



Citizens Advisory Committee (CAC) Meeting
Marion County – Library Headquarters, Meeting Room B
2720 E. Silver Springs Blvd., Ocala, FL 34470

August 8, 2023

1:00 PM

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PROOF OF PUBLICATION**
- 3. CONSENT AGENDA**
 - A. [June 13, 2023 Meeting Minutes](#)**
- 4. ACTION ITEMS**
 - A. [Congestion Management Plan \(CMP\), State of the System Update](#)
*Kimley-Horn will present the 2023 update to the CMP Report for approval***
- 5. COMMENTS BY FDOT**
 - A. [Construction Report](#)**
- 6. COMMENTS BY TPO STAFF**
 - A. 2050 Long Range Transportation Plan (LRTP) Update**
 - B. Apportionment Plan Schedule**
 - C. Commitment to Zero Safety Dashboard and Annual Report**
- 7. COMMENTS BY CAC 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 Citizens Advisory Committee will be held on
September 12, 2023*



Citizens Advisory Committee (CAC) Meeting

Marion County – Library Headquarters, Meeting Room B

2720 E. Silver Springs Blvd., Ocala, FL 34470

1:00 PM

MINUTES

Members Present:

Matt Fabian
Brandon Cave
Richard McGinley
Travis Magamoll

Members Not Present:

Davis Dinkins
Michelle Shearer
Richard Howard
Steve Rudnianyn
Suzanne Mangram

Others Present:

Rob Balmes
Shakayla Irby
Liz Mitchell
Jason Learned, FDOT
Alice Giuliani, FDOT
Rakinya Hinson, FDOT

Item 1. Call to Order and Roll Call

Acting Chairman Richard McGinley called the meeting to order at 1:03pm and Secretary Shakayla Irby called the roll. A quorum was 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 June 6, 2023. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3. Consent Agenda

Mr. Fabian made a motion to approve the consent agenda. Mr. Magamoll seconded, and the motion passed unanimously.

Item 4a. Functional Classification Process, Marion County

At the April 11 TAC meeting, FDOT District Five presented an overview presentation Regarding the Functional Classification process and discussed the schedule for completion. The Committee was asked to provide a final review and approval of the Functional Classification Map for Marion County. The TPO Board would be asked to approve the map for Marion County at the June 27 meeting.

Mr. Balmes asked Mr. Learned to explain the significance of road classifications.

Mr. Learned explained that back in the 1960s the Feds wanted to classify roads based on how they functioned. DOT used to base a lot of engineering decisions based on functional classification but have since moved away from that. The present-day function of the functional classification review was for funding purposes. Roads that are functionally classified on the map would be eligible for certain type of funding from the State and the Feds. Functional classification was also a ten-year requirement by the Feds.

Mr. McGinley asked if speed limits had an impact on road classifications.

Mr. Learned said that speed limits were considered.

Mr. Magamoll made a motion to approve the Functional Classification Process, Marion County. Mr. Cave seconded, and the motion passed unanimously.

Item 4b. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP) Amendment #6

Mr. Balmes presented and said per the request of the Florida Department of Transportation (FDOT), two projects were proposed to be amended to the FY 2023 to 2027 TIP.

FM# 450948-1: SR 40 from NE 64th Avenue to Lake County Line

- Resurfacing of SR 40 (25.7 miles)
- Preliminary Engineering (PE) and Construction (CST) phases
- Funds to be added to FY 2024, 2026
- Total: \$24,831,080

FM# 450951-1: SR 40 from NE 25th Avenue to NE 64th Avenue

- Resurfacing of SR 40 (4.2 miles)
- Preliminary Engineering (PE) and Construction (CST) phases
- Funds to be added to FY 2024, 2026
- Total: \$11,953,924

Mr. Magamoll made a motion to approve the FY 2023 to 2027 TIP Amendment #6.

Mr. Cave seconded, and the motion passed unanimously.

4c. Draft Fiscal Years (FY) 2027 to 2028 Transportation Improvement Program (TIP) Approval

Mr. Balmes said that the draft Fiscal Years 2024 to 2028 Transportation Improvement Program (TIP) was made available for public and partner agency review on May 2, 2023.

The TPO had received feedback from the Florida Department of Transportation (FDOT) and two comments from the public.

The following provides comments and updates made to the draft the FY 2024 to FY 2028 TIP since presented to the committees on May 9, 2023.

- **Public Comments:**
 - “In the draft TIP document for public review, the draft 2023 List of Priority Projects (Top 20 Priorities) is missing (Figure 12, page 26). Is there some reason that was omitted? It would be nice to see what's being proposed as the most important projects for 2023.”
 - **TPO Response:** Noted for public record. The citizen was provided a link to the current draft Top 20 list, and the process for adoption through the TPO Board. The citizen was thanked for the comment and action will be taken to add the most current draft Top 20 list in the draft TIP document.
 - “I live on SE 175th St. 34491. We frequently have overflow traffic in our neighborhood as the interstate backs up and drivers come on to 475, then onto SE 175th. I have emailed the sheriff, county commissioner, Marion County traffic dept. Several neighbors and I have come up with changes to our roads that we believe would help. Motorists are often speeding, not paying attention, littering, and disregarding pedestrians and their children and pets. We are concerned for our safety.”
 - **TPO Response:** Noted for public record. The citizen was thanked for the comment and asked to contact the TPO to share further details and recommendations.

- **FDOT Comments:**

- Please add LRTP CFP page # for applicable projects. Page # for goals/objectives consistency is fine for projects not in CFP.

Mr. Fabian made a motion to approve the Draft FY 2024 to 2028 TIP Approval.

Mr. Magamoll seconded, and the motion passed unanimously.

4d. Commitment to Zero Safety Action Plan Update

Mr. Balmes said that on November 29, 2022, the TPO Board adopted the Commitment to Zero Safety Action Plan. The Action Plan outlined a visionary framework and strategies for achieving the long-term goal of zero fatalities and serious injuries to the transportation system of Marion County.

Based upon further guidance made available by the U.S. Department of Transportation (US DOT), along with an interest by local governments to pursue the federal discretionary Safe Streets and Roads for All (SS4A) grant program, the TPO was proposing to update the Plan. In the **Strategies for Getting to Zero** section of the Action Plan, one of the TPO’s commitments outlined on page 39 (Safe Roads, Engineering/Planning) was to: ***“Review and update safety projects annually for the TPO’s List of Priority Projects (LOPP) process. Reference LOPP safety projects to the Commitment to Zero Safety Action Plan.”***

The TPO was proposing to accomplish this strategy by updating the Action Plan to include safety and operations projects tied to both the LOPP, safety emphasis areas, and local government partner input. The project list would help support an annual review of safety project needs, along with local government SS4A applications to USDOT.

Additionally, as part of having a “compliant” Safety Action Plan, USDOT called for a specific aspirational goal to achieve zero fatalities and serious injuries. Therefore, the TPO proposes a community-wide goal of achieving zero by 2045, which reflects the TPO’s current Long-Range Transportation Plan (LRTP) horizon year.

Commitment to Zero Project List: Staff proposed the committee review and select one of two project list options:

Option A: Projects are listed/ranked in order based on four primary criteria:

- Location on the Commitment to Zero High Injury Network (HIN)
- Five-year history of fatalities and serious injuries (2018-2022)
- Location in a 2045 LRTP Equity Area
- 2023 LOPP Ranking

Option B: Projects are listed/ranked in order based on the adopted LOPP ranking process with further strategic refinement conducted by the TPO committees (CAC, TAC) and Board.

The draft 2023 Commitment to Zero Priority Projects List Options A and B, along with the proposed vision goal page edits. Background information was provided to the committee, including the Commitment to Zero High Injury Network (HIN) and U.S. Department of Transportation grant Self-Certification Worksheet.

Mr. McGinley asked if there was a reference to the Commitment to Zero in the Transportation Improvement Program (TIP) or Long-Range Transportation Plan (LRTP).

Mr. Balmes said the TPO did not reference intersections identified in the Commitment to Zero.

Mr. McGinley said he thought it would be a good idea to add an additional column to both the TIP and LRTP that referenced the Commitment to Zero identified projects.

Mr. Balmes said that with the ranking methodology for the List of Priority Projects (LOPP) the TPO factored in whether a project is listed on the High Injury Network but said it was a good idea to add that reference in the TIP and LRTP.

Mr. Fabian made a motion to approve the Commitment to Zero Safety Action Plan Update: Option A. Mr. Magamoll seconded, and the motion passed unanimously.

Item 6. Comments by FDOT

Ms. Hinson provided an updated construction report and reminded the committee that they could also see updates on projects by visiting cflroads.com.

Mr. McGinley inquired about the location of the Wildwood Weigh Station.

Ms. Hinson said her notes stated that it was on I-75. There were electronic sensors installed along three miles of the I-75 roadway and digital messaging boards would be added to direct traffic to the weigh station.

Item 7. Comments by TPO Staff

Mr. Balmes gave the following comments:

2023 Traffic Counts Report

- The TPO had published to the website on May 26, 2023, the 2023 Traffic Counts Report and Online Map. The report was compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala, and the Florida Department of Transportation (FDOT).

Apportionment Process

- On May 16, 2023, the Florida Department of Transportation (FDOT) sent a notice to all MPO/TPO's in Florida beginning the decennial Apportionment Plan and Urban Area Boundary/Functional Classification process. All MPO/TPO's are required to submit an Apportionment Plan to FDOT by November 14, 2023 (by 180 days).

Apportionment Plan

Every MPO/TPO reviews the composition of its membership in conjunction with the decennial census. MPO/TPO's must then submit a Membership Apportionment Plan that meets the requirements of both federal law and state statute.

Apportionment Plans are required to contain a profile of the MPO/TPO, including the total planning area population; Census-designated urban area populations greater than 50,000 people; proposed board membership; and a planning area boundary map. Resolutions of support from local governments must also be part of the Plan.

PROTECT Grant Cycle

- On April 21 2023, the U.S. Department of Transportation (USDOT) released a Notice of Funding Opportunity (NOFO) regarding the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) grant program. PROTECT grants may be used for planning and improvement projects. The close date of the NOFO is August 18, 2023. The current NOFO will include two fiscal years of funding.

An inquiry was sent to local government partners regarding the grant opportunity and level of interest in the pursuit of a Resiliency Improvement Plan grant. TPO staff is considering the submission of a grant application for the development of an Improvement Plan for Marion County. The federal share for an Improvement Plan is 100%. TPO Board and local government interest would be the critical component to pursuing the grant. A Resiliency Plan may address issues such as short and long-range investment needs, assessment of vulnerabilities, evacuation planning and hazard mitigation.

Joint CAC/TAC Meeting

Mr. Balmes asked for the committee's thoughts on the Joint CAC/TAC meeting and if they would like to do it again.

Mr. McGinley said it was beneficially and would not mind doing it again.

Mr. Magamoll said the TAC went through all of the information quickly because they have more knowledge of the information being presented. He said he would like for them to go slower so that it gives the CAC an opportunity to comprehend.

Mr. Balmes thanked the committee for the feedback.

Item 8. Comments by CAC Members

There were no comments by CAC members.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

Acting Chairman Richard McGinley adjourned the meeting at 1:49pm.

AC Meeting Minutes – June 13, 2023

Approved –

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Rob Balmes, Director

RE: Congestion Management Plan, 2023 State of the System

Summary

As discussed at the April committee meetings, the TPO is conducting an update to the Congestion Management Plan (CMP), State of System Report. This activity includes revised level of service information, an updated comprehensive database table and associated map series for the CMP major roadway network in Marion County.

This update has been performed per the request of local government partner agencies in support of ongoing traffic study and impact analysis work performed in the community. This project also involves the development of context classifications for the state (FDOT) roadways in Marion County based on the release of the new Quality/Level of Service (Q/LOS) Handbook in January 2023. Local (non-state) roadways were analyzed using the 2020 Q/LOS Handbook.

Included with the meeting packet is a draft 2023 State of the System Report for review and discussion at the meeting.

Attachment(s)

- Presentation
- Draft 2023 Congestion Management State of the System Report

Recommendation(s)

- TPO staff is requesting your approval/endorsement of the 2023 State of the System Report of the Congestion Management Plan.

If you have any questions regarding the draft document or project, please contact me at: 352-438-2631.

A transportation system that supports growth, mobility, and safety through leadership and planning
Marion County • City of Belleview • City of Dunnellon • City of Ocala

Congestion Management Process

2023 System Performance Evaluation

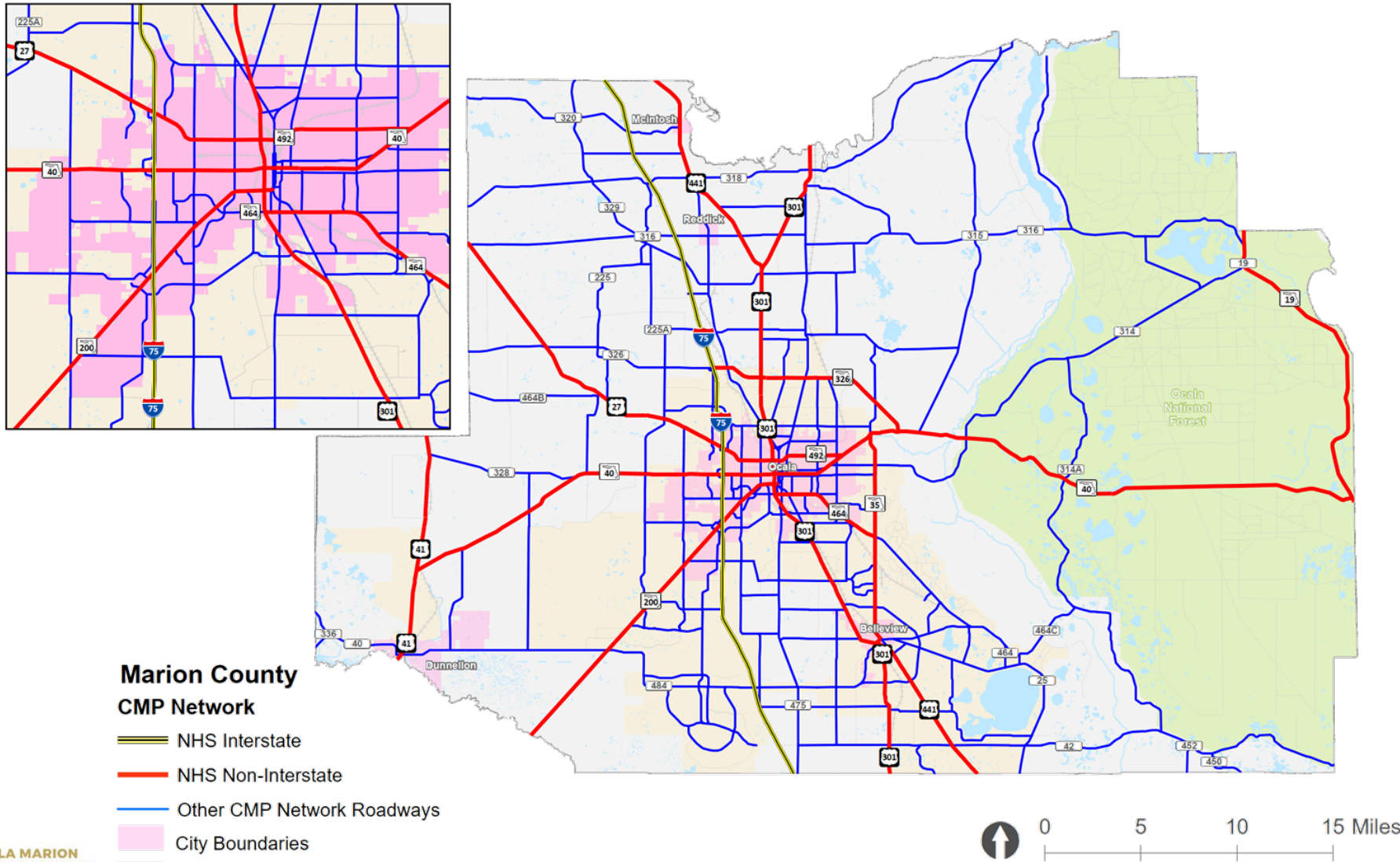


Ocala Marion CMP Process

- CMP Policy and Procedures Manual Adopted in August 2021
- First Year Systems Evaluation Completed in August 2021
- CMP Database developed to track roadway congestion levels on a bi-annual basis

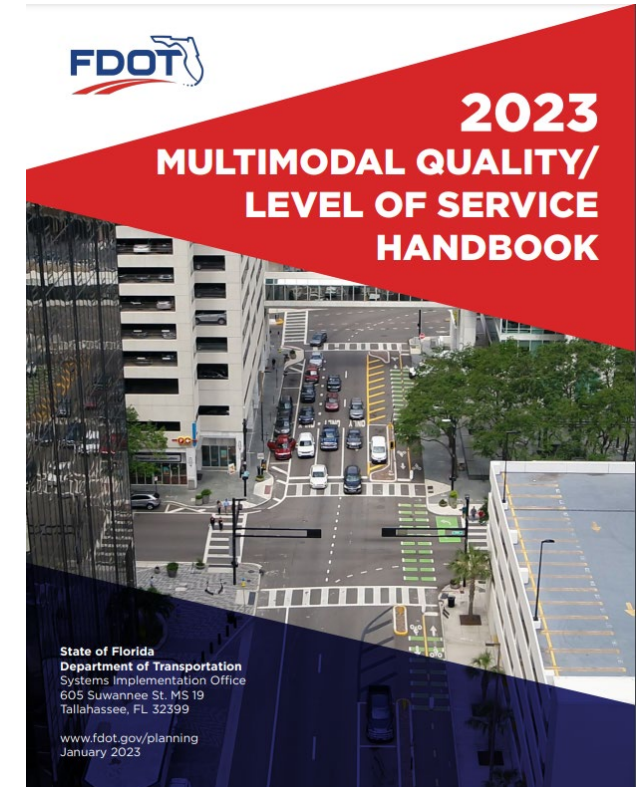


Congestion Management Network

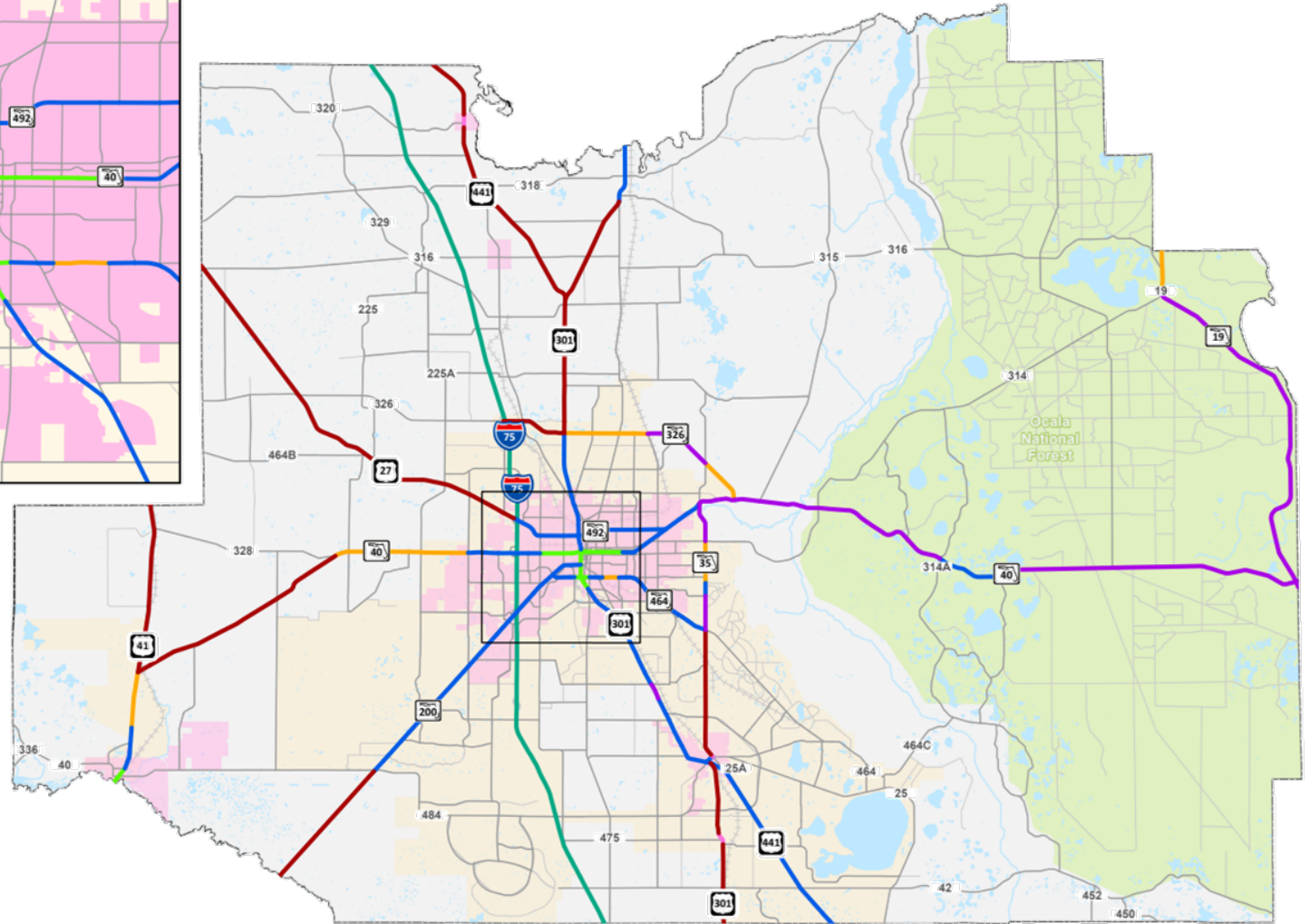
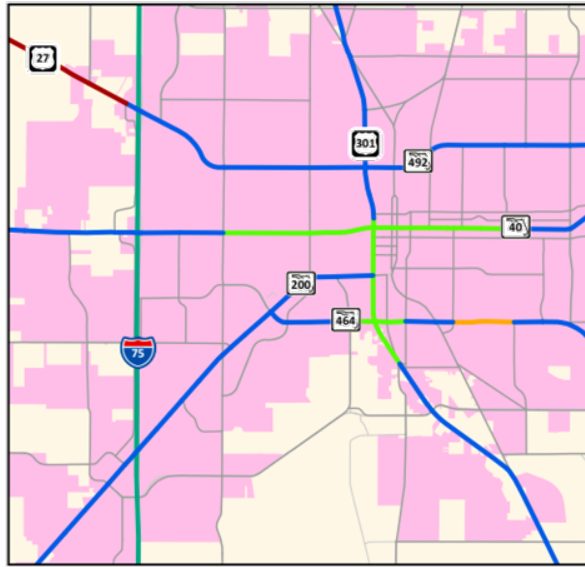


Roadway Level of Service

- Year 2022 Traffic Data
- FDOT Quality / Level of Service Tables
 - Area Type (Urban, Transitioning, Rural)
 - Facility Type (Interrupted, Uninterrupted, Freeway)
 - Number of Lanes
 - Speed Limit (Interrupted Flow)
 - Presence of Turn Lanes and Passing Lanes
 - State vs. Non-State Roadways
 - LOS Standard (A, B, C, D, E)
- 2023 Update considers Context Classification



FDOT Context Classification

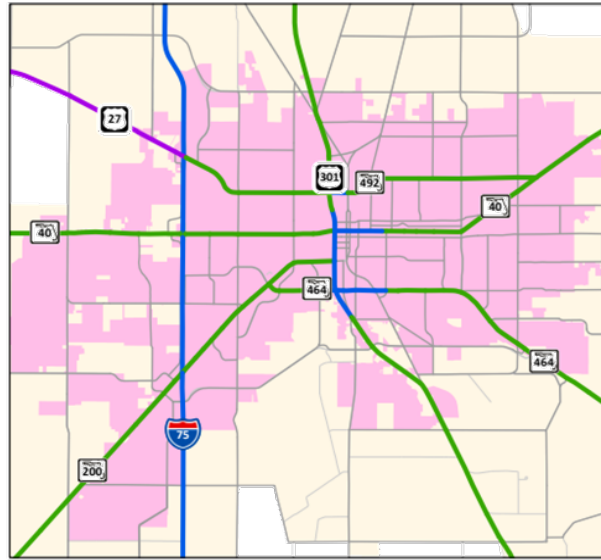


Marion County Context Classification

- C1 - Natural
- C2 - Rural
- C2T - Rural Town
- C3C - Suburban Commercial
- C3R - Suburban Residential
- C4 - Urban General
- LA - Limited Access
- City Boundaries
- Urban Area Boundary

**For state-maintained roadways within Marion County*

Service Volume Percent Change



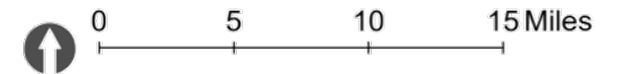
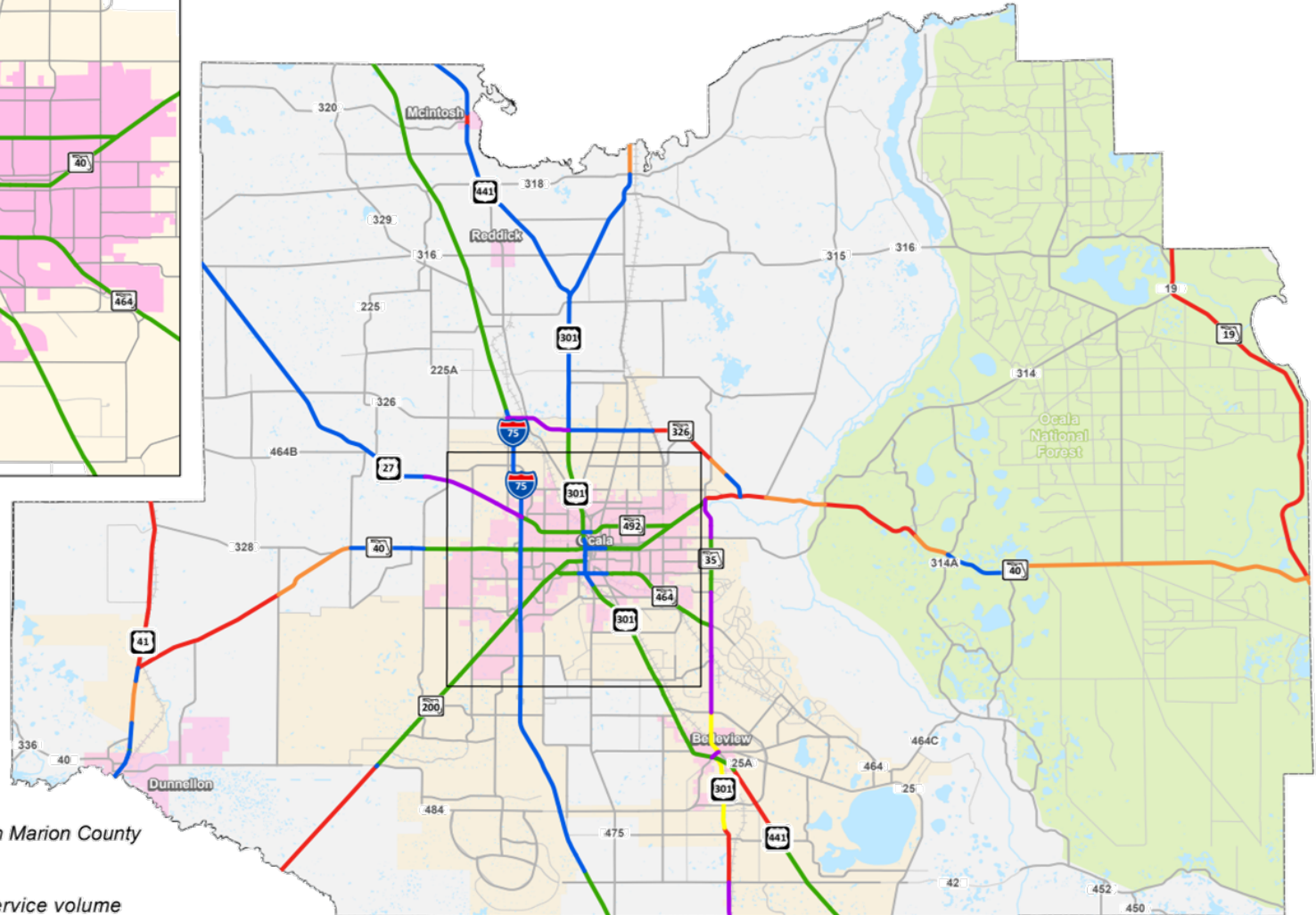
Marion County Service Volume % Change

- 25% - 50%
- 5% - 25%
- 5% - +5%
- 25% - -5%
- 50% - -25%
- < -50%

- City Boundaries
- Urban Area Boundary

**For state-maintained roadways within Marion County*

Positive change reflects a higher service volume with the 2023 Q/LOS Tables



Level of Service

CR 475A, S of SW 66th St



NW 27th Ave, S of US 27



SR 40, W of SE 25th Ave

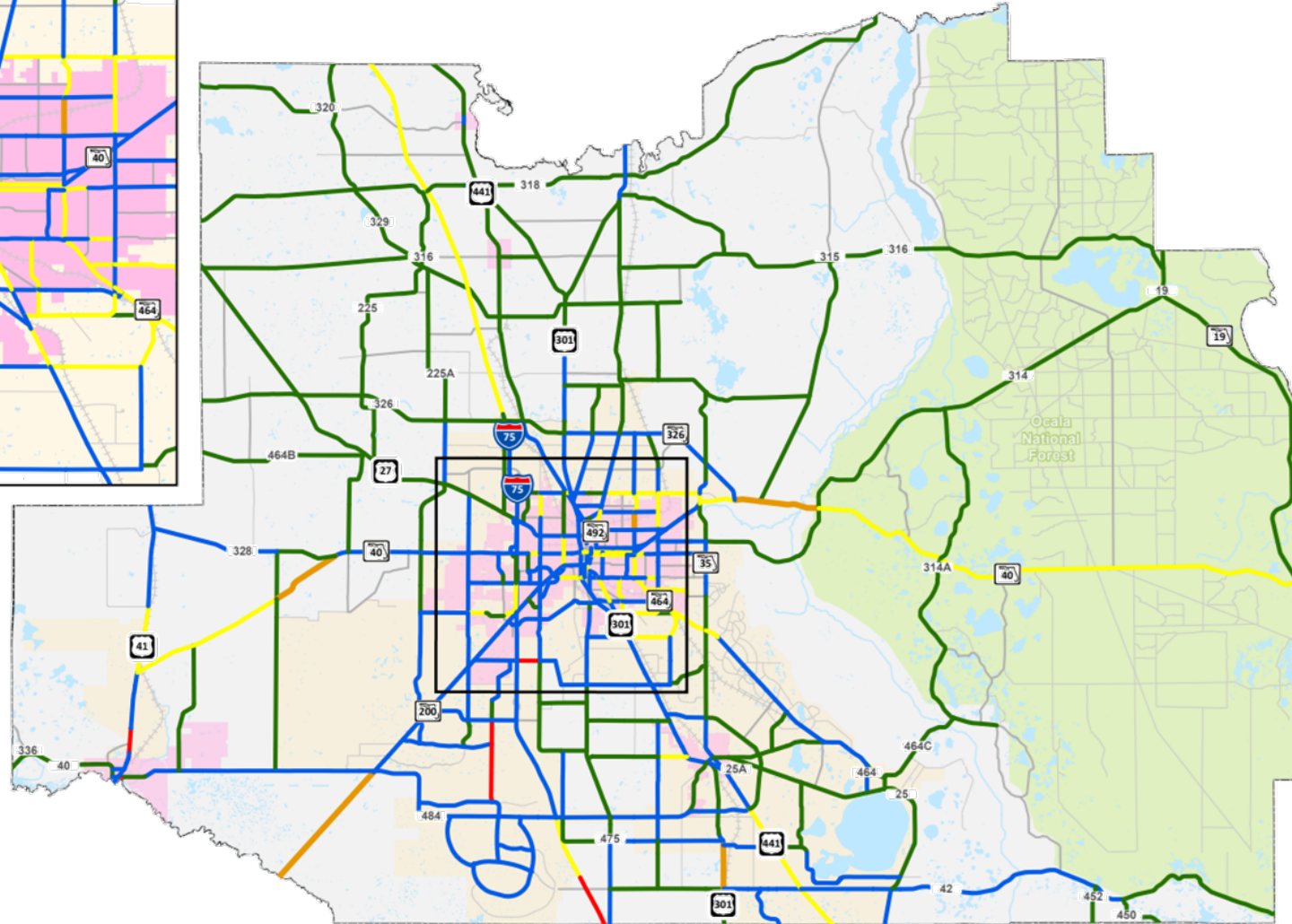
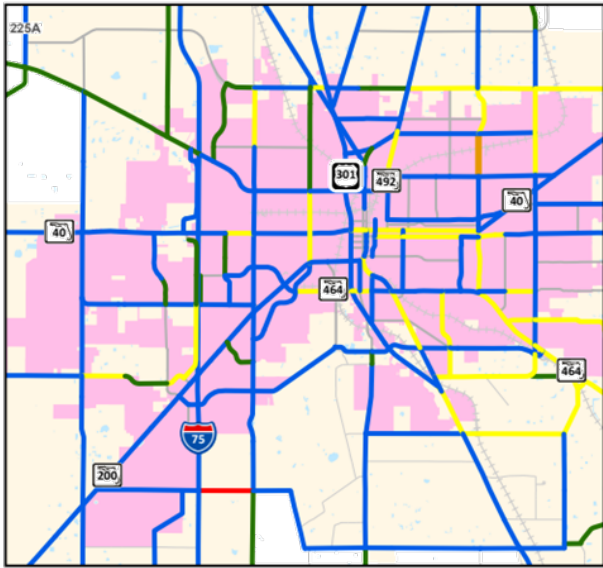


SR 200, S of CR 484



SW 49th Ave, S of SW 95th St

Level of Service Summary, 2023



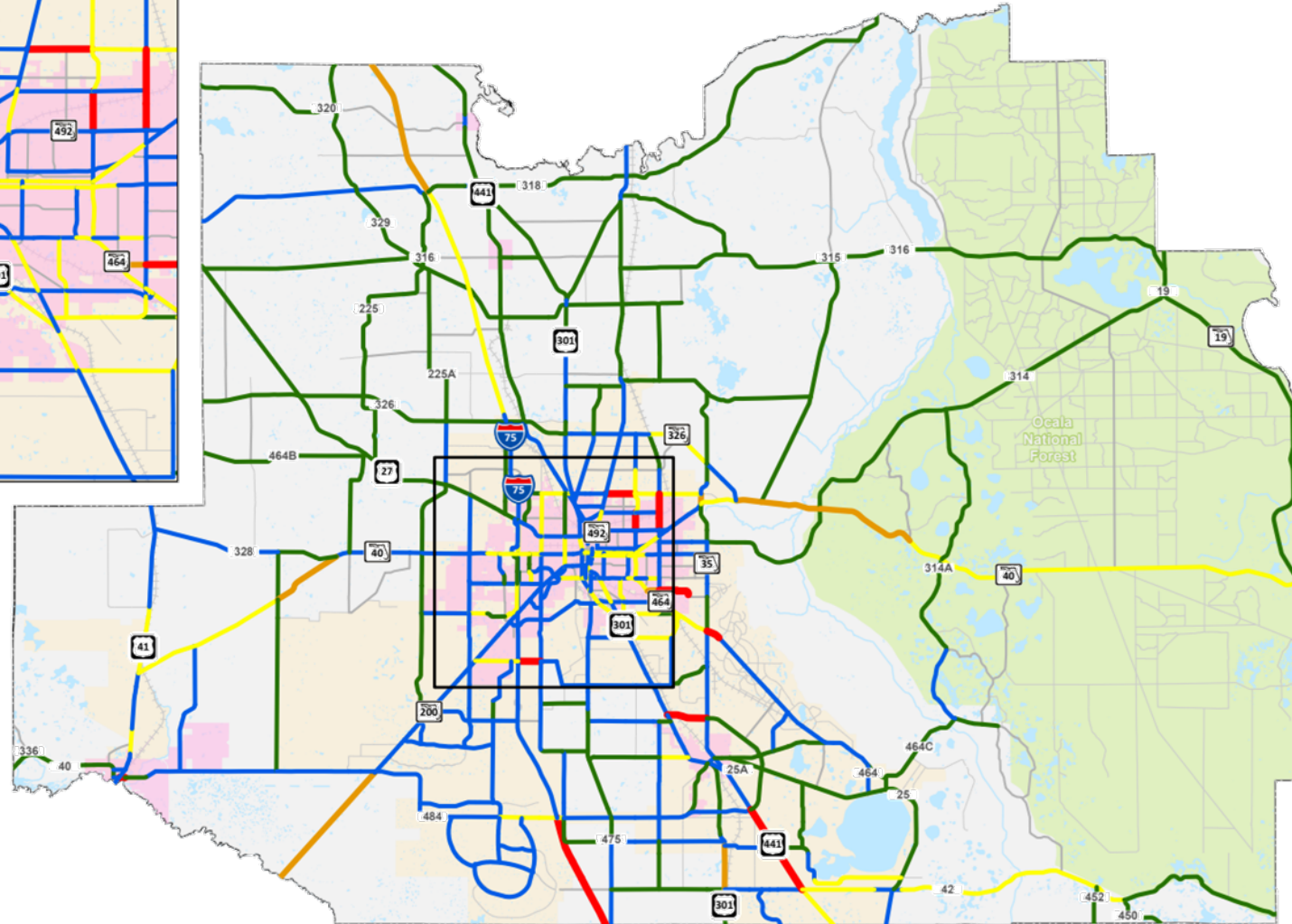
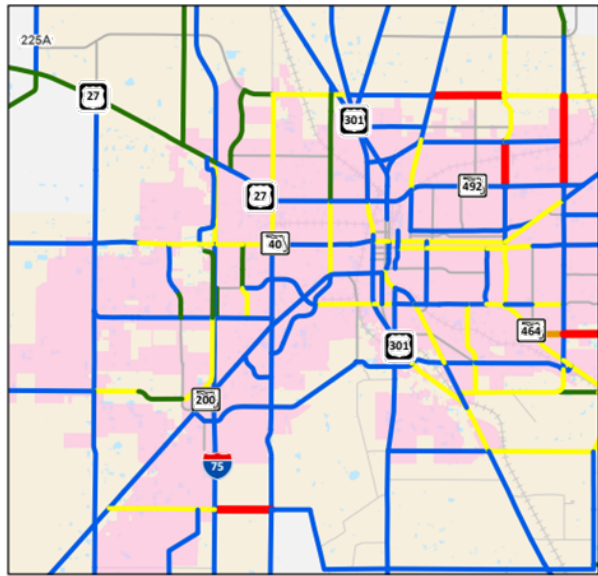
Marion County

2023 Daily LOS

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Not Counted
- City Boundaries
- Urban Area Boundary



Level of Service Summary, 2028



Marion County

2028 Daily LOS

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Not Counted
- City Boundaries
- Urban Area Boundary

Systemwide Performance

Level of Service (LOS) Summary, 2023

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	404	289	90	15	7
	50%	36%	11%	2%	1%
Change from 2021	-2%	-2%	+3%	+1%	--
Million Vehicle-Miles Traveled (MVMT)	789	1,825	873	88	112
	21%	50%	24%	2%	3%
Change from 2021	+1%	--	-2%	--	+1%

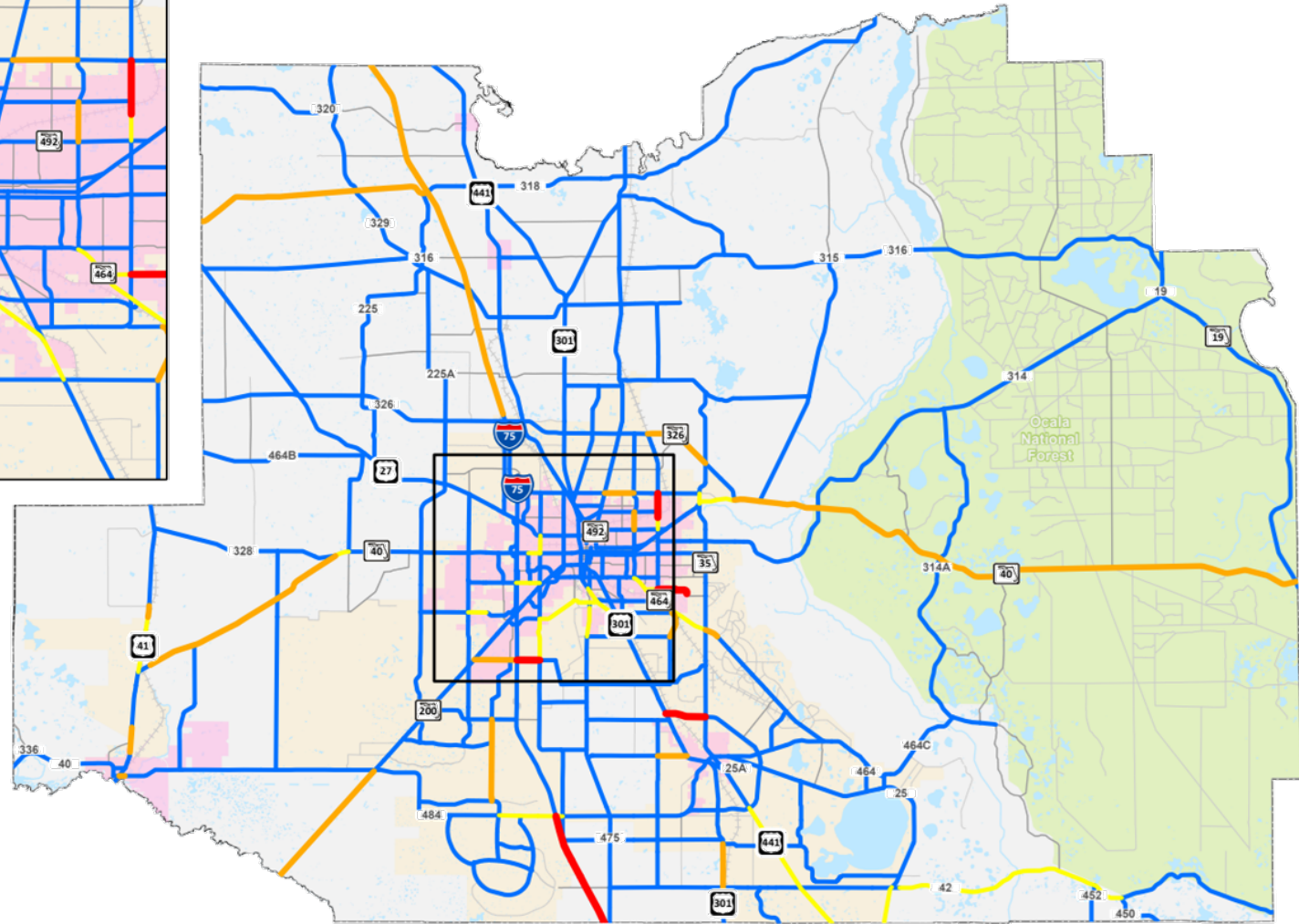
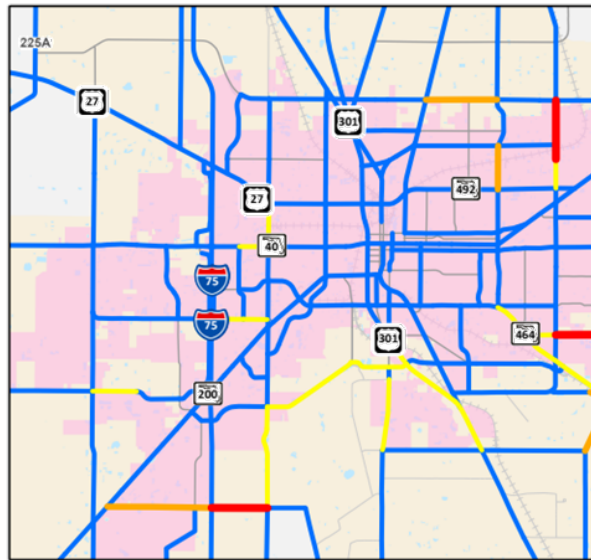
Roadways with Volumes Exceeding Adopted LOS

	2021	2021 Percent County-wide	2023	2023 Percent County-wide	2028	2028 Percent County-wide
Miles	25	3.3%	66	8.2%	84	10.5%
MVMT	378	11.8%	696	16.3%	1,007	23.6%

Congested Corridors Identification

- Assumes Committed Improvements
- Not Congested
 - Operating at acceptable LOS
- Approaching Congestion or Minimally Congested
 - Operating at 90% to 100% of LOS Standard
- Congested Today
 - Exceeding 100% of LOS Standard but less than 108% of Physical Capacity
- Extremely Congested
 - Exceeding 108% of Physical Capacity

Congested Corridors Identification



- Marion County
Congested Corridors**
- EXTREMELY CONGESTED
 - CONGESTED
 - APPROACHING CONGESTION
 - NOT CONGESTED
 - Not Counted
 - City Boundaries
 - Urban Area Boundary

Changes in Congestion Ratings

- For state-roadways, changes in congestion rating were primarily caused by the changes in service volume as introduced in the 2023 FDOT Q/LOS Handbook
- For non-state roadways, changes in congestion rating were primarily caused by the volumes crossing over or under the congestion rating threshold.

Examples of Different Congestion Rating Changes

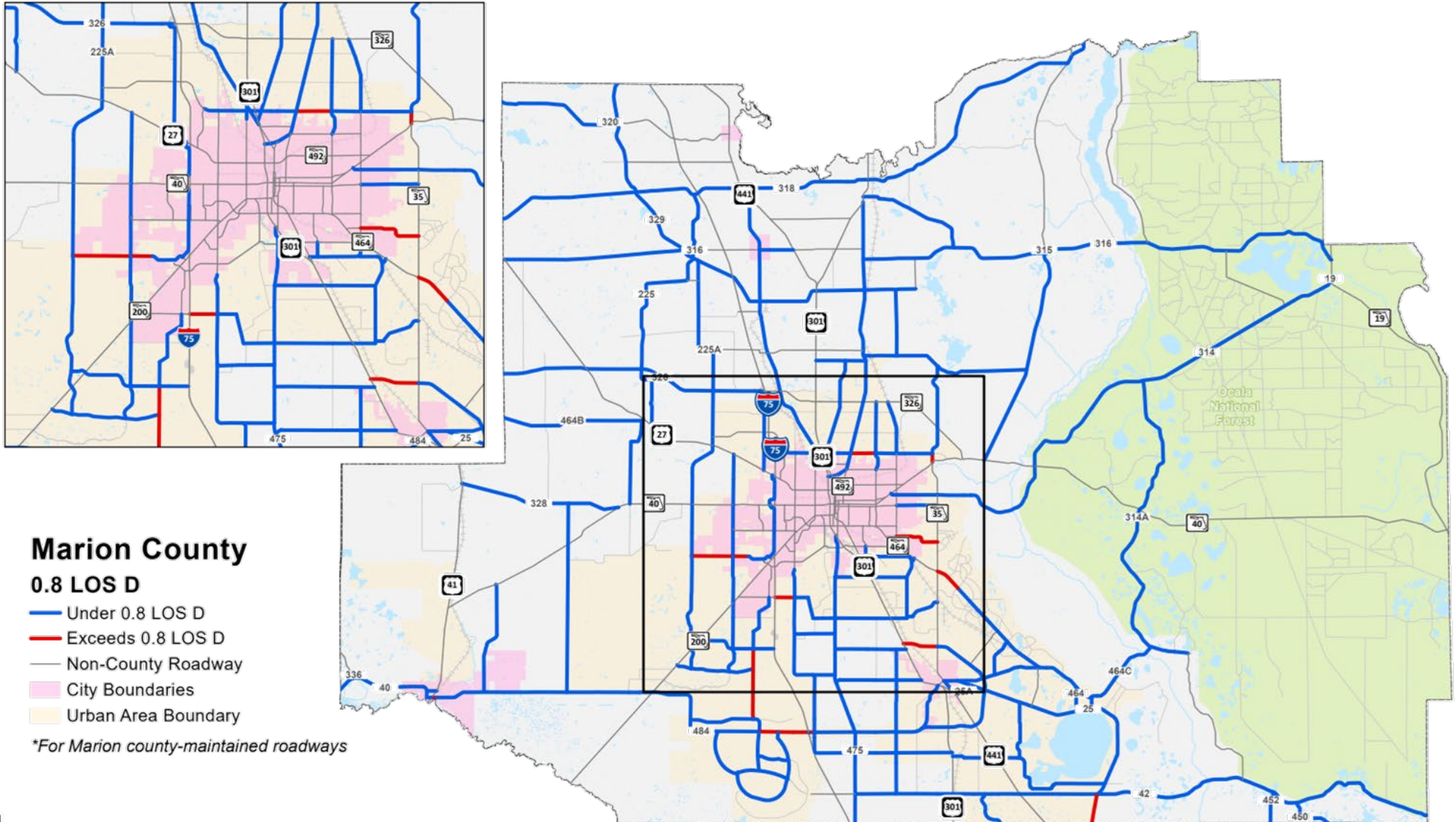
ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	CONGESTED (2021)	EXTREMELY (2023)	Higher volume in 2023, crossed threshold.
SW 49 AV	MARION OAKS	SW 95 ST	NOT CONGESTED	CONGESTED (2023)	Higher volume and growth rate in 2023, crossed threshold.
US 441	COUNTY LINE (S)	CR 42	CONGESTED (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
SR 40	SR 35	SR 326	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
SR 464	US 441	SE 3 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

Marion County Roadway Performance

County-Maintained Roadways Exceeding 80% LOS D

ROADWAY	FROM	TO
CR 25	CR 42	COUNTY LINE (S)
CR 35	SR 40	NE 35 ST
CR 464	SR 35	SE PINE RD
CR 484	CR 475A	MARION OAKS BLVD
NE 35 ST	CR 200A	NE 25 AV
SE 24 ST	SE 36 AV	SR 35
SE 92 PL RD	US 301	SR 35
SW 38 ST	SW 80 AV	SW 51 TER
SW 49 AV	SW 95 ST	MARION OAKS BLVD
SW 66 ST	SW 49 AV	SW 27 AV

Marion County Roadway Performance



Summary and Recommendations

1. Ongoing monitoring of the transportation system
2. Incorporate findings from the CMP into the LOPP and LRTP processes.
3. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation
4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification



Questions?

Congestion Management Process

2023 STATE OF THE SYSTEM REPORT





Prepared For:



Prepared By:



TABLE OF CONTENTS

- Introduction 1
- Background.....2
- Changes in FDOT Q/LOS Handbook3
- Funded Capacity Improvement Projects.....9
- New Roadways10
- Level of Service (LOS)11
 - Percent of Miles and Vehicle Miles Traveled by LOS13
 - Volume-to-Adopted Service Volume Ratio.....19
 - Congested Corridors22
- Changes in Congestion from 2021 evaluation25
- Summary and Recommendations31

LIST OF TABLES

- Table 1: Level of Service (LOS) Summary, 202314
- Table 2: Level of Service (LOS) Summary, 202814
- Table 3: Roadway Evaluation, County-Maintained Roadways Exceeding 80% LOS D.....15
- Table 4: Roadways with Volumes Exceeding Adopted LOS.....19
- Table 5: Congested and Extremely Congested Corridor Segments (2023 to 2028).....23
- Table 6: Roadway Evaluation - Changes from 2021 Data and 2023 Data26

LIST OF FIGURES

- Figure 1: FDOT Context Classification for State Maintained Roadways6
- Figure 2: Service Volume Percent Change (2023 Q/LOS vs. 2020 Q/LOS)7
- Figure 3: Change in Level of Service (LOS) between 2023 and 20218
- Figure 4: Level of Service (LOS) Summary, 202316
- Figure 5: Level of Service (LOS) Summary, 202817
- Figure 6: Marion County Roadways - 2023 Traffic Volumes compared to 0.8 LOS D Service Volume.....18
- Figure 7: Volume to Maximum Service Volume (V/MSV) Summary, 2023.....20
- Figure 8: Volume to Maximum Service Volume (V/MSV) Summary, 2028.....21
- Figure 9: Congestion Ratings (2023 to 2028)24

APPENDICES

APPENDIX A: 2023 Congestion Management Process Database

INTRODUCTION

This report is provided to summarize the changes to the Ocala Marion TPO CMP Systems Evaluation resulting from the year 2023 update. Updates were made to include the latest available traffic data (year 2022) and to compare traffic volumes to the capacity thresholds outlined in the Florida Department of Transportation (FDOT) Quality/Level of Service (Q/LOS) Handbook published in June 2020 and updated in January 2023. In addition, the latest FDOT Work Program, Ocala Marion TPO Transportation Improvement Program (TIP), and Marion County TIP were reviewed, and funded capacity improvements were considered in the evaluation of future roadway conditions.

The level of service, Volume to Maximum Service Volume (V/MSV) ratio, and congestion rating for each roadway is reported for existing year 2023 and future year 2028 to coincide with the current five-year TIPs.

FDOT has recently released updated Q/LOS tables (2023), which are based on Context Classification. FDOT has established a preliminary Context Classification for FDOT owned and maintained roadways. Marion County and the three municipalities of Belleview, Dunnellon, and Ocala have not yet identified Context Classifications for local (non-state) roadways. Therefore, this update utilizes the FDOT 2020 Q/LOS for non-state roadways and FDOT 2023 Q/LOS for state roadways.

The findings of the Systems Evaluation for 2023 and 2028 conditions were mostly consistent with those of 2021 and 2026. In some cases, however, the updated traffic data from 2022 resulted in a change to the congestion ratings identified in the prior analysis. Additionally, due to the changes in service volume/LOS thresholds in the 2023 Q/LOS Handbook, some state roadways showed increases or decreases in LOS without significant fluctuation in traffic volumes between the 2021 evaluation and the 2023 update.

The historical growth rates applied to forecast future year 2028 volumes are based on the most recent five years of historical traffic data, so new 2023 data points resulting in an increase or decrease to the historical growth rate also factored into changes in congestion ratings. Growth rates are determined solely based on historical traffic trends; individual planned developments within Marion County are not accounted for in the applied growth rates.

BACKGROUND

Chapters 3 and 4 of the Congestion Management Plan specify the transportation system performance measures by which congestion on the Ocala Marion Transportation Planning Organization (TPO) roadway network is to be identified, tracked, and monitored. The roadway network includes major transportation facilities in Marion County. The System Performance Monitoring Plan identified six categories of performance measure:

- Level of Service
- Safety
- Transit
- Bicycle and Pedestrian
- Carpooling, and
- Truck Traffic

This report represents the second year of the Systems Performance Evaluation State of the System Report. This update is focused solely on vehicle level of service and trends in vehicle level of service since the 2021 first year evaluation. The evaluation for the CMP Network as identified with the CMP Policies and Procedures is based on the most recently published year 2022 data from FDOT, City of Ocala, and Marion County.

CHANGES IN FDOT Q/LOS HANDBOOK

The Florida Department of Transportation updated the Q/LOS Handbook in 2023. The prior update was in 2020, which is the version utilized for the 2021 State of the System evaluation. The 2023 update defines a new way in which roadway service volumes are classified. In the 2020 edition, the service volume thresholds were determined based on several factors such as functional classification (urban vs rural), speed limit, and whether flow was interrupted or uninterrupted.

The 2023 Q/LOS Handbook utilizes Context Classification to define service volume thresholds. FDOT defines this parameter as *“a classification assigned to a roadway that broadly identifies the various built environments in Florida, based on existing or future land use characteristics, development patterns, and the roadway connectivity of an area.”* There are eight context classifications for non-limited access roadways. These include:

- C1 — Natural roadways are in lands surrounded by nature or wilderness that is in permanent preservation.
- C2 — Rural refers to sparsely settled lands that may include agricultural land mixed with grassland, woodland, or wetlands.
- C2T — Rural Town represents small concentrations of developed areas immediately surrounded by rural and natural areas.
- C3R — Suburban Residential classification is mostly in areas where housing is located immediately adjacent to the road and organized in large blocks with a disconnected or sparse roadway network.
- C3C — Suburban Commercial has mostly non-residential uses with large building footprints and large parking lots along the road. C3C also has large blocks and a disconnected or sparse roadway network.
- C4 — Urban General has a mix of uses in one- to three-story buildings set in small blocks within a well-connected roadway network. C4 areas can extend long distances.
- C5 — Urban Center has mixed uses within small blocks in one- to five-story buildings with a well-connected roadway network typically concentrated around a few blocks or within an identified civic or economic center of a community, town, or city.

- C6 — Urban Core describes roads located in areas with the highest densities and building heights. C6 roadways are within FDOT-classified Core Urbanized Areas (defined as having a population greater than one million).



Source: FDOT 2023 Q/LOS Handbook

FDOT has assigned context classifications for state roadways within Marion County. The most common Context Classifications found within the county are C1, C2, C3C, and C3R designations. McIntosh and Summerfield have short segments with C2T designations. Downtown Dunnellon and Downtown Ocala have short segments with C4 designations. There are no C5 or C6 segments in Marion County. A map of the Context Classifications for state roadways in Marion County is illustrated in **Figure 1**.

The new 2023 Q/LOS tables based on Context Classification resulted in these general changes for the 2023 evaluation when compared to the 2021 evaluation:

- Rural 2-lane roadways (C1, C2) such as SR 40 and SR 19 saw a significant decrease in service volume/capacity.
- Rural 4-lane roadways (C1, C2) such as US 27, SR 326, and SR 35 saw a significant increase in service volume/capacity.
- C2T roadways such as US 441 travelling through McIntosh and US 301 travelling through Summerfield saw a significant decrease in service volume/capacity.
- Roadways classified as C4 saw a slight increase in service volume/capacity.
- Roadways classified as C3R and C3C saw minimal change in service volume/capacity.
- Rural segments of I-75 saw minimal change in service volume/capacity.
- Urban segments of I-75 saw slight increases in service volume/capacity.

These general trends are illustrated in the **Figure 2**. A positive percent difference means that the 2023 service volumes were higher than the 2021 service volumes (i.e. a higher volume of traffic can be experienced on a particular roadway before exceeding a LOS standard). A negative percent difference means that the 2023 service volumes were lower than the 2021 service volumes (i.e. the LOS standard will be exceeded with a lower volume of traffic).

Overall, all roadways with significant changes in service volume resulted in an LOS change, and all roadway segments without significant service volume change did not see a change in LOS between 2021 and 2023. The changes in LOS due to the updated service volumes generally did not result in a difference in congestion level.

Some degradation of LOS occurred due to increases in traffic volumes between 2021 and 2023, such as I-75 south of CR 484 and SR 464.

Figure 3 provides an illustration of changes in LOS between year 2021 and 2023 for state roadways.

- **LOS Degraded** means that the operating LOS in 2023 is worse than that reported in 2021. This mainly occurred due to the service volume decreasing within the 2023 Q/LOS Tables. The changes predominantly occurred for 2-lane roadways within the C1 and C2 Context Classifications. Some degradation of LOS occurred due to increases in traffic volumes between 2021 and 2023, such as I-75 south of CR 484 and SR 464.
- **LOS Improved** means that the operating LOS in 2023 is better than that reported in 2021. This mainly occurred due to the service volume increasing within the 2023 Q/LOS Tables. The changes predominantly occurred for 4-lane roadways within the C1 and C2 Context Classifications. I-75 also had an increase in service volume with the 2023 Q/LOS Tables.
- **LOS Remained the Same** means that the operating LOS in 2021 and 2023 were the same. This occurred when the service volume was relatively consistent between the two Q/LOS Handbooks and where the traffic volumes did not significantly change between 2021 and 2023. The roadways with the smallest difference in service volume are the C3C and C3R suburban Context Classifications, which make up most of the roadways within the urbanized areas.

Figure 1: FDOT Context Classification for State Maintained Roadways

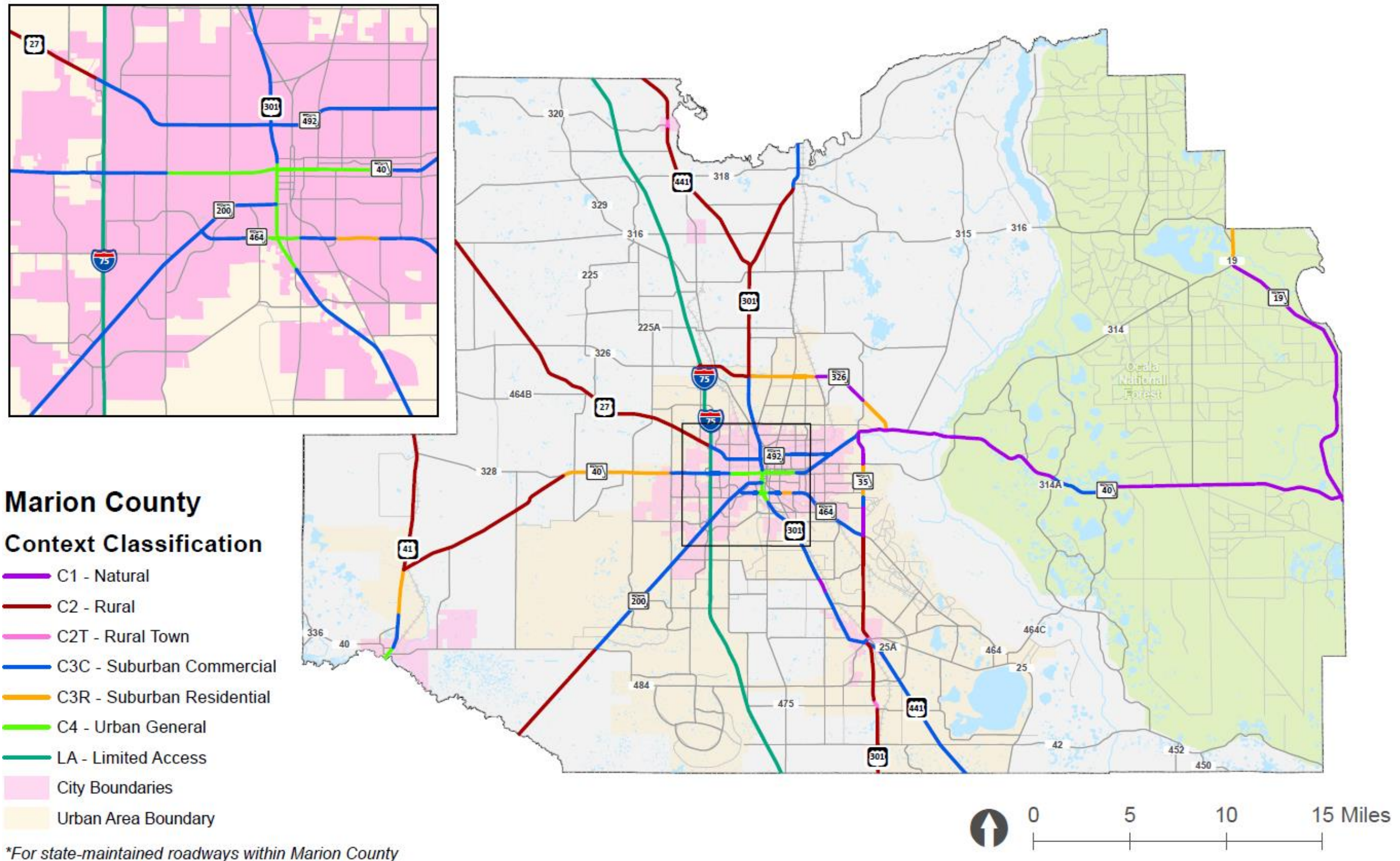
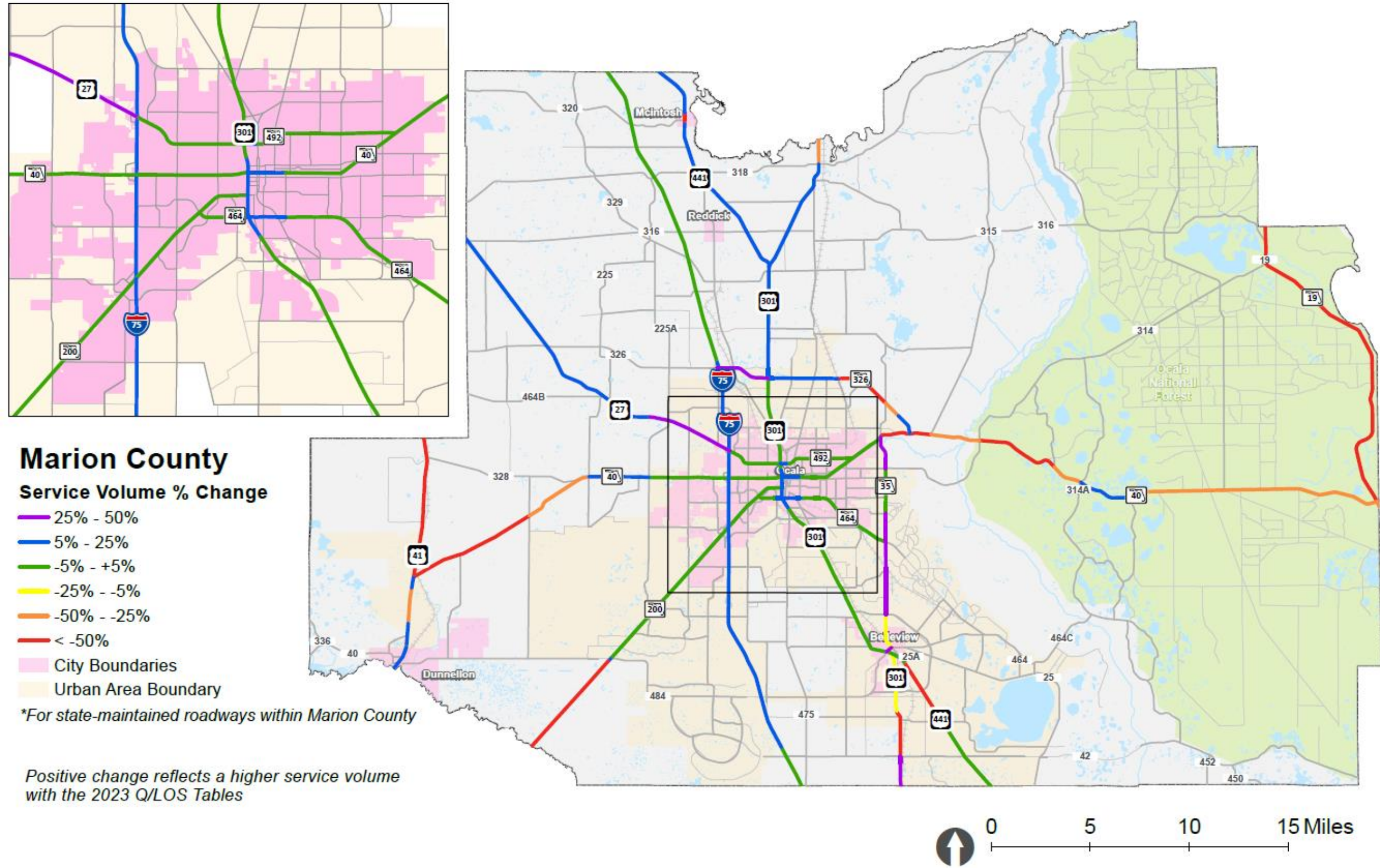


Figure 2: Service Volume Percent Change (2023 Q/LOS vs. 2020 Q/LOS)



FUNDED CAPACITY IMPROVEMENT PROJECTS

The following capacity improvements with funding identified by future year 2028 were included in the 2023 update:

- Widen SW 38th Street from 2 lanes to 4 lanes, SW 80th Avenue to SW 60th Avenue
- Widen NW 80th/70th Avenue from 2 lanes to 4 lanes, 0.19 Miles North of SR 40 to ½ Mile North of US 27
- Widen SW 80th Avenue from 2 lanes to 4 lanes, SW 80th Street to ½ Mile North of SW 38th Street
- Widen SW 80th Avenue from 2 lanes to 4 lanes, SW 90th Street to SW 80th Street
- Extension and widening of SW/NW 44th Avenue to be a 4-lane roadway from SR 200 to US 27

NEW ROADWAYS

Several new roadways are planned and funded for construction within the CMP network by year 2028. These roadways are not included in V/MSV, LOS, or Congestion Rating maps since these roadways do not yet have traffic data collected.

