

#### **TPO Board Meeting**

Marion County Commission Auditorium 601 SE 25th Avenue, Ocala, FL 34471

August 22, 2023 4:00 PM

## **AGENDA**

- 1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE
- 2. ROLL CALL
- 3. PROOF OF PUBLICATION
- 4. CONSENT AGENDA
  - **A.** Meeting Minutes June 27, 2023 (Page #3)

Recommended Action: Motion to approve

- B. <u>Director Travel</u> (Page #14)

  Recommended Action: Motion to approve
- 5. ACTION ITEMS
  - A. SunTran Interlocal Agreement (Page #25)
    Recommended Action: Approval of the Interlocal Agreement with the
    City of Ocala and Marion County
  - B. Congestion Management Plan, State of System Report (Page #38)

    Recommended Action: Approval of the 2023 State of System Report
- 6. PRESENTATION ITEMS
  - A. TPO Budget Status Report (Page #100)

    A discussion by staff on the current budget status. Information only.
- 7. COMMENTS BY FDOT
  - A. FDOT Construction Report (Page #102)
- 8. COMMENTS BY TPO STAFF
  - A. Apportionment Plan Process
  - B. Commitment to Zero Dashboard and Annual Report
  - C. PROTECT Discretionary Grant Application
  - **D.** MPOAC Meeting Updates (Page #107)
  - E. Staff Update

#### 9. COMMENTS BY TPO MEMBERS

## 10. PUBLIC COMMENT (Limited to 2 minutes)

#### 11. 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 Ocala Marion Transportation Planning Organization will be held on September 26, 2023.



#### **TPO Board Meeting**

Marion County Commission Auditorium 601 SE 25<sup>th</sup> Avenