approaching	Turn lanes at NE 35th Street, operational and safety improvements at SR 40, sidewalk extensions. Right-of-way would be needed for improvements along the corridor.
SR 464	SE 25 AV	SE 44 AV	D	0.95	C	1.06	F	0.98	Congested (2026)	Bike lane improvements planned with resurfacing project (FDOT FM#4411411). Westbound right-turn lane at SE 25th Avenue. Signal timing/coordination between SE 36th Ave and SE 44th Ave Rd.
CR 464	SR 35	EMERALD RD (N)	E	1.19	F	1.42	F	1.31	Extremely (2021)	Evaluate for intersection geometry / signal timing improvements. OPS37 in LRTP (ITS/Corridor Management).
CR 484	SW 45 AV	I-75 RAMP (W)	E	0.98	D	1.19	F	1.10	Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
CR 484	I-75 RAMP (E)	CR 475A	D	1.01	F	1.38	F	1.27	Extremely (2026)	FDOT FM#433651-1 intersection improvements CST 2021. LRTP shows need to widen to 6L (unfunded need).
CR 484	CR 475A	CR 475	D	0.78	C	0.96	D	0.89	Approaching	Monitor for growth patterns.
CR 484	US 41	LAKESHORE DR	E	1.08	F	1.18	F	1.09	Extremely (2026)	Downtown Dunnellon - Capacity Constrained. Evaluate effect of railroad crossing in proximity to the traffic signal at US 41 for improvements and/or alternative roadway connections to US 41.
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	C	1.22	E	1.33	E	0.89	Congested (2021)	FDOT FM#443623-1 PD&E ongoing.
I-75	CR 484	SR 200	D	0.90	D	1.04	E	0.85	Congested (2026)	FDOT FM#443623-1 PD&E ongoing.
I-75	SR 200	SR 40	D	0.93	D	1.13	E	0.92	Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
I-75	SR 40	US 27	D	0.81	C	1.03	E	0.84	Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
I-75	US 27	SR 326	D	0.75	C	1.04	E	0.85	Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
I-75	SR 326	URBAN AREA BOUNDARY	D	0.68	C	1.03	E	0.85	Congested (2026)	FDOT FM#443624-1 PD&E ongoing.
I-75	URBAN AREA BOUNDARY	CR 318	C	1.13	D	1.70	F	1.15	Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
I-75	CR 318	COUNTY LINE (N)	C	1.12	D	1.57	F	1.06	Extremely (2026)	FDOT FM#443624-1 PD&E ongoing.
NE 35 ST	NE 25 AV	NE 36 AV	E	0.77	D	0.90	D	0.83	Approaching	Marion County Project #70, 100D planned for widening to 4 lanes.
NE 36 AV	NE 14 ST	NE 21 ST	E	0.86	C	0.90	C	0.84	Approaching	FDOT FM#431798-2 to widen to 4 lanes. LOPP Project 51.
NE 36 AV	NE 21 ST	NE 35 ST	E	0.89	C	0.93	C	0.86	Approaching	FDOT FM#431798-4 to widen to 4 lanes. LOPP Project 51.
SE 110 ST	CR 467	US 441	C	1.16	D	1.33	D	0.58	Congested (2021)	Monitor development and growth trends.
SR 464	SE 3 AV	SE 11 AV	D	0.98	D	1.02	E	0.91	Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
SR 464	SE 22 AV	SE 25 AV	D	0.95	C	1.06	F	0.98	Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17.
SE 19 AV	SE 38 ST	SE 31 ST	E	0.85	D	1.07	F	0.99	Congested (2026)	Evaluate for intersection geometry / signal timing improvements at SR 464 and SE 31st Street. Evaluate sidewalk gaps.
SE 24 ST	SR 464	SE 36 AV	E	0.96	E	1.31	F	1.21	Extremely (2026)	Evaluate for intersection geometry / signal timing improvements at the intersection with SR 464.
SE 24 ST	SE 36 AV	SE 28 ST	E	0.96	E	1.31	F	1.21	Extremely (2026)	ARTPLAN / Corridor analysis to evaluate actual operating conditions of the roadway.
SE 44 AV	SE 52 ST	SE 38 ST	C	1.50	D	1.69	D	0.73	Congested (2021)	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.

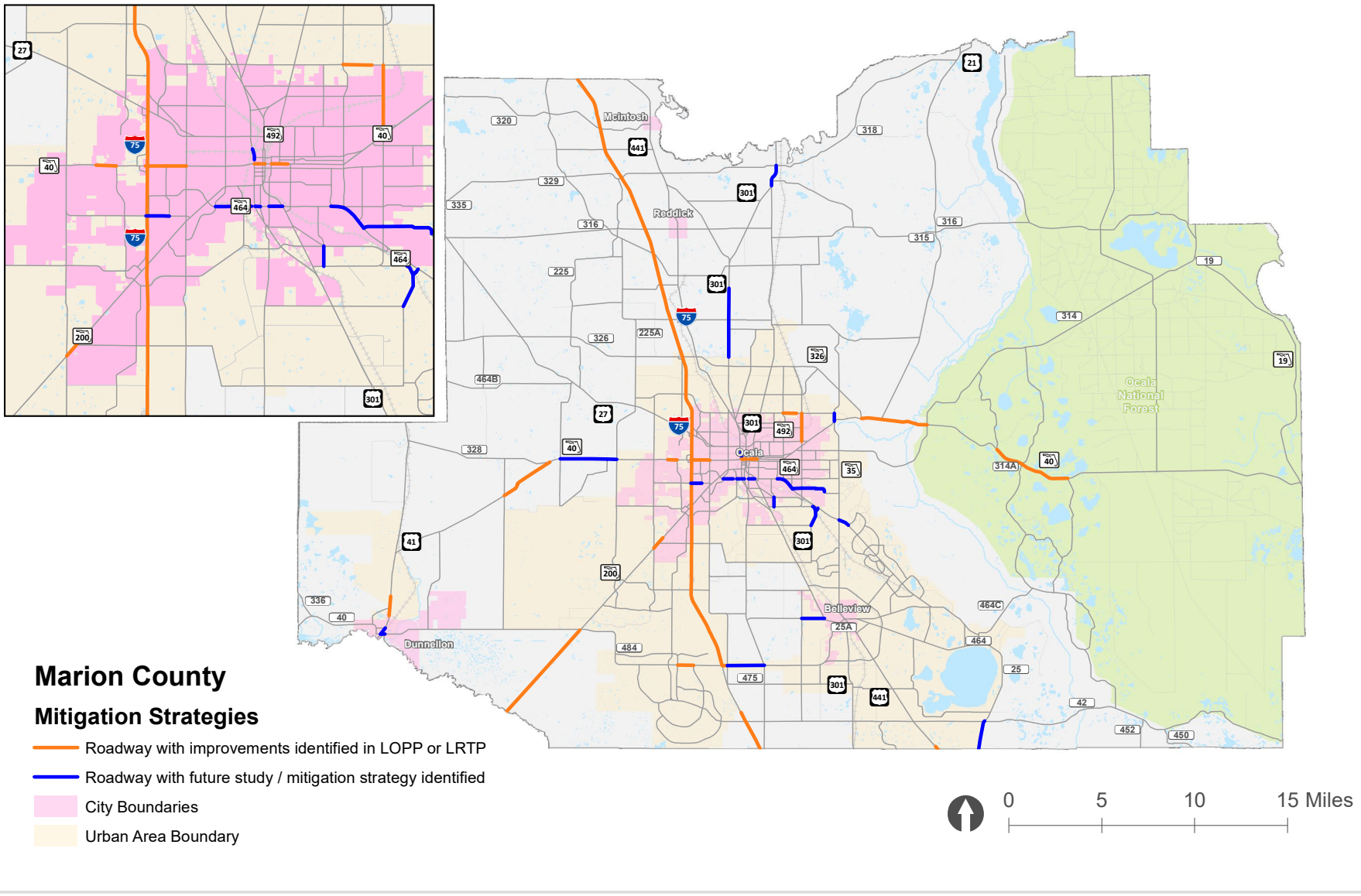
Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

Congestion Levels (Continued)								
Name	From	To	LOS Std	2021 V/MSV	2021 LOS	2026 V/MSV	2026 LOS	2026 V/E+8%
SE 44 AV RD	SE 44 AV	SR 464	E	0.72	D	0.91	D	0.84
SR 200	COUNTY LINE	1/4 MI SW OF CR 484	C	1.12	D	1.34	D	0.69
SR 200	SW 60 AV	SW 48TH AVE	D	0.86	C	1.03	F	0.96
SR 40	SW 140 AV	CR 328	C	1.71	F	2.04	F	1.72
SR 40	SW 110 AV	SW 85 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 85 AV	SW 80 AV	C	0.76	C	0.92	C	0.82
SR 40	SW 52 AV	I-75 RAMP (WEST)	D	0.81	C	0.90	C	0.84
SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	D	0.82	C	0.95	C	0.88
SR 40	I-75 RAMP (EAST)	SW 33 AV	D	0.86	C	1.00	D	0.92
SR 40	SW 33 AV	SW 27 AV	D	0.92	C	1.10	F	1.01
SR 40	US 441	NW 2 AV	D	0.89	D	0.94	D	0.83
SR 40	NW 2 AV	N MAGNOLIA AV	D	0.89	D	0.94	D	0.83
SR 40	N MAGNOLIA AV	NE WATULA AV	D	1.01	E	1.06	F	0.94
SR 40	NE WATULA AV	NE 8 AV	D	1.01	E	1.06	F	0.94
SR 40	NE 8 AV	NE 10TH ST	D	1.01	E	1.06	F	0.94
SR 40	SR 326	CR 315	C	0.97	C	1.11	D	0.57
SR 40	CR 315	CR 314	C	1.44	F	1.63	F	1.37
SR 40	NE 145 AV	CR 314A	C	1.42	F	1.80	F	1.52
SR 40	CR 314A	SE 183 AV	C	0.92	C	1.16	F	0.98
SR 464	SW 19 AV RD	SW 7 AV	D	0.92	C	0.99	D	0.91
SR 464	SW 7 AV	US 441	D	1.07	F	1.16	F	1.03
SR 464	US 441	SE 3 AV	D	0.98	D	1.02	E	0.91
SW 20 ST	SW 38 AV	SW 27 AV	E	1.03	F	1.26	F	1.17
US 301	NE JACKSONVILLE RD	CR 318	C	0.63	C	0.91	C	0.81
US 41	CR 484	SW ROBINSON RD	D	0.84	D	0.92	D	0.82
US 41	SW 110 ST	SW 99 PL	D	1.57	F	0.84	C	0.78
US 441	COUNTY LINE (S)	CR 42	D	0.96	D	1.01	F	0.94
US 441	NW 2 ST	NW 6TH ST	D	0.93	D	0.98	D	0.87
US 441	NW 77 ST	NW 117 ST	C	0.79	C	0.94	C	0.60

Level of Congestion	Mitigation Strategy
Approaching	Evaluate for intersection improvements / potential roundabout at SE 44th Ave Rd and SE 52nd St.
Congested (2021)	FDOT FM# 238651-1 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 19.
Congested (2026)	SW 49th Avenue and SW 44th Avenue projects will alleviate traffic on this section of roadway. Monitor.
Extremely (2021)	FDOT FM# 238720-1. Project in design. ROW and CST not funded.
Approaching	Monitor for growth patterns.
Approaching	Monitor for growth patterns.
Approaching	LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R13 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Extremely (2026)	FDOT FM# 433652-1-32-01, not funded for CST in TIP (add turn lanes at I-75 and SW 27th Ave). LOPP Project 7. LRTP Project R14 Widening to 6 lanes in Cost Feasible Plan (2026-2030).
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Approaching	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2021)	FDOT FM#431935-1, not funded for CST in TIP. LOPP Project 4.
Congested (2026)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-2 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 15.
Extremely (2021)	FM# 410674-3 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 38.
Congested (2026)	FM# 410674-4 to widen to 4 lanes, not funded for CST in TIP. LOPP Project 39.
Approaching	Access management, ITS, signal corridor timing. LRTP Project OPS17.
Extremely (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441. Evaluate alternate north-south corridors (SE 3rd, Magnolia Extension).
Congested (2026)	Access management, ITS, signal corridor timing. LRTP Project OPS17. Evaluate intersection improvements at SR 464/US 441.
Extremely (2026)	Evaluate for improvements at the intersections of SW 20th Street with SW 38th Avenue, SW 31st Avenue and SW 27th Avenue. Listed as an unfunded need in the LRTP to widen to 4 lanes.
Approaching	Monitor for growth patterns. High 5-year growth rate that may be stabilizing.
Approaching	Traffic signal timing / coordination. Four traffic signals within 1 mile. Listed as an OPS18 in the LRTP.
Congested (2021)	FDOT FM# 238648-1 construction funding in 2024 to widen to 4 lanes. Not congested in 2026 with the widening.
Congested (2026)	LRTP Project R5 Widening to 6 lanes in Cost Feasible Plan (2031-2035).
Approaching	Monitor for growth patterns. Stablized traffic volume over past 5 years.
Approaching	Monitor for growth patterns. Potential signal improvements at NW 77th Street.

Identified to study or construct improvements by either FDOT, Marion County, the City of Ocala, or the TPO.

Figure 18: *Mitigation Strategy Segments*



SUMMARY

The Ocala Marion TPO State of the System Report was created to identify potentially congested corridors and to provide information on methods that could be applied to reduce congestion in the region as part of the Congestion Management Process (CMP). Future Action items for the Congestion Management Process may include, but are not limited to:

1. Integrate the recommendations of the Ocala Marion TPO Congestion Management Process for the ongoing monitoring of the transportation system by key stakeholders including the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)
2. Monitor the availability of data from the Florida Department of Transportation, especially as it relates to travel time reliability measures
3. Monitoring Federal and state requirements pertaining to performance evaluation and Congestion Management Process requirements including the setting of performance targets
4. Program two to three corridor / intersection studies per year based on the mitigation strategies identified in Table 16
5. Perform a State of the System update in two to three years to monitor system performance and effectiveness of congestion management strategy implementation
6. Publish an online interactive map and CMP resource page on the TPO's website with updates to coincide with the State of the System report

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Congestion Management Plan

Appendix

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

October 2021

Appendix A

Identifying Congested Corridors and Hot Spots

CONGESTED CORRIDORS AND HOT SPOTS

Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Marion County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion hot spots, i.e. intersections with recurring or non-recurring congestion, are also summarized.

Selection Methodology

This methodology summarizes the steps used to identify the congested roadways for the Ocala Marion CMP. As indicated earlier, the CMP road network includes all existing and committed roadway segments as identified by the 2045 LRTP.

The selection methodology consists of two main steps. First, five criteria are used to categorize the roadways into three sub-categories. The sub-categories and corresponding criteria are presented below.

Not Congested (currently or in five years without improvements) - The corridors in this category are selected based on applying the following criteria at road segment level:

$$\text{Not Congested Corridors} = \text{Existing or Existing + 5 Years Segments with} \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) < \text{Segment}^i \text{ maximum service volume x } 0.90$$

$$(i = 1, 2, 3, \ldots n)$$

Approaching Congestion or Minimally Congested – The corridors that are approaching congestion are analyzed at three levels. The criteria in each level of analysis are summarized below.

- Approaching Congestion: This includes corridors with segments that meet the following criteria, which are currently congested or congested in five years without improvements.

$$\text{Corridors Approaching Congestions} = \text{Existing or Existing + 5 Years Segments with } 1.00 > \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 0.90$$

$$(i = 1, 2, 3, \ldots n)$$

- Congested Today: As summarized below, this category uses two criteria to identify the corridors that are congested today.

$$\text{Corridors Congested Today} = \text{Existing Segments with } 1.08 > \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}}\right) \& \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}}\right) > 1.00$$

$$(i = 1, 2, 3, \ldots n)$$

- Extremely Congested: This category includes roadways in the 2014 E+C network that meets the following criteria are considered severely congested.

$$\text{Extremely Congested Corridors} = \text{Existing or Existing + 5 Years Segments with } \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}}\right) > 1.08$$

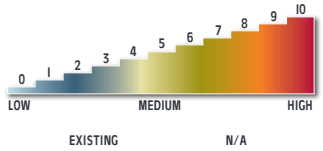
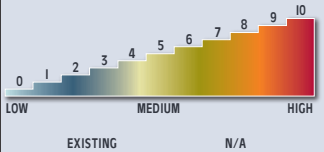
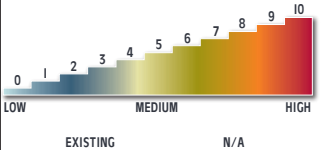
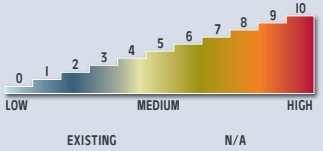
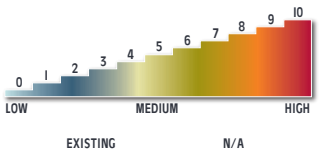
$$(i = 1, 2, 3, \ldots n)$$

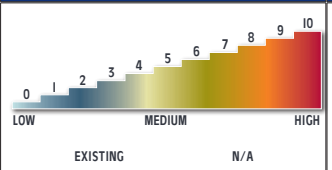
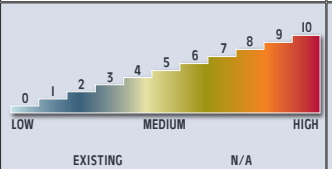
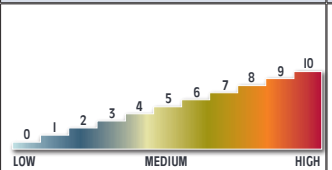
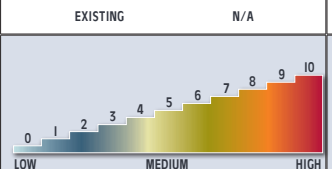
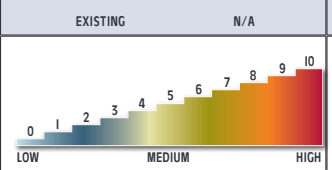
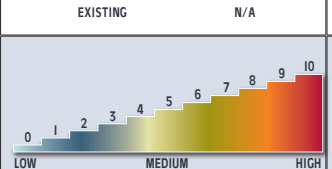
In addition to the congested roadways selected using the criteria presented above, high crash locations identified in crash data analysis reports and Mobility Management Systems Task Force recommendations of congested intersections are used to identify the congestion “Hot Spots.”

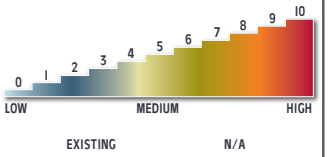
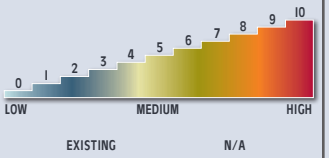
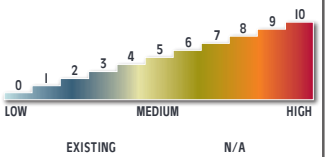
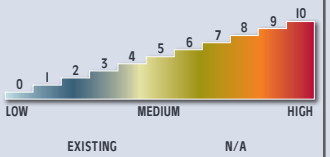
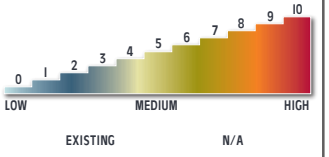
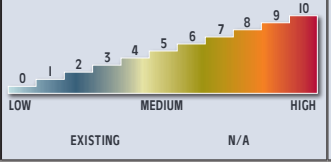
Appendix B

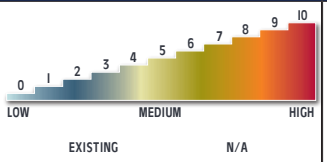
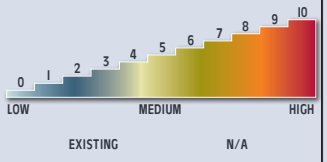
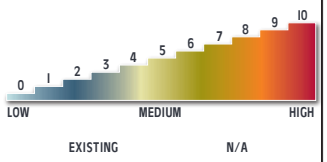
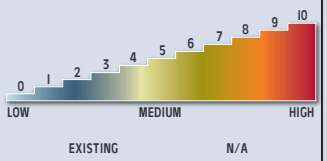
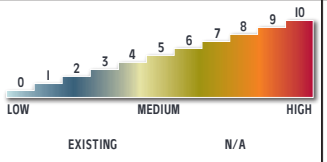
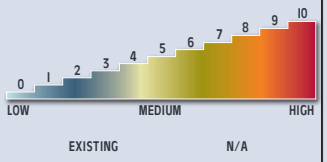
Congestion Mitigation Strategies Matrix

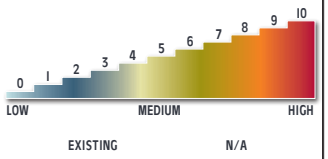
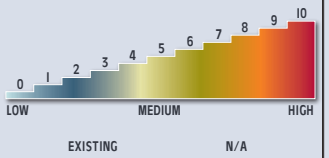
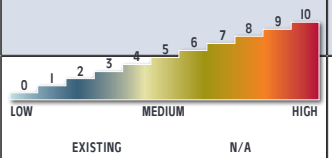
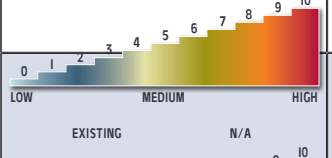
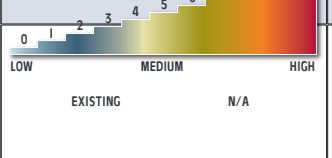
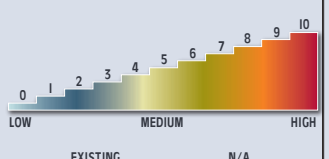
Corridor _____ From _____ To _____ Analyst _____ Date _____

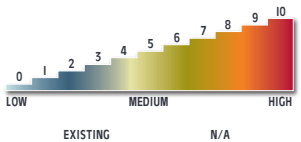
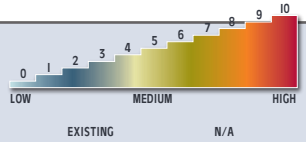
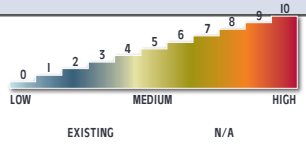
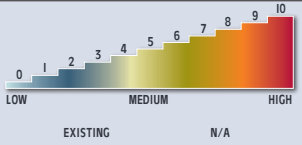
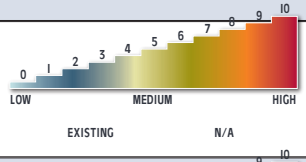
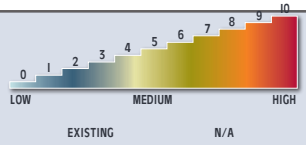
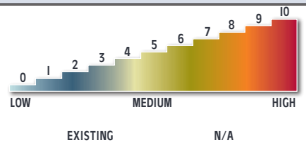
Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	LT	**1.01 Congestion Pricing:** Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.	Low										
	ST/LT	**1.02 Alternative Work Hours:** There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.	Low										
	ST/LT	**1.03 Telecommuting:** Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.	Med										
	ST/LT	**1.04 Emergency Ride Home Programs:** These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.	Med										
	ST/LT	**1.05 Alternative Mode Marketing and Education:** Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping websites that compute directions and travel times for multiple modes of travel.	Med										

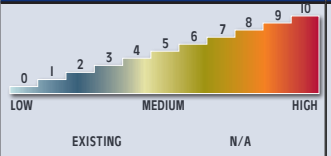
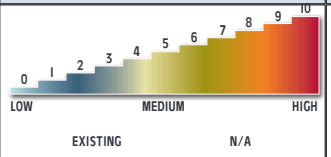
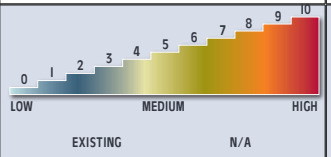
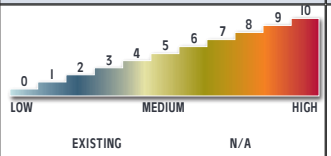
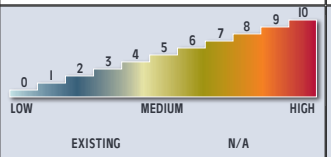
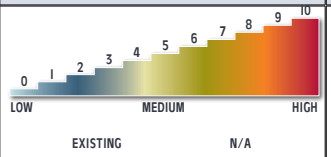
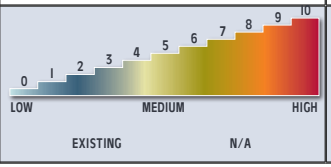
Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	ST/LT	**1.06 Safe Routes to Schools Program:** This program provides funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.	High										
	ST/LT	**1.07 Preferential for Free Parking for HOVs:** This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.	Low										
	ST/LT	**1.08 Negotiated Demand Management Agreements:** As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).	Low										
	ST/LT	**1.09 Trip Reduction Ordinance:** These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.	Low										
	ST	**1.10 Infill developments:** This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.	High										
	ST/LT	**1.11 Design Guidelines for Pedestrian-Oriented Development:** Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.	High										

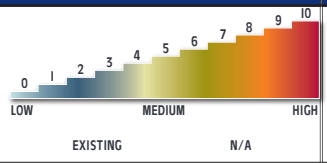
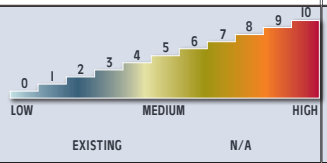
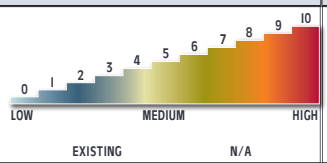
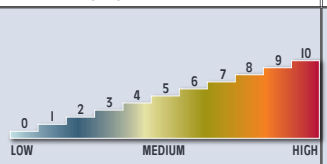
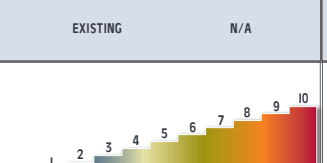
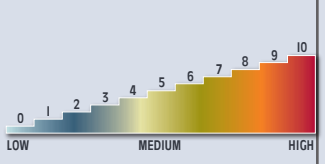
Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier One	ST/LT	**1.12 Mixed-Use Development:** This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.	High										
Tier 2: Strategies to Shift Automobile Trips to Other Modes	ST/LT	**2.01 Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.	Med										
	ST/LT	**2.02 Increasing Bus Route Coverage or Frequencies:** This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.	Med										
	LT	**2.03 Implementing Regional Premium Transit:** Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.	Low										
	ST/LT	**2.04 Providing Real-Time Information on Transit Routes:** Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.	Low										
	ST	**2.05 Reducing Transit Fares:** This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.	Low										

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/ Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2: Strategies to Shift Automobile Trips to Other Modes	LT	**2.06 Provide Exclusive Bus Right-Of-Way:** Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.	Low						
	ST/LT	**2.07 New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Med						
	ST/LT	**2.08 Designated Bicycle Lanes on Facilities or Routes:** Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.	Med						
	ST	**2.09 Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:** Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.	Low						
	ST	**2.10 Improved Safety of Existing Bicycle and Pedestrian Facilities:** Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.	High						
	LT	**2.11 Exclusive Non-Motorized ROW:** Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.	Med						

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 2	ST/LT	**2.12 Intermodal Enhancements:** Coordinating modes makes movement from one mode to the other easier. These enhancements typically includes schedule modification to reduce layover time or increase the opportunity for transfers, creation of multi-modal facilities, informational kiosks, and improved amenities at transfer locations.	Med										
Tier 3: Strategies to Increase Vehicle Occupancy	LT	**3.01 Ridesharing (Carpools, Vanpools, Lyft, Uber):** In ridesharing programs, participants are matched with potential candidates for sharing rides. This is typically arranged/encouraged through employers or transportation management agencies, which provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.	Med										
	ST/LT	**3.02 High Occupancy Vehicle Lanes:** This increases corridor capacity while at the same time providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.	Low										
	ST/LT	**3.03 Park-and-Ride Lots:** These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/vanpool programs, transit, and/or HOV lanes.	Low										
	ST/LT	**3.04 Employer-Landlord Parking Agreements:** Employers can negotiate leases so that they pay only for parking spaces used by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing non-driving employees with the cash equivalent of a parking space.	Low										
	ST/LT	**3.05 Parking Management:** This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.	Low										

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types: Regional Traffic	Regional Access	Local Access	Local Circulation	Potential Effectiveness	Recommendations/ Comments
Tier 3	LT	**3.06 Managed Lanes:** The Federal Highway Administration (FHWA) defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include the following: high-occupancy toll (HOT) lanes with tolls that vary based on demand; exclusive bus-only lanes; HOV and clean air and/ or energy-efficient vehicle lanes; and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.	Low								
Tier 4: Strategies to Improve Roadway Operations	ST/LT	**4.01 Dynamic Messaging:** Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.	High								
	ST/LT	**4.02 Advanced Traveler Information Systems (ATIS):** ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.	High								
	ST/LT	**4.03 Integrated Corridor Management (ICM):** This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.	High								
	ST	**4.04 Transit Signal Priority (TSP):** This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.	Low								
	ST	**4.05 Truck Signal Priority:** This strategy gives priority to a traffic signal approach when trucks are detected. This can reduce truck travel times and potentially increases safety by reducing the number of trucks arriving at the end of the green phase, which may reduce red light running.	Med								
	ST	**4.06 Traffic Signal Coordination:** Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.	High								

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 4: Strategies to Improve Roadway Operations	ST/LT	**4.07 Channelization:** This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.	High										
	ST/LT	**4.08 Intersection Improvements:** Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.	High										
	ST/LT	**4.09 Bottleneck Removal:** This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.	High										
	LT	**4.10 Vehicle Use Limitations and Restrictions:** This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.	Low										
	ST	**4.11 Improved Signage:** Improving or removing signage to clearly communicate location and direction information can improve traffic flow.	Med										
	ST/LT	**4.12 Geometric Improvements for Transit:** This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.	Low										
	ST/LT	**4.13 Goods Movement Management:** This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.	Low										

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types: Regional Traffic	Distribution of Trip Types: Regional Access	Distribution of Trip Types: Local Access	Distribution of Trip Types: Local Circulation	Potential Effectiveness	Recommendations/ Comments
Tier 4: Strategies to Improve Roadway Operations	ST/LT	**4.14 Freeway Incident Detection and Management Systems:** This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.	N/A						
	ST/LT	**4.15 Access Management Policies:** This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.	High						
	ST/LT	**4.16 Corridor Preservation:** This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.	Med						
	ST/LT	**4.17 Corridor Management:** This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.	Med						-
	ST/LT	**4.18 Complete Streets:** Routinely design and operate the entire right of way to enable safe access for all users including pedestrians, bicyclists, motorists, and transit Element that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.	High						
Tier 5: Strategies to Add Capacity	LT	**5.01 Add General Purpose Travel Lanes:** Increase the capacity of congested roadways through additional general purpose travel lanes (or passing lanes on rural two-lane facilities).	High						

Appendix C

Safety Mitigation Matrix

KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION		
Community Traffic Safety Program	Comprehensive Traffic Enforcement and Education Program	Motorcycle Safety Program
Community Traffic Safety teams are multidisciplinary efforts (engineering, law enforcement, education, etc.) who work together to target community specific traffic safety issues.	The Comprehensive Traffic Enforcement and Education Program involves the aggressive enforcement of traffic laws in the following priority areas: Distracted Driving, Impaired Driving, Motorcycle Safety, Occupant Protection and Child Passenger Safety, Pedestrian and Bicycle Safety, Speed/Aggressive Driving, and Teen Driving. Comprehensive projects are funded in communities with a significant number of serious injuries and fatalities that are linked to priority traffic safety areas. Focusing on enhanced enforcement and educational efforts that support critical traffic laws, these efforts will reduce crashes and save lives. Goals of the program are to increase awareness, education, and enforcement of key traffic safety laws that will contribute to a minimum 5 percent annual reduction in fatalities.	This program area addresses crashes involving motorcyclists which is a significant cause of traffic fatalities in Florida.
Potential Strategies	Potential Strategies	Potential Strategies
• Increase public awareness and highway traffic safety programs • Expand the network of concerned individuals to build recognition and awareness about traffic safety • Support initiatives that enhance traffic laws and regulations related to safe driving	• Increase public awareness of highway traffic safety programs • Expand the network of concerned stakeholders to build recognition and awareness of traffic safety • Support initiatives that enhance traffic safety laws and regulations related to safe driving • Support and promote effective law enforcement efforts related to safe driving	• Collect and analyze data on motorcycle crashes, injuries, and fatalities to provide local and state agencies with the best available data to make appropriate and timely decisions that improve motorcycle safety in Florida • Manage motorcycle safety activities in Florida as part of a comprehensive plan that includes centralized program planning, implementation, coordination, and evaluation to maximize the effectiveness of programs and reduce duplication of effort • Promote personal protective gear and its value in reducing motorcyclist injury levels and increasing rider conspicuity • Ensure persons operating a motorcycle on public roadways hold an endorsement specifically authorizing motorcycle operation • Promote adequate rider training and preparation to new and experienced motorcycle riders by qualified instructors at State-approved training centers • Reduce the number of alcohol, drug, and speed-related motorcycle crashes in Florida • Support legislative initiatives that promote motorcycle safety-related traffic laws and regulations • Ensure State and local motorcycle safety programs include law enforcement and emergency services components • Incorporate motorcycle-friendly policies and practices into roadway design, traffic control, construction, operation, and maintenance • Increase the visibility of motorcyclists by emphasizing rider conspicuity and motorist awareness of motorcycles • Develop and implement communications strategies that target high-risk populations and improve public awareness of motorcycle crash problems and programs

KEY SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)		
Pedestrian and Bicycle Safety Program	Public Traffic Safety Professionals Training	Speed/Aggressive Driving Program
This program area addresses bicycle and pedestrian crashes which represent a disproportionate share of fatal crashes.	This program area seeks to improve the ability of law enforcement to implement effective traffic enforcement and accident investigation techniques.	Aggressive driving, as defined by State Statute, requires inclusion of at least two of the following contributing causes: speeding, unsafe or improper lane change, following too closely, failure to yield right-of-way, improper passing, and failure to obey traffic control devices.
Potential Strategies	Potential Strategies	Potential Strategies
• Increase awareness and understanding of safety issues related to vulnerable road users • Increase compliance with traffic laws and regulations related to pedestrian and bicycle safety through education and enforcement • Develop and use a systemic approach to identify locations and behaviors prone to pedestrian and bicycle crashes and implement multidisciplinary countermeasures • Promote, plan, and implement built environments (urban, suburban, and rural) which encourage safe bicycling and walking • Support national, state, and local legislative initiatives and policies that promote bicycle and pedestrian safety	• Increase traffic safety professionals' awareness of highway safety issues • Improve traffic enforcement and detection skills • Improve crash investigation and prosecution skills • Improve detection, prosecution, and adjudication of impaired driving cases • Increase understanding of the importance of accurate data collection and analysis	• Support and promote effective law enforcement efforts to reduce aggressive driving • Support and promote effective law enforcement efforts to reduce speed-related crashes • Increase training and education on the problems of speed/aggressive driving • Identify and support initiatives that reduce instances of speeding and aggressive driving

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION			
Aging Road Users Program	Distracted Driving Program	Impaired Driving Program	Occupant Protection and Child Passenger Safety Program
At-risk aging road users addresses all modes of transportation. For data purposes in this emphasis area, aging road users are defined as 65-year-olds and older.	Distracted driving occurs when a driver allows any mental or physical activity to take the driver's focus off the task of driving. There are three main types of distraction: manual – taking your hands off the wheel; visual – taking your eyes off the road; and cognitive – taking your mind off driving.	Originally focused on alcohol impaired driving only, the state has expanded the focus to include drug impaired driving due to its prevalence and close association to alcohol impairment.	The goal of Florida's Occupant Protection and Child Passenger Safety Program is to improve the use of age-appropriate safety restraints to reduce traffic fatalities and serious injuries.
Potential Strategies	Potential Strategies	Potential Strategies	Potential Strategies
• Manage and evaluate aging road user safety, access, and mobility activities to maximize the effectiveness of programs and resources • Provide the best available data to assist with decisions that improve aging road user safety, access, and mobility • Provide information and resources regarding aging road user safety, access, and mobility • Inform public officials about the importance and need to support national, State, regional, and local policy and program initiatives which promote and sustain aging road user safety, access, and mobility • Promote and encourage practices that support and enhance aging in place (i.e., improve the environment to better accommodate the safety, access, and mobility of aging road users) • Enhance aging road user safety and mobility through assessment, remediation, and rehabilitation • Promote safe driving and mobility for aging road users through licensing and enforcement • Promote the safe mobility of aging vulnerable road users (pedestrians, transit riders, bicyclists, and other non-motorized vehicles) • Promote the value of prevention strategies and early recognition of at-risk drivers to aging road users and stakeholders • Bridge the gap between driving retirement and mobility independence (i.e., alternative transportation mobility options, public transportation, and dementia-friendly transportation)	• Increase public awareness and outreach programs on distracted driving • Encourage companies, state agencies, and local governments to adopt and enforce policies to reduce distracted driving in company and government vehicles • Support legislative initiatives that enhance distracted driving-related traffic laws and regulations • Support Graduated Driver's License (GDL) restrictions to reduce distracted driving behaviors in teen drivers • Increase law enforcement officer understanding of Florida traffic crash reporting and distracted driving data collection • Educate law enforcement, judges, and magistrates on the existing laws that can be applied to distracted driving • Deploy high-visibility enforcement mobilizations on distracted driving subject to appropriate/future legislation	• Improve DUI enforcement • Improve prosecution and adjudication of impaired driving cases • Improve the DUI administrative suspension process • Improve prevention, public education, and training • Improve the treatment system (i.e., DUI programs, treatment providers, and health care providers) • Improve data collection and analysis	• Support the Occupant Protection Resource Center which provides stakeholders with occupant protection public information and education materials, information regarding child passenger safety inspection stations, and child passenger safety technician and instructor training • Promote safety belt and child restraint use to high-risk groups through the Florida Occupant Protection Task Force • Support the national Click It or Ticket mobilization through overtime enforcement efforts targeting safety belt and child restraint use during day and nighttime hours

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)		
Paid Media Program	**Teen Driver Safety Program**	**Traffic Records Program**
Florida's paid media plan is designed to heighten traffic safety awareness and support enforcement efforts by aggressively marketing State and national traffic safety campaigns. Each media purchase is program-specific and location and medium are selected based on the number of expected impressions, geographic location of high risk, statewide exposure benefits, available funding, and in-kind match. This focused approach to media supports education and enforcement activities around the State.	At-risk drivers, comprised of teen drivers who represent a disproportionate number of traffic crashes. For data purposes in this emphasis area, teen drivers are 15- to 19-year-olds.	This addresses Federal requirements and funding for traffic records. This emphasis area was meant to ensure traffic records aligned with the overall SHSP where possible and appropriate.
Potential Strategies	**Potential Strategies**	**Potential Strategies**
• Increase public awareness of highway traffic safety programs and enforcement • Expand the network of concerned individuals to build recognition and awareness	• Expand the network of concerned individuals to build recognition and awareness as it relates to teen driver safety and support for the Florida Teen Safe Driving Coalition • Create a safe driving culture for teen drivers through outreach and education • Support initiatives that enhance safe teen driving-related traffic laws and regulations related to safe teen driving	• Develop and maintain complete, accurate, uniform, and timely traffic records data • Provide the ability to link traffic records data together • Facilitate access to traffic records data • Promote the use of traffic records data

Appendix D

CMP Database

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1020	CR 21	COUNTY LINE	SR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1030.1	CR 225	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1040.1	CR 225	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1050	CR 225A	US 27	CR 326	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	7,500	0.73	C	1.00%	7,900	0.77	C
1060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,100	0.33	B	1.00%	3,200	0.35	B
1070	CR 25	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,500	0.9	C	1.00%	12,100	0.95	D
1080.1	CR 25	CR 42	SE 128 PL RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1090.1	CR 25	SE 135 AV	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1100.1	CR 25	CR 464	SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.22	B	2.09%	7,300	0.25	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.19	B	1.00%	5,900	0.20	B
1110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,900	0.41	C	1.00%	12,500	0.43	C
1120	US 441	NE 28 ST	CR 25A (S)	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,700	0.54	C	1.66%	24,700	0.59	C
1130	CR 25A	US 441 (S)	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.4	C	1.00%	5,400	0.42	C
1150.1	CR 25A	SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.00%	9,300	0.32	B
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	8,900	0.46	B	1.00%	9,300	0.49	C
1160.2	CR 25A	CR 316	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,400	0.26	B	1.00%	2,600	0.28	B
1160.3	CR 25A	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	2,400	0.17	B	1.00%	2,600	0.18	B
1170	CR 25A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1180	CR 314	NE 7 ST	SE 1 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	1.00%	2,100	0.11	B
1190.1	CR 314	SE 1 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	6.48%	2,800	0.15	B
1200	CR 314	SR 40 (E)	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,200	0.17	B	1.00%	3,300	0.17	B
1210.2	CR 314	CR 314A	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1220	CR 314A	CR 464C	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
1230.1	CR 314A	SE 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	1.00%	5,900	0.31	B
1240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	11.28%	4,900	0.26	B
1250.2	CR 315	CR 318	CR 318	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,700	0.19	B	1.00%	3,900	0.20	B
1250.4	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,000	0.21	B	1.00%	4,200	0.22	B
1260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,200	0.17	B
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,200	0.17	B
1280.1	CR 316	US 27	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	800	0.09	B	1.00%	900	0.10	B
1280.2	CR 316	E OF CR 225	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	900	0.1	B	1.00%	1,000	0.11	B
1280.4	CR 316	I-75	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1290.1	CR 316	CR 25A	NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	1.00%	1,900	0.20	B
1290.4	CR 316	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,900	0.15	B	8.56%	4,400	0.23	B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.00%	2,900	0.15	B
1310.1	CR 316	CR 315	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,500	0.18	B	3.28%	4,100	0.21	B
1320.1	CR 316	NE 203 AV	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	12.74%	4,900	0.26	B
1330	CR 318	COUNTY LINE	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,000	0.22	B	2.82%	2,300	0.25	B
1340.1	CR 318	I-75	NW 60 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,800	0.25	B	4.43%	6,000	0.31	B
1340.2	CR 318	NW 60 AVE	US 441	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	4,200	0.41	C	1.00%	4,400	0.43	C
1350.1	CR 318	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	1.00%	4,400	0.47	B
1350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	6.28%	5,700	0.61	B
1360.1	CR 318	US 301	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,200	0.22	B	6.28%	5,700	0.30	B
1380	CR 320	COUNTY LINE	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	400	0.04	B	1.00%	400	0.04	B
1390.1	CR 320	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1400	CR 328	US 41	SW 140 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	2,900	0.31	C	1.00%	3,000	0.32	C
1410.1	CR 328	SW 140 AV	E OF NW 125 AV	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	2,900	0.21	B	1.00%	3,000	0.21	B
1410.2	CR 328	E OF NW 125 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,200	0.23	B	1.00%	3,300	0.23	B
1420	CR 329	COUNTY LINE	HWY 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,400	0.15	B	1.00%	1,500	0.16	B
1430.1	CR 329	HWY 318	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,300	0.25	B
1430.2	CR 329	CR 316	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,300	0.25	B
1440.1	CR 329	CR 25A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	3.18%	2,100	0.23	B
1450	CR 329	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,800	0.63	B	1.00%	6,100	0.66	B
1460	CR 329	JACKSONVILLE RD	NE 47 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	8.22%	8,300	0.43	B
1470	CR 336	COUNTY LINE	CR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1480	CR 35	SR 40	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.81	D	3.14%	10,700	0.95	E
1490	CR 35	NE 35 ST	NE 58 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,900	0.38	C	1.00%	5,100	0.40	C
1500	CR 35	NE 58 AV	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	B	1.00%	5,500	0.19	B
1510	CR 35	SR 326	NE 97TH ST RD	2	COLLECTOR	UNINTERRUPTED		25,650	1,341	2	25,650	1,341	Rural	U	COUNTY	Other CMP Network Roadway	E	2,600	0.1	B	2.11%	2,900	0.11	B
1520.2	CR 40	COUNTY LINE (W)	CR 336	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.00%	2,400	0.13	B
1530	CR 40	CR 336	URBAN AREA BOUNDRY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,500	0.18	B	1.00%	3,600	0.19	B
1540.1	CR 40	URBAN AREA BOUNDRY	SW ROLLING HILLS RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1550.1	CR 42	CR 475	US 301	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,400	0.28	B	1.00%	5,700	0.30	B
1560	CR 42	US 301	SE 77 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,300	0.4	C	1.00%	15,000	0.42	C
1570	CR 42	SE 77 AV	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,000	0.25	C	1.00%	9,400	0.26	C
1610.1	CR 42	US 441	SE 130 AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	4.92%	14,400	0.49	C
1610.2	CR 42	SE 130 AVE	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,300	0.35	B	1.00%	10,800	0.37	C
1620.1	CR 42	CR 25	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,400	0.32	B	1.00%	9,900	0.34	B
1620.3	CR 42	URBAN AREA BOUNDARY	CR 450	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	7,500	0.39	B	3.03%	8,700	0.45	B
1630	CR 42	CR 450	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,700	0.19	B	1.00%	3,900	0.20	B
1640	CR 450	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,400	0.07	B	1.00%	1,400	0.07	B
1650	CR 452	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,800	0.3	B	1.00%	6,100	0.32	B
1660	SR 464	SE 25 AV	SE 44 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	37,900	0.95	C	2.10%	42,100	1.06	F
1690	SR 464	SE 44 AV	SR 35	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	31,800	0.8	C	1.00%	33,400	0.84	C
1710	CR 464	SR 35	EMERALD RD (N)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	42,700	1.19	F	3.56%	50,800	1.42	F
1770	CR 464	EMERALD RD (N)	OAK RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,700	0.47	C	5.05%	21,300	0.59	C
1780	CR 464	OAK RD	EMERALD RD (S)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,300	0.2	C	1.00%	7,700	0.21	C
1790	CR 464	EMERALD RD (S)	SE 110 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.25	C	3.14%	10,700	0.30	C
1800.2	CR 464	SE 110 ST	CR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,600	0.41	C	8.64%	7,000	0.62	D
1810	CR 464A	US 441	SE 31 ST	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.19	C	2.45%	7,700	0.21	C
1830	CR 464A	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1840	CR 464B	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1850	SE 114TH ST RD	CR 464	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,900	0.13	B	3.81%	4,700	0.16	B
1860.1	CR 464C	SE 114TH ST RD	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	B	5.46%	6,800	0.23	B
1860.4	CR 464C	URBAN AREA BOUNDARY	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,200	0.27	B	5.46%	6,800	0.35	B
1870.1	CR 475	COUNTY LINE	CR 475A	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	9,400	0.67	C	5.35%	12,200	0.86	C
1870.3	CR 475	CR 475A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,300	0.45	B	6.21%	8,500	0.60	B
1870.4	CR 475	URBAN AREA BOUNDARY	CR 484	2	COLLECTOR	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	6,300	0.39	B	6.21%	8,500	0.52	B
1880.1	CR 475	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	5,400	0.33	B	1.00%	5,700	0.35	B
1880.2	CR 475	URBAN AREA BOUNDARY	SE 90 ST	2	ARTERIAL	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	5,400	0.38	B	1.00%	5,700	0.40	B
1890.1	CR 475	SE 90 ST	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,600	0.47	B	1.63%	7,200	0.51	B
1890.2	CR 475	URBAN AREA BOUNDARY	SE 80 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	6,600	0.41	B	1.63%	7,200	0.44	B
1900	CR 475	SE 80 ST	SE 52 ST	2	ARTERIAL	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	6,600	0.55	C	1.00%	7,000	0.58	C
1910.1	CR 475	SE 52 ST	SE 35 ST	2	ARTERIAL	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,300	0.69	C	3.11%	9,700	0.80	C
1910.3	CR 475	SE 35 ST	SE 31 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	8,300	0.51	B	3.11%	9,700	0.60	B
1910.5	CR 475	SE 31 ST	N OF SW 29TH ST RD	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.26	B	1.00%	7,900	0.27	B
1910.6	CR 475	N OF SW 29TH ST RD	US 441	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.67	D	1.00%	7,900	0.70	D
1920	SE 23 PL	US 441	SE 3 AV	2	LOCAL	INTERRUPTED	2	11,794	605	2	11,794	605	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.64	D	1.00%	7,900	0.67	D
1930.1	CR 475A	CR 475B	CR 484	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	7,600	0.6	C	4.89%	9,600	0.75	C

Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	2.12%	7,200	0.25	B
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,500	0.46	B	2.12%	7,200	0.51	B
1950	CR 475A	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	3,500	0.38	C	13.98%	6,700	0.72	C
1960	CR 475A	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.27	C	13.98%	6,700	0.53	C
1970	CR 475A	SE 36 AV	US 301	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.19	C	1.00%	2,600	0.20	C
1980	CR 475B	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,800	0.27	B	1.00%	4,000	0.28	B
1990.3	CR 484	LAKESHORE DR	E OF HENDRIX DR	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	3.36%	12,200	0.42	C
1990.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	10,400	0.54	C	3.36%	12,200	0.64	C
1990.6	CR 484	SW 140 AVE	SW 105 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	3.36%	12,200	0.42	C
2010	CR 484	SW 105 AV	SR 200	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	3.36%	12,200	0.42	C
2020.1	CR 484	SR 200	SW 45 AV	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	3.38%	10,600	0.83	C
2030	CR 484	SW 45 AV	I-75 RAMP (W)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	35,100	0.98	D	3.93%	42,600	1.19	F
2060	CR 484	I-75 RAMP (W)	I-75 RAMP (E)	6	ARTERIAL	INTERRUPTED	1	53,910	2,718	6	53,910	2,718	Urban	D	COUNTY	Other CMP Network Roadway	D	35,100	0.65	C	3.93%	42,600	0.79	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	36,200	1.01	F	6.37%	49,300	1.38	F
2080	CR 484	CR 475A	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	27,900	0.78	C	4.34%	34,500	0.96	D
2090	CR 484	CR 475	CR 467	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	21,800	0.61	C	4.57%	27,200	0.76	C
2110	CR 484	CR 467	SE 132 ST RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	23,300	0.65	C	6.56%	32,000	0.89	C
2120.2	CR 484	SE 132 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2150	E FORT KING ST	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2160	E FORT KING ST	SE WATULA AVE	SE 11 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.5	D	1.00%	5,900	0.53	D
2170	E FORT KING ST	SE 11 AV	SE 16 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.61	D	1.00%	7,300	0.65	D
2180	E FORT KING ST	SE 16 AV	SE 22 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	9,400	0.64	D	3.02%	11,000	0.75	D
2190	E FORT KING ST	SE 22 AV	SW 25 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	9,600	0.65	D	2.64%	10,900	0.74	D
2200	E FORT KING ST	SW 25 AV	SE 30TH AVE	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.66	D	2.58%	11,100	0.75	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.41	C	1.00%	7,200	0.43	C
2220	E FORT KING ST	SE 36 AV	SR 35	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66	C
2230	CR 484	US 441	LAKESHORE DR	4	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	12,100	1.08	F	1.79%	13,200	1.18	F
2240	SR 25	US 441	BASELINE RD	2	ARTERIAL	INTERRUPTED	2	15,540	788	2	15,540	788	Urban	D	STATE	Other CMP Network Roadway	D	10,300	0.66	D	1.00%	10,800	0.69	D
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	F	STATE	NHS Interstate	C	83,900	1.22	E	1.77%	91,600	1.33	E
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	83,900	0.74	C	1.77%	91,600	0.81	C
2280	I-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	102,700	0.9	D	2.81%	118,000	1.04	E
2290	I-75	SR 200	SR 40	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	106,100	0.93	D	3.82%	127,900	1.13	E
2300	I-75	SR 40	US 27	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	92,200	0.81	C	4.82%	116,600	1.03	E
2310	I-75	US 27	SR 326	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	85,300	0.75	C	6.70%	117,900	1.04	E
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	77,800	0.68	C	8.57%	117,400	1.03	E
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	F	STATE	NHS Interstate	C	77,800	1.13	D	8.57%	117,400	1.70	F
2330	I-75	CR 318	COUNTY LINE (N)	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	F	STATE	NHS Interstate	C	77,300	1.12	D	7.00%	108,400	1.57	F
2340.1	CR 200A	NE 20 ST	NE 8 AV	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	5,300	0.17	C	1.00%	5,600	0.18	C
2350	CR 200A / JACKSONVILLE RD	NE 8 AV	NE 28 ST	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.24	C	1.00%	9,600	0.26	C
2360	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,100	0.34	C	1.00%	12,800	0.36	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	1.17%	9,500	0.75	C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.6	C	1.00%	8,000	0.63	C
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.36	B	2.39%	11,800	0.40	C
2400.3	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 101 ST	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	10,500	0.55	C	2.39%	11,800	0.62	C
2410	CR 200A / JACKSONVILLE RD	NE 101 ST	US 301	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	1.00%	5,900	0.31	B
2420	MAGNOLIA AV N	NE 1 AV	SR 492	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	4,100	0.28	C	1.00%	4,300	0.29	C
2430	MAGNOLIA AV N	SR 492	NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	15,479	794	2	15,479	794	Urban	D	COUNTY	Other CMP Network Roadway	E	3,600	0.23	C	1.00%	3,800	0.25	C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2460	MAGNOLIA AV N	CR 200A	US 441	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,900	0.17	C	1.00%	2,000	0.18	C
2470	MAGNOLIA AV N	NE 1 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	4,400	0.24	C	1.00%	4,600	0.25	C
2510	NE 1 AV	SR 40	N MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	3,400	0.19	C	1.00%	3,500	0.19	C
2545	SR 492	US 441	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,000	0.65	D	1.26%	22,400	0.69	D
2550	SR 492	N MAGNOLIA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,400	0.54	C	1.00%	22,500	0.57	C
2570	NE 127 ST RD	CR 314	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	700	0.04	B	1.00%	800	0.04	B
2590	SR 492	NE 8 AV	NE 19 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,300	0.54	C	1.92%	23,400	0.59	C
2610	SR 492	NE 19 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,200	0.51	C	1.00%	21,200	0.53	C
2620	SR 492	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,900	0.42	C	1.00%	17,800	0.45	C
2630	SR 492	NE 36 AV	SR 40	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	10,500	0.26	C	5.05%	13,400	0.34	C
2650.1	NE 160 AV RD	CR 316	NE 145 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,300	0.07	B	10.00%	2,000	0.10	B
2670	NE 175 ST	CR 200A	NE 70 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.23%	2,300	0.12	B
2700	NE 203 AV	NE 127 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2720	NE 24 ST	CR 200A	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.58	D	1.00%	6,900	0.61	D
2730	NE 24 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,900	0.23	C	1.00%	3,000	0.24	C
2740	NE 25 AV	SR 40	SR 492	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	15,300	0.43	C	1.00%	16,100	0.45	C
2760	NE 25 AV	SR 492	NE 24 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.76	D	1.00%	8,900	0.79	D
2770	NE 25 AV	NE 24 ST	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,400	0.84	D	1.00%	9,900	0.88	D
2780	NE 25 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,800	0.61	D	1.00%	7,200	0.64	D
2790	NE 25 AV	NE 49 ST	SR 326	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
2800	NE 28 ST	US 441	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,500	0.31	C
2830	NE 3 ST	N MAGNOLIA AV	NE 1 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.16	C	1.00%	1,900	0.17	C
2840	NE 3 ST	NE 1 AV	NE 8 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.69	D	1.00%	8,000	0.71	D
2850	NE 3 ST	NE 8 AV	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.32	C	1.00%	3,800	0.34	C
2860	NE 3 ST	NE 25 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,500	0.22	C	10.00%	4,100	0.37	C
2870	NE 35 ST	CR 200A	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,700	0.77	D	1.00%	9,100	0.81	D
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,700	0.77	D	2.95%	10,100	0.90	D
2890	NE 35 ST	NE 36 AV	CR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.59	D	1.00%	7,000	0.62	D
2900	NE 36 AV	NE 97 ST	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
2920	NE 36 AV	NE 14 ST	NE 21 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,900	0.86	C	1.00%	11,500	0.90	C
2930	NE 36 AV	NE 21 ST	NE 35 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.89	C	1.00%	11,900	0.93	C
2940	NE 36 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,800	0.77	C	2.25%	11,000	0.86	C
2950	NE 36 AV	NE 49 ST	SR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	2.67%	4,800	0.52	B
2990	NE 47 AV	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	700	0.04	B	1.00%	700	0.04	B
3040	CR 314	SR 40 (W)	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
3050.1	CR 314	NE 36 AV	SR 35	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,100	0.64	C	1.29%	8,600	0.67	C
3060	CR 314	SR 35	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,700	0.23	B	2.99%	7,700	0.26	B
3070.2	CR 314	URBAN AREA BOUNDARY	NE 7 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,700	0.35	B	2.99%	7,700	0.40	B
3080	NE 70 AV	NE 175 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.23%	2,300	0.12	B
3090.1	SR 326	US 441	W ANTHONY RD	2	ARTERIAL	UNINTERRUPTED	1	14,160	704	2	14,160	704	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,900	0.84	C	1.00%	12,500	0.88	C
3100	SR 326	W ANTHONY RD	CR 200A	2	ARTERIAL	INTERRUPTED	1	14,160	704	2	14,160	704	Urban	U	STATE	NHS - Non-Interstate Roadway	C	11,900	0.84	C	1.00%	12,500	0.88	C
3110	SR 326	CR 200A	NE 36 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,000	0.76	C	1.00%	12,700	0.81	C
3130	SR 326	NE 36 AV	NE 40 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,300	0.46	B	1.00%	7,700	0.49	B
3140	NE 8 AV	SR 40	NE 3 ST	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	C	1.00%	8,100	0.28	C
3160	NE 8 AV	NE 3 ST	SR 492	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other CMP Network Roadway	E	11,500	0.4	C	1.00%	12,100	0.42	C
3170	NE 8 AV	SR 492	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.58	D	1.00%	6,900	0.61	D
3180.1	NE 90 ST	CR 35	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	600	0.03	B	1.00%	600	0.03	B
3190	NE 95 ST	W ANTHONY RD	CR 200A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	1.00%	1,600	0.17	B
3200.1	NE 97 ST	CR 200A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,300	0.11	B	3.51%	3,900	0.13	B
3200.3	NE 97 ST	URBAN AREA BOUNDARY	CR 35	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	600	0.03	B	1.00%	600	0.03	B
3210	NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	9,300	0.32	B	1.00%	9,800	0.33	B
3230	NE WATULA AVE	SR 40	NE 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	400	0.04	C	1.00%	400	0.04	C
3240.1	NW 100 ST	HWY 225A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3240.2	NW 100 ST	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3280	NW 120 ST	NW 55 CT	CR 25A	2	LOCAL	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3290	NW 135 ST	CR 225	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
3320	NW 165 ST	US 441	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
3330	NW 193 ST	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY V/MSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY V/MSV	2026 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.26	C	1.00%	8,300	0.27	C
3360	NW 27 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,000	0.59	C	1.13%	22,200	0.62	C
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,400	0.53	D	9.58%	11,800	0.84	D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,100	0.54	D	8.16%	9,000	0.80	D
3390	NW 3 ST	NW 40 AV	NW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.21	C	1.00%	2,600	0.23	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.25	C	1.00%	8,000	0.26	C
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	14,100	0.46	D	1.00%	14,800	0.49	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.34	B	1.00%	10,500	0.36	B
3430.3	NW 35 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,000	0.33	C	1.00%	10,500	0.35	C
3440	NW 38 AV	NW 3 ST	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,300	0.29	C	1.00%	3,400	0.30	C
3450	NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,600	0.14	C	1.00%	1,700	0.15	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2	ARTERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.54	C	1.00%	9,500	0.57	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.31	B	1.00%	9,500	0.32	B
3480	NW 60 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.28	C	1.00%	10,400	0.29	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	5,500	0.19	B	1.00%	5,800	0.11	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	13,600	0.6	D	1.00%	14,300	0.63	D
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,600	0.14	B	7.37%	13,700	0.20	B
3570.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,500	0.12	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.25	C	1.00%	3,500	0.26	C
3590.1	OAK RD	SE 110 ST	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.12	B	1.00%	3,800	0.13	B
3610	POWELL RD	CR 40	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,600	0.41	C	4.66%	5,800	0.52	D
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	O	CITY OF OCALA	Other CMP Network Roadway	E	4,100	0.11	C	1.00%	4,300	0.12	C
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.8	D	1.00%	9,400	0.84	D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	1.00%	9,400	0.74	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	2,300	0.13	C	1.00%	2,500	0.14	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	9.91%	10,500	0.36	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3790	SE 11 AV	SR 464	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
3800	SE 11 AV	E FT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,000	0.27	C	1.00%	3,100	0.28	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,100	1.16	D	2.77%	7,000	1.33	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	11,900	0.39	C	1.00%	12,500	0.41	C
3840.1	SE 110 ST RD	CR 25	OAK RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3850.1	SE 110 ST RD	OAK RD	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3860	CR 464C	CR 25	SE 114TH ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,600	0.16	B
3880	SE 147 PL	US 301	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,700	0.37	C	3.06%	5,400	0.42	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,500	0.15	B	1.00%	4,700	0.16	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,100	0.24	B	3.73%	8,500	0.29	B
3910	SR 464	SE 3 AV	SE 11 AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	Other CMP Network Roadway	D	31,600	0.98	D	1.00%	33,200	1.02	E
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	30,100	0.76	C	1.00%	31,600	0.79	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	37,900	0.95	C	2.10%	42,100	1.06	F
3960	SE 17 ST	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.36	C	1.00%	4,200	0.37	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4040	SE 19 AV	SE 38 ST	SE 31 ST	2	LOCAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,500	0.85	D	4.91%	12,000	1.07	F
4050	SE 19 AV	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	9,500	0.68	D	4.91%	12,000	0.85	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,200	0.2	C	4.15%	2,700	0.24	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	0.96	E	6.27%	14,700	1.31	F
4080	SE 24 ST	SE 36 AV	SE 28 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	0.96	E	6.27%	14,700	1.31	F
4110	SE 25 AV	SR 464	E FORT KING	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,800	0.62	D	1.00%	19,700	0.65	D
4130	SE 25 AV	E FORT KING	SR 40	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4140	SE 28 ST	SE 24 ST	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	US 441	SR 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,800	0.52	D	1.00%	6,100	0.54	D
4170	SE 3 AV	S MAGNOLIA AV	SE 8 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,900	0.44	C	1.00%	5,100	0.45	C
4200.1	SE 31 ST	SW 7 AV	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,900	0.61	C	1.00%	23,100	0.64	C
4200.2	SE 31 ST	CR 475	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,900	0.61	C	1.00%	23,100	0.64	C
4210	SE 31 ST	US 441	CR 464A	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.14%	19,400	0.64	D
4220	SE 31 ST	CR 464A	SE 19 AV	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.14%	19,400	0.64	D
4230.1	SE 31 ST	SE 19 AV	SE 36 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	14,800	0.41	C	1.00%	15,500	0.43	C
4240	SE 31 ST	SE 36 AV	SR 464	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	14,800	0.39	C	1.00%	15,500	0.41	C
4250	CR 467	CR 42	CR 475A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.15	B	1.00%	4,500	0.15	B
4270	CR 467	CR 475A	CR 484	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.34	C	1.00%	4,500	0.35	C
4280	CR 467	CR 484	SE 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.38	C	1.00%	5,000	0.39	C
4290	SE 36 AV	SE 38 ST	SE 31 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.67	D	1.00%	7,900	0.70	D
4300	SE 36 AV	SE 31 ST	SR 464	4	COLLECTOR	INTERRUPTED	2	31,941	1,607	4	31,941	1,607	Urban	D	COUNTY	Other CMP Network Roadway	E	8,000	0.25	C	1.00%	8,400	0.26	C
4310	SE 36 AV	SR 464	SE 24 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,800	0.44	C	1.00%	16,600	0.46	C
4320	SE 36 AV	SE 24 ST	SE 17 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4330	SE 36 AV	SE 17 ST	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4340.2	NE 36 AV	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4350	NE 36 AV	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.51	C	1.00%	19,200	0.54	C
4360	NE 36 AV	SR 40	NE 14 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,400	0.43	C	1.01%	16,200	0.45	C
4370	SE 38 ST	CR 464A	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.45	C	1.00%	5,300	0.47	D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2	COLLECTOR	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	7,900	0.49	B	2.48%	8,900	0.55	B
4400	SE 41 CT	SE 80 ST	SE 52 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,600	0.2	C	1.00%	2,700	0.21	C
4420	SE 44 AV	SE 52 ST	SE 38 ST	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	7,900	1.5	D	2.48%	8,900	1.69	D
4425	SE 44 AV RD	SE 44 AV	SR 464	2	COLLECTOR	INTERRUPTED	2	11,794	605	2	11,794	605	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.72	D	4.66%	10,700	0.91	D
4450	SE 52 ST	CR 475	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
4460	SE 52 ST	US 441	SE 44 AV RD	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,200	0.55	D	1.00%	6,500	0.58	D
4470	SE 8 ST	S MAGNOLIA AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,900	0.26	C	1.00%	3,000	0.27	C
4510.1	SE 80 ST	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	5,500	0.54	C	1.00%	5,800	0.57	C
4510.2	SE 80 ST	SE 25 AV	US 441 (E)	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	5,100	0.5	C	1.00%	5,400	0.53	C
4530	SE 80 ST	US 441 (E)	SE 41 CT	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.46	C	3.06%	5,400	0.53	C
4550	SE 92 PL RD	US 441	SR 35	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,200	0.49	C	2.24%	6,900	0.54	C
4570	CR 314A	SE 183 AV RD	CR 464C	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,300	0.22	B	3.07%	5,500	0.29	B
4590.2	SE 95 ST	URBAN AREA BOUNDARY	CR 467	2	COLLECTOR	UNINTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	D	6,000	0.53	D	2.32%	6,700	0.60	D
4590.3	SE 95 ST	CR 475	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,000	0.31	B	2.32%	6,700	0.35	B
4600	SE 95 ST	CR 467	US 441 (N)	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.2	B	2.32%	6,700	0.23	B
4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	1.00%	7,600	0.26	B
4630	SE SUNSET HARBOR RD	SE 150 LN	SE 105 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,100	0.63	D	3.73%	8,500	0.76	D
4640	SE SUNSET HARBOR RD	SE 105 AV	CR 25	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,400	0.39	C	1.18%	4,700	0.42	C
4660	SE WATULA AVE	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	400	0.04	C	1.00%	400	0.04	C
4670.1	SR 19	COUNTY LINE (S)	SR 40	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	Other CMP Network Roadway	C	1,900	0.18	C	4.97%	2,400	0.23	C
4670.2	SR 19	SR 40	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	Other CMP Network Roadway	C	1,900	0.12	B	4.97%	2,400	0.15	B
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.12	D	3.67%	21,100	1.34	D
4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4	ARTERIAL	INTERRUPTED		30,765	1,607	4	30,765	1,607	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,600	0.57	C	3.67%	21,100	0.69	C
4700	SR 200	CR 484	SE 95 TH CIR	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,400	0.36	C	1.00%	22,500	0.38	C
4710	SR 200	SE 95 TH CIR	SW 80 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,700	0.61	C	1.00%	38,600	0.64	C
4770	SR 200	SW 80 AV	SW 60 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,300	0.52	C	1.00%	32,900	0.55	C
4800	SR 200	SW 60 AV	SW 48TH AVE	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	51,600	0.86	C	1.70%	61,900	1.03	F
4810.2	SR 200	SW 48TH AVE	SW 44 CT	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,900	0.73	C	2.20%	48,900	0.82	C
4820.1	SR 200	SW 44 CT	I-75	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,600	0.78	C

Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
4850	SR 200	I-75	SW 32 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,600	0.78	C
4880	SR 200	SW 32 AV	SW 27 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,300	0.69	C	1.00%	43,400	0.72	C
4900	SR 200	SW 27 AV	SW 20 ST	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,300	0.69	C	1.00%	43,400	0.72	C
4910	SR 200	SW 20 ST	SR 464	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	39,300	0.66	C	1.00%	41,300	0.69	C
4930	SR 200	SR 464	SW MARTIN L KING AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,500	0.41	C	1.00%	25,700	0.43	C
4940	SR 200	SW MARTIN L KING AV	SW 7 RD	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.45	C	1.00%	28,400	0.47	C
4950	SR 200	SW 7 RD	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.68	C	1.00%	28,400	0.71	C
4960	SW 10 ST	US 441	SE 1 AV	4	COLLECTOR	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4970	SW 10 ST	SE 1 AV	S MAGNOLIA AV	4	COLLECTOR	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4980	CR 326	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,500	0.49	B	1.00%	4,700	0.51	B
4990	CR 326	US 27	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000.1	CR 326	CR 225A	NW 49TH AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000.2	CR 326	NW 49TH AVE	NW 44 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5010	CR 326	NW 44 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,400	0.21	C	1.44%	8,000	0.22	C
5020	SR 326	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	7,400	0.19	C	1.44%	8,000	0.20	C
5030	SR 326	I-75 RAMP (EAST)	CR 25A	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,400	0.56	C	1.00%	23,600	0.59	C
5040	SR 326	CR 25A	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,700	0.29	C	1.36%	12,500	0.31	C
5050	SR 326	NE 40 AV	CR 35	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,300	0.46	B	1.00%	7,700	0.49	B
5060	SR 326	CR 35	NE 64 AV	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.18	B	4.93%	5,600	0.23	B
5070	SR 326	NE 64 AV	SR 40	2	ARTERIAL	INTERRUPTED	1	14,160	704	2	14,160	704	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.31	C	4.93%	5,600	0.40	C
5080.1	SR 35	SR 25	SE 92ND PL	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	12,000	0.3	C	1.00%	12,700	0.32	C
5090.1	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.63	C	1.00%	27,900	0.67	C
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.67	C	1.00%	27,900	0.70	C
5110	SR 35	SR 464	SE 28 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	22,500	0.57	C	3.50%	26,700	0.67	C
5120	SR 35	SE 28 ST	CHERRY RD	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	22,500	0.57	C	3.50%	26,700	0.67	C
5130	SR 35	CHERRY RD	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.53	C	2.81%	24,300	0.61	C
5140	SR 35	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.53	C	2.81%	24,300	0.61	C
5150	SR 35	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	12,400	0.31	C	1.00%	13,100	0.33	C
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	9,300	0.38	B	2.73%	10,600	0.44	B
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	9,300	0.59	B	2.73%	10,600	0.68	C
5180	SR 40	SW 140 AV	CR 328	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.71	F	3.67%	21,100	2.04	F
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,600	0.6	C	3.67%	21,100	0.72	C
5200.1	SR 40	SW 110 AV	SW 85 AV	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,200	0.76	C	4.03%	27,000	0.92	C
5200.2	SR 40	SW 85 AV	SW 80 AV	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	22,200	0.76	C	4.03%	27,000	0.92	C
5210	SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,900	0.55	C	1.00%	23,100	0.58	C
5220	SR 40	SW 60 AV	SW 52 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,400	0.71	C	1.00%	29,800	0.75	C
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,300	0.81	C	2.12%	35,900	0.90	C
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.82	C	2.89%	39,700	0.95	C
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.86	C	2.89%	39,700	1.00	D
5260	SR 40	SW 33 AV	SW 27 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	0.92	C	3.61%	43,600	1.10	F
5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.65	C	1.00%	27,300	0.69	C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,700	0.49	C	1.00%	20,700	0.52	C
5300	SR 40	US 441	NW 2 AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,900	0.89	D	1.00%	30,300	0.94	D
5310	SR 40	NW 2 AV	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,900	0.89	D	1.00%	30,300	0.94	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5350	SR 40	NE WATULA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5360.1	SR 40	NE 8 AV	NE 10TH ST	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5360.2	SR 40	NE 10TH ST	NE 11 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	0.82	C	1.00%	34,300	0.86	C
5370	SR 40	NE 11 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,100	0.78	C	1.00%	32,700	0.82	C
5410	SR 40	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,000	0.63	C	1.00%	26,300	0.66	C
5420	SR 40	NE 36 AV	SR 492	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
5430	SR 40	SR 492	NE 49 CT	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
5440.2	SR 40	NE 49 CT	NE 49 TER	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.54	C	1.00%	23,700	0.57	C
5450	SR 40	NE 49 TER	SR 35	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,100	0.56	C	1.00%	23,300	0.59	C
5460.1	SR 40	SR 35	SR 326	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	15,600	0.64	C	3.34%	18,400	0.76	D
5470	SR 40	SR 326	CR 315	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	15,200	0.97	C	2.79%	17,500	1.11	D
5480	SR 40	CR 315	CR 314	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	14,900	1.44	F	2.43%	16,800	1.63	F
5490.1	SR 40	CR 314	NE 145 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,200	0.78	C	1.00%	12,900	0.82	C
5490.2	SR 40	NE 145 AV	CR 314A	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	14,700	1.42	F	4.82%	18,600	1.80	F
5500	SR 40	CR 314A	SE 183 AV	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	9,500	0.92	C	4.91%	12,000	1.16	F
5510	SR 40	SE 183 AV	SR 19	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,200	0.7	C	4.91%	9,100	0.88	C
5520	SR 40	SR 19	COUNTY LINE (E)	2	ARTERIAL	INTERRUPTED		10,836	563	2	10,836	563	Rural	U	STATE	Other CMP Network Roadway	C	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5540	SW 1 AV	SR 464	SW 10 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5550	SW 103 ST RD	SR 200	SW 49 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.46	C	1.00%	6,100	0.48	C
5560	CR 475A	CR 475B	SW 27 AV	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	6,400	0.4	B	2.62%	7,300	0.45	B
5580.1	NW 110 AV	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,900	0.42	B	1.00%	4,100	0.44	B
5600	SW 13 ST	SW 33 AV	SW 27 AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.53	D	6.65%	22,100	0.73	D
5610	SW 140 AV	CR 484	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
5630	SW 140 AV	SR 40	CR 328	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,400	0.07	B	1.94%	1,500	0.08	B
5650	SW 17 ST	SW 27 AV	SR 200	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5660	SR 464	SR 200	SW 19 AV RD	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.62	C	1.00%	27,300	0.65	C
5670.1	SR 464	SW 19 AV RD	SW 7 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	0.92	C	1.46%	39,300	0.99	D
5680.1	SR 464	SW 7 AV	US 441	4	ARTERIAL	INTERRUPTED	2	34,020	1,712	4	34,020	1,712	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	1.07	F	1.46%	39,300	1.16	F
5690	SR 464	US 441	SE 3 AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	Other CMP Network Roadway	D	31,600	0.98	D	1.00%	33,200	1.02	E
5710	SW 180 AV RD	CR 484	SW 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,600	0.14	B	2.11%	2,900	0.15	B
5730	SW 180 AV RD	SW 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,300	0.12	B	1.00%	2,500	0.13	B
5740	SW 19 AV	SW 60 ST	SW 66 ST	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,400	0.58	C	1.00%	5,700	0.61	C
5750.1	SW 19 AV RD	SW 27 AV	SR 464	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	14,400	0.4	C	1.00%	15,100	0.42	C
5760	SW 20 ST	SW 60 AV	SW 38 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.38	C	1.59%	14,600	0.41	C
5780	SW 20 ST	SW 38 AV	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	1.03	F	4.10%	21,100	1.26	F
5800	SW 20 ST	SW 27 AV	SR 200	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,000	0.42	C	1.00%	7,400	0.44	C
5810.1	CR 475A	SW 107 PL	SW 66 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	9,700	0.6	B	1.00%	10,200	0.63	B
5820.3	CR 475A	SW 66 ST	CR 475C	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	12,600	0.78	C	1.00%	13,300	0.82	C
5830	SW 27 AV	SW 42 ST	SW 19 AV RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,500	0.6	C	4.00%	26,200	0.73	C
5850	SW 27 AV	SW 19 AV RD	SR 200	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,900	0.53	C	1.00%	19,800	0.55	C
5860	SW 27 AV	SR 200	SR 464	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	20,000	0.56	C	1.00%	21,000	0.59	C
5870.2	SW 27 AV	SR 464	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	20,000	0.56	C	1.00%	21,000	0.59	C
5900	SW 31 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.24	C	1.00%	2,800	0.25	C
5910.1	SW 33 AV	SW 13 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.09	B	1.00%	2,800	0.10	B
5920	SW 37 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
5940.1	SW 38 AV	SW 20 ST	SW 40 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	1,500	0.05	B	1.00%	1,600	0.05	B
5950	SW 38 AV	SW 40 AV	SW 20 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.64	D	5.23%	9,300	0.83	D
5970	SW 38 ST	SW 80 AV	SW 60 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.78	C	1.00%	10,500	0.82	C
5980	SW 38 ST	SW 60 AV	SW 51 TER	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,300	0.65	D	1.00%	7,700	0.69	D
6000	SW 40 AV	SW 38 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,500	0.13	C	1.00%	1,600	0.14	C
6010	SW 40 ST	SW 51 TER	SW 43 CT	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,100	0.28	B
6020	SW 40 ST	SW 43 CT	SW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.69	D	1.00%	8,100	0.72	D
6030	SW 40 ST	SW 38 AV	SR 200	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6040	SW 42 ST	SW 43 CT	SR 200	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.64	D	5.23%	9,300	0.83	D
6050	SW 42 ST	SR 200	SW 7 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,800	0.52	C	1.00%	19,700	0.55	C
6080.4	SW 44 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	5.23%	9,300	0.32	B
6090	MARION OAKS	CR 484	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.2	C	1.00%	7,400	0.21	C
6100	SW 49 AV	MARION OAKS	SW 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	4	35,820	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	10,200	0.8	C	1.00%	10,700	0.30	C
6110	SW 49 AV	SW 95 ST	SW 85 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.15	B	1.00%	10,700	0.16	B
6140.1	SW 60 AV	SW 103 ST	SW 95 ST RD	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.23	B	1.00%	7,400	0.24	B
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	17,600	0.49	C	1.00%	18,500	0.52	C

Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY V/MSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY V/MSV	2026 DAILY LOS
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,100	0.42	C	1.00%	15,900	0.44	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,800	0.52	C	1.00%	19,700	0.55	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	24,300	0.68	C	5.00%	31,000	0.87	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	CITY OF OCALA	Other CMP Network Roadway	C	5,600	0.46	C	1.94%	6,200	0.51	C
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	7,100	0.59	C	1.00%	7,500	0.62	C
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,400	0.58	C	1.00%	5,700	0.61	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.28	C	1.00%	3,800	0.30	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	11,700	0.38	C	1.00%	12,300	0.40	C
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	4	30,420	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.17	B
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.30	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	3,800	0.41	C	1.00%	4,000	0.43	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	4,000	0.11	C	1.00%	4,200	0.12	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	12,000	0.41	C	4.57%	15,000	0.51	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.12	B	1.00%	3,600	0.12	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,400	0.24	C	1.00%	7,800	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	14,500	0.5	D	3.18%	16,900	0.58	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,300	0.2	B	1.00%	8,700	0.21	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.35	B	4.06%	18,000	0.43	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.5	C	4.06%	18,000	0.61	C
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,200	0.58	C	3.67%	27,800	0.70	C
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,900	0.6	C	1.00%	25,100	0.63	C
6530	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,600	0.72	C	1.00%	30,000	0.75	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,300	0.51	C	1.00%	21,300	0.54	C
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,600	0.73	C	1.00%	18,500	0.76	D
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED		66,200	3,280	4	66,200	3,280	Urban	D	STATE	NHS - Non-Interstate Roadway	D	14,300	0.22	B	1.00%	15,000	0.23	B
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,700	0.37	B	2.69%	17,900	0.42	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	18,400	0.63	C	7.80%	26,700	0.91	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	18,400	0.43	B	7.80%	26,700	0.63	B
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED	2	0	1,630	4	0	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.69	D	2.34%	25,300	0.78	D
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,100	0.84	D	2.02%	29,900	0.92	D
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.69	D	2.52%	25,100	0.77	D
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.53	C	2.52%	25,100	0.60	C
6650	US 41	SW 110 ST	SW 95 PL	2	ARTERIAL	INTERRUPTED	1	14,160	704	4	41,790	1,500	Urban	U	STATE	NHS - Non-Interstate Roadway	D	22,200	1.57	F	2.52%	25,100	0.84	C
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	4	29,850	2,460	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.79%	13,900	0.28	B
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED	1	14,160	704	4	49,650	1,500	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.86	C	2.79%	13,900	0.47	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.79%	13,900	0.57	C
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,200	0.78	C	2.79%	13,900	0.89	C
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,200	0.33	B	1.00%	5,500	0.35	B
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,300	0.96	D	1.00%	42,300	1.01	F
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,900	0.78	C	1.00%	32,500	0.82	C
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6750.2	US 441	CR 25A	US 301	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,300	0.43	C	1.88%	19,000	0.48	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	ARTERIAL	UNINTERRUPTED		66,200	3,280	4	66,200	3,280	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,900	0.27	B	1.00%	18,800	0.28	B
6770	US 441	US 301	CR 484	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6780	US 441	CR 484	SE 110 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,100	0.71	C	1.00%	29,500	0.74	C
6790	US 441	SE 110 ST	SE 92 PL RD	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,600	0.77	C	1.77%	33,400	0.84	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,300	0.71	C	1.71%	30,900	0.78	C
6880	US 441	SE 73 ST	SE 52 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,200	0.68	C	1.00%	28,400	0.71	C
6890	US 441	SE 52 ST	SE 40 CIR	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,100	0.81	C	1.00%	33,800	0.85	C
6900.1	US 441	SE 40 CIR	CR 475	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
6920	US 441	CR 475	SR 464	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.52	D	1.00%	27,300	0.55	D
6930	US 441	SR 464	SW 10 ST	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,500	0.53	D	1.00%	27,900	0.56	D
6940	US 441	SW 10 ST	SR 40	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,800	0.74	D	1.84%	40,300	0.81	D
6960	US 441	SR 40	NW 2 ST	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.6	D	1.00%	31,600	0.63	D
6970.1	US 441	NW 2 ST	NW 6TH ST	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.93	D	1.00%	31,600	0.98	D
6970.2	US 441	NW 6TH ST	US 27	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.76	C	1.00%	31,600	0.79	C
6980	US 441	US 27	NW 20 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,100	0.71	C	1.00%	29,500	0.74	C
6990	US 441	NW 20 ST	NW 35 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,100	0.71	C	1.00%	29,500	0.74	C
7010	US 441	NW 35 ST	NW 57 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,400	0.64	C	5.51%	33,200	0.83	C
7020	US 441	NW 57 ST	SR 326	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,900	0.42	C	1.00%	17,800	0.45	C
7030	US 441	SR 326	NW 77 ST	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	23,100	0.55	B	3.69%	27,700	0.65	B
7040.1	US 441	NW 77 ST	NW 117 ST	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	33,600	0.79	C	3.37%	39,600	0.94	C
7040.2	US 441	NW 117 ST	CR 329	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	23,000	0.54	B	1.00%	24,100	0.57	B
7050.1	US 441	CR 329	US 301	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	24,900	0.59	B	2.22%	27,800	0.66	B
7050.2	US 441	US 301	CR 25A (N)	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	9,300	0.22	B	3.06%	10,900	0.26	B
7060	US 441	CR 25A (N)	CR 318	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,900	0.26	B	3.47%	13,000	0.31	B
7070.1	US 441	CR 318	AVENUE I	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.24	B	3.51%	11,800	0.28	B
7070.2	US 441	AVENUE I	CR 320	4	ARTERIAL	UNINTERRUPTED		31,725	2,100	4	31,725	2,100	Rural	U	STATE	NHS - Non-Interstate Roadway	C	10,000	0.25	B	3.52%	11,800	0.29	B
7080.1	US 441	CR 320	AVENUE B	4	ARTERIAL	UNINTERRUPTED		31,725	1,658	4	31,725	1,658	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,900	0.28	B	2.87%	10,200	0.32	B
7080.2	US 441	AVENUE B	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,900	0.21	B	2.87%	10,200	0.24	B
7090	W ANTHONY RD	US 441	NW 35 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,000	0.16	C	1.00%	2,100	0.16	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
7110	W ANTHONY RD	SR 326	NE 95 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,400	0.28	B	1.00%	5,700	0.30	B
7150	CR 40	CEDAR ST	US 441	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.38	C	6.99%	6,100	0.54	D
7160	BASELINE RD EXT	US 441	SR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.52	D	1.87%	6,400	0.57	D
7165	SE 132 ST RD	CR 484	US 301	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,600	0.32	C	1.00%	12,200	0.34	C
7170	SE 132 ST RD	US 301	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,700	0.35	C	7.29%	18,000	0.50	C
7732.2	EMERALD RD	EMERALD RD EXT	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,300	0.11	B	1.00%	3,400	0.12	B
7742	SW 32 AV/SW 34 ST	SR 200	SW 27 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.11	B	1.00%	8,000	0.12	B
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000	NW 35 ST	NW 35 AVE	NW 27 AVE	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8005	NW 35 AV	NW 21 ST	NW 35 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8010	SW 49 AV	SW 85 ST	SW 66 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015	SW 49 AV	SW 66 ST	SW 40 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8020	SW 40 AV	SW 49 AV	SW 42 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8030	SW 95 ST	I-75 SB	I-75 NB	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8080	CHESNUT RD	JUNIPER RD	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,200	0.28	C	1.00%	3,300	0.29	C
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.11	C	1.00%	1,900	0.12	C
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,800	0.41	C	1.00%	15,500	0.43	C
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	ARTERIAL	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.11	C	1.00%	1,900	0.12	C
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	6,800	0.43	C	1.00%	7,200	0.45	C
	JUNIPER RD	SR 35	CHESNUT RD	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				16,727		2	16,727		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VMSV	2026 DAILY LOS
	SW 49TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS CRSE	CR 484	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
8200	BUENA VISTA BLVD	SUMTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	16,200	0.53	D	6.84%	22,600	0.74	D

Appendix E

Federal Regulations and CMP Resources

FEDERAL REGULATIONS

The following summarizes the requirements as per federal regulation codified as CMP in Transportation Management Areas (TMAs) (Section 450.322) - *Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule*:

a. The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.

- Cooperatively developed and implemented
- Travel reduction strategies
- Operational management strategies

b. The CMP should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Plan (TIP).

c. Acceptable levels of service may vary from area to area. Consider strategies that:

- Manage demand
- Reduce single occupant vehicle travel
- Improve transportation system management and operations
- Improve efficient service integration within and across the following modes:
    i. Highway
    ii. Transit
    iii. Passenger and freight rail operations
    iv. Non-motorized transport
- Where general purpose lanes are determined to be appropriate, must give explicit consideration to features that facilitate future demand management strategies.

d. The CMP shall be developed, established, and implemented in coordination with Transportation Systems Management (TSM) and operations activities. The CMP shall include:

- Methods to monitor and evaluate the performance of the multimodal transportation system
    i. Identify the causes of congestion
    ii. Identify and evaluate alternative strategies
    iii. Provide information supporting the implementation of actions
    iv. Evaluate effectiveness of implemented actions
- Definitions of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of strategies. Performance measures should be tailored to the specific needs of an area.
- Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. To the extent possible, this program should be coordinated with existing sources, including public transportation providers.

- Identification and evaluation of the anticipated performance and expected benefits of congestion management strategies that will contribute to the more effective use and improved safety of the existing and future transportation system. Examples of strategies to consider include:
    i. Demand management measures, including growth management and congestion pricing
    ii. Traffic operational improvements
    iii. Public transit improvements
    iv. Intelligent Transportation Systems (ITS)
    v. Where necessary, additional system capacity
- Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies. Results of this assessment shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation.

f. A TMA designated nonattainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in the carrying capacity of single occupant vehicles (SOVs), with the exception of safety improvements or the elimination of bottlenecks (within the limits of the appropriate projects that can be implemented).

g. In TMAs designated nonattainment for ozone or carbon monoxide, the CMP shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for a corridor in which a project with a significant increase in SOV capacity is proposed to move forward with federal funds.

h. State laws, rules, and regulations pertaining to congestion management systems or programs may constitute the congestion management process, if FHWA and FTA find that these are consistent with the intent of this process.

i. Congestion management plan. An TPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such TPO. Such plan shall:
- Develop regional goals to reduce miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
- Identify proposed projects and programs to reduce congestion and increase job access opportunities.

In developing the CMP, the TPO shall consult with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals.

State of the System Report Tentative Schedule

January to May

- Update of roadway inventory data to support LOS analysis.
- Calculation of Non-Highway Systemwide Performance Monitoring
  - » Public Transportation
  - » Bicycle
  - » Pedestrian
  - » TDM
- Produce growth rates on county roadways using county traffic counts to perform initial LOS analysis (existing conditions +1 year and existing + 5 years)*.
- Produce preliminary growth rates on state roadways using older state traffic counts to perform initial LOS analysis (existing conditions and existing + 5 years)* .
- Provide initial LOS analysis for identifying congested corridors used to prioritize projects for funding. This analysis includes a combination of volumes based on growth rates and scheduled improvements to the transportation system.
- Existing volumes on existing network

May

- TAC meeting to review and identify potential operational issues that would not be identified through the technical screening process.
- Coordinate with goods movement stakeholders and providers to identify related needs (Note: May occur earlier).

May to June

- Receive FDOT traffic counts.
- Produce updated growth rates on state roadways using state traffic counts and revise initial LOS analysis (produced earlier in the year) based on the results of the LOS analysis.
- Screen corridors
- Select corridors for evaluation.

July

- Report to TAC and CAC the results of the corridor screening and selection.
- Report to the TAC and CAC the results from the Non-Highway System-wide Performance Monitoring (Public Transportation, Bicycle, Pedestrian, TDM, etc.).

July to August

- Identify strategies to be considered on selected corridors.
- Evaluate strategies where appropriate and make improvement or program recommendations for implementation.
- Report to the CMP TAC and CAC the recommended strategies for implementation.
- Develop priority list of CMP recommendations for adoption by the TPO Board.

September

- Finalize technical recommendations on strategy implementation.
- Program improvement recommendations in the appropriate local government CIE and identify other priority projects or programs for the TIP.
- Finalize performance monitoring summary.
- Obtain endorsement from the CMP TAC and CAC on the programmed projects in the CIE and priority projects or programs for the TIP.
- Adopt the CMP Project Priority List for use in developing the TIP during a Public Hearing of the TPO Board.

October to November

- Finalize the CMP State of the System Report.

**Note: Since FDOT state roadway traffic counts for the prior are typically released in May or June of the following year, it is necessary to use preliminary state traffic count data that is a year older for the preliminary analysis. Once the FDOT state roadway traffic count data is provided, growth rates and their associated traffic volumes can be used to update the LOS analysis.*

CMP ACTIONS/RECOMMENDATIONS

The following represents recommendations and actions to enhance the congestion management process and become more efficient in the overall TPO planning process. The actions/recommendations presented below will be reviewed and considered by TPO staff and the TAC for implementation as necessary.

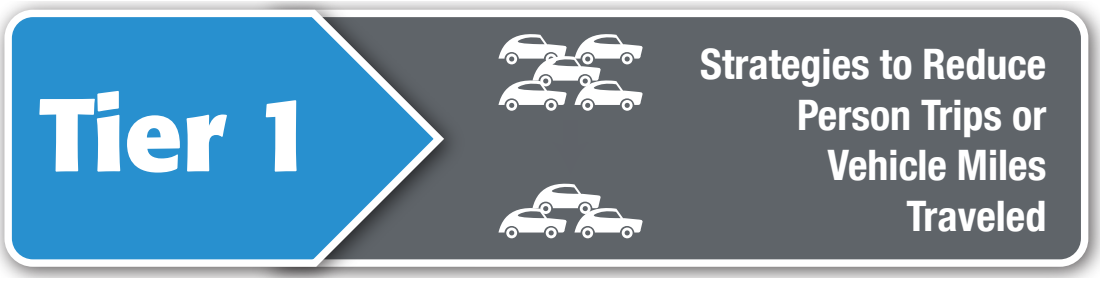
- Update the Ocala Marion TPO Congestion Management Process (CMP Steps 1 to 3) on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP. Additional updates may occur on a more frequent basis to comply with future changes in federal rules or local regulations.
- Develop a State of the System Report that documents the current conditions of the transportation system using performance measures, tracks the effectiveness of previously-implemented strategies, and evaluates trends and conditions for the multimodal transportation system in the CMP study area. The State of the System Report will include Actions 4 through 8 of the CMP which includes:
  - **Step 4:** Collect Data/Monitor System Performance
  - **Step 5:** Analyze Congestion Problems & Needs
  - **Step 6:** Identify and Assess Strategies
  - **Step 7:** Implement Selected Strategies
  - **Step 8:** Monitor Strategy Effectiveness (combined with Step 4)
- Implementation of the selected strategies may include programming in a local government's CIP, identification of corridor studies to be done through the TPO's Unified Planning Work Program (UPWP), or longer term projects that would be included in local governments' Capital Improvements Elements (CIE) or the TPO's LRTP.
- Enhance coordination with agencies participating in the CMP by framing desirable strategy types and defining roles in implementation. This is essential, as most congestion and mobility strategies are formulated and implemented by other agencies.
- Projects from the CMP process may identify projects for inclusion in the LRTP either through the routine LRTP update cycle or through plan amendments.
- Identify and implement data collection recommendations on collecting key congestion data as well as closing any data gaps identified in this CMP.
- Perform outreach and education efforts to inform interested parties and stakeholders. These efforts may include:
  - Maintaining CMP information on the TPO Website.
  - Developing materials on the CMP and its benefits.
- Continue monitoring changes to federal CMP regulations and modify/update CMP to reflect new requirements.

The general schedule for the development of the CMP's State of the System Report is provided as follows. This schedule is flexible and can be changed as warranted for each update. (For example, a congested corridor identified during a CMP update, may not be warrant further evaluation if improvements are already included in the TIP.) This schedule includes opportunities for coordinating the results of the federally required CMP with the local government process used in developing the annual CIP and the annual update of the CIE of the Comprehensive Plan.

CMP TOOLBOX OF STRATEGIES

The CMP uses a strategy toolbox with multiple tiers of strategies to support the congestion strategy or strategies for congested corridors. Following an approach used by other TPOs and promoted by FHWA, the toolbox of congestion mitigation strategies is arranged so that the measures at the top take precedence over those at the bottom.

The "top-down" approach promotes the growing sentiment in today's transportation planning arena and follows FHWA's clear direction to consider all available solutions before recommending additional roadway capacity. The Ocala Marion CMP toolbox of strategies is divided by tiers, strategies, and specific examples.



Transportation Demand Management Strategies

These strategies are used to reduce the use of single occupant motor vehicles, as the overall objective of TDM is to reduce the miles traveled by automobile. The following TDM strategies, not in any particular order, are available for consideration in the toolbox to potentially reduce travel in the peak hours.

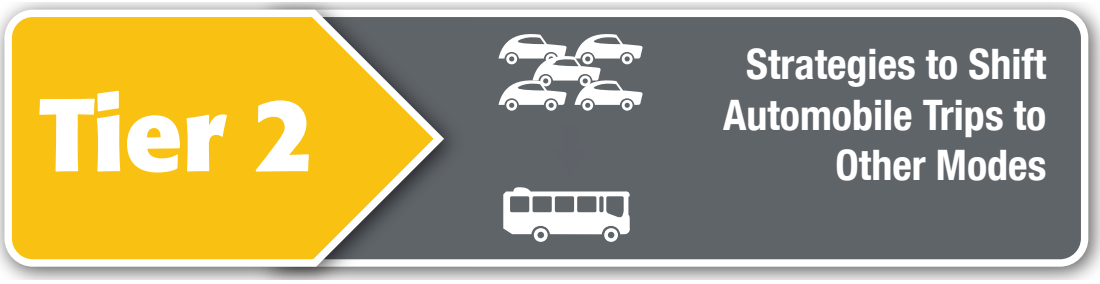
- **Congestion Pricing:** Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.
- **Alternative Work Hours:** There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.
- **Telecommuting:** Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.
- **Guaranteed Ride Home Programs:** These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.
- **Alternative Mode Marketing and Education:** Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping Websites that compute directions and travel times for multiple modes of travel.

- **Safe Routes to Schools Program:** This federally-funded program provides 100 percent funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.
- **Preferential or Free Parking for HOVs:** This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.

Land Use/Growth Management Strategies

The strategies in this category include policies and regulations that would decrease the total number of auto trips and trip lengths while promoting transit and non-motorized transportation options.

- **Negotiated Demand Management Agreements:** As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).
- **Trip Reduction Ordinance:** These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.
- **Infill Developments:** This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.
- **Transit Oriented Developments:** This strategy clusters housing units and/or businesses near transit stations in walkable communities. By providing convenient access to alternative modes, auto dependence can be reduced.
- **Design Guidelines for Pedestrian-Oriented Development:** Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.
- **Mixed-Use Development:** This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.



Public Transit Strategies

Two types of strategies, capital improvements and operating improvements, are used to enhance the attractiveness of public transit services to shift auto trips to transit. Transit capital improvements generally modernize the transit systems and improve their efficiency; operating improvements make transit more accessible and attractive.

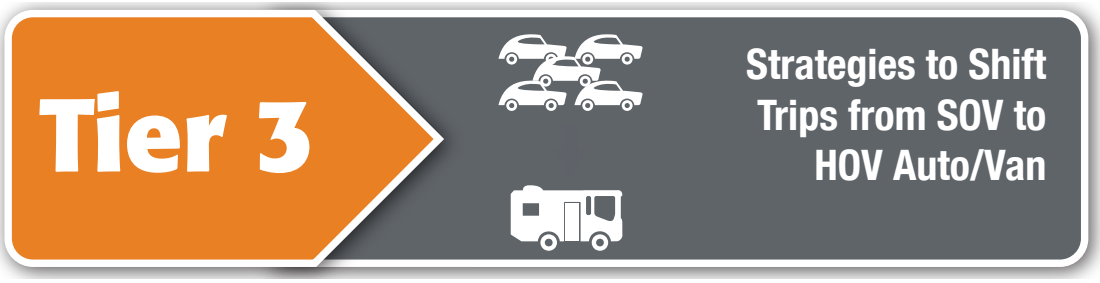
- **Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.

- **Increasing Bus Route Coverage or Frequencies:** This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.
- **Implementing Regional Premium Transit:** Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium regional transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.
- **Providing Real-Time Information on Transit Routes:** Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.
- **Reducing Transit Fares:** This relatively easy-to-implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.
- **Provide Exclusive Bus Right-Of-Way (ROW) :** Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.

Non-Motorized Transportation Strategies

Non-motorized strategies include bicycle, pedestrian, and multiuse path facility improvements that encourage non-motorized modes of transportation instead of single-occupant vehicle trips.

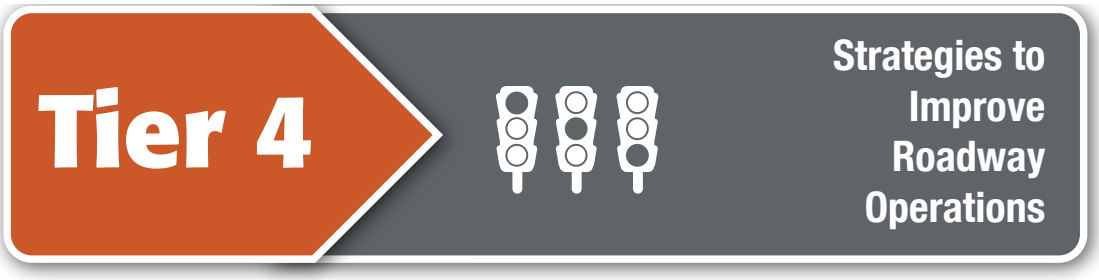
- **New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.
- **Designated Bicycle Facilities on Local Streets:** Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.
- **Improved Bicycle Facilities at Transit Stations and Other Trip Destinations:** Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.
- **Improved Safety of Existing Bicycle and Pedestrian Facilities:** Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.
- **Exclusive Non-Motorized Right-of-Way:** Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.
- **Complete Streets:** Routinely designing and operating the entire right-of-way can enable safe access for all users including pedestrians, bicyclists, motorists, and transit. Elements that may be found on a complete street include sidewalks, bike facilities, special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, support for changing mobility technologies, and more.



Transportation Demand Management Strategies

In addition to the TDM Strategies that are included in Tier 1, additional strategies are available in Tier 3 that encourage the use of ride-sharing and other forms of HOV implementation.

- **Ridesharing (Carpools & Vanpools):** In ridesharing programs, participants are matched with potential candidates for sharing rides. This typically is arranged/encouraged through employers or transportation management agencies that provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.
- **High Occupancy Vehicle Lanes:** This increases corridor capacity while, at the same time, providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.
- **Park-and-Ride Lots:** These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/ vanpool programs, transit, and/or HOV lanes.
- **Employer-Landlord Parking Agreements:** Employers can negotiate leases so that they pay for parking spaces used only by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing nondriving employees with the cash equivalent of a parking space.
- **Parking Management:** This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.
- **Managed Lanes:** FHWA defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include high-occupancy toll (HOT) lanes with tolls that vary based on demand, exclusive bus-only lanes, HOV and clean air and/or energy-efficient vehicle lanes, and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.



Intelligent Transportation Systems (ITS) Strategies

The strategies in ITS use new and emerging technologies to mitigate congestion while improving safety and environmental impacts. Typically, these systems are made up of many coTPOnents, including sensors, electronic signs, cameras, controls, and communication technologies. ITS strategies are sets of coTPOnents working together to provide information and allow greater control of the operation of the transportation system.

- **Dynamic Messaging:** Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.
- **Advanced Traveler Information Systems (ATIS):** ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the Web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.
- **Integrated Corridor Management (ICM):** This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.
- **Transit Signal Priority (TSP):** This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.

Transportation Systems Management Strategies

Transportation Systems Management (TSM) strategies identify operational improvements to enhance the capacity of the existing system. These strategies typically are used together with ITS technologies to better manage and operate existing transportation facilities.

- **Traffic Signal Coordination:** Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.
- **Channelization:** This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.
- **Intersection Improvements:** Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.
- **Bottleneck Removal:** This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.

- **Vehicle Use Limitations and Restrictions:** This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.
- **Improved Signage:** Improving or removing signage to clearly communicate location and direction information can improve traffic flow.
- **Geometric Improvements for Transit:** This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.
- **Intermodal Enhancements:** Coordinating modes makes movement from one mode to the other easier. These enhancements typically include schedule modification to reduce layover time or increase the opportunity for transfers, creation of multimodal facilities, informational kiosks, and improved amenities at transfer locations.
- **Goods Movement Management:** This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.

Freeway Incident Detection and Management Strategy

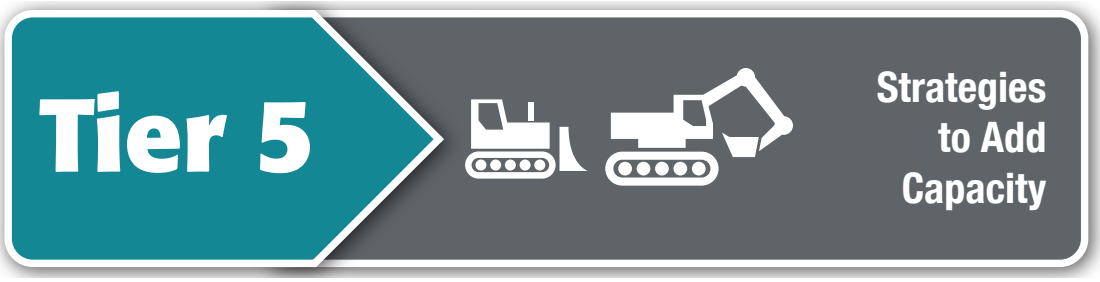
- **Freeway Incident Detection and Management Systems:** This strategy addresses primarily non- recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.

Access Management Strategy

- **Access Management Policies:** This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of pedestrian, bicycle, and trail facilities.

Corridor Preservation/Management Strategies

- **Corridor Preservation:** This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.
- **Corridor Management:** This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.



Strategies to add capacity are the costliest and least desirable strategies and should be considered as last resort methods for reducing congestion. Strategies of cities that attempt to "build out of congestion" have not provided intended results. As such, capacity-adding strategies should be applied after determining the demand and operational management strategies identified earlier are not feasible solutions. The key strategy is to increase the capacity of congested roadways through additional general purpose travel lanes.

- Increase the capacity of congested roadways through additional general purpose travel lanes and/or managed lanes

Appendix F

CMP Public Survey Results Summary

Congestion Management Plan (CMP) Public Survey

Results Summary

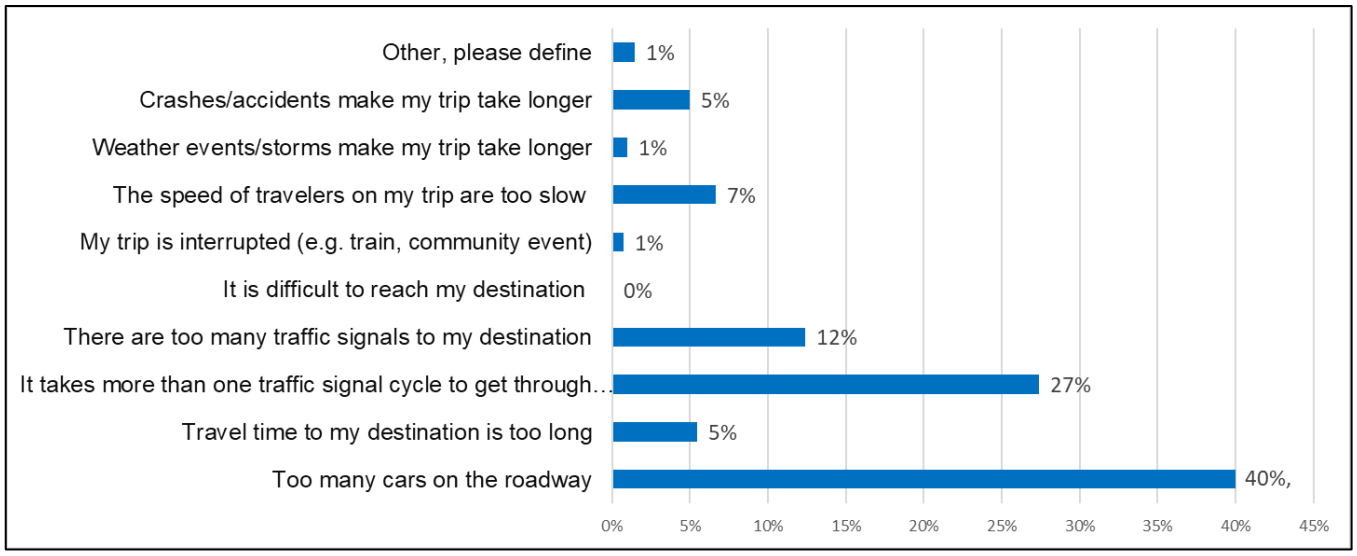
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses were submitted via the survey instrument on the TPO website. Additionally, 3 responses were sent to the TPO by email for a total of 258 survey participants. The following summarizes the results of the survey.

1. **What does the term 'congestion' mean to you?** (select up to 3)

   A total of 254 responses were received. The top three most frequent selections were **'*Too many cars on the roadway*'** with 168 responses or 40%; followed by **'*It takes more than one traffic signal*'** with 115 responses or 27%; and **'*There are too many traffic signals to my destination*'** with 52 responses or 12%.

   420 selections

168	Too many cars on the roadway
23	Travel time to my destination is too long
115	It takes more than one traffic signal cycle to get through intersection
52	There are too many traffic signals to my destination
0	It is difficult to reach my destination
3	My trip is interrupted (e.g. train, community event)
28	The speed of travelers on my trip are too slow
4	Weather events/storms make my trip take longer
21	Crashes/accidents make my trip take longer
6	Other, please define

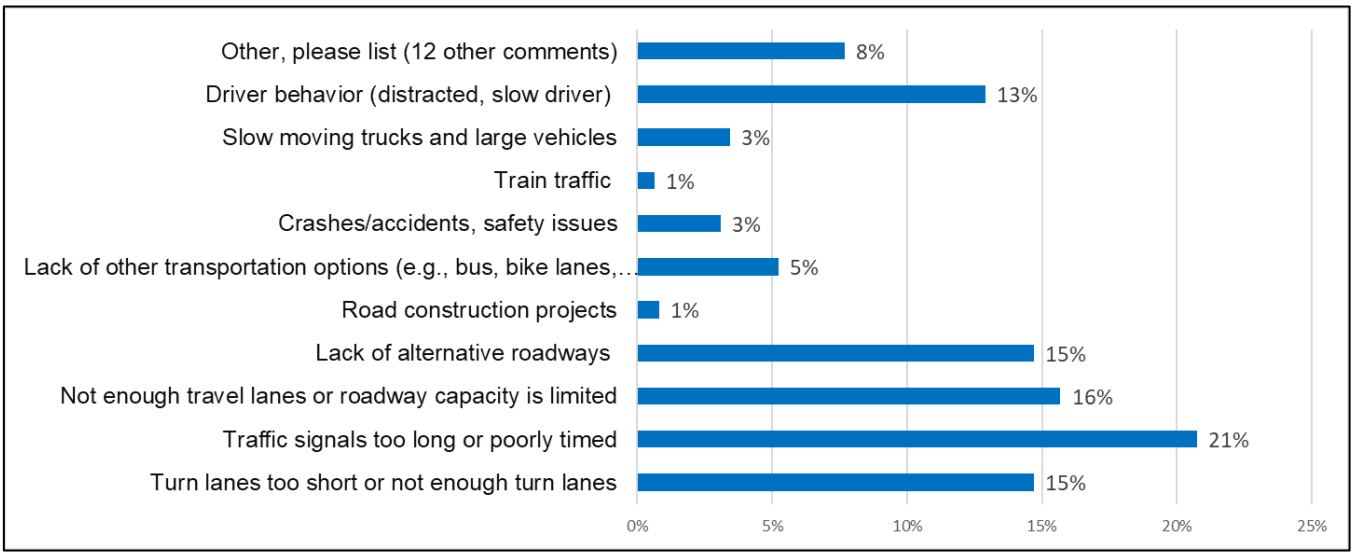


2. What do you think are the main causes of congestion in Marion County? (select up to 3)

A total of 218 responses were received. The top three most frequent causes identified were ***'Traffic signals too long or poorly timed'*** with 127 responses or 21%; followed by ***'Not enough travel lanes or roadway capacity is limited'*** with 96 responses or 16%; and ***'Turn lanes too short or not enough turn lanes'*** *and* ***'Lack of alternative roadways'*** both with 90 responses or 15%.

612 selections

90	Turn lanes too short or not enough turn lanes
127	Traffic signals too long or poorly timed
96	Not enough travel lanes or roadway capacity is limited
90	Lack of alternative roadways
5	Road construction projects
32	Lack of other transportation options (e.g., bus, bike lanes, sidewalks)
2	School zones
0	Weather events/storms
19	Crashes/accidents, safety issues
4	Train traffic
21	Slow moving trucks and large vehicles
79	Driver behavior (distracted, slow driver)
47	Other, please list (12 comments, 35 no response provided)



Other Comments include:

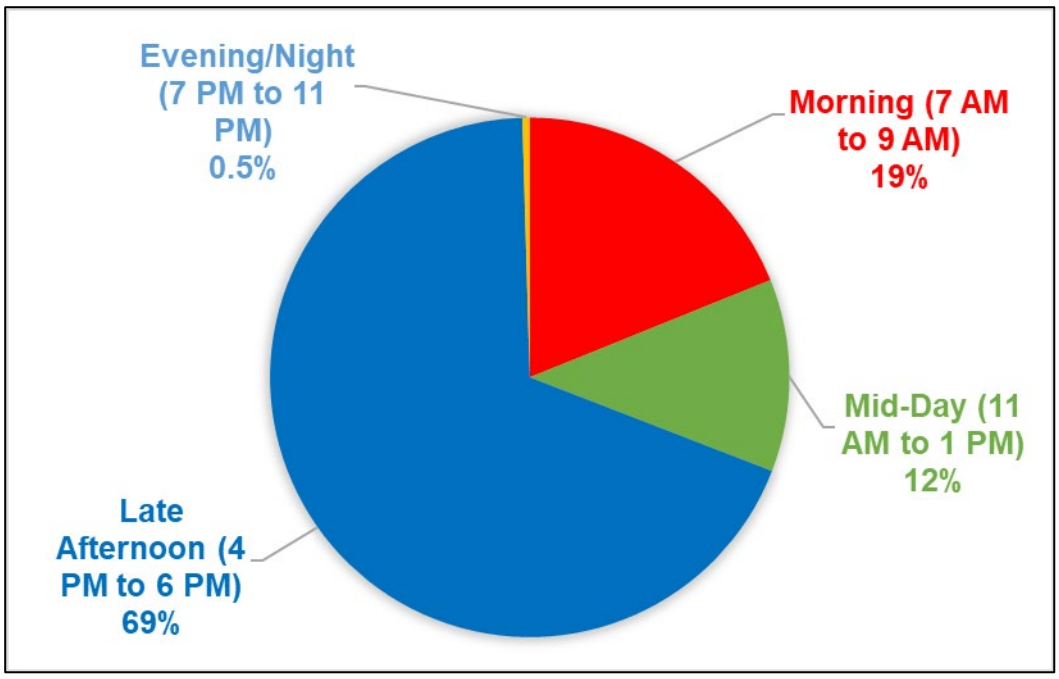
- A lot of growth in Marion County
- More people moving to the area than can be supported
- No right turn lanes or enough ROW to make a turn turn at red light
- Poorly maintained roads

- Stop permitting major housing developments
- Speed limits reassessed
- Too many cars for available roadway capacity
- Too many homes/businesses in same area
- Too many people moving to Marion County; infrastructure not kept pace
- Too many vehicles on roads
- Traffic lights not synched in Dunnellon

3. **What time of day do you experience congestion the most in Marion County?** (select 1)

   A total of 217 responses were received. The most frequent time of day participants overwhelmingly selected was late afternoon between 4 pm to 6 pm with 149 responses or 69%.

41	Morning (7 AM to 9 AM)
26	Mid-Day (11 AM to 1 PM)
149	Late Afternoon (4 PM to 6 PM)
1	Evening/Night (7 PM to 11 PM)



4. **Please list the top 3 roadway or intersection locations in Marion County where you think congestion is the worst?** (list up to 3)

   A total of 239 responses were received and 398 roadway or intersection/interchange locations identified. The following summarizes a list of the top 10 specific locations identified by survey participants, and the overall top 10 corridors mentioned most frequently either individually or part of an intersection or interchange.

   Top 10 Locations

   1. SR 200 at I-75 (34 responses)
   2. SR 200 (30 responses)
   3. SR 40 at U.S. 301/441/Pine Avenue (23 responses)
   4. CR 484 at I-75 (17 responses)
   5. SE 17th Avenue (SR 464) at U.S. 301/U.S. 441/Pine Ave (15 responses)
   6. SE 17th Avenue (SR 464) at SE 25th (11 responses)
   7. Maricamp Road (SR 464) at Baseline Road (SR 35) (10 responses)
   8. SR 200 at 38th Court (9 responses)
   9. SR 200 at SW 27th Avenue (8 responses)
   10. Downtown Ocala (8 responses)

   Top 10 Corridors Mentioned

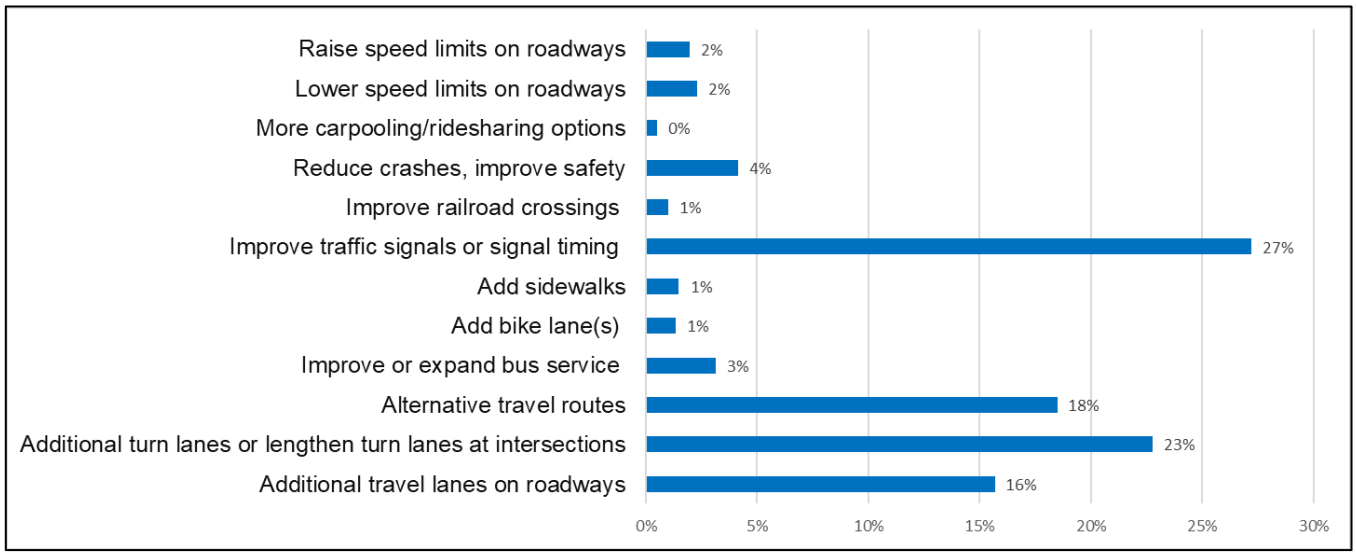
   1. SR 200 (117)
   2. U.S. 301/U.S. 441/Pine Avenue (61)
   3. SR 40 (58)
   4. SE 17th Avenue/Maricamp Road (SR 464) (47)
   5. CR 484 (27)
   6. U.S. 27 (23)
   7. U.S. 441 (15)
   8. Maricamp Road (10)
   9. CR 475 (8)
   10. I-75 (7)

5. **What improvements should be made to improve congestion at your top 3 locations, along with other congested areas in Marion County?** (select up to 3)

   A total of 250 responses were received. The top three improvements recommended were **'*Improve traffic signals or signal timing*'** with 165 responses or 27%; followed by **'*Additional turn lanes or lengthen turn lanes at intersections*'** with 138 responses or 23%; and **'*Alternative travel routes*'** with 112 responses or 18%.

   606 selections

95	Additional travel lanes on roadways
138	Additional turn lanes or lengthen turn lanes at intersections
112	Alternative travel routes
19	Improve or expand bus service
8	Add bike lane(s)
9	Add sidewalks
165	Improve traffic signals or signal timing
6	Improve railroad crossings
25	Reduce crashes, improve safety
3	More carpooling/ridesharing options
14	Lower speed limits on roadways
12	Raise speed limits on roadways



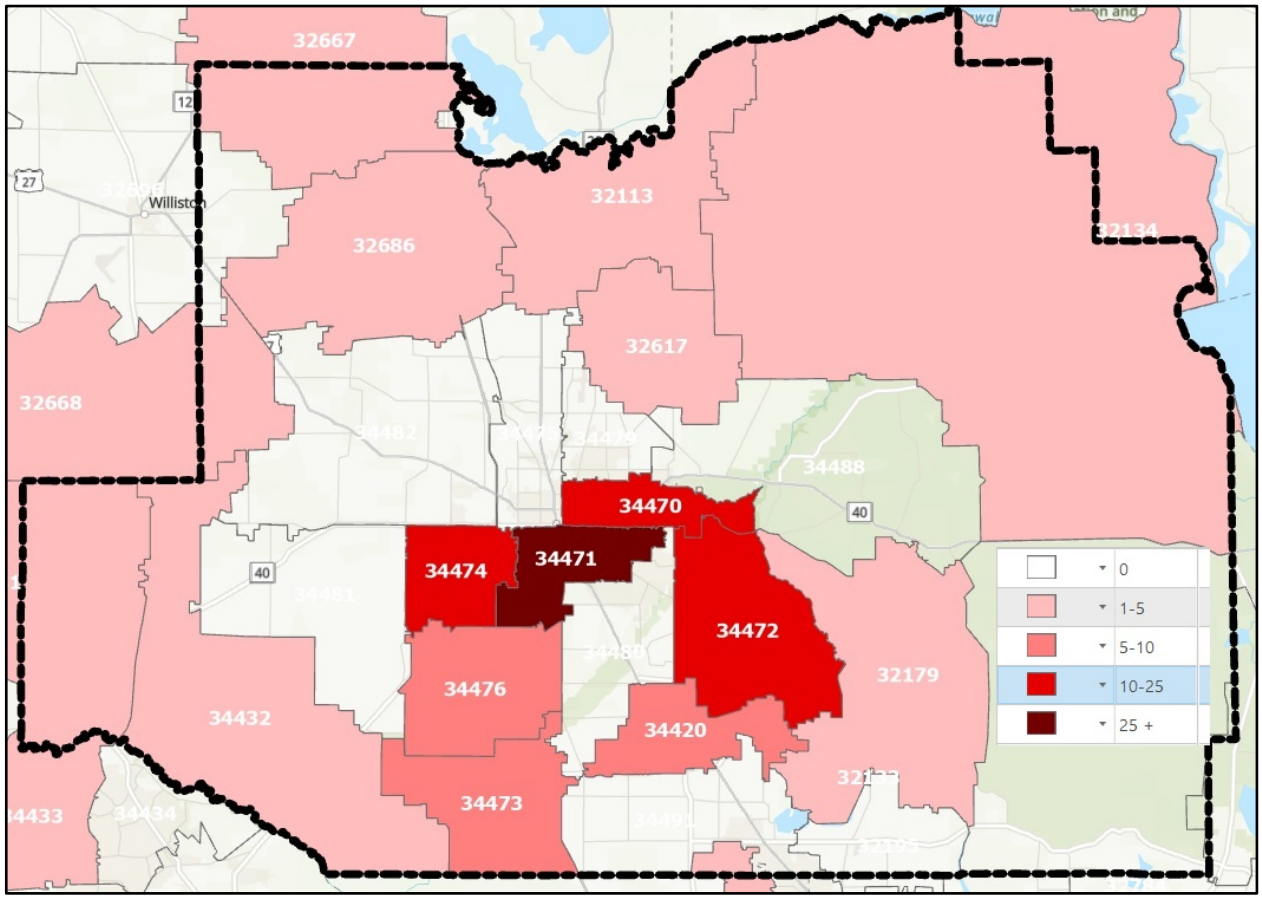
6. **What mode of transportation do you use most often** (select 1)

   A total of 252 responses were received. The most frequent primary mode of transportation used by almost all participants is the personal automobile/truck. The three participants that selected 'other' use Marion Transit as their primary mode of transportation.

245	Personal automobile/truck
1	Bicycle
1	Walk
2	Bus
0	Wheelchair
0	Golf cart
0	Scooter
0	Electric bike/other electric transportation
0	Carpool/Rideshare
3	Other, please list
	(3) Marion Transit

7. Please provide the zip code of where you live in Marion County

A total of 158 responses were received. As displayed in the zip code map, the majority of the participants responding to this question reside in the most urbanized areas of the county, including zip codes 34471 (37), 34470 (23) and 34472 (25) and 34474 (21).

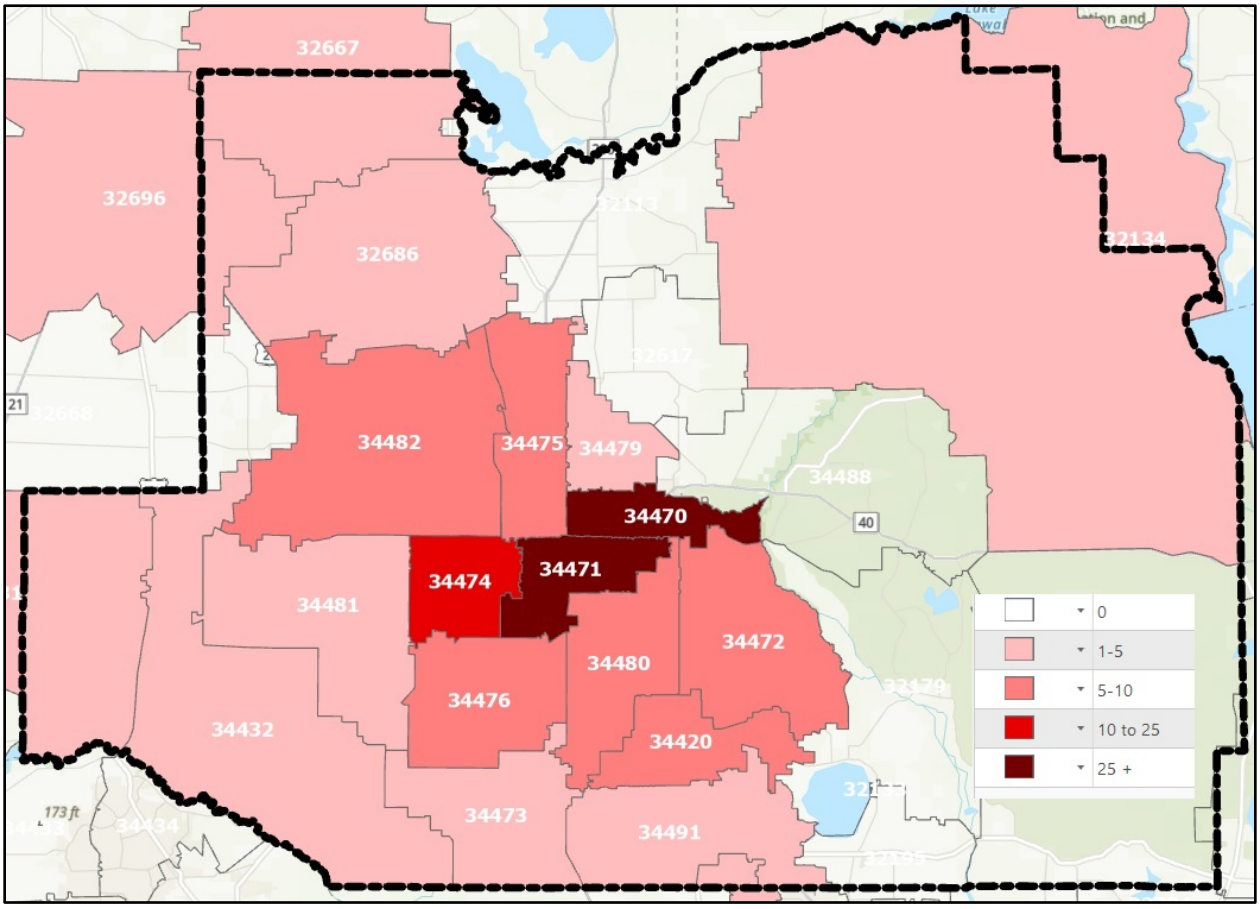


Participants by Zip Code:

2	32113	2	34431
4	32134	5	34432
1	32162	1	34433
2	32179	23	34470
1	32617	37	34471
1	32664	25	34472
1	32667	9	34473
2	32668	21	34474
5	32686	9	34476
7	34420		

8. Please provide the zip code of where you work in Marion County

A total of 213 responses were received. As displayed in the zip code map, the majority of the participants responding to this question work in the urbanized areas of the county, with the largest number in zip codes 34471 (74) and 34470 (49).



Participants by Zip Code

		49	34470
1	32134	75	34471
2	32162	6	34472
1	32611	5	34473
1	32664	11	34474
1	32667	8	34475
3	32686	10	34476
1	32696	3	34479
1	33474	6	34480
8	34420	5	34481
1	34431	7	34482
5	34432	3	34491

9. Please share any comments or opinions that were not covered in this survey

A total of 111 with additional comments were shared by the participants. The following summarizes the main topics or themes derived from the comments.

Alternate corridors to I-75 and other major arterials
Addition of more rail overpasses
Addition of protected bike lanes
Addition of turn lanes/longer turn lanes at intersections
Back-ups on SR 200 caused by no driveways/turn lanes
Better access management on SR 200
Better connectivity of the roadway network
Careless driving/speeding
Congestion is throughout the day
Confusing street naming
Distracted driving
Do not reduce travel lanes
Driver behavior
Growth and development in community
Impacts of major development to roads
Improve lighting on street network
More golf cart access
More law enforcement
More maintenance of existing roads
More sidewalks
More transportation options
Planned development more distributed in community
Safety improvements at intersections
School congestion
Speeding and aggressive drivers
Speed limits on major roads need to be studied
Traffic signal timing improvements
Widen major roadways

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https://ocalamariontpo.org

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **2045 Long Range Transportation Plan (LRTP) Modification Scope of Services**

Summary

The Federal Highway Administration (FHWA) Florida Division is conducting Program Accountability Results (PAR) reviews of three non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida. The purpose of the PAR reviews is to assess LRTP compliance and fiscal constraint to meet federal requirements. The TPO has been selected to be part of the PAR reviews in both Fiscal Years (FY) 2021 (2040 LRTP) and 2022 (2045 LRTP).

Based upon guidance provided by FHWA to the TPO for the PAR reviews, an internal assessment was conducted by TPO staff for the 2045 LRTP. The goal was to apply the feedback from the 2040 LRTP PAR review results to the 2045 LRTP. TPO staff identified some areas of the Cost Feasible element that should be updated through a LRTP modification to help ensure expectations are met by FHWA when they conduct a full review of the 2045 LRTP in FY 2022.

The TPO is proposing to work with Kittelson and Associates (2045 consultant team) to perform a modification update to the 2045 LRTP. Please find included with this memo a Scope of Services that will be performed to ensure the 2045 LRTP is in full compliance and continues to demonstrate fiscal constraint when FHWA conducts an in-depth review in FY 2022.

Attachment(s)

- Draft Scope of Services
- FHWA PAR Review Report and Recommendations

Action Requested

Review, comment and approval of the draft Scope of Services.

If you have any questions, please contact me at: 438-2631.

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Telephone: (352) 438 - 2630 • www.ocalamariontpo.org

Ocala Marion County TPO
2045 Long Range Transportation Plan (LRTP) Modification
Scope of Services

Introduction

The Federal Highway Administration (FHWA) Florida Division is conducting Program Accountability Results (PAR) reviews of three non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPO) in Florida. The purpose of the PAR reviews is to assess LRTP compliance and fiscal constraint to meet federal requirements (23 CFR 450.324, Development and Content of the Metropolitan Transportation Plan).

The TPO has been identified to be part of the PAR reviews in both Fiscal Years (FY) 2021 and 2022. The review conducted in FY 2021 involved the previously adopted 2040 LRTP. FY 2022 will involve a review of the adopted 2045 LRTP. FHWA has stated they will eventually conduct reviews of all nine non-TMA's in Florida over the next three fiscal years.

Based upon feedback provided by FHWA to the TPO in May 2021 for the 2040 LRTP PAR review, an internal assessment was conducted by TPO staff for the 2045 LRTP. The goal was to apply the feedback and recommendations provided to the TPO from the 2040 LRTP to the 2045 LRTP. TPO staff identified some areas of the Cost Feasible element that should be updated through a LRTP modification to help ensure expectations are met by FHWA when they conduct a full review of the 2045 LRTP in FY 2022.

Purpose

The purpose of this task is for Kittelson and Associates (Consultant) to support the TPO by performing an update to the 2045 LRTP through a modification process. This update will be completed to support the goal of ensuring the LRTP is in full compliance and continues to demonstrate fiscal constraint so all cost-feasible projects remain eligible to be advanced through the TPO process. This update will require a formal modification to the 2045 LRTP, pending Board approval in January 2022.

Services

Task 1: Project Management

The TPO Project Manager and Consultant Project Manager and staff will lead this task. The following tasks will be completed as part of this scope:

- Management of task, budget, invoicing, deliverable

- Coordination between the TPO Project Manager and Consultant Project Manager to maintain schedule, deliverable and participation in virtual conference call meetings, as needed.

Task 2: 2045 LRTP Updates

The Consultant Project Manager will lead this task. TPO staff will provide information as needed. The TPO will also conduct a review of the proposed LRTP updates and provide comments to the Consultant Project Manager.

Specifically, the Consultant will update Chapter 6 (Financial Revenue Forecast) and Chapter 7 (Funding the Plan) to include the following changes:

Chapter 6

- Add descriptive information regarding the first 5 years of federal and state revenues (2021 to 2025) to Chapter 6 as footnotes. This information conveys total existing committed funding as reflected in the TPO's prior Fiscal Years 2020/2021 to 2024/2025 Transportation Improvement Program (TIP).

Chapter 7

- Modify the Cost Feasible Plan tables (Tables 7-9 to 7-13) to add 10-year time-band headers. The first 10-years of the Cost Feasible includes 2026 to 2035. The second 10-years includes 2036 to 2045. This approach will more clearly demonstrate the segregation of the LRTP into 10-year planning bands as required by federal law.
- Add an aggregate cost and revenue summary table by funding source to the beginning of Chapter to more clearly display and demonstrate the fiscal constraint of the Cost Feasible Plan.
- Modify the Cost Feasible Plan tables (7-9 to 7-13) to add total cost and total revenue rows for the first five years and for both of the 10-year time-bands to clearly display fiscal constraint.
- Add further clarifying language regarding Operation and Maintenance (O&M) costs as accounted for in the State Highway System Existing Facilities estimates.
- Review all partially funded projects in current TIP to confirm whether they are properly reflected in Cost Feasible Plan to full implementation.
- Add additional supporting text as needed that summarizes the chapter updates to properly convey the aforementioned changes. Additionally, include clarifying text that further outlines the federal/state funding requirements of the Cost Feasible Plan vs. the role of local funding and locally funded projects.

Responsibilities of the TPO

TPO staff will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Review of draft and final updates to Chapters 6 and 7 of the 2045 LRTP

Responsibilities of the Consultant

Consultant will perform the following tasks:

- Task #1 – Project Management
- Task #2 – Completion of updates to Chapters 6 and 7 of the 2045 LRTP

Time of Completion

The project will begin on November 1, 2021 and be completed by December 31, 2021. Any changes that are made to the project schedule will be agreed upon by both parties, including the Consultant and TPO staff.

Deliverables to be provided by the Consultant

The following final deliverables are expected:

- Updates to Chapter 6 and Chapter 7 of the 2045 LRTP.
- All corresponding files and a revised 2045 LRTP document will be delivered to the TPO electronically when completed.

Budget

Invoices will be processed monthly by the Consultant based on the percent work completed for this task. A fee sheet is included with this Scope that outlines the Consultant hours and associated cost estimates for services performed for the task.

ATTACHMENT A - STANDARD FEE SUMMARY SHEET
Name of Firm: Kittelson & Associates, Inc.

Prime Consultant Information
Kittelson & Associates, Inc.
Franco Saraceno
813-556-6972

Task Work Order Consultant Information
Kittelson & Associates, Inc.
Franco Saraceno
813-556-6972

Task: 2045 Long Range Transportation Plan (LRTP) Modification

Name of Firm: Kittelson & Associates, Inc.

ACTIVITY	Chief Planner RATE: $ 250.57	Project Manager RATE: $ 218.57	Designer RATE: $ 87.88	Planner RATE: $ 133.10	Engineering Intern RATE: $ 108.40	Office Support/Clerical RATE: $ 79.49	TOTAL HOURS	COST BY ACTIVITY
Task 1: Project Management	0 $ -	6 $ 1,311.42	0 $ -	3 $ 399.30	0 $ -	0 $ -	**9**	**$ 1,710.72**
Task 2: 2045 LRTP Updates	0 $ -	4 $ 874.28	6 $ 527.28	12 $ 1,597.20	0 $ -	0 $ -	**22**	**$ 2,998.76**
SUM	**0 $ -**	**10 $ 2,185.70**	**6 $ 527.28**	**15 $ 1,996.50**	**0 $ -**	**0 $ -**	**31**	**$ 4,709.48**
							TOTAL PROJECT	**$ 4,709.48**

FY21 Program Accountability Results (PAR) Review

Florida Non-TMA MPOs

Fiscal Constraint of the Long-Range Transportation Plans

April 2021

PAR Overview

For Fiscal Year (FY) 2021, the Florida Division Planning staff conducted (3) Program Accountability Results (PAR) reviews on three of the State's non-Transportation Management Area (TMA) Metropolitan Planning Organizations (MPOs). The purpose of these reviews was to assess fiscal constraint of the Long-Range Transportation Plans (LRTPs) to determine their compliance with 23 CFR 450.324. This review was conducted as a risk response mitigation strategy to address the Division's 6th risk statement for FY21, namely that if MPOs do not include all regionally significant projects within an LRTP, then LRTPs will not be fiscally constrained, and projects may be advanced that do not come from the MPO planning process. This year's review effort begins the assessment of all nine non-TMA MPOs in Florida conducted over a three-year period. The non-TMA MPOs selected for review this FY were: Indian River; Lake-Sumter; and Ocala Marion.

To initiate the PARs for this year, the Division utilized the fiscal constraint-related questions from the internally developed "2019 LRTP Checklist with 2018 Expectations Letter" to create the PAR LRTP Fiscal Constraint Checklist questions. The Planners reviewed the subject MPO's current LRTPs to answer each of the questions. All three MPOs, however, were in the process of adopting new LRTPs by the end of 2020. As a result, these MPOs will need to have their new LRTPs reviewed, and the PAR schedule was adjusted to accommodate a second review for these MPOs in FY22. The LRTP Fiscal Constraint checklist questions were used for the initial review and will be used in a subsequent review of these MPOs' new LRTPs. The checklist questions will then be modified as needed and used to assess the remaining non-TMA MPOs. All answers in the current review were documented and evaluated for trend analysis. This document summarizes the FY21 PAR reviews with respect to seventeen (17) Division specific planning questions on LRTP fiscal constraint. The responses provided below are kept with the PAR data in the Division files \\FHWTLHWFS010VH.ad.dot.gov\programs\PER Team\PARs CAP (PY14 thru xxx)\FY21\Planning\Review Materials\LRTP Checklist Completions.

PAR Questions and Observations

In partnership with FDOT and the MPOs, the FHWA Florida Division and Federal Transit Administration developed a set of strategies to provide clarification of some of the requirements to be addressed in the next cycle of LRTP updates. The regulations describe the basic requirements that need to be met for the LRTPs and metropolitan transportation planning process. However, federal stewardship observations noted misunderstanding of the regulations and the strategies were presented to help clarify some of those requirements. These strategies are referred to as the "Expectations Letter". FHWA and FTA sent a Planning Expectations Letter to FDOT and the MPOs in 2008, 2012, and most recently in 2018 to focus attention on specific regulatory planning requirements and increase compliance. In 2019, the FHWA Division Planning Team updated our LRTP review checklist, to include the 2018 Expectations Letter clarifications to the standard regulatory requirements. Division Planners use this LRTP Checklist during TMA certification reviews to assess MPO compliance with LRTP regulatory requirements. The 2021 PAR checklist questions are the fiscal constraint-related questions from the 2019 LRTP Checklist. The fiscal constraint questions address topics such as the timeframe of the LRTP, whether all projects and funding for the planning timeframe are identified, and whether a cost estimate and funding source for each project phase is identified.

A. Areas of Compliance Found in the 2021 PAR Review

The three MPOs reviewed were largely consistent in meeting the fiscal constraint requirements in that 60% of the seventeen questions were met by all three MPOs. Examples of these requirements in which all MPOs were compliant include the following:

1. PL1 - Does the LRTP have a planning horizon of at least 20 years as of the effective date? 23 CFR 450.324(a)
2. PL5 - Do the project phases include Preliminary Engineering, ROW and Construction in the CFP if fully funded or in the Needs/Illustrative list (or other informational part of the LRTP) if not fully funded? 23 CFR 450.324(f)(9)
3. PL13 - Are the revenues and expenses in Year-Of-Expenditure dollars, reflecting inflationary rates? Were these rates developed cooperatively among the MPO, the State and the Public Transportation Operators? 23 CFR 450.324(f)(11)(iv)

B. Areas of Frequent Non-Compliance Found in the 2021 PAR Review

There were no fiscal constraint requirements missed by all three MPOs, however, there were four (24%) of the questions that two of the three MPOs were found to be noncompliant. These frequently missed requirements are as follows:

1. PL4 - For projects included in the cost feasible plan, is an estimate of the cost and source of funding for each phase of the project being funded shown? (including the Project Development and Environment (PD&E) phase) 23 CFR 450.324(f)(9)
2. PL6 - A financial plan that demonstrates how the adopted transportation plan can be implemented. 23 CFR 450.324(f)(11)
3. PL10 - Are projects within the first ten years of the Plan notated or flagged to identify which projects are planned to be implemented with federal funds? 23 CFR 450.324(f)(11)(iii)

4. PL11 - For projects beyond the first ten years of the Plan, are the projects clearly labeled as a combined Federal/State funding source? 23 CFR 450.324(f)(11)(iii)

PL4 above was missed because the funding source was not provided for all projects (including those in the first five years) or for each project phase. The second item, PL6, calling for a financial plan that demonstrates how the adopted plan can be implemented was not met because the LRTPs did not clearly compare anticipated revenues and the anticipated project costs to ensure no deficits. Not all revenues could be identified (such as those used for transit, trails, and projects pulled from the Transportation Improvement Program (TIP) in effect at the time of LRTP development), and even with the revenues that were identified, there appeared to be a shortfall in these two LRTPs for either SIS or State OA funds for various planning timeframes. Items 3 and 4 above, PL10 and PL11, were missed because the LRTPs did not clarify how the SIS projects were funded. The FHWA Florida Division Planning Team has observed in this review as well as in other stewardship activities that MPOs will often indicate that all SIS projects are funded with a combination of State and federal funds as a means of addressing the requirement. The first ten years of the CFP needs to specify which of these projects, are federally funded. These two LRTPs did neither, leaving it unspecified whether federal funds would be used on the SIS projects in the CFP.

We frequently observed in TMA areas that MPOs would use the TIP as the first 5 years of the LRTP, often treating these projects differently than other projects in the LRTP or not including all of the necessary financial information in the LRTP for these projects. The non-TMA MPOs appear to have the same misunderstanding regarding these requirements. An MPO's LRTP is the base vision document that other products are developed from. Although the project details are more readily available and developed for the first five years, that does not negate the need for transparency of the fiscal constraint of the full plan. In conveying this expectation to FDOT and the MPOs, the regulatory definitions of "financial plan" and "fiscal constraint" must be emphasized.

C. Areas of Occasional Non-Compliance Found in the 2021 PAR Review

There were two requirements missed by one of the three MPOs as follows:

1. PL7 - Does the financial analysis/fiscal constraint documentation demonstrate a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects? 23 CFR 450.324(f)(11)(i)
2. PL8 - Were the estimates of available revenues developed cooperatively by the MPO, the State and Public Transportation Operators? Do the estimates include all reasonably expected resources from both public and private sources? 23 CFR 450.324(f)(11)(ii)

Although the MPO identified operations and maintenance costs in an appendix, it was not clear if these costs were included or separate from the Cost Feasible project costs and associated revenues and was therefore noted as noncompliant for this item. For the estimates of available revenue sources, one MPO was not able to obtain the revenue estimates from FDOT. Their LRTP was therefore noncompliant for this item.

D. Florida Division Recommendations Based on Compliance Observations

Based on the findings of this 2021 PAR Review, FHWA recommends the following areas for additional emphasis as LRTPs are being developed or amended:

1. Areas of noncompliance related to funding sources can be reduced through further coordination between the MPOs, FDOT, and other funding providers so that the LRTPs can clearly show the funding source projections, and the identification of which projects and which project phases are anticipated to use federal funds. In many of our observations, this can be clarified with a simple footnote that explains the funding source of various project types, such as "*All SIS projects and project phases are anticipated to use a combination of state and federal funds".

   Recommendation 1: The affected MPOs need to revise their LRTP financial plans to clearly identify projects in the first ten years of the planning timeframe, and projects outside the first ten years that are anticipated to use a combination of state and federal funds. If an MPO or FDOT has not established which projects are anticipated to have federal funding, the MPO must coordinate with FDOT to make these determinations, and then revise their LRTPs to reflect the funding decisions. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

2. Many MPOs separate the first five years of projects from the remaining projects in the LRTP Cost Feasible Plan and include the first five years of projects in an Appendix. It is often difficult to determine if the first five years of projects meet all fiscal constraint requirements, and to understand how they fit into the fiscal constraint determination of revenues compared to project costs.

   Recommendation 2: FHWA Planners will emphasize to the FDOT liaisons and the MPOs the importance of incorporating the first five years of projects throughout the financial analysis to ensure that the fiscal constraint requirements are met for all planning timeframes. Through concerted outreach to each MPO and FDOT liaison with an LRTP under development, the FHWA Planners will convey the implementation requirements, referencing the 2008, 2012, and 2018 expectations letters as needed and address any questions. FHWA will also host an interactive LRTP fiscal constraint discussion at an upcoming FMPP Meeting.

   Recommendation 3: The affected MPOs need to revise their LRTP financial plan documentation to clearly show how the first five years fits into the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

3. Many MPOs have an LRTP chapter of anticipated revenues and a separate chapter on project costs, with no financial analysis that compares the two to show that revenues exceed project costs for each of the LRTP planning timeframes.

Recommendation 4: The LRTPs need to have a financial plan that provides a clear comparison of all anticipated revenues to all project costs demonstrating that the plan can be implemented. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

FHWA offers the following example of how one MPO has met this requirement:

Miami-Dade TPO https://en.calameo.com/read/006118550d5af466b2b26?page=15

4. Some MPOs do not clearly identify operations and maintenance costs, or in doing so, do not explain how the operations and maintenance costs relate to the LRTP financial plan.

   Recommendation 5: The LRTPs need to be clear in how operations and maintenance costs are funded, and how these costs relate to the tables in the financial plan. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the operations and maintenance costs within the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

5. The FY21 PARs were conducted for MPOs in the process of updating their LRTPs. Since the time the PARs were conducted, these MPOs now have new LRTPs.

   Recommendation 6: FHWA will conduct the fiscal constraint PARs on these same MPOs for their new LRTPs in FY22. FHWA will use the LRTP adoption schedule to complete the PARs for the remaining non-TMA MPOs during FY23 and FY24. This will ensure that the fiscal constraint PARs are done on LRTPs that are newly adopted.

PAR Checklists

The focus of the targeted review this performance year was on the non-TMA MPO fiscal constraint of LRTPs. There were eighteen Division specific planning questions used to conduct the reviews. One of the questions was determined not to be mandatory and was therefore excluded from the compliance analysis. Use of the comment section by the Planning Team during the review process was emphasized and encouraged to help explain the specific reasons for compliance and noncompliance. The quality control/quality assurance step relied heavily on the comment section to understand the reason for the determination, and in some situations, adjust responses for consistency. Any changes were also justified in the comment section to provide consistency in the review, and to explain reasons for compliance and noncompliance determinations. This effort ensures that the Team Leader reviews the checklists for recording errors, working with the appropriate Planner to revise and/or clarify the recorded entries as needed, prior to the responses being collated for this report.

The checklist was an effective tool for capturing key information and documenting results of the review. For FY22, we recommend exclusion of the last question concerning scenario planning from the checklist since it is not directly related to fiscal constraint.

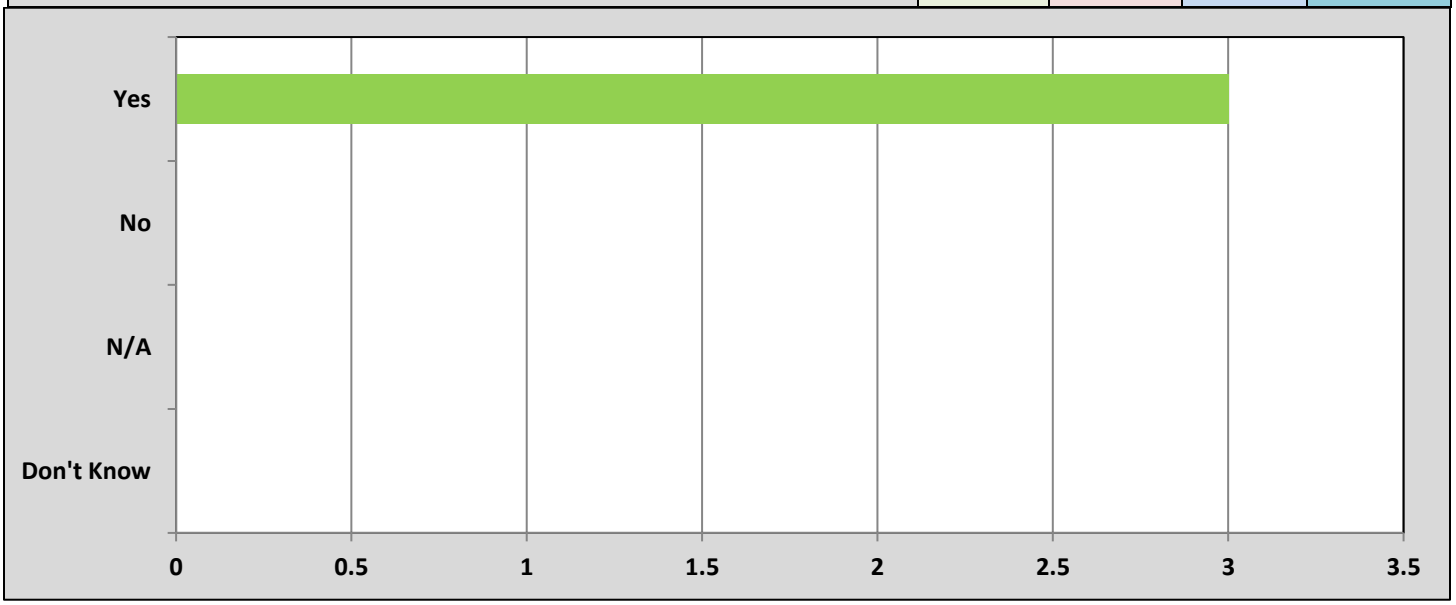
Conclusion

FY21 was the first year of a three-year effort to focus on the fiscal constraint of LRTPs for the nine non-TMA MPOs. This review was based on LRTP fiscal constraint being a top risk area during the Florida Division's Program and Risk Assessment processes. The PAR reviews largely indicate that the three MPOs reviewed meet most of the fiscal constraint requirements. For the requirements in which we found noncompliance, six recommendations have been provided. The Planning Team will work with the FTA, FDOT Central office, District Liaisons and MPOs to implement these recommendations during LRTP updates and amendments. The Planning Team will also take advantage of other outreach opportunities to provide examples to MPOs of how these requirements can be implemented. FHWA will provide this report to FTA, FDOT and the MPOs to make them aware of common non-compliance areas and to encourage use of the recommendations provided herein.

PAR reviews are an effective tool to complete a quick and focused review of various program elements. Three additional non-TMA MPOs will be reviewed as part of this focus as part of the FY22 PARs, and the last of the three non-TMA MPOs will be reviewed as part of the FY23 PARs. Results from each of the reviews will be incorporated in the Division's subsequent Program and Risk Assessment processes and the annual Statewide Planning Finding.

Planning PAR Questions/Response

PL1. Does the LRTP have a planning horizon of at least 20 years as of the effective date? 23 CFR 450.324(a)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL1:

- *Adopted in 2015 for outer year 2040.*
- *Adopted December 9, 2015. Horizon is 2040 and covers 25 years. Amendment on December 14, 2016 approved.*
- *Missing first five years - all the financial tables start with either 2019 or 2021 (inconsistent even there), instead of 2016. However, APPENDIX B REPRESENTs THEIR TIP. Because the 1st page of App B has Cost Feasible at bottom of page, this is noted as "Y".*

Examples of Remarks for 'No' Response to Question PL1:

There is not a "No" response.

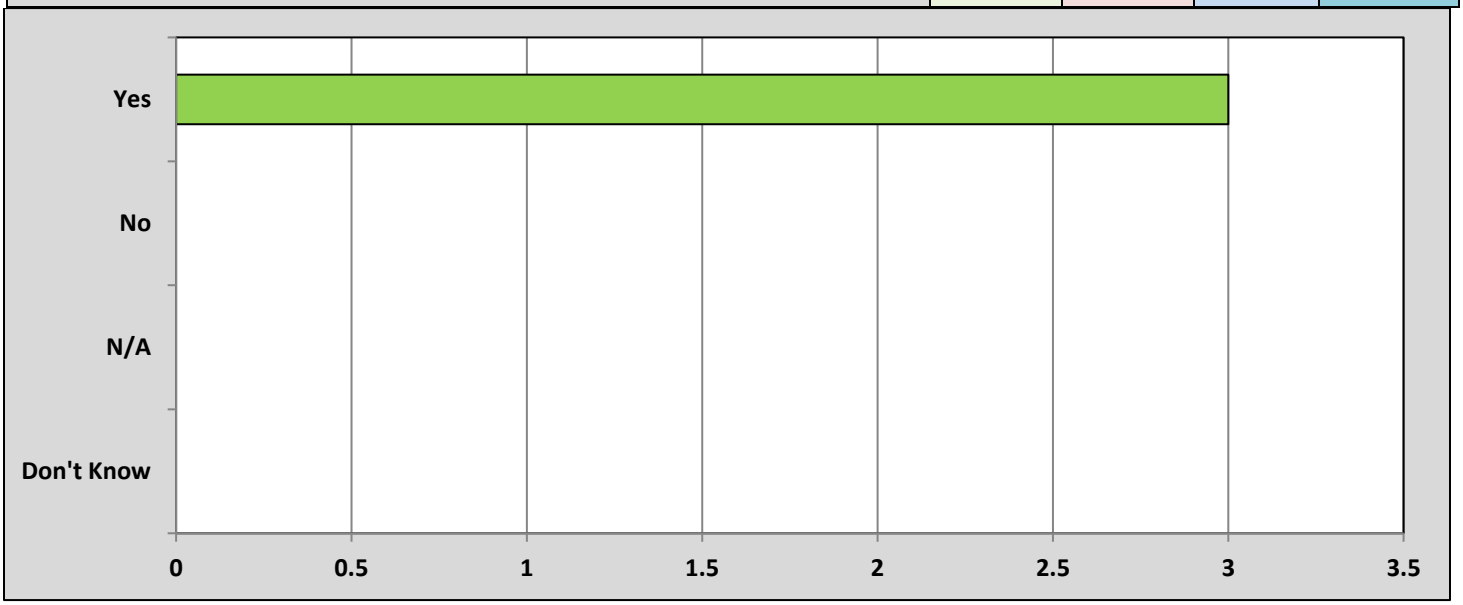
Examples of Remarks for 'N/A' Response to Question PL1:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL1:

There is not a "Don't Know" response for this question.

PL2. Did the MPO show all the projects and project funding for the entire time period covered by the LRTP, from the adoption date to the horizon year? 23 CFR 450.324(a)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL2:

- *Projects are broken down in 5-year bands, by phase, beginning in 2015 through 2040. Excellent!! (Editorial note: the phase costs are not included - just the project total cost (phases are marked to show what is programmed). This aspect is reflected in PL4.*
- *TIP not part of Cost Feasible financial tables, however, APPENDIX B has Cost Feasible Elements at bottom.*

Examples of Remarks for 'No' Response to Question PL2:

There is not a "No" response.

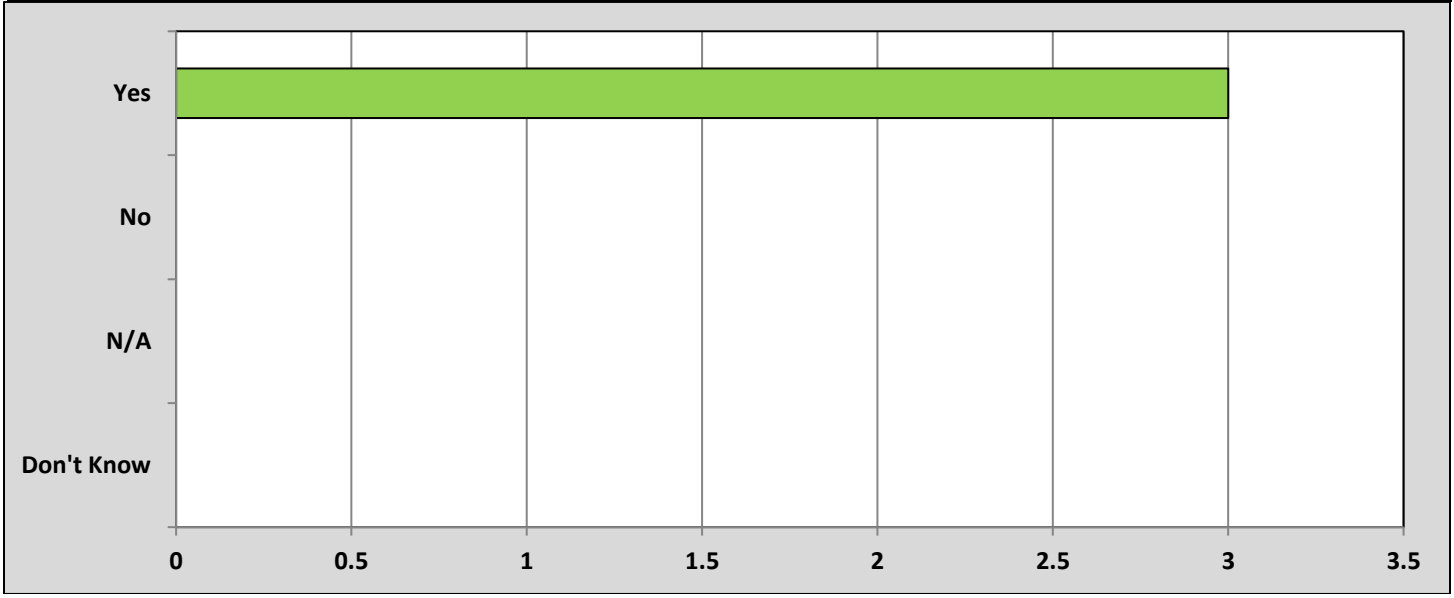
Examples of Remarks for 'N/A' Response to Question PL2:

There is not a "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL2:

There is not a "Don't Know" response for this question.

PL3. Are projects described in sufficient detail to develop a cost estimate? 23 CFR 450.324(f)(9)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL3:

- *Detailed descriptions are not included in the main body of the Plan, but more detail is included in the technical documents for the Plan. There is some discussion in the Plan for a couple high priority projects.*
- *With few exceptions such as "Corridor Improvements". No developer funds or funded projects identified. Transit projects are located on Pg 107 and 108.*

Examples of Remarks for 'No' Response to Question PL3:

There is not a "No" response for this question.

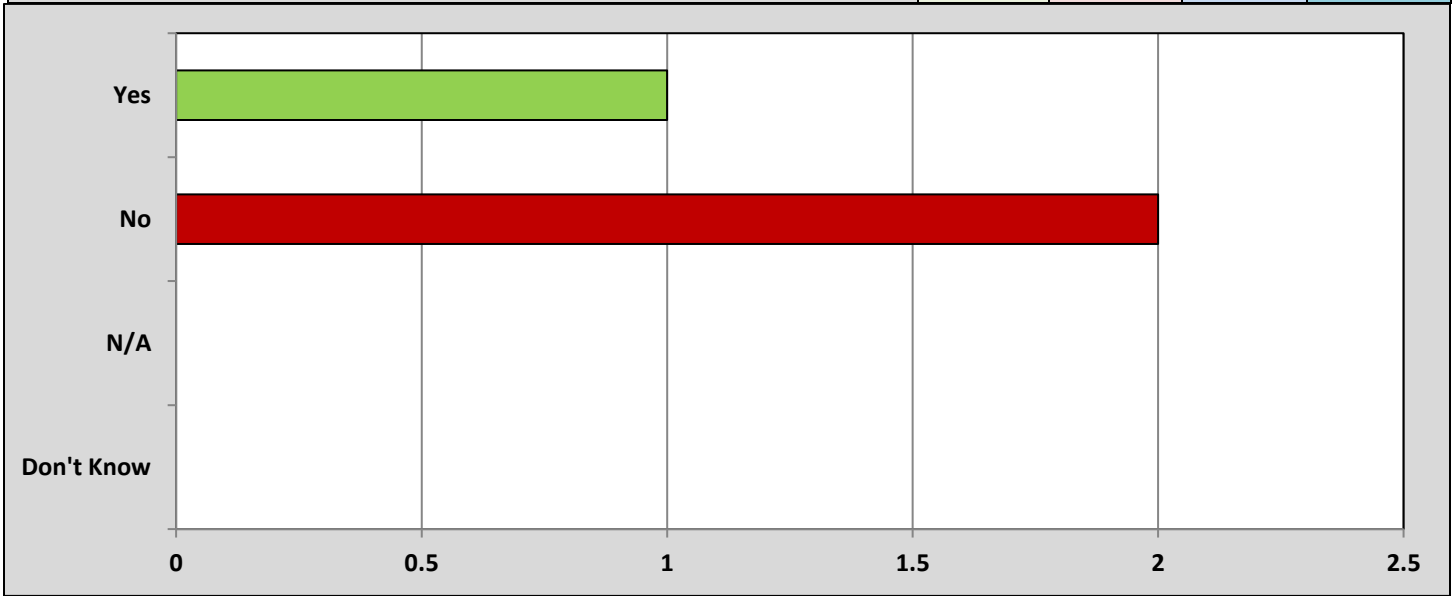
Examples of Remarks for 'N/A' Response to Question PL3:

There is not a "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL3:

There is not a "Don't Know" response for this question.

PL4. For projects included in the cost feasible plan, is an estimate of the cost and source of funding for each phase of the project being funded shown? (including the Project Development and Environment (PD&E) phase) 23 CFR 450.324(f)(9)	Yes	No	N/A	Don't Know
	1	2	0	0
	33%	67%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL4:

SIS not broken out by phase. They are not broken down on Page 100 but they are on Page 103.

Examples of Remarks for 'No' Response to Question PL4:

- *Not for each project phase -- no. Phases are identified for each project and then a total project cost is provided for each project. FDOT does not provide a separate identification of fund sources in the revenue estimates it provides the MPOs.*
- *Source of SIS projects not clear regarding Federal $. TIP projects (Table 5-1) also do not identify the revenue source.*

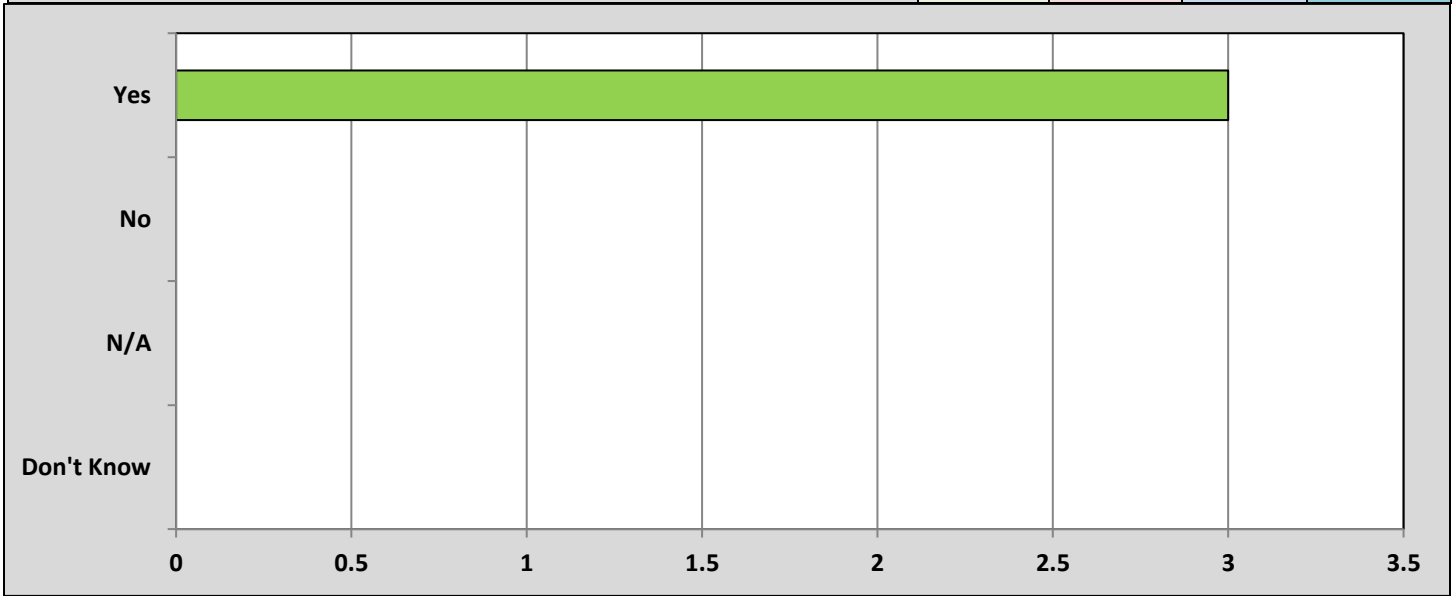
Examples of Remarks for 'N/A' Response to Question PL4:

There is not a "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL4:

There is not a "Don't Know" response for this question.

PL5. Do the project phases include Preliminary Engineering, ROW and Construction in the CFP if fully funded or in the Needs/Illustrative list (or other informational part of the LRTP) if not fully funded. 23 CFR 450.324(f)(9)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL5:

- *Table 5-2*
- *Yes, it does in both. It also includes a table (5-1) that identifies which projects and project phases are in the TIP at the time of adoption.*
- *Not for SIS. They are not broken down on Page 100 but they are on Page 103, so "Y".*

Examples of Remarks for 'No' Response to Question PL5:

There is not a "No" response for this question.

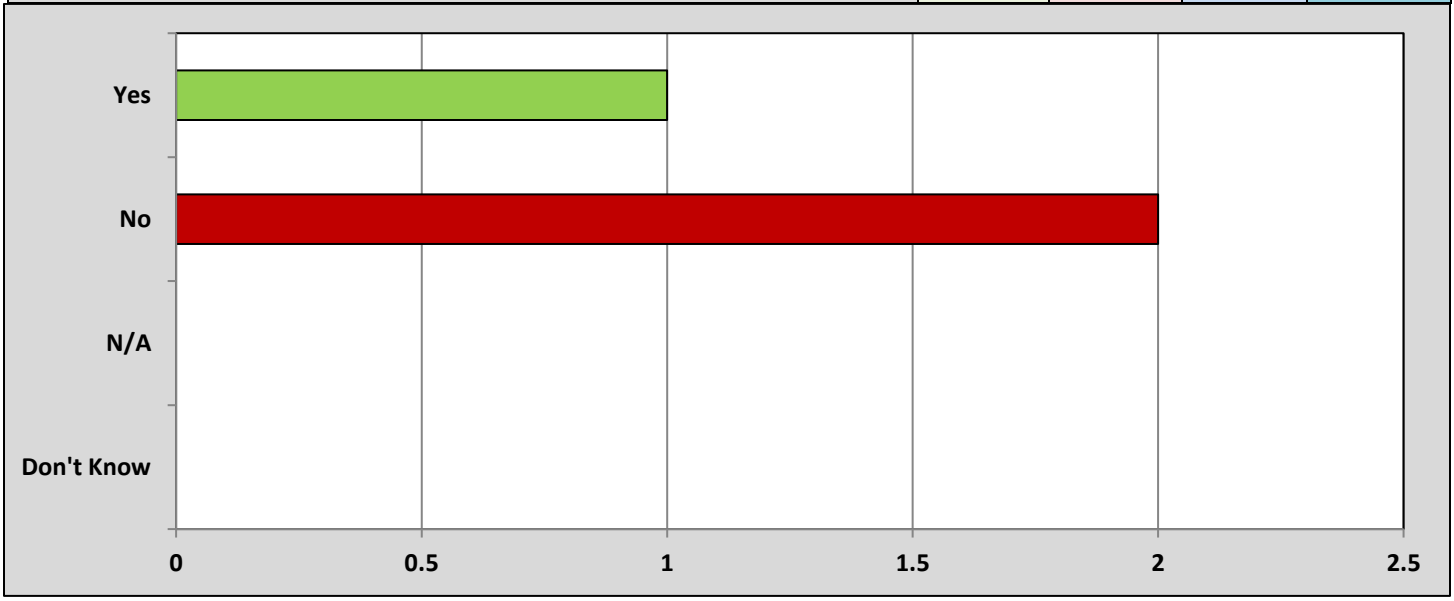
Examples of Remarks for 'N/A' Response to Question PL5:

There is not a "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL5:

There is not a "Don't Know" response for this question.

PL6. A financial plan that demonstrates how the adopted transportation plan can be implemented. 23 CFR 450.324(f)(11)	Yes	No	N/A	Don't Know
	1	2	0	0
	33%	67%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL6:

The Plan identifies not only revenues and anticipated revenue streams for the Plan but also provides policy decisions and Plan development guidelines used to assess the projects selected for the Cost Feasible Plan. Chapter 6 discusses the financial resources the MPO has for the Plan.

Examples of Remarks for 'No' Response to Question PL6:

- *No comparison of revenues to costs. It is very difficult to compare project revenues against costs. SIS projects in Appendix appear to have a deficit. Do not know revenues for transit, trails, etc., to be able to assess fiscal constraint.*
- *Would be much clearer if they included total project cost in Table 5-7. Table 5-7 shows shortfalls for federal and State OA funds in the first two timeframes! It also does not include the TIP projects, and funding for TIP projects is not identified.*

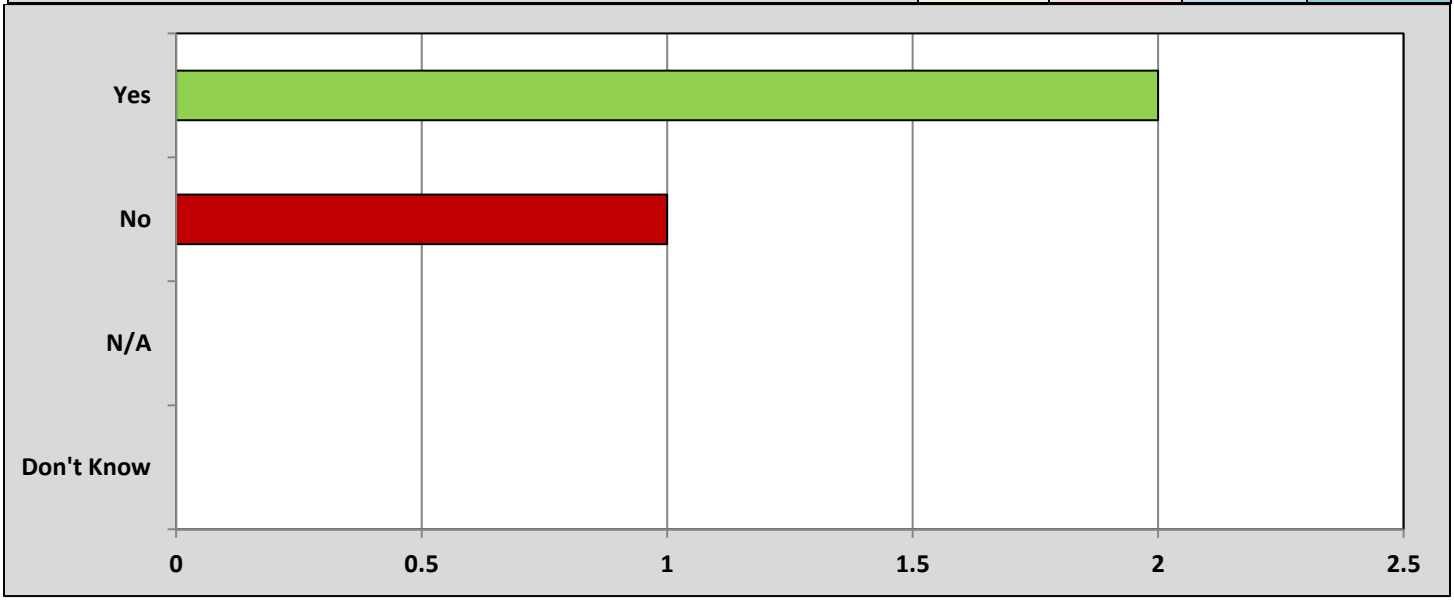
Examples of Remarks for 'N/A' Response to Question PL6:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL6:

There is not a "Don't Know" response for this question.