- Emerald Road Extension – new 2 lane roadway from SE 92nd Loop to Florida Northern Railroad
- NW 49th/35th Street Phase 2C – new 4 lane divided roadway with interchange from NW 44th Avenue to North End of Limerock Pit
- NW 49th/35th Street Phase 3B – new 2 lane roadway from CR 225A to 1.1 Mile West of NW 44th Avenue
- SW 49th/40th Avenue Phase 1 – new 4 lane divided roadway from SW 66th Street to SW 42nd Street Flyover
- SW 49th Avenue South Segment F – new 4 lane divided roadway from Marion Oaks Manor to 0.7 Miles South of CR 484
- SW 90th Street – new 2 lane roadway from SW 60th Avenue to 0.8 Miles East of SW 60th Avenue

LEVEL OF SERVICE (LOS)

Calculations for vehicular LOS performance measures were based on the 2022 traffic data from the Ocala Marion Annual Traffic Count Reports and characteristics of the functionally classified roadways included within the CMP network. The 2022 traffic counts were forecasted to existing year 2023 using historic traffic trends from the prior five years of traffic data published by the TPO. Five-year projections were also made from 2023 to 2028 to assess future congestion on the CMP network.

LOS is a qualitative measure used to characterize traffic flow, ranging from reasonably free flow (LOS B) to forced or breakdown flow (LOS F). Roadway segment characteristics that affect the allowable service volume for each LOS standard include number of lanes, presence of a median, presence of turn lanes, posted speed limits, area types (urban or rural), and context classification.

Representative images for each LOS category are provided below.



LOS B – CR 475A, south of SW 66th Street



LOS C – NW 27th Avenue, south of US 27



LOS D – SR 40, west of SE 25th Avenue



LOS E – SR 200 west of CR 484



LOS F – SW 49th Avenue south of SW 95th Street

Percent of Miles and Vehicle Miles Traveled by LOS

Traffic volumes obtained in 2023 were utilized as the baseline existing conditions. Maximum Service Volume (MSV) thresholds utilized to determine roadway segment LOS were derived from the Generalized Service Volume Tables published in the 2020 FDOT Q/LOS Handbook (non-state roadways) and the 2023 FDOT Q/LOS Handbook (state roadways). **Table 1** summarizes the daily LOS calculations for existing 2023 conditions.

Table 1: Level of Service (LOS) Summary, 2023

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	404	289	90	15	7
	50%	36%	11%	2%	1%
Change from 2021	-2%	-2%	+3%	+1%	--
Million Vehicle-Miles Traveled (MVMT)	789	1,825	873	88	112
	21%	50%	24%	2%	3%
Change from 2021	+1%	--	-2%	--	+1%

The existing 2023 traffic volumes show that approximately 3% of roadway miles represent LOS E or LOS F and 5% of vehicle-miles traveled represent LOS E or LOS F. The difference from year 2021 analysis is mainly a result of one segment of I-75 (from the Sumter County Line to the Urban Area Boundary) that changed from LOS E to LOS F, with a volume increase of 26,900 between the year 2021 and year 2023 traffic counts. This heavily traveled roadway accounts for a larger share of vehicle-miles traveled than many other segments and therefore have a larger effect on the vehicle-miles traveled.

The segment of SR 200 from the Citrus County Line to CR 484 changed from LOS D to LOS E in the 2023 update, also contributing to the increase in LOS E and LOS F miles and MVMT in 2023.

Table 2 summarizes the short-term year 2028 daily LOS calculations. A five-year short-term forecast based on historic traffic data on individual roadway segments was utilized to estimate traffic volumes for the year 2028 evaluation.

Table 2: Level of Service (LOS) Summary, 2028

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	368	292	104	25	15
	46%	36%	13%	3%	2%
Million Vehicle-Miles Traveled (MVMT)	768	2001	862	294	349
	18%	47%	20%	7%	8%

The year 2028 evaluation includes improvements funded for construction within the current five-year work program and transportation improvement programs. Based on the forecasted 2028 traffic volumes and assumed capacity improvements to the CMP roadway network, approximately 5% of roadway miles and 15% of vehicle-miles traveled in Marion County are expected to operate with LOS E or LOS F in year 2028. Over 200 of the MMVT projected for LOS F in 2028 is located on I-75 between the Sumter County Line and CR 484.

Between 2023 and 2028, an increase of 1% of roadway miles is shown for both LOS E and LOS F. The number of LOS C roadway miles remains consistent while the number of roadway miles for LOS D increases by 2% from 2023 to 2028. A decrease of 4% of roadway miles is shown for LOS B.

Figures 4 and **Figure 5** illustrate the operating level of service for each roadway within the CMP network in Marion County.

In addition to the current adopted LOS standards, Marion County has requested information be included for Marion County maintained roadways operating above 80% of LOS D to aid in planning. **Figure 6** includes a map of all county-maintained roadways, and whether they operate over or under 80% LOS D service volume for the particular roadway characteristics. **Table 3** presents a tabulated summary of each county-maintained roadway segment operating at a service volume above 80% LOS D.

Table 3: Roadway Evaluation, County-Maintained Roadways Exceeding 80% LOS D

ROADWAY	FROM	TO
CR 25	CR 42	COUNTY LINE(S)
CR 35	SR 40	NE 35 ST
CR 464	SR 35	SE PINE RD
CR 484	CR 475A	MARION OAKS BLVD
NE 35 ST	CR 200A	NE 25 AV
SE 24 ST	SE 36 AV	SR 35
SE 92 PL RD	US 301	SR 35
SW 38 ST	SW 80 AV	SW 51 TER
SW 49 AV	SW 95 ST	MARION OAKS BLVD
SW 66 ST	SW 49 AV	SW 27 AV

Figure 4: Level of Service (LOS) Summary, 2023

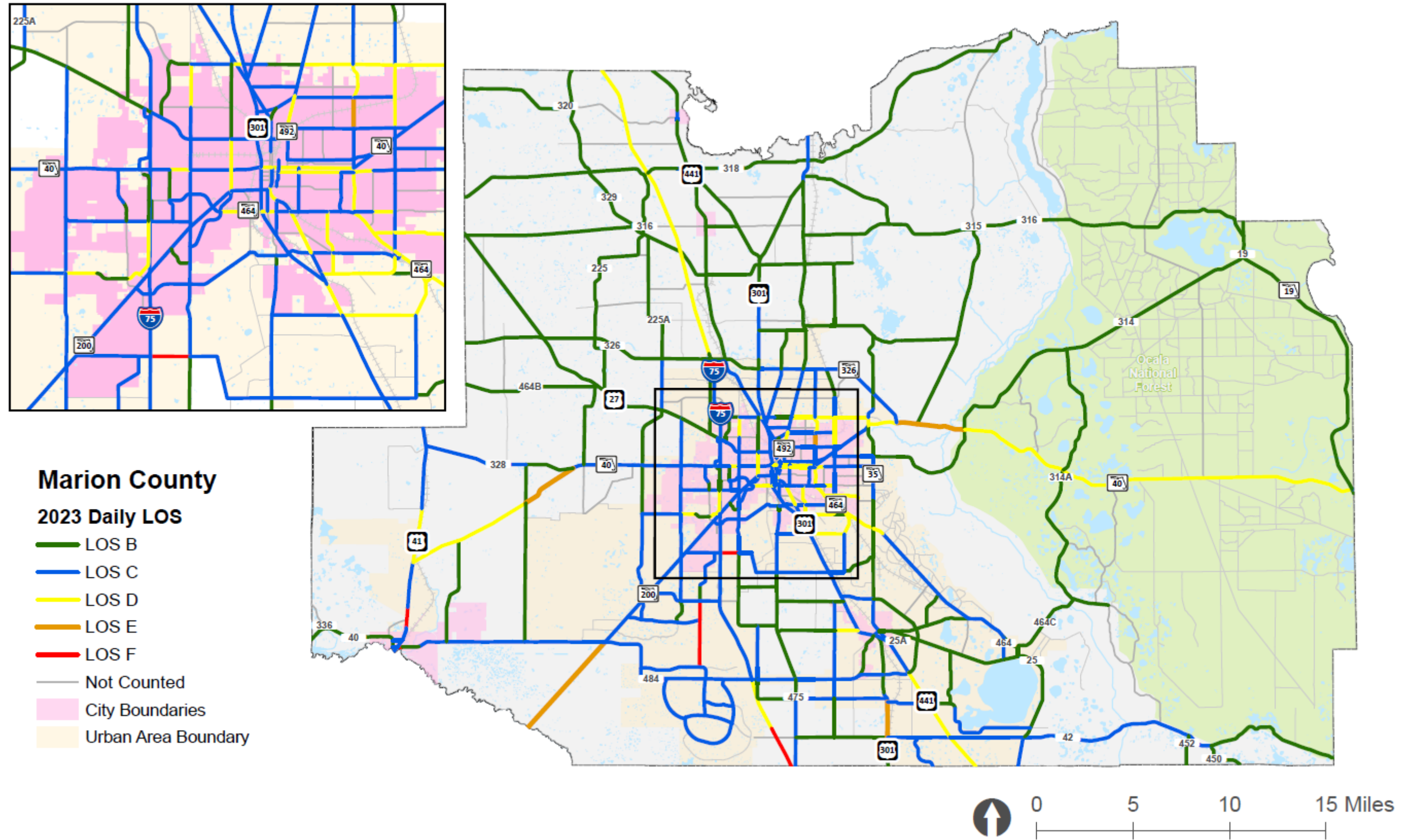


Figure 5: Level of Service (LOS) Summary, 2028

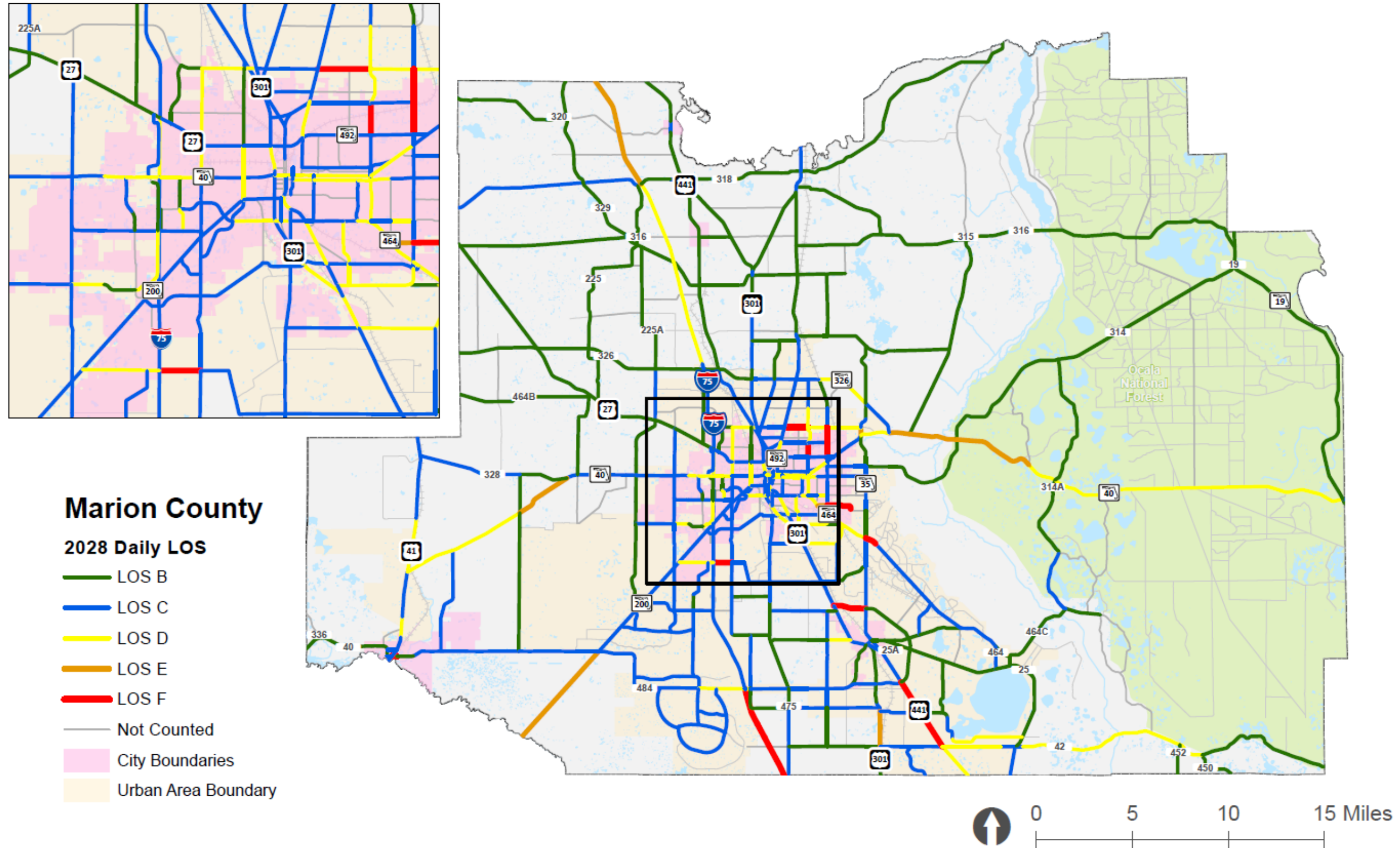
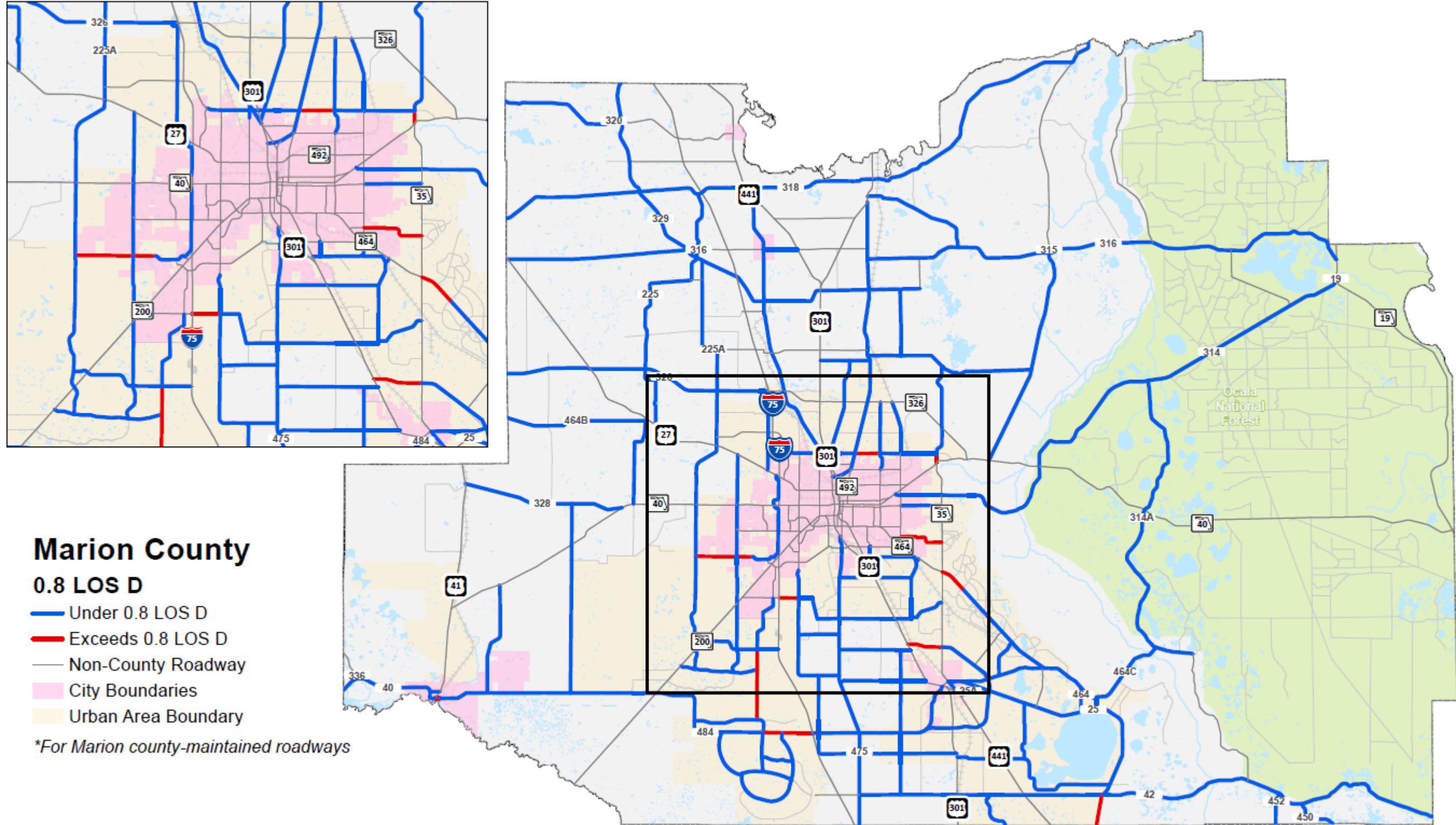


Figure 6: Marion County Roadways - 2023 Traffic Volumes compared to 0.8 LOS D Service Volume



Volume-to-Adopted Service Volume Ratio

Existing year 2023 and projected year 2028 traffic volumes were compared to maximum service volume (MSV) at the adopted LOS standards for each respective roadway facility based on the City and County adopted LOS standards.

The adopted LOS standard in Marion County is based on the Transportation Elements 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 Marion County Comprehensive Plan. **Table 4** summarizes the total miles and million vehicle-miles traveled (MVMT) operating below the adopted LOS standard within the CMP area.

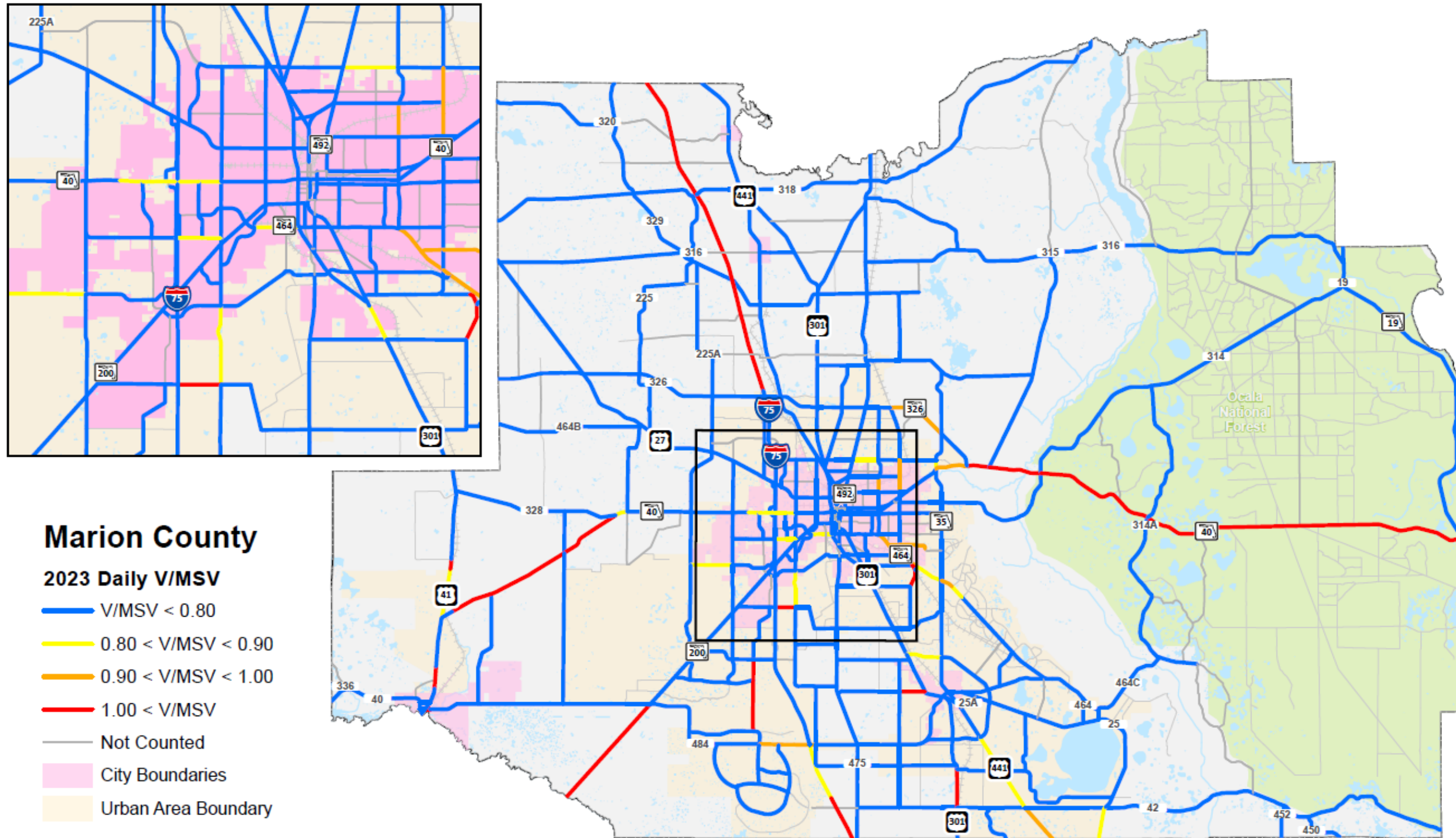
Table 4: Roadways with Volumes Exceeding Adopted LOS

	2021	2021 Percent County-wide	2023	2023 Percent County-wide	2028	2028 Percent County-wide
Miles	25	3.3%	66	8.2%	84	10.5%
MVMT	378	11.8%	696	16.3%	1,007	23.6%

Approximately 8% of roadway centerline miles in Marion County exceed their adopted LOS service volume in 2023 with that percentage increasing to 11% in year 2028. These roadway segments result in 16% of MVMT occurring on segments exceeding their adopted LOS service capacity in 2023 and increasing to approximately 24% in year 2028. This increase is partially due to expected volume increases on I-75 in its current six-lane configuration. If widening I-75 to eight lanes is added to the FDOT five-year workplan by 2028, the 2028 MVMT would be significantly lower.

Figures 7 and **Figure 8** illustrate the volume to MSV ratios in year 2023 and year 2028, respectively.

Figure 7: Volume to Maximum Service Volume (V/MSV) Summary, 2023



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



Congested Corridors

Roadway corridors within the CMP transportation network were categorized as not congested, approaching congestion, congested, or extremely congested based on the following criteria which is outlined in the CMP Policies and Procedures Manual:

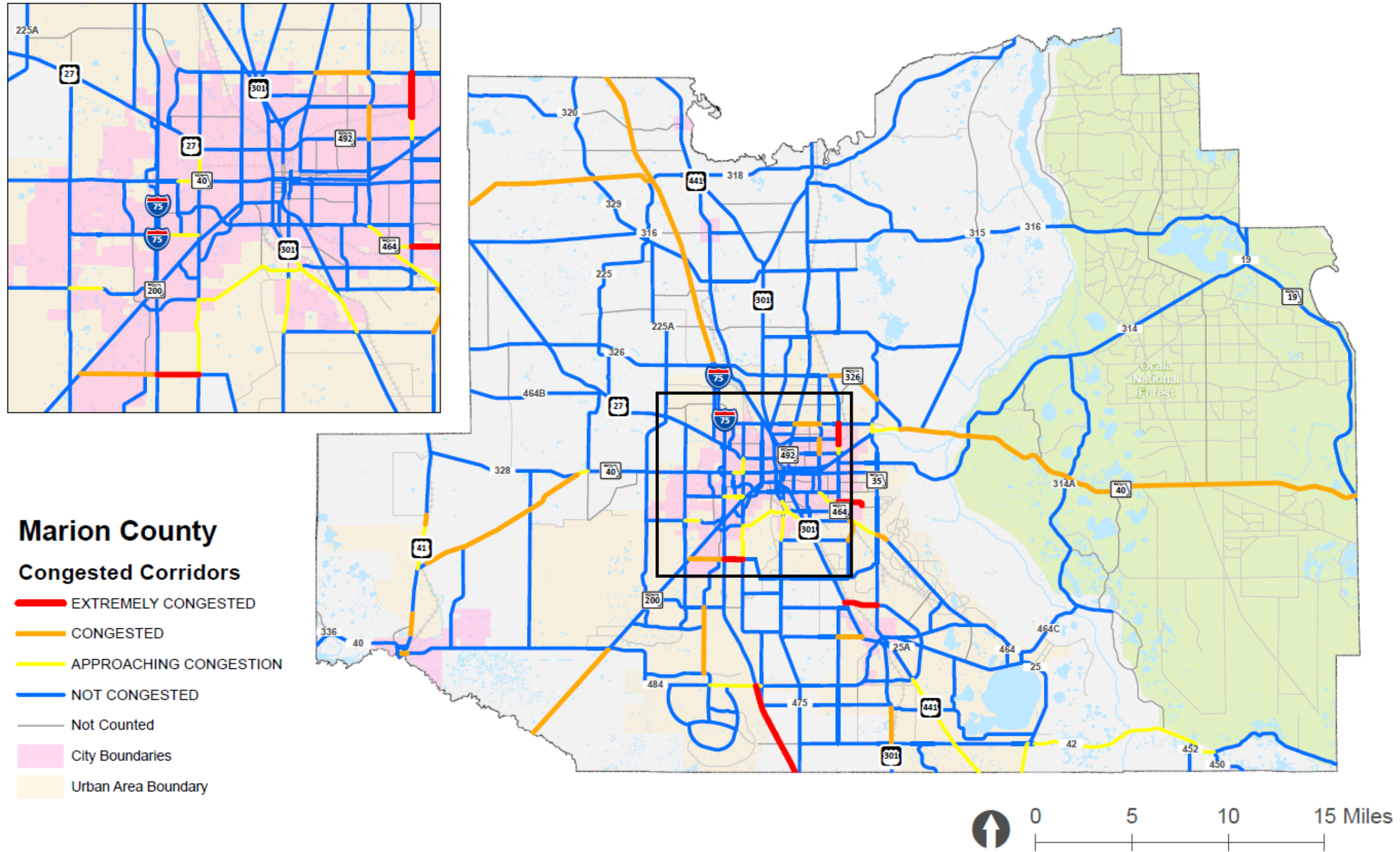
- **Not Congested** – Operating at an acceptable LOS
- **Approaching Congestion** – Operating between 90% and 100% of LOS Standard
- **Congested** – Exceeding 100% of LOS Standard but less than 108% of LOS E
- **Extremely Congested** – Exceeding 108% of LOS E (physical capacity)

Figure 9 illustrates the levels of congestion on each roadway within the CMP network. **Table 5** presents a tabulated summary of every “Congested” and “Extremely Congested” corridor in the CMP network.

Table 5: Congested and Extremely Congested Corridor Segments (2023 to 2028)

ROADWAY	FROM	TO
CR 318	COUNTY LINE (W)	I-75
CR 464	SR 35	EMERALD RD (N)
CR 484	US 41	LAKESHORE DR
I-75	COUNTY LINE (S)	CR 484
I-75	URBAN AREA BOUNDARY (N)	COUNTY LINE (N)
NE 25 AV	SR 492	NE 24 ST
NE 35 ST	CR 200A	NE 25 AV
NE 36 AV	NE 21 ST	NE 35 ST
SR 326	NE 36 AV	NE 40 AV
SE 110 ST	CR 467	US 441
SE 24 ST	SE 36 AV	SE 28 ST
SE 44 AV	SE 52 ST	SE 38 ST
SE 92 PL RD	US 441	SR 35
SR 200	COUNTY LINE	1/4 MI SW OF CR 484
SR 326	NE 40 AV	CR 35
SR 40	URBAN AREA BOUNDARY (W)	SW 140 AV
SR 40	SR 326	SR 19
SW 49 AV	MARION OAKS	SW 95 ST
SW 66 ST	SR 200	I-75
SW 66 ST	I-75	SW 27 AV
US 301	CR 42	SE 147 ST
US 41	SW 110 ST	SW 99 PL
US 41	URBAN AREA BOUNDARY	SW 36 ST

Figure 9: Congestion Ratings (2023 to 2028)



CHANGES IN CONGESTION FROM 2021 EVALUATION

Seventy-five roadway segments within the CMP were found to exhibit a different congestion rating with the inclusion of 2023 data than they exhibited with data through 2021. Most of these changes were due to the raising/lowering of LOS/Service volume thresholds as introduced through the Context Classification standard in the 2023 Q/LOS Handbook (applied to state roadways only). Other segments saw a relatively normal increase or decrease in peak hour traffic volumes that caused the threshold for determining congestion rating to be crossed (i.e. V/MSV ratio increased from 0.88 – Not Congested to 0.92 – Approaching Adopted LOS Threshold).

For some roadways, the inclusion of 2023 traffic data increased or lowered the historical growth rate on the given roadway segment, thus increasing, or reducing the future (2028) traffic volume projections to above or below one of the thresholds for determining congestion rating. Other segments with committed improvements identified in year 2023 had lower congestion ratings for future (2028) conditions. **Table 6** summarizes the roadway segments for which the congestion rating was found to change between the 2021 analysis and the updated 2023 analysis and notes on what factored into that change.

Table 6: Roadway Evaluation - Changes from 2021 Data and 2023 Data

SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
1330	CR 318	COUNTY LINE	I-75	NOT CONGESTED	CONGESTED (2028)	Higher growth rate in 2023, crossed threshold.
1620.3	CR 42	URBAN AREA BOUNDARY	CR 450	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
1660	SR 464	SE 25 AV	SE 44 AV	CONGESTED (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
1690	SR 464	SE 44 AV	SR 35	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
1710	CR 464	SR 35	EMERALD RD (N)	EXTREMELY (2021)	CONGESTED (2028)	Lower volume in 2023, crossed threshold.
1910.1	CR 475	SE 52 ST	SE 35 ST	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
2030	CR 484	SW 45 AV	I-75 RAMP (W)	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
2070	CR 484	I-75 RAMP (E)	CR 475A	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
2080	CR 484	CR 475A	CR 475	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
2230	CR 484	US 41	LAKESHORE DR	EXTREMELY (2026)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
2260.1	I-75	COUNTY LINE(S)	URBAN AREA BOUNDARY	CONGESTED (2021)	EXTREMELY (2023)	Higher volume in 2023, crossed threshold.
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
2280	I-75	CR 484	SR 200	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2290	I-75	SR 200	SR 40	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2300	I-75	SR 40	US 27	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.

Congestion Management Process

STATE OF THE SYSTEM REPORT

2023 Update

SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
2310	I-75	US 27	SR 326	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	EXTREMELY (2026)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
2330	I-75	CR 318	COUNTY LINE (N)	EXTREMELY (2026)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
2760	NE 25 AV	SR 492	NE 24 ST	NOT CONGESTED	CONGESTED (2028)	Higher volume and growth rate in 2023, crossed threshold.
2870	NE 35 ST	CR 200A	NE 25 AV	NOT CONGESTED	CONGESTED (2028)	Higher volume and growth rate in 2023, crossed threshold.
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
2930	NE 36 AV	NE 21 ST	NE 35 ST	APPROACHING	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
3130	SR 326	NE 36 AV	NE 40 AV	NOT CONGESTED	CONGESTED (2028)	Reduction in service volume due to 2023 Q/LOS update.
3360	NW 27 AV	SR 40	US 27	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
3910	SR 464	SE 3 AV	SE 11 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
3950	SR 464	SE 22 AV	SE 25 AV	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.
4040	SE 19 AV	SE 38 ST	SE 31 ST	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.
4070	SE 24 ST	SR 464	SE 36 AV	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
4200.1	SE 31 ST	SW 7 AV	CR 475	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.