PL7. Does the financial analysis/fiscal constraint documentation demonstrate a clear separation of costs for operations and maintenance activities from other grouped and/or regionally significant projects? 23 CFR 450.324(f)(11)(i)	Yes	No	N/A	Don't Know
	2	1	0	0
	67%	33%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL7:

- *Revenues for maintenance are identified in Chapter 4 (Figure 4-2) and Chapter 5 (Table 5-7). p. 4-5 and 5-13: $254.2 mill in YOE for maintenance*
- *Chapter 6 discusses Operations & Management funding (identified in Table 6-2) and the Operations and Maintenance Costs are further discussed in Appendix F of the Plan.*

Examples of Remarks for 'No' Response to Question PL7:

Costs for O&M activities shown as a bullet in an appendix, but it should be identified in a table that shows how it fits with the revenues.

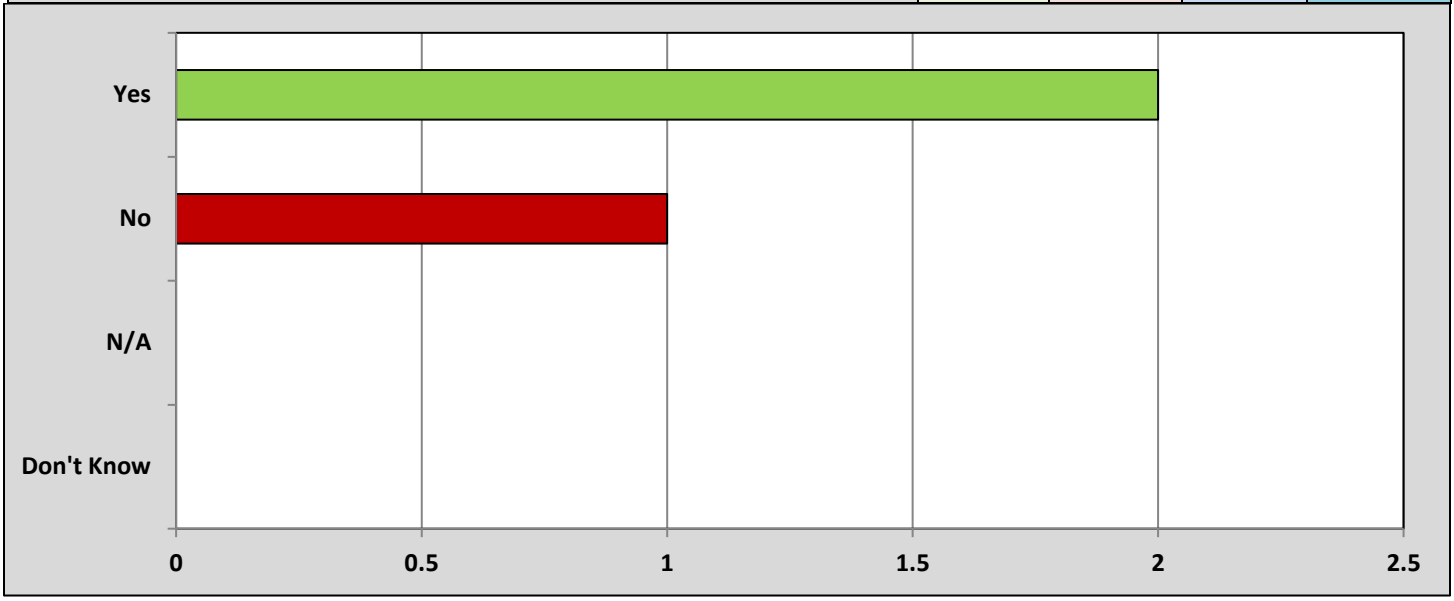
Examples of Remarks for 'N/A' Response to Question PL7:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL7:

There is not a "Don't Know" response for this question.

PL8. Were the estimates of available revenues developed cooperatively by the MPO, the State and Public Transportation Operators? Do the estimates include all reasonably expected resources from both public and private sources? 23 CFR 450.324(f)(11)(ii)	Yes	No	N/A	Don't Know
	2	1	0	0
	67%	33%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL8:

- *p. 4-1 Says revenues in App C were developed in coordination with FDOT*
- *Yes, federal and state revenues are identified as derived from Federal, state, and local sources (including a 1-cent local option sales tax), included a description of each and a table identifying percentages of revenues by source (Table 6-1) and in YOE The MPO worked with FDOT for the transit revenue estimates as well.*

Examples of Remarks for 'No' Response to Question PL8:

Per p. 22 and 97, does not include all revenue sources (SIS, TRIP, NE Starts) When the LRTP was adopted the MPO did not have the projected revenue figures from FDOT. The intent was to add them when provided but this did not happen. Page 97 shows TRIP and NEW Starts on TABLE 6: TOTAL MPO PROJECTED REVENUES, 2019-2040, as well as Tables A-1 and A-2 on pages 98 and 99 respectively.)

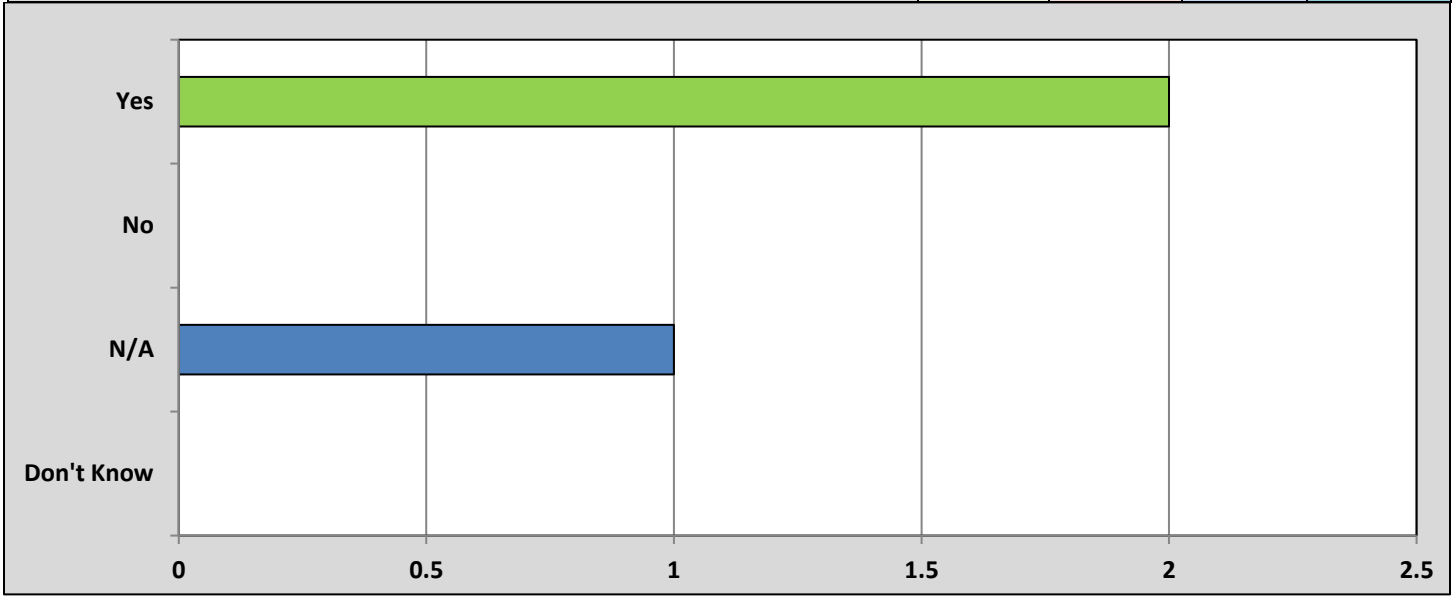
Examples of Remarks for 'N/A' Response to Question PL8:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL8:

There is not a "Don't Know" response for this question.

PL9. The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan. 23 CFR 450.324(f)(11)(iii)	Yes	No	N/A	Don't Know
	2	0	1	0
	67%	0%	33%	0%



Examples of Remarks for 'Yes' Response to Question PL9:

As mentioned above, a 1-cent local option sales tax revenue was included in the LRTP. This has been source of revenue for multiple plans. Additional financial strategies are discussed in Chapter 7, especially for congestion management, transit, pedestrian, and bicycle projects. Transit revenue estimates are discussed and included in Chapter 6 and table 6-3. Additional discussion on a possible extension of a 1-cent local option sales tax scenario beyond 2019 is included in Appendix G.

Examples of Remarks for 'No' Response to Question PL9:

There is not a "No" response for this question.

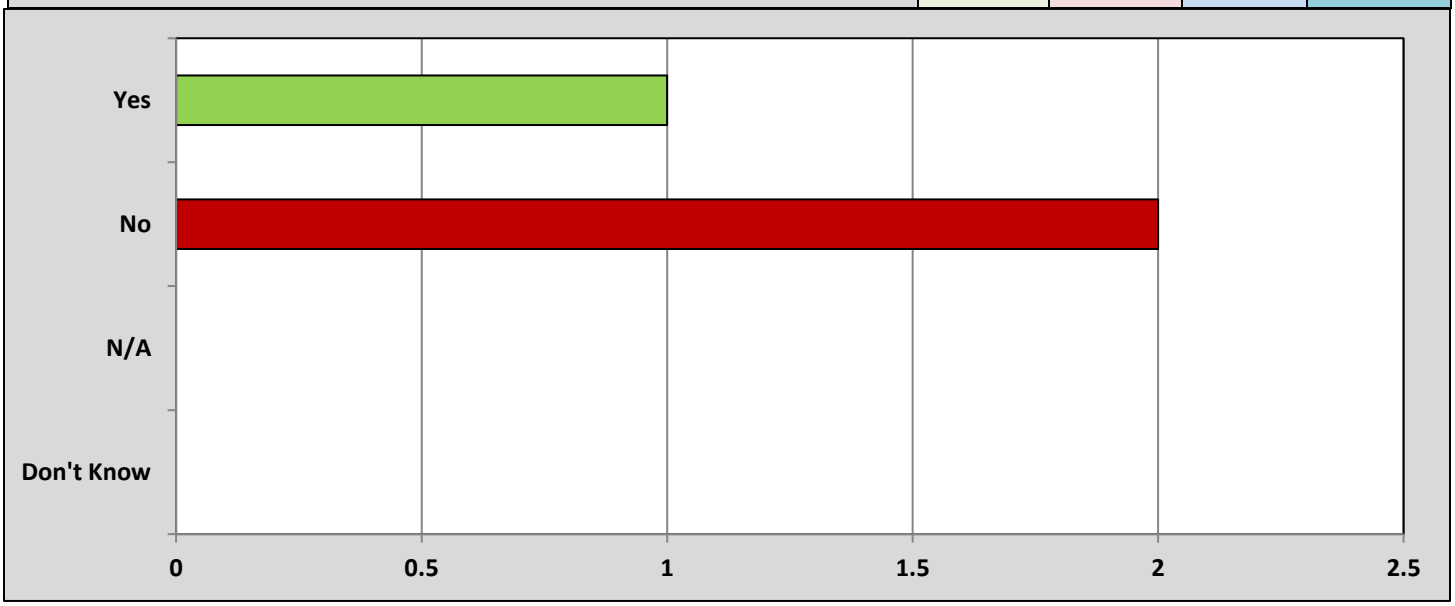
Examples of Remarks for 'N/A' Response to Question PL9:

Additional funding is mention in the LRTP but only as a Board discussion item. In this case, the funding mention is a second 5-cent Local Option Fuel Tax. Figures are provided for the amount of additional funds that this LOFT would generate (Table 4, page 95). However, no Board action was taken to include these new funds.

Examples of Remarks for 'Don't Know' Response to Question PL9:

There is not a "Don't Know" response for this question.

PL10. Are projects within the first ten years of the Plan notated or flagged to identify which projects are planned to be implemented with federal funds? 23 CFR 450.324(f)(11)(iii)	Yes	No	N/A	Don't Know
	1	2	0	0
	33%	67%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL10:

No comment provided.

Examples of Remarks for 'No' Response to Question PL10:

- *Not by each project. The first 5 years is shown in the revenue forecast as being a combination of Federal and State funds. The fund source is not identified for each project in the final CFP project list (Tables 6- 1, 6-3 and 7-1). If 2nd 5 yrs do not identify federally funded projects, then this should be a N.*
- *Not for SIS projects and not for TIP projects.*

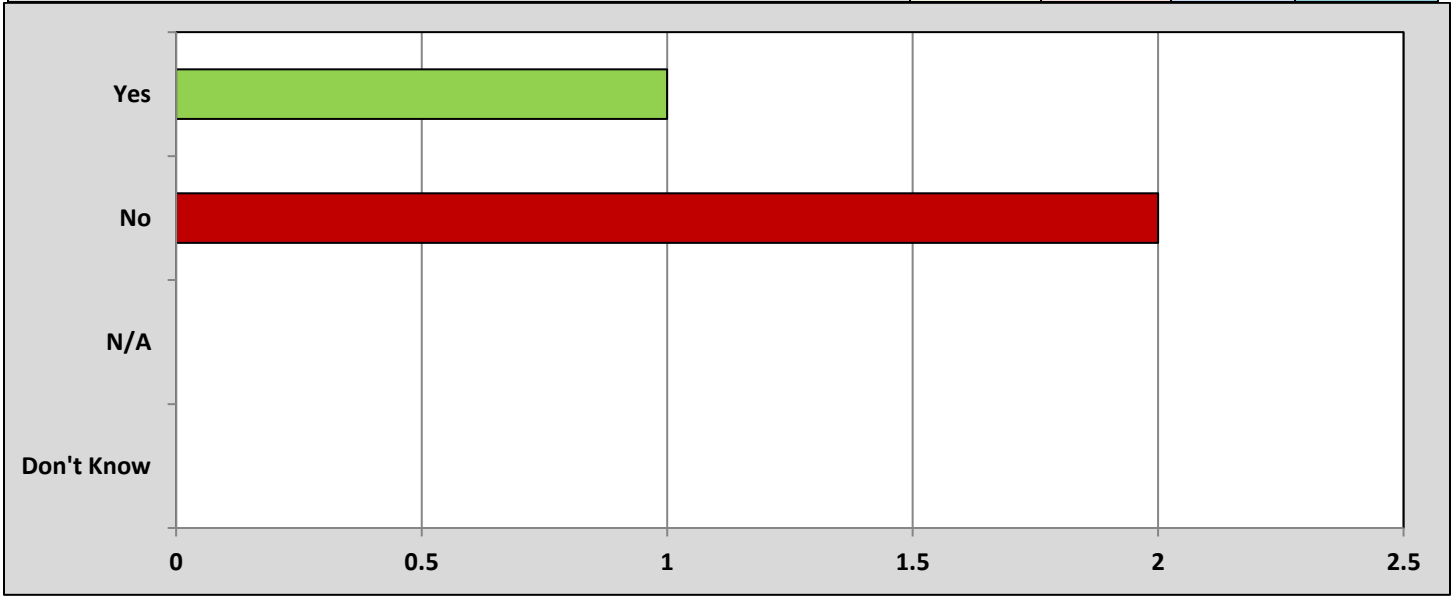
Examples of Remarks for 'N/A' Response to Question PL10:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL10:

There is not a "Don't Know" response for this question.

PL11. For projects beyond the first ten years of the Plan, are the projects clearly labeled as a combined Federal/State funding source? 23 CFR 450.324(f)(11)(iii)	Yes	No	N/A	Don't Know
	1	2	0	0
	33%	67%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL11:

No comment provided.

Examples of Remarks for 'No' Response to Question PL11:

- *The funds are identified in the revenue tables as combined and not in the Cost Feasible list of projects. The amendment identifies funds as "SIS, Other Arterial, County and Municipal, and Developer" funded. But funding source is still not clear for SIS and Other Arterial.*
- *Not for SIS projects.*

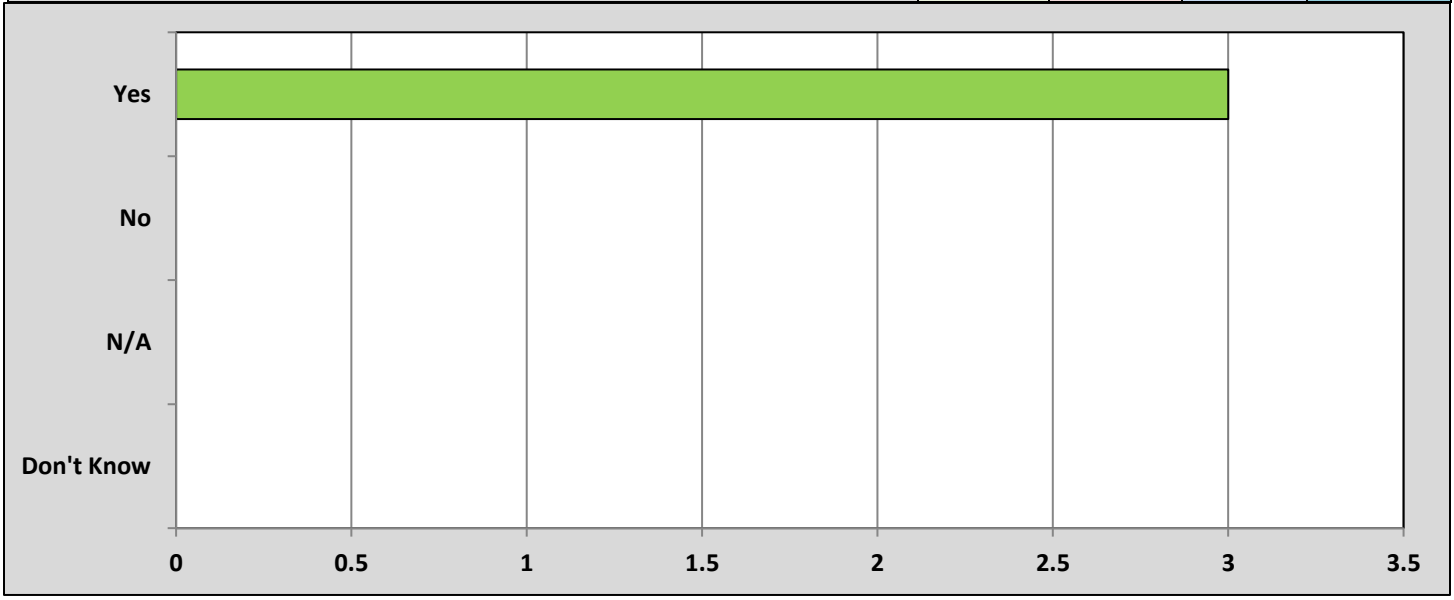
Examples of Remarks for 'N/A' Response to Question PL11:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL11:

There is not a "Don't Know" response for this question.

PL12. Does the financial plan take into account all projects and strategies proposed for funding with other federal funds, state, local and private sources? 23 CFR 450.324(f)(11)(iv)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL12:

- *Yes, Table 4-1 does good job of including all revenue sources (inc SIS, TRIP, TA and local)*
- *Yes*

Examples of Remarks for 'No' Response to Question PL12:

There is not a "No" response for this question.

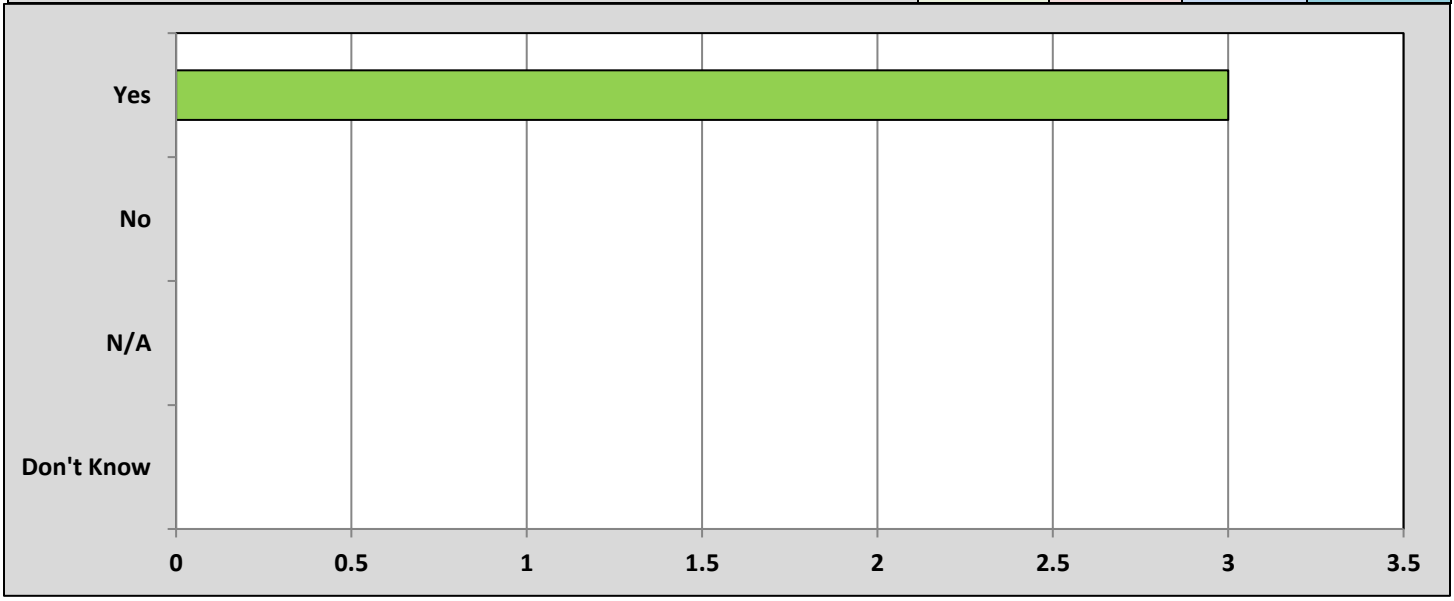
Examples of Remarks for 'N/A' Response to Question PL12:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL12:

There is not a "Don't Know" response for this question.

PL13. Are the revenues and expenses in Year-Of-Expenditure dollars, reflecting inflationary rates? Were these rates developed cooperatively among the MPO, the State and the Public Transportation Operators? 23 CFR 450.324(f)(11)(iv)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL13:

- *Good explanation of this in Section 4*
- *Yes, the revenues and expenditures are identified as in YOE. The rates are identified by the State and included in their revenue estimates for the MPO.*
- *They do a nice job of distinguishing YOE amounts for each project. If they are using the FDOT guidelines, and the guidelines were presumably developed cooperatively, then "Y".*

Examples of Remarks for 'No' Response to Question PL13:

There is not a "No" response for this question.

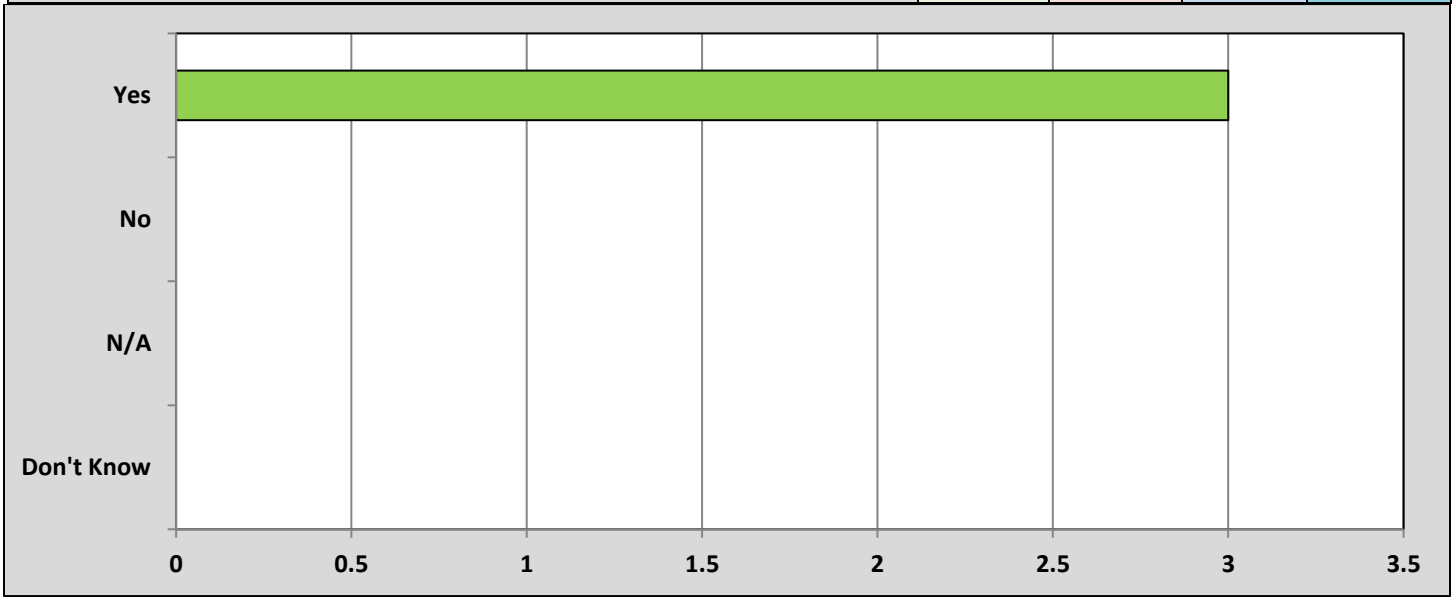
Examples of Remarks for 'N/A' Response to Question PL13:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL13:

There is not a "Don't Know" response for this question.

PL14. If the MPO uses cost ranges/bands beyond the first 10 years of the plan, are future funding sources reasonably expected to be available to support the projected cost ranges/band? 23 CFR 450.324(f)(11)(v)	Yes	No	N/A	Don't Know
	3	0	0	1
	100%	0%	0%	33%



Examples of Remarks for 'Yes' Response to Question PL14:

- *The outer year bands use the State, MPO and local coordinated revenue estimates and do not include any proposed local revenue sales tax sources. Appendix G also includes scenario analysis that evaluates the impacts of the 1-cent local option sales tax act if it is not extended.*

Examples of Remarks for 'No' Response to Question PL14:

There is not a "No" response for this question.

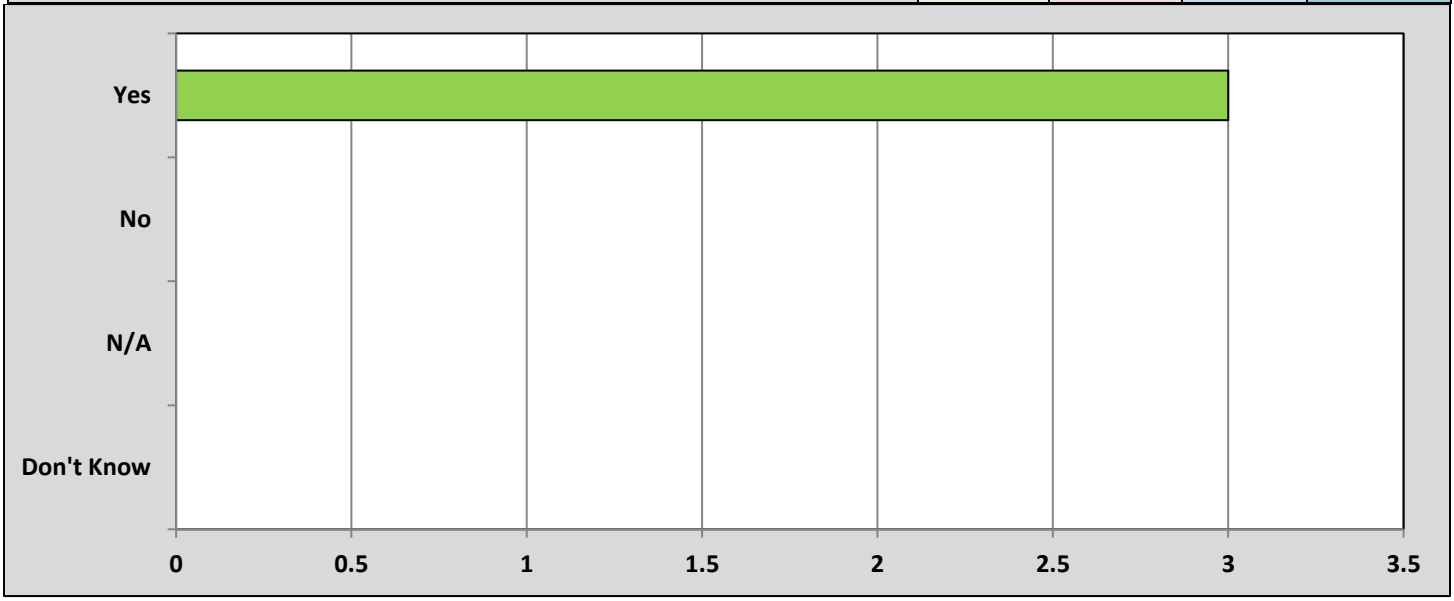
Examples of Remarks for 'N/A' Response to Question PL14:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL14:

There is not a "Don't Know" response for this question.