Congestion Management Process

STATE OF THE SYSTEM REPORT

2023 Update

SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
4200.2	SE 31 ST	CR 475	US 441	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
4550	SE 92 PL RD	US 441	SR 35	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
4770	SR 200	SW 80 AV	SW 60 AV	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
5050	SR 326	NE 40 AV	CR 35	NOT CONGESTED	CONGESTED (2028)	Reduction in service volume due to 2023 Q/LOS update.
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5190	SR 40	CR 328	SW 110 AV	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
5200.1	SR 40	SW 110 AV	SW 85 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5200.2	SR 40	SW 85 AV	SW 80 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	APPROACHING	NOT CONGESTED	Lower volume in 2023, crossed threshold.
5260	SR 40	SW 33 AV	SW 27 AV	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
5300	SR 40	US 441	NW 2 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5310	SR 40	NW 2 AV	N MAGNOLIA AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	CONGESTED (2021)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

Congestion Management Process

STATE OF THE SYSTEM REPORT

2023 Update

SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
5350	SR 40	NE WATULA AV	NE 8 AV	CONGESTED (2021)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5360.1	SR 40	NE 8 AV	NE 10TH ST	CONGESTED (2021)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5460.1	SR 40	SR 35	SR 326	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
5470	SR 40	SR 326	CR 315	CONGESTED (2026)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5480	SR 40	CR 315	CR 314	EXTREMELY (2021)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
5490.1	SR 40	CR 314	NE 145 AV	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5490.2	SR 40	NE 145 AV	CR 314A	EXTREMELY (2021)	CONGESTED (2023)	Lower volume in 2023, crossed threshold.
5500	SR 40	CR 314A	SE 183 AV	CONGESTED (2026)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5510	SR 40	SE 183 AV	SR 19	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
5670.1	SR 464	SW 19 AV RD	SW 7 AV	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5680.1	SR 464	SW 7 AV	US 441	EXTREMELY (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5690	SR 464	US 441	SE 3 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
5780	SW 20 ST	SW 38 AV	SW 27 AV	EXTREMELY (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
5820.3	CR 475A	SW 66 ST	CR 475C	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
5980	SW 38 ST	SW 60 AV	SW 51 TER	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.

Congestion Management Process

STATE OF THE SYSTEM REPORT

2023 Update

SEGMENT ID	ROADWAY	FROM	TO	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
6060	SW 42 ST	SW 27 AV	SW 7 AV	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
6100	SW 49 AV	MARION OAKS	SW 95 ST	NOT CONGESTED	CONGESTED (2023)	Higher volume and growth rate in 2023, crossed threshold.
6200	SW 66 ST	SR 200	I-75	NOT CONGESTED	CONGESTED (2028)	Higher volume and growth rate in 2023, crossed threshold.
6210	SW 66 ST	I-75	SW 27 AV	NOT CONGESTED	EXTREMELY (2023)	Higher volume and growth rate in 2023, crossed threshold.
6540	US 301	CR 42	SE 147 ST	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
6570	US 301	JACKSONVILLE RD	CR 318	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
6600	US 41	CR 484	SW ROBINSON RD	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
6700	US 441	COUNTY LINE(S)	CR 42	CONGESTED (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
6730	US 441	CR 42	SE 147 PL	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
6890	US 441	SE 52 ST	SE 40 CIR	NOT CONGESTED	APPROACHING	Higher volume in 2023, crossed threshold.
6900.1	US 441	SE 40 CIR	CR 475	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
6970.1	US 441	NW 2 ST	NW 6TH ST	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.
7040.1	US 441	NW 77 ST	NW 117 ST	APPROACHING	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

SUMMARY AND RECOMMENDATIONS

The change in service volumes for the 2023 FDOT Q/LOS resulted in differences in operating LOS for roadways predominantly in the rural areas, but in most cases did not result in a change in congestion rating when compared to the 2021 update.

The system-wide performance remained generally consistent between year 2021 and 2023. Degradation in LOS for some heavily travelled roadways (I-75, SR 200) resulted in the vehicle miles-travelled to have a higher increase for the LOS E and LOS F than the overall roadway miles. A change of approximately 1% of roadway miles to LOS E and less than 1% of roadway miles to LOS F was shown between years 2021 and 2023.

Many of the roadways identified to have congested or extremely congested ratings have been identified within the 2045 Long-Range Transportation Plan, List of Priority Projects (LOPP), and/or the 5-year TIP.

The results of this CMP update should be incorporated into the 2024 LOPP and the 2050 Long-Range Transportation Plan.

The results of this CMP update should also be used by the local agencies and the TPO to program intersection and roadway studies for roadways that are approaching congestion or congested to identify improvements that could improve congestion levels without high-cost capacity improvements (extending turn lanes, adding turn lanes, access management, intersection control, ITS improvements).

APPENDIX A

2023 Congestion Management Process Database

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	12,400	0.18	B	1.00%	13,100	0.19	B
1020	CR 21	CR 315	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1030.1	CR 225	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1040.1	CR 225	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1050	CR 225A	US 27	CR 326	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	7,100	0.69	C	1.00%	7,400	0.72	C
1060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,100	0.33	B	1.00%	3,300	0.36	B
1070	COUNTY LINE	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.89	C	1.11%	12,000	0.94	C
1080.1	CR 25	CR 42	SE 128 PL RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1090.1	CR 25	SE 135 AV	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1100.1	CR 25	CR 464	SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,200	0.28	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.24	B	6.27%	9,500	0.32	B
1110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.00%	10,400	0.35	B
1120	US 441	NE 28 ST	CR 25A (S)	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,300	0.45	C	1.00%	19,200	0.48	C
1130	CR 25A	SR 326	US 441 (S)	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,400	0.42	C	1.58%	5,800	0.46	C
1150.1	CR 25A	SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,200	0.28	B	1.00%	8,600	0.29	B
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	8,200	0.43	B	1.00%	8,600	0.45	B
1160.2	CR 25A	US 441	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,300	0.36	B	8.45%	4,900	0.53	B
1160.3	CR 25A	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,300	0.35	B	8.45%	4,900	0.35	B
1170	CR 25A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1180	CR 314	NE 411	SE 1 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Urban	U	COUNTY	Other CMP Network Roadway	D	2,100	0.11	B	1.00%	2,200	0.11	B
1190.1	CR 314	SE 1 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,100	0.11	B	3.50%	2,300	0.12	B
1200	CR 314	SR 40 (E)	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,300	0.17	B
1210.2	CR 314	CR 314A	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,400	0.18	B	1.00%	3,600	0.19	B
1220	CR 314A	CR 464C	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,700	0.3	B	13.97%	11,000	0.57	C
1230.1	CR 314A	SR 40	SE 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	1.00%	5,000	0.26	B
1240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1250.2	CR 315	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.2	B	1.09%	4,100	0.21	B
1250.4	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,300	0.22	B	1.00%	4,600	0.24	B
1260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	6.58%	6,400	0.33	B
1280.1	CR 316	US 27	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,100	0.12	B	1.00%	1,100	0.12	B
1280.2	CR 316	E OF CR 225	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
1280.4	CR 316	CR 25A	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
1290.1	CR 316	CR 25A	NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.4	CR 316	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,300	0.12	B	1.00%	2,400	0.13	B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.22%	3,000	0.16	B
1310.1	CR 316	CR 315	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,600	0.24	B	7.47%	6,600	0.34	B
1320.1	CR 316	NE 203 AV	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
1330	CR 318	COUNTY LINE	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,400	0.58	B	20.11%	13,500	1.46	C
1340.1	CR 318	I-75	NW 60 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.32	B	7.18%	8,800	0.46	B
1340.2	CR 318	NW 60 AVE	US 441	2	COLLECTOR	UNINTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	6,200	0.61	C	7.18%	8,800	0.86	C
1350.1	CR 318	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,800	0.41	B	1.00%	4,000	0.43	B
1360.1	CR 318	US 301	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,800	0.2	B	1.00%	4,000	0.21	B
1380	CR 320	COUNTY LINE	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	500	0.05	B	1.00%	500	0.05	B
1390.1	CR 320	CR 329	US 441	2	COLLECTOR																			

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
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	5,800	0.2	B	1.00%	6,100	0.21	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	5,800	0.41	B	1.00%	6,100	0.43	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	2,000	0.22	C	1.00%	2,100	0.23	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	2,000	0.16	C	1.00%	2,100	0.16	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	2,100	0.16	C	1.00%	2,200	0.17	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	5,300	0.38	B	1.00%	7,600	0.54	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	9,500	0.32	B	1.10%	10,000	0.34	B
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	9,500	0.5	C	1.10%	10,000	0.52	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	12,000	0.41	C	5.08%	15,300	0.52	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	12,000	0.41	C	5.08%	15,300	0.52	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	8,000	0.63	C	1.00%	8,400	0.66	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	33,000	0.92	C	1.00%	34,700	0.97	D
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	33,500	0.62	C	1.00%	35,200	0.65	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	33,500	0.94	C	1.00%	35,200	0.98	D
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	19,900	0.56	C	1.00%	20,900	0.58	C
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	19,900	0.53	C	1.00%	20,900	0.56	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	17,900	0.5	C	1.00%	18,800	0.52	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	8,400	0.29	B	1.00%	8,800	0.30	B
2150	E FORT KING ST	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED		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	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.53	D	1.41%	6,400	0.57	D
2170	E FORT KING ST	SE 11 AV	SE 11 AV	2	COLLECTOR	INTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.52	D	1.00%	6,100	0.54	D
2180	E FORT KING ST	SE 11 AV	SE 16 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.52	D	1.00%	8,100	0.55	D
2190	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	7,700	0.52	D	1.00%	8,100	0.55	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	6,800	0.46	C	1.00%	7,100	0.48	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	7,800	0.45	D	1.00%	8,200	0.56	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	8,000	0.48	C	3.77%	9,600	0.57	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	7,800	0.61	C	1.00%	8,200	0.64	C
2230	CR 484	US 41	LAKESHORE DR	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	11,400	1.01	F	1.00%	12,000	1.07	F
2240	SR 25	US 441	BASELINE RD	2	ARTERIAL	INTERRUPTED	2	22,785	1,124	2	22,785	1,124	Urban	D	STATE	Other CMP Network Roadway	C	10,500	0.46	C	1.00%	11,000	0.48	C
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	D	110,800	1.61	F	6.02%	148,400	2.15	F
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	110,800	0.9	D	6.02%	148,400	1.21	F
2280	I-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	84,000	0.68	C	1.00%	88,300	0.72	C
2290	I-75	SR 200	SR 40	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,900	0.74	C	1.00%	95,500	0.78	C
2300	I-75	SR 40	US 27	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	90,200	0.73	C	3.13%	105,300	0.86	D
2310	I-75	US 27	SR 326	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	81,400	0.66	C	1.16%	86,300	0.70	C
2320.1	I-75	SR 326	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	69,400	0.57	B	1.25%	73,800	0.60	C
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	69,400	1.01	D	1.25%	73,800	1.07	D
2330	I-75	CR 318	COUNTY LINE (N)	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	74,200	1.08	D	2.41%	83,600	1.21	E
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	9,100	0.3	C	1.00%	9,600	0.32	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	11,200	0.3	C	5.61%	14,700	0.39	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	10,700	0.3	C	1.00%	11,300	0.32	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	9,500	0.75	C	1.56%	10,300	0.81	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	7,900	0.62	C	1.00%	8,300	0.65	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	10,100	0.34	B	1.00%	10,600	0.36	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	6,900	0.36	B	4.10%	8,400	0.44	B
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	5,700	0.3	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	3,600	0.24	C	1.00%	3,800	0.26	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	4,000	0.26	C	3.67%	4,800	0.31	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	1,100	0.1	C	1.00%	1,100	0.10	C
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	1,100	0.1	C	1.00%	1,100	0.10	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							

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
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	9,500	0.31	C	5.34%	12,300	0.40	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	27,200	0.76	C	5.44%	35,500	0.99	D
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	6,300	0.45	C	1.00%	6,600	0.47	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	5,600	0.5	D	1.00%	5,800	0.52	D
3390	NW 35 AV	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	2,500	0.22	C	1.37%	2,700	0.24	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED	4	67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.14	B	1.00%	9,700	0.14	B
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	11,500	0.38	C	8.35%	17,200	0.57	D
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	17,800	0.59	D	4.87%	22,600	0.74	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	2.79%	11,900	0.41	C
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	10,400	0.34	C	2.79%	11,900	0.39	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	2,500	0.22	C	1.00%	2,700	0.24	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	2,700	0.24	C	9.34%	4,300	0.38	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	9,900	0.59	C	1.74%	10,800	0.65	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED	4	67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,900	0.15	B	1.74%	10,800	0.16	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,900	0.34	B	1.74%	10,800	0.37	C
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	11,100	0.31	C	2.38%	12,400	0.35	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	7,400	0.25	B	1.00%	7,700	0.15	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED	2	9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,600	0.17	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%	14,800	0.63	D
3540	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED	4	67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	B	1.00%	8,600	0.13	B
3560.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,800	0.27	B	3.18%	9,200	0.31	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	7,700	0.58	C	1.00%	8,100	0.61	C
3590.1	OKA RD	CR 464	CR 464	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,200	0.2	B	12.82%	10,900	0.37	C
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	3,400	0.32	C	1.00%	3,800	0.34	C
3620	MAGNOLIA AV S	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
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	5,300	0.47	D	1.00%	5,500	0.49	D
3690	SE MAGNOLIA EXT	SE 3 AV	SE 3 AV	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%	5,500	0.43	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	D	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	D	COUNTY	Other CMP Network Roadway	E	1,700	0.09	C	1.00%	1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.17	B	1.00%	5,300	0.18	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED	2	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	2,100	0.28	C	1.00%	2,300	0.29	C
3800	SE 11 AV	SR 40	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	3,400	0.21	C	1.00%	2,500	0.22	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED	2	14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,700	0.47	B	1.00%	7,000	0.50	B
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	6,900	1.31	D	4.10%	8,400	1.60	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED	2	30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.32	B	1.00%	10,400	0.34	B
3840.1	SE 110 ST RD	CR 25	OKA RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3850.1	SE 110 ST RD	OKA RD	CR 464	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,600	0.12	B
3860	CR 464C	CR 25	SE 114TH ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,400	0.15	B	1.00%	4,700	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	6,000	0.47	C	6.96%	8,400	0.66	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.24	B	7.78%	10,000	0.34	B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	1.00%	6,800	0.23	B
3910	SR 464	SE 3 AV	SE 11 AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.79	C	1.00%	31,800	0.83	C
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED	4	39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.79	C	1.00%	32,400	0.83	C
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,800	0.8	C	1.00%	32,400	0.84	D
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	3,400	0.3	C	1.00%	3,600	0.32	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED	2	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	8,400	0.75	D	1.00%	8,800	0.78	D
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	8,400	0.6	D	1.00%	8,800	0.63	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	2,400	0.21	C	5.02%	3,100	0.28	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban											