PL15. For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. 23 CFR 450.324(f)(11)(vii)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL15:

- *Chapter 5 "Multimodal Needs Plan" identifies aspirational projects which will occur primarily as a result of future development and as revenue becomes available.*
- *Bottom section Table 2, page 51, and pages 106-108.*

Examples of Remarks for 'No' Response to Question PL15:

There is not a "No" response for this question.

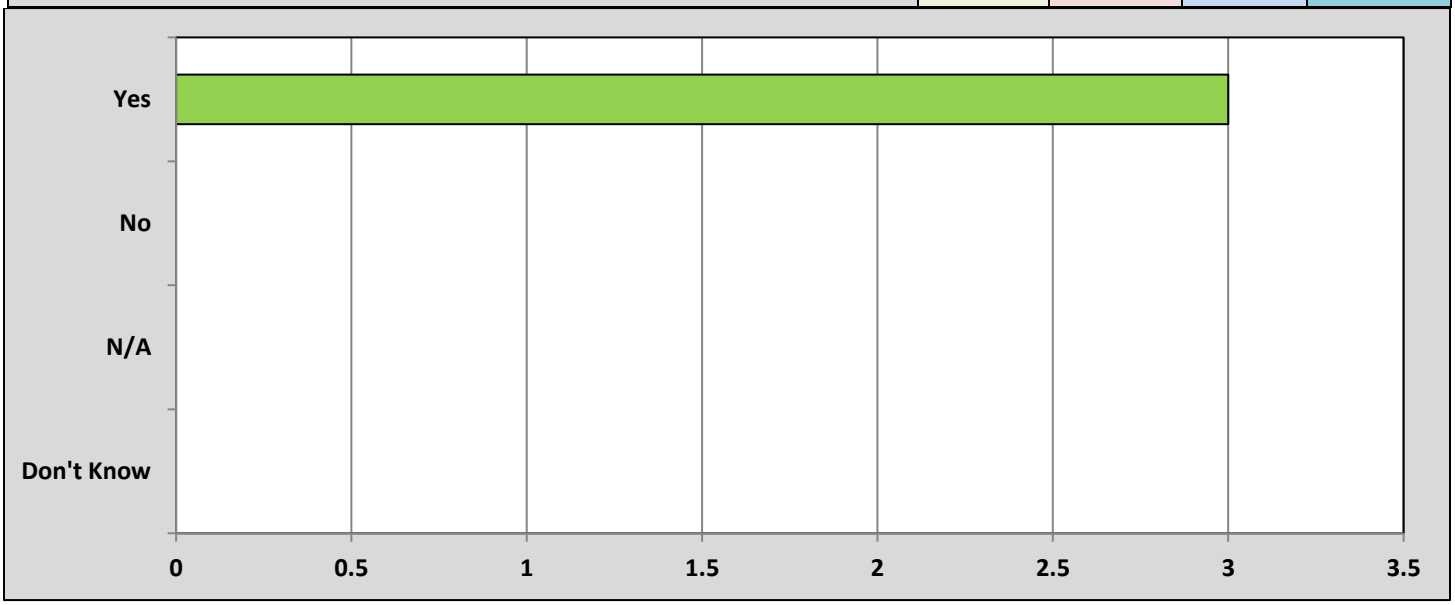
Examples of Remarks for 'N/A' Response to Question PL15:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL15:

There is not a "Don't know" response for this question.

PL16. Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)? 23 CFR 450.324(f)(12)	Yes	No	N/A	Don't Know
	3	0	0	0
	100%	0%	0%	0%



Examples of Remarks for 'Yes' Response to Question PL16:

- *Chapter 5 "Multimodal Needs Plan" and Chapter 7 "Multimodal Cost Feasible Plan" identify sidewalk and bike lane improvements and priority needs.*
- *Addressed in the text related to Complete Streets, Regional Trails, Safe Schools, and Sidewalk Programs, and on Table 3, page 52. Also, included in Policies 2016-2,3,4 and 5.*

Examples of Remarks for 'No' Response to Question PL16:

There is not a "No" response for this question.

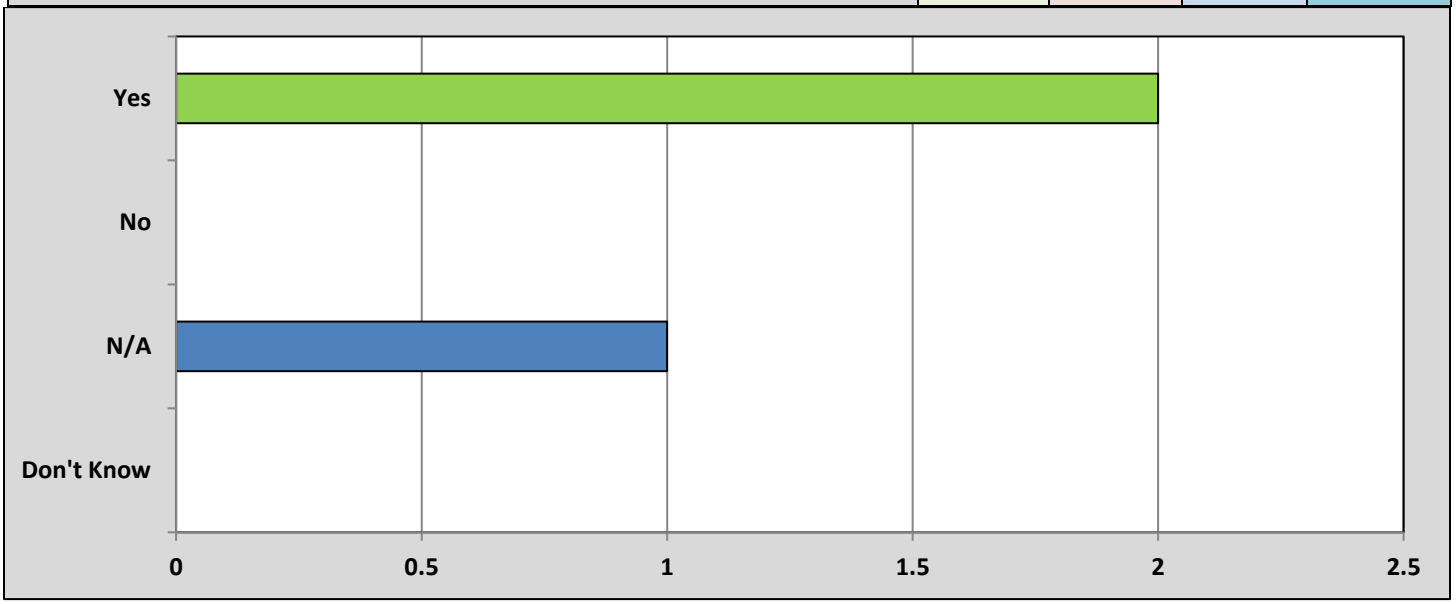
Examples of Remarks for 'N/A' Response to Question PL16:

There is not an "N/A" response for this question.

Examples of Remarks for 'Don't Know' Response to Question PL16:

There is not a "Don't Know" for this question.

PL17. If Boxed funds are utilized, are the individual projects utilizing the box listed? (or at a minimum, described in bulk in the LRTP i.e. PD&E for projects in Years 2016-2020). 23 CFR 450.326(h)	Yes	No	N/A	Don't Know
	2	0	1	0
	100%	0%	33%	0%



Examples of Remarks for 'Yes' Response to Question PL17:

- *Boxed funds to be used on ITS/CMP, and multiuse trail projects. Tables 5-4 and 5-5, respectively.*
- *The funds are boxed for several programs, and a map is provided for the Regional Trails*

Examples of Remarks for 'No' Response to Question PL17:

There is not a "No" response for this question.

Examples of Remarks for 'N/A' Response to Question PL17:

No comment provided.

Examples of Remarks for 'Don't Know' Response to Question PL17:

There is not a "Don't Know" for this question.

MPOs from FY21 PAR and Applicable Recommendations

Indian River: Recommendation 1

Lake-Sumter: Recommendations 4, 5

Ocala-Marion: Recommendations 1, 3, 4

Recommendations for FHWA PAR Report dated April 2021

1. Areas of noncompliance related to funding sources can be reduced through further coordination between the MPOs, FDOT, and other funding providers so that the LRTPs can clearly show the funding source projections, and the identification of which projects and which project phases are anticipated to use federal funds. In many of our observations, this can be clarified with a simple footnote that explains the funding source of various project types, such as "*All SIS projects and project phases are anticipated to use a combination of state and federal funds".

   Recommendation 1: The affected MPOs need to revise their LRTP financial plans to clearly identify projects in the first ten years of the planning timeframe, and projects outside the first ten years that are anticipated to use a combination of state and federal funds. If an MPO or FDOT has not established which projects are anticipated to have federal funding, the MPO must coordinate with FDOT to make these determinations, and then revise their LRTPs to reflect the funding decisions. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

2. Many MPOs separate the first five years of projects from the remaining projects in the LRTP Cost Feasible Plan and include the first five years of projects in an Appendix. It is often difficult to determine if the first five years of projects meet all fiscal constraint requirements, and to understand how they fit into the fiscal constraint determination of revenues compared to project costs.

   Recommendation 2: FHWA Planners will emphasize to the FDOT liaisons and the MPOs the importance of incorporating the first five years of projects throughout the financial analysis to ensure that the fiscal constraint requirements are met for all planning timeframes. Through concerted outreach to each MPO and FDOT liaison with an LRTP under development, the FHWA Planners will convey the implementation requirements, referencing the 2008, 2012, and 2018 expectations letters as needed and address any questions. FHWA will also host an interactive LRTP fiscal constraint discussion at an upcoming FMPP Meeting.

   Recommendation 3: The affected MPOs need to revise their LRTP financial plan documentation to clearly show how the first five years fits into the fiscal constraint

determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

3. Many MPOs have an LRTP chapter of anticipated revenues and a separate chapter on project costs, with no financial analysis that compares the two to show that revenues exceed project costs for each of the LRTP planning timeframes.

   Recommendation 4: The LRTPs need to have a financial plan that provides a clear comparison of all anticipated revenues to all project costs demonstrating that the plan can be implemented. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

   FHWA offers the following example of how one MPO has met this requirement:

   Miami-Dade TPO https://en.calameo.com/read/006118550d5af466b2b26?page=15

4. Some MPOs do not clearly identify operations and maintenance costs, or in doing so, do not explain how the operations and maintenance costs relate to the LRTP financial plan.

   Recommendation 5: The LRTPs need to be clear in how operations and maintenance costs are funded, and how these costs relate to the tables in the financial plan. The affected MPOs need to revise their LRTP financial plan documentation to clearly show the operations and maintenance costs within the fiscal constraint determination. FHWA will request a status report of this recommendation be provided by FDOT before July 1, 2021.

5. The FY21 PARs were conducted for MPOs in the process of updating their LRTPs. Since the time the PARs were conducted, these MPOs now have new LRTPs.

   Recommendation 6: FHWA will conduct the fiscal constraint PARs on these same MPOs for their new LRTPs in FY22. FHWA will use the LRTP adoption schedule to complete the PARs for the remaining non-TMA MPOs during FY23 and FY24. This will ensure that the fiscal constraint PARs are done on LRTPs that are newly adopted.

TO: **Committee Members**

FROM: **Rob Balmes, Director**

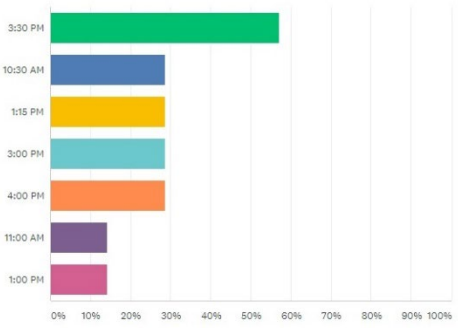
RE: **2022 Proposed Meeting Time and Schedule**

Summary

During the Technical Advisory Committee (TAC) 2022 meeting schedule discussion in September, it was generally agreed upon by members to maintain TAC meetings on the second Tuesday of the month. Per the request of membership, a survey was provided to solicit feedback on a preferred meeting time. In the survey, members were asked to provide their top two preferred meeting times. A total of seven members participated in the survey with 14 meeting time responses. The results reveal that four members selected 3:30 PM as a preferred meeting time. Four other time slots were each selected by two members as displayed in the summary chart.

In 2022, the TPO plans to continue hosting TAC meetings on the 2nd Tuesday of the month. Please select the top two times when you are available to attend meetings.

Answered: 7 Skipped: 0



ANSWER CHOICES	RESPONSES	
3:30 PM	57.14%	4
10:30 AM	28.57%	2
1:15 PM	28.57%	2
3:00 PM	28.57%	2
4:00 PM	28.57%	2
11:00 AM	14.29%	1
1:00 PM	14.29%	1
Total Respondents: 7		

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Citizens Advisory Committee (CAC) members were also provided the same survey with only afternoon options per their request. Three of the four total participants selected 1:00 PM to remain as their preferred meeting time.

Included with this memo is also a draft meeting schedule for 2022. A total of nine meetings are proposed. It is anticipated a number of TPO programs and projects will require TAC member review and approval. A presentation will be provided at the January meeting outlining the major activities planned and/or required for the 2022 calendar year.

Recommendation(s)

Based upon the results of the surveys, it is recommended the TAC meetings in 2022 are held at 3:30 PM. This option would also avoid potential morning and early afternoon conflicts discussed at the September meeting. This recommendation is presented for review and consideration by TAC members.

Action Requested

Approve a schedule and meeting time for TAC meetings in 2022.

If you have any questions, please contact me at: 438-2631.

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2022 TAC Proposed Meeting Schedule

Ocala Marion Transportation Planning Organization (TPO)
2710 E. Silver Springs Blvd., Ocala, FL 34470

Visit the Ocala Marion TPO website at Ocalamariontpo.org to view meeting updates.

Technical Advisory Committee (TAC) – Monthly at 3:30 p.m. All scheduled TAC Meetings are held on the second Tuesday of the month. TAC Meetings will be held at the Marion County Library Headquarters in Meeting Room C, 2720 E. Silver Springs Blvd., Ocala, FL 34470.
January 11, 2022
February 8, 2022
March 8, 2022
April 12, 2022
May 10, 2022
June 14, 2022
August 9, 2022
September 13, 2022
November 8, 2022

Meeting Deadlines and Public Notices

Technical Advisory Committee (TAC) meetings take place on the 2nd Tuesday of the month when scheduled.

Agenda Item Submission Deadlines:

- To TPO by **Friday 5:00 PM**, prior to the Thursday 7-day public notice (12 days in advance of meeting).

Agenda and Public Notices:

- Public notices and agendas are sent 7-days prior to the meeting per Florida Sunshine Law and the TPO's adopted Public Participation Plan (PPP).

Contacts for Agenda Items:	
Shakayla Irby	Shakayla.Irby@marionfl.org
Rob Balmes	Rob.Balmes@marionfl.org

TO: **Committee Members**

FROM: **Rob Balmes, Director**

RE: **Election of Officers, 2022 Term**

Summary

Per bylaws of the Technical Advisory Committee (TAC), a Chair and Vice-Chair shall be elected at the last regular meeting of the calendar year. Officers may be elected by a majority of the present voting members. The term shall be for one full calendar year.

The current TAC Chair is Elton Holland, Office of County Engineer. The current Vice-Chair is Nancy Smith, City of Ocala Growth Management.

Action Requested

Elect a TAC Chair and Vice-Chair for 2022.

If you have any questions, please contact me at: 438-2631.

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Technical Advisory Committee (TAC) Meeting
Marion County Library Headquarters – Meeting Room C
2710 E. Silver Springs Blvd., Ocala, FL 34470
September 14, 2021
10:30 AM

MINUTES

Members Present:

Ji Li
Anna Taylor *(Tyler Burgett)*
Kenneth Odom
Nancy Smith
Eric Smith *(Gary Anson)*
Loretta Shaffer *(Jessica Heller)*
Elton Holland *(Chris Zeigler)*

Members Not Present:

Dave Herlihy
Bob Titterington
Mickey Thomason

Others Present:

Rob Balmes
Liz Mitchell
Shakayla Irby

TAC Meeting Minutes – September 14, 2021
Approved –

Item 1. Call to Order and Roll Call

Vice-Chairwoman Nancy Smith called the meeting to order at 10:30am and Secretary Shakayla Irby called the roll, there was a quorum present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on September 7, 2021. The meeting had also been published to the Star Banner news calendar, and the TPOs Facebook and Twitter pages.

3A. Draft Safety Action Plan Scope of Services

Rob Balmes presented and provided the committee a summary of the Safety Action Plan.

The TPO planned to invest in the development of a Safety Action Plan to serve as a resource to improving transportation safety throughout Marion County. The Action Plan was envisioned as a collaborative process involving citizens and stakeholders, private and public partners, and state agencies.

The proposed title of the Action Plan is **Commitment to Zero: An Action Plan for Safer Streets in Ocala Marion**.

The purpose of **Commitment to Zero** was to bring together the Ocala Marion community and collaborate in the development of an Action Plan to improve the safety of our transportation system. The Action Plan would be focused on four key areas:
• Education and Awareness
• Public and Partner Engagement
• Safety Analysis
• Action Planning

The timeframe of Plan Development was fall 2021 to summer 2022.

The outline for the scope of services included a total of six tasks.

Task 1.0 Consultant to complete detailed schedule and timeline

Task 2.0 Crash Analysis
- Recent Five-year history
- High Injury Network and Locations
- Major crash causes and types
- Crash Analysis Tech Memo

Task 3.0 Public and Stakeholder Engagement
- Communications Plan
- Online Survey and interactive comment map
- Public Workshop
- Stakeholder meetings

Task 4.0 Commitment to Zero Working Group
- CTST and partners
- TAC, CAC feedback throughout the project
- Meetings and reviews
- Working Group Summary Memo

Task 5.0 Action Plan Strategies
- Best practices
- Commitment to Actions – What actions we will take to improve safety in the community
- Action Plan Strategies Memo

Task 6.0 Action Plan
- Draft Action Plan
    - TAC and CAC review, comment
- Final Action Plan
    - TAC and CAC endorsement

Ms. Smith asked when the committee should expect to see the timeline for the Safety Action Plan.

Mr. Balmes said that the timeline would be the first task of the consultant that would start November 1st if the scope of services was approved by the TPO board.

Mr. Anson asked about a list of partners for the Safety Action Plan.

Mr. Balmes shared the most current list of partners (attached to this set of minutes on Page 8). The list of partners was still being added to.

Mr. Balmes mentioned that FDOT had created an Office of Safety with Loren Bobo as the Administrator and he had a meeting scheduled with her to talk about safety work in the project. The scope of services had also been submitted to FDOT for review.

Mr. Odom made a motion to accept the Draft Safety Action Plan Scope of Services. Mr. Li seconded, and the motion passed unanimously.

Item 4A. Draft Disadvantaged Business Enterprise (DBE) Program

Ms. Liz Mitchell presented and explained DBE: A for-profit small business that is at least 51% owned, controlled and managed by person(s) who are socially and economically disadvantaged, such as women, minorities or any other group classified by the US Small Business Administration (SBA).

For transportation purposes there were three major administrations involved in the DBE program:

1. Federal Highway Administration (FHWA)
2. Federal Aviation Administration (FAA)
3. Federal Transit Administration (FTA)

The program was carried out by the state and local transportation agencies under the rules and

guidelines in the Code of Federal Regulations, (49 CFR Part 26). Congress enacted the first DBE statutory provision requiring at least 10% of the funds authorized for the highway and transit financial assistance program be expended with DBE's.

The TPO was committed to expend 10.65% of its funds on DBE's and other small businesses.

The DBE plan was updated to have a continuing, cooperative and comprehensive DBE process that is in alignment with FDOT's DBE Program Plan. As recipients of federal funds through FDOT the TPO must follow their process.

A synopsis of the DBE program was provided to the committee.

1. Non-discrimination policy and practices
    a. Ensuring that through contractual or other arrangements, we do not use criteria or methods of administration that have the effect of defeating or impairing the objectives of the DBE program
2. Record keeping and reporting
    a. semi-annual reports to FDOT
3. Monitoring the DBE directory
    a. Continual vigilance to maintain knowledge of registered small businesses on the DBE list within our area
4. Contract monitoring to make DBE's inclusive
    a. Ensure that contractors/consultants also follow DBE Program requirements and include DBE's in contracts and programs
5. Maintaining program updates
    a. Watch for any changes in rules and regulations of the DBE program in order to stay up to date
6. Having a Liaison Officer:
    a. Program required: Our TPO Director, Rob Balmes
7. Assessing sanctions, progress payments, disqualifying a contractor, if necessary, in order to maintain adherence to program requirements
8. Good faith efforts to ensure contracting opportunities with continual measures to be taken to increase small business participation
        a. Requires monitoring, reporting and follow through on all of the listed items ensuring that we are making the best possible attempt at a fair and equitable program
9. Outreach to DBE's and community organizations
        a. Maintaining communications with area DBE's and keeping them aware of possible opportunities to help improve/assist in their success
10. Public participation-include the public

a. Make the public aware and get their input

In conclusion to the presentation, Ms. Mitchell provided an excerpt from the DBE plan

The TPO, and its consultants, shall take all necessary and reasonable steps to ensure that all DBE's have an opportunity to compete for and perform the contract work of the TPO in a non-discriminatory manner.

"The TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, religion, income or familial status in the award and performance of its contracts. The TPO does not tolerate discrimination in any of its programs, services, or activities. This is in accordance with applicable federal regulations and statutory references contained in the Disadvantaged Business Enterprise Program, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code."

Mr. Balmes mentioned that the current DBE had sections that referenced the SunTran and that since the SunTran was under the City of Ocala those sections had to be removed. Also, all MPO's had to adhere to the FDOT program.

Ms. Smith asked if the DBE document was new.

Ms. Mitchell responded that it was a new drafted document and that once the TPO board approved the DBE would be added to the TPO website.

Item 5A. Mobility Week 2021

Mr. Balmes shared with the committee that August 26, the Florida Department of Transportation (FDOT) Secretary Kevin Thibault announced Mobility Week 2021would be from October 29 to November 5, 2021.

The previous year Mobility Week had been hosted virtually and with pandemic conditions a virtual option was possible again. The TPO would be seeking ideas and potential partnership opportunities in the community.

The Mobility Week 2021 flyer was shared with the committee.

Item 5B. East Central Florida Regional Planning Council "How Did We Grow?"

Since May 2021, the East Central Florida Regional Planning Council (ECFRPC) had been conducting an online public survey called "How Did We Grow?" The survey was focused on gathering public opinions about the values and priorities for our region in east-central Florida. It had been an opportunity to let elected officials know your thoughts about the direction Marion County and the greater region are growing.

ECFRPC was making a final push for residents of Marion County to complete the survey. The survey deadline was September 30, 2021. Information about how to take the survey is was provided to the committee.

Mr. Odom mentioned that Marion County had not been included in the "How Shall We Grow" survey. Marion County had been under two different Planning Councils at the time and was not a part of the East Central Florida Regional Planning Council.

Ms. Smith said that the committee could take the survey to their staff members and ask them to participate.

Item 5C. 2022 TAC Meeting Schedule

Mr. Balmes inquired with the committee about the 2022 TAC meeting schedule. Due to meeting conflicts, Belleview had not been able to participate in the TAC meetings.

Mr. Balmes asked committee members their thoughts on a different meeting day or time to better accommodate all members.

Committee members decided on having Mr. Balmes conduct a survey to find out the consensus of the members for a new proposed schedule.

Mr. Balmes said that he would send the survey out to the committee members and have a summary of the results at the next meeting in October along with a proposed meeting schedule.

Item 6. Consent Agenda

Mr. Odom made a motion to approve the Consent Agenda. Mr. Li seconded, and the motion passed unanimously.

Item 7. Comments by FDOT

Mr. Tyler Burgett introduced himself to the committee. He was one of the newer members in the liaison office and had been with FDOT for four years in project management previously. He managed some lighting projects in the Ocala Marion area.

Mr. Burgett said he lived in the Sanford area for sixteen years and had a family member to move to Marion County and had been able to view and see the area more often.

Mr. Burgett gave some information to the committee:

- International Walk to School month would be in November and would be advertised through FDOT social media and the Public Information Office.
- FDOT Public Hearing would be held October 25-29 and public comments would be open for two weeks after the Public Hearing for anyone to give comments and feedback.
- September 20-26 would be Rail Safety Week- Operation STRIDE

Item 8. Comments by TPO Staff

Mr. Balmes said that the Congestion Management Plan would be bought to the committee in October and that the consultant had been working on publishing the document incorporating comments and feedback that had been received.

Item 9. Comments by TAC Members

There were no comments by TAC members.

Item 10. Public Comment

There was no public comment.

Item 11. Adjournment

Vice-Chairwoman Smith adjourned the meeting at 11:16am.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant

Draft Safety Action Plan – Partners List

- Ocala Marion Transportation Planning Organization (staff, board and committees)
- Community Traffic Safety Team
- City of Belleview
- City of Dunnellon
- City of Ocala (multiple departments invited as recommended)
- Marion County (multiple departments invited as recommended)
- Marion County Public Schools
- Florida Office of Greenways and Trails
- Florida Department of Health in Marion County
- Marion County Sheriff
- Marion County Fire Rescue
- City of Ocala Police Department
- City of Ocala Fire Rescue
- City of Belleview Police Department
- East Central Florida Regional Planning Council
- Florida Highway Patrol
- Florida Department of Transportation, District 5
- Federal Highway Administration
- Federal Transit Administration
- U.S. Forest Service
- SunTran
- Marion Transit
- Agency for Persons with Disabilities
- Department of Elderly Affairs
- Centers of Independent Living
- Florida Center for the Blind
- Black Bear National Scenic Byway
- …
- …
- …
- …
- …
- …….list all others

Ocala/Marion County Project Status Update
as of September 30, 2021

The following is a brief status update on major FDOT road construction projects in Marion County. Information is also available on www.cflroads.com. For questions, please contact Anna Taylor at 386-943-5499 or via email at Anna.Taylor@dot.state.fl.us.

Upcoming Projects

441136-1 Mill and resurface U.S. 441 from County Road 25A in Ocala north 8.8 miles to the U.S. 441/301 split.

- Contractor: Anderson Columbia Inc.
- Estimated Start: October 2021
- Estimated Completion: Summer 2022
- Project Cost: $17.8 million

Milling and resurfacing various locations in Marion County (FDOT Financial Information Number 423391-1)

- Contract: E5V61
- Contractor: Anderson-Columbia Inc.
- Estimated Start: September 2021
- Estimated Completion: TBD

Current Projects

439238-1 Resurface U.S. 441 from State Road 35 (SE Baseline Road) to State Road 200

- Contract: T5675
- Contractor: D.A.B. Constructors, Inc.
- Start: January 2021
- Estimated Completion: Fall 2021
- Cost: $15.7 million
- Update: DAB Constructors of Inglis has stopped work. The reason why work on US441 from SR 35 to SR 200 has stopped is because the contractor assigned to this project has gone out of business. We are now waiting for a new company to be assigned to this project. The surety company that insures this project is responsible for finding another contractor who meets FDOT qualifications to finish the job. This is a news article about the work stoppage DAB Constructors stop work - Citrus County Chronicle The completion date could be pushed back to late 2021 or later as a result of this development.

431798-3 Widen Northeast 36th Avenue to four lanes and construction of bridges over CSX rail line (FDOT Financial Information Number 431798-3)

- Contract: E5Z71
- Contractor: SEMA Construction, Inc.
- Start: Summer 2019
- Estimated Completion: Summer 2021
- Cost: $17 million
- Update: This job is effectively finished but a subcontractor called Powercore quit the job before it installed light poles. Department assigned SEMA to finish installation of light poles. This development is estimated to be completed on November 3, 2021. Team is working on minor repairs, finishing installation of light poles, bringing bridge up to code for inspection, and making sure crosswalk in front of Panther Printing is ADA compliant.

441366-1 Converting full median openings to directional medians, closing three of the existing full median openings, and extending some of the turn lanes between Northwest 27th Avenue and Martin Luther King Jr. Avenue in Ocala.

- Contract: T5710
- Contractor: CW Roberts Contracting
- Start: July 2021
- Estimated Completion: Fall 2021
- Cost: $627,000
- Update: Work began July 6 and is proceeding as expected. Median widening operations have begun for this project. Daytime lane closures with restrictions are put in place Monday-Friday Between 9am and 4pm for the duration of the project. This daytime lane closure was granted due to rain delays and because of the upcoming completion date in the next 30 days. Contractor wants to continue production at an effective rate to complete work in the time allotted.