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
4850	SR 200	I-75	SW 32 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,400	0.76	C	1.00%	45,600	0.80	C
4880	SR 200	SW 32 AV	SW 27 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,900	0.67	C	1.00%	39,800	0.70	C
4900	SR 200	SW 27 AV	SW 20 ST	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	37,900	0.67	C	1.00%	39,800	0.70	C
4910	SR 200	SW 20 ST	SR 464	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.59	C	1.00%	35,000	0.62	C
4930	SR 200	SR 464	SW MARTIN L KING AV	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.39	C	1.00%	23,400	0.41	C
4940	SR 200	SW MARTIN L KING AV	SW 7 RD	6	ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,300	0.45	C	1.00%	26,500	0.47	C
4950	SR 200	SW 7 RD	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,300	0.66	C	1.00%	26,500	0.69	C
4960	SW 10 ST	US 441	SE 1 AV	4	COLLECTOR	INTERRUPTED	2	29,160	1,467	4	29,160	1,467	Urban	D	CITY OF OCALA	Other CMP Network Roadway	D	11,200	0.38	C	1.00%	11,800	0.40	C
4970	SW 10 ST	SE 1 AV	S MAGNOLIA AV	4	COLLECTOR	INTERRUPTED	2	29,160	1,467	4	29,160	1,467	Urban	D	CITY OF OCALA	Other CMP Network Roadway	D	11,200	0.38	C	1.00%	11,800	0.40	C
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	5,500	0.59	B	5.73%	7,300	0.79	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	5,500	0.57	B	1.00%	5,500	0.59	B
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	B	7,500	0.39	B	1.00%	7,900	0.41	B
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	7,500	0.26	B	1.00%	7,900	0.27	B
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	7,500	0.21	C	1.41%	8,000	0.22	C
5020	CR 326	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	7,500	0.13	B	1.41%	8,000	0.14	B
5030	SR 326	I-75 RAMP (EAST)	CR 25A	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5040	SR 326	CR 25A	US 441	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,500	0.21	B	1.09%	12,200	0.22	B
5050	SR 326	NE 40 AV	CR 35	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,100	0.99	C	2.45%	9,100	1.11	D
5060	SR 326	CR 35	NE 44 AV	2	ARTERIAL	UNINTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	3,400	0.2	C	1.00%	3,800	0.21	C
5070	SR 326	NE 44 AV	SR 40	2	ARTERIAL	UNINTERRUPTED		17,920	888	2	17,920	888	Urban	U	STATE	NHS - Non-Interstate Roadway	D	3,400	0.2	C	1.00%	3,800	0.21	C
5080.1	SR 25	SE 92ND PL	SR 25	4	ARTERIAL	INTERRUPTED		32,970	1,722	4	32,970	1,722	Urban	D	STATE	Other CMP Network Roadway	D	12,700	0.39	C	1.00%	13,400	0.41	C
5080.2	SR 25	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED		58,485	3,056	4	58,485	3,056	Urban	D	STATE	Other CMP Network Roadway	D	27,400	0.47	B	4.27%	34,100	0.58	C
5090.1	SR 25	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,400	0.47	B	4.27%	34,100	0.58	C
5100	SR 25	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,400	0.47	B	4.27%	34,100	0.58	C
5110	SR 25	SR 464	SE 28 ST	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5120	SR 25	SE 28 ST	CHERRY RD	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.54	C	1.00%	21,800	0.57	C
5130	SR 25	CHERRY RD	E FORT KING ST	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5140	SR 25	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	C
5150	SR 25	CR 314	SR 40	4	ARTERIAL	INTERRUPTED		55,700	2,910	4	55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	16,100	0.29	B	1.73%	17,500	0.31	B
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,000	730	2	14,000	730	Urban	D	STATE	NHS - Non-Interstate Roadway	D	8,500	0.61	D	1.00%	8,900	0.64	D
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	2	ARTERIAL	UNINTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,500	1.04	D	1.00%	8,900	1.09	D
5180	SR 40	SW 140 AV	CR 328	2	ARTERIAL	INTERRUPTED		8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,500	2.13	E	1.97%	19,300	2.35	E
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED		19,600	970	4	19,600	970	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,500	0.89	C	1.97%	19,300	0.98	C
5200.1	SR 40	SW 110 AV	SW 85 AV	4	ARTERIAL	INTERRUPTED		36,015	1,785	4	36,015	1,785	Rural	D	STATE	NHS - Non-Interstate Roadway	C	19,300	0.54	C	1.00%	20,300	0.56	C
5200.2	SR 40	SW 85 AV	SW 80 AV	4	ARTERIAL	INTERRUPTED		36,015	1,785	4	36,015	1,785	Rural	D	STATE	NHS - Non-Interstate Roadway	C	19,300	0.54	C	1.00%	20,300	0.56	C
5210	SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943	4	39,165	1,943	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,800	0.58	C	1.39%	24,400	0.62	C
5220	SR 40	SW 60 AV	SW 52 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,100	0.71	C	1.00%	28,400	0.74	C
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,500	0.82	C	1.70%	34,300	0.89	D
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,200	0.8	C	1.17%	34,100	0.85	D
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,200	0.84	C	1.17%	34,100	0.89	D
5260	SR 40	SW 33 AV	SW 27 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,800	0.85	D	1.00%	34,500	0.90	D
5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,800	0.61	C	1.00%	24,400	0.64	C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,900	0.55	C	2.03%	23,100	0.61	C
5300	SR 40	US 441	NW 2 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5310	SR 40	NW 2 AV	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5350	SR 40	NE WATULA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5360.1	SR 40	NE 8 AV	NE 10TH ST	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5360.2	SR 40	NE 10TH ST	NE 11 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5370	SR 40	NE 11 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.75	D	1.00%	29,700	0.78	D
5410	SR 40	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430													

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,300	0.51	C	4.10%	22,400	0.63	C
6180	SW 60 AV	SW 38 ST	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	0.48	C	4.10%	21,000	0.59	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.45	C	4.10%	19,600	0.55	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	CITY OF OCALA	Other CMP Network Roadway	C	8,500	0.7	C	8.45%	12,700	1.05	D
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	13,400	1.11	F	8.45%	20,200	1.67	F
6220	SW 66 ST	SW 27 AV	SW 19 AV	2	COLLECTOR	INTERRUPTED	2	9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	5,800	0.62	C	1.85%	6,400	0.69	C
6230.1	SW 7 AV	SW 32 ST	SR 464	2	LOCAL	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED	1	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.39	C	7.33%	7,200	0.56	C
6260.1	SW 80 AV	SR 200	SW 90 ST	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	13,100	0.43	D	2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	4	30,420	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	11,100	0.87	C	2.94%	12,900	0.36	C
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.67%	9,700	0.33	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED	2	9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	4,100	0.44	C	1.00%	4,400	0.47	C
6300	CR 312	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED	2	19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.28	C	21.29%	26,700	0.75	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,300	0.32	C	1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	1.00%	11,900	0.41	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.13	B	2.86%	4,400	0.15	B
6380	SW MARTIN L KING AVE	SR 464	SR 200	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,500	0.25	C	1.00%	7,900	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D	4.31%	21,000	0.73	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	B	1.00%	8,900	0.19	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	13,300	0.29	B	1.00%	14,000	0.31	B
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6460	US 27	NW 44 AV	I-75	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	B	1.00%	22,800	0.41	B
6490	US 27	NW 27 AV	ARTERIAL	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	C	1.00%	24,900	0.65	C
6510	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,100	0.68	C	1.00%	27,600	0.72	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	4	55,700	2,910	4	55,700	2,910	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,100	0.43	B	4.94%	30,700	0.55	B
6540	US 301	CR 42	SE 147 ST	2	ARTERIAL	UNINTERRUPTED	2	14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	17,700	1.26	E	1.00%	18,600	1.33	E
6550.1	US 301	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED	4	32,970	987	4	32,970	987	Urban	D	STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C	1.00%	13,900	0.74	C
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED	4	45,800	2,390	4	45,800	2,390	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	B	1.00%	10,500	0.23	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED	4	32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED	4	32,235	1,596	4	32,235	1,596	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,300	0.47	C	1.00%	16,000	0.50	C
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED	4	36,100	1,790	4	36,100	1,790	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,200	0.6	C	1.00%	22,800	0.63	C
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED	4	37,905	1,880	4	37,905	1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,700	0.64	C	1.00%	25,500	0.67	C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C	1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED	4	40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	C	1.46%	23,500	0.58	C
6650	US 41	SW 110 ST	SW 99 PL	2	ARTERIAL	INTERRUPTED	2	17,360	856	4	40,352	1,996	Urban	U	STATE	NHS - Non-Interstate Roadway	D	21,800	1.26	F	1.46%	23,500	0.86	D
6660	US 41	SW 99 PL	SW 80 PL	2	ARTERIAL	UNINTERRUPTED	2	17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED	2	17,920	888	4	27,450	1,388	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C	1.24%	12,600	0.45	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED	2	14,000	730	2	14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,800	0.84	D	1.24%	12,600	0.90	D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2	ARTERIAL	UNINTERRUPTED	2	8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED	2	8,200	430	2	8,200	430	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,400	0.66	C	1.00%	5,600	0.68	C
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	4	40,352	1,996	4	40,352	1,996	Urban	D	STATE	NHS - Non-Interstate Roadway	D	38,400	0.95	D	1.00%	40,300	1.00	D
6730	US 441	CR 42	SE 147 PL	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4	ARTERIAL	INTERRUPTED	4	38,430	1,901	4	38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	33,300	0.87	D	1.00%	35,000	0.91	D
6750.2	US 441	CR 25A																						

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 ADT	2023 DAILY VMSV	2023 DAILY LOS	GROWTH RATE	2028 ADT	2028 DAILY VMSV	2028 DAILY LOS
	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	9,900	0.15	B	1.74%	10,800	0.16	B
8200	BUENA VISTA BLVD	SUMTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	30,420	792	4	30,420	792	Urban	D	COUNTY	Other CMP Network Roadway	E	12,300	0.77	C	1.00%	13,000	0.82	C
9999	SE 92 LOOP	CR 25	SE 110 ST RD	4	COLLECTOR	INTERRUPTED	1	35,820	792	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



Florida Department of Transportation

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JARED W. PERDUE, P.E.
SECRETARY

Ocala/Marion County Project Status Update as of June 30, 2023

The following is a brief status update on major FDOT road construction projects in Marion County as of the June cutoff. The next cutoff date is July 31, 2023. Information is also available on www.cflroads.com. For questions, please contact Melissa S. McKinney at 386-943-5077 or via email at melissa.mckinney@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

S.R. 492 bridge over the SCL (CSX) Railroad (FDOT Financial Information Number 448924-1)

- Contract: D56B1
- Contractor: RAM Construction Services
- Estimated Start Date: Summer 2023
- Estimated Completion Date: Late 2023
- Construction Cost: \$ 285 Thousand
- Description: The Florida Department of Transportation (FDOT) will be making improvements to the State Road (S.R.) 492 (Bonnie Heath Boulevard) bridge over the C.S.X Railroad in Marion County. Work includes concrete repair, joint rehabilitation, and applying a type of coating called an epoxy overlay to the bridge deck. The epoxy overlay seals the concrete surface, which helps to prolong the life of the bridge. The overlay also increases friction on the traveling surface, making it safer for motorists.

S.R. 464 from U.S. 301/U.S. 27 to S.R. 35 Resurfacing (FDOT Financial Information Number 441141-1)

- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Estimated Start: August 2023
- Estimated Completion: Late 2024
- Construction Cost: \$22.3 Million
- Description: The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to S.R. 35. The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalk to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

Current Projects:

U.S. 27/ U.S. 441 at C.R. 42 Intersection Improvements (FDOT Financial Information Number 445688-1)

- Contract: T5774
- Contractor: Traffic Control Devices
- Estimated Start Date: June 2023
- Estimated Completion Date: Fall 2023
- Construction Cost: \$ 663 Thousand
- Description: The purpose of this project is to provide intersection improvements to enhance safety and operations on U.S. 441/U.S. 27 at County Road (C.R.) 42. The project plans to reconstruct the existing traffic signal, including new signal poles. Pavement markings and signage will be updated as needed.

S.E. Abshier Blvd from S.E. Hames Rd Intersection Construction (FDOT Financial Information Number 445701-1)

- Contract: T5768
- Contractor: CW Roberts
- Construction Cost: \$1.8 million
- Estimated Start: Spring 2023
- Estimated Completion: Early 2024
- Description: This project will construct improvements at the intersection of SE Abshier Boulevard (U.S. 27/U.S. 301/U.S. 441) and SE Hames Road to enhance safety and operations for drivers, pedestrians, and bicyclists. The project proposes to create left turn lanes in each direction on SE Abshier Boulevard west of Hames Road with a raised concrete traffic separator in the middle.
- Update: Contractor is finished phasing 1- and 2-A. Drill shaft work is expected to start 6/21/23. Finished second lift of black base in phase 1. Contractor to consider placing structural asphalt mix. Contractor also finished Wawa driveway.

U.S. 441 and S.R. 40 Intersection Improvements (FDOT Financial Information Numbers 433661-1)

- Contract: T5747
- Contractor: CW Roberts Contracting Inc.
- Start: April 4, 2023
- Estimated Completion: Early 2024
- Description: The project includes milling and resurfacing, median modifications, turn lane modifications, curb & gutter, drainage improvements, sidewalk, ADA improvements, traffic signal upgrades, signing and pavement markings, and utility relocations.
- Update: Contractor used temporary detour to remove both OHC signs at SR 40 and US 441. Work continues drainage where feasible pending relocation of Unity Fiber and de-energization of electric lighting in conflict with drainage.

S.R. 40 and S.R. 492 Intersection Improvements (FDOT Financial Information Number 445800-1)

- Contract: T5747
- Contractor CW Roberts Contracting Inc.
- Start: April 4, 2023
- Estimated Completion: Early 2024
- Construction Cost: \$6.7 million

- Description: This project includes replacing the existing two free flow right
- turn lanes with a single right turn lane, milling and resurfacing, upgrade the existing signals, adding a new 7-ft buffered bicycle lane, crosswalks, utility relocation and lighting.
- Update: Contractor working on drainage and sidewalk per phase 1-A. The contractor also completed drilled shaft foundation work. Pedestrian detour is still in place.

U.S. 41 N S Williams St. from Brittan Alexander Bridge to River Rd. (FDOT Financial Information Number 445687-1)

- Contract: T5755
- Contractor: Ranger Construction
- Construction Cost: \$1.1 Million
- Start: March 6, 2023
- Estimated Completion: Fall 2023
- Description: The purpose of the project is to signalize the pedestrian crossing on U.S. 41 (S. Williams Street) between Brittan Alexander Bridge and River Road, near Dunnellon City Hall. This will enhance pedestrian safety by installing a Midblock Pedestrian Signal (MPS) to replace the existing pedestrian crossing at this location.
- Update: Mast arm and pedestrian assemblies installed. Waiting on power, cabinet and Iteris equipment (change).

S.R. 40/Silver Spring Blvd. from N.W. 27TH Ave. TO S.W. 7th Ave. Sidewalk Improvements (FDOT Financial Information Number 437596-2)

- Contract: T5765
- Contractor: Mejia International Group
- Construction Cost: \$780 Thousand
- Start: February 12, 2023
- Estimated Completion: Fall 2023
- Description: The intent of this project is to remove the existing 4.5-foot concrete path on the north side of the road and replace it with an 8- foot concrete sidewalk. The new 8-foot sidewalk will meet FDOT and ADA requirements.
- Update: The contractor is working on the north side of segments 5a and 5b as part of the alternative MOT plan. The contractor may also work on the south side segments 6a and 6b concurrently.

C.R. 484 and I-75 Interchange Roadway Improvements (FDOT Financial Information Numbers 443170-1 & 433651-1)

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start: January 4, 2023
- Estimated Completion: Summer 2024
- Description: The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484 from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.
- Update: Construction of northbound and southbound PPB on I-75 was completed. Light pole installations on CR-484 continued. Phase 1-B widening, and drainage work is on-going. Ramp A reconstruction was completed up to base. Signalization strain pole and mast arm foundations started. Two out of four drilled shafts were completed. I-75 resurfacing resumed along OR shoulder.

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

- Contract: T5705
- Contractor: Anderson Columbia Inc.
- Construction cost: \$15.4 million
- Start: October 26, 2021
- Estimated Completion: Summer 2023
- Description: The Florida Department of Transportation (FDOT) will be resurfacing U.S. 441 from Northwest 20th Street in Ocala to the U.S. 441/301 split in Sparr. In addition to resurfacing, the project will make safety improvements to medians along this approximately 8-mile stretch of roadway by converting full median openings to bi-directional medians in some locations and closing median openings in other locations. These improvements will help reduce the number of points where motorists come into conflict, which increases safety and helps to enhance traffic flow in the area. The project will also change the configuration of the road at the U.S. 441/301 split. At completion, vehicles in both lanes of northbound U.S. 441 will be able to turn right onto U.S. 301, while only vehicles in the left (inside) lane of U.S. 441 will be able to continue north toward Gainesville. This change is being made to alleviate intermittent backups that occur as traffic stacks in the left lane waiting to turn onto U.S. 301.
- Update: Friction course 5 corrections complete. Replacement of signal head tops commenced. Maintaining agency signal inspections are being scheduled. Third party damaged light pole being procured. Contractor working on outstanding items list (pre-punch list).

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

- Contract: T5675
- Contractor: C.W. Roberts Contracting, Inc.
- Construction cost: \$15.7 million
- Start: January 11, 2021
- Estimated Completion: Summer 2023
- Description: The purpose of this project is to resurface U.S. 441 from State Road (S.R.) 35 (Baseline Road) to S.R. 200 (SW 10th Street). Additional improvements include modifications to extend left and right turn lanes at various locations, remove some of the existing on street parking, provide bicycle facilities within the right of way where possible, update and provide pedestrian features to meet current standards, and make other drainage and safety improvements, as needed. These improvements also include an almost half-mile portion of U.S. 27/U.S. 441 (SE Abshier Boulevard) east of County Road 484 (SE Hames Road).
- Update: The contractor completed signal wiring and activation, lighting and energizing, striping, and items in the deficiency items list.

S.R 93 (I-75) Mainline Wildwood Weigh Station Improvements (FDOT Financial Information Number 445321-1)

- Contract: T9028
- Contractor: Traffic Management Solutions
- Construction Cost: \$4.5 million
- Start: November 28, 2022
- Estimated Completion: Fall 2023
- Description: The purpose of this project is to construct a Virtual Weigh-In-Motion System for the Wildwood Weigh Station on I-75. Electronic weigh sensors will be installed along 3 miles of the roadway and digital message boards will be added to direct traffic towards the station.
- Updates: The contractor is continuing to open trench/directional conduit and pull boxes installation. There are disconnects at CCTV poles, northbound and southbound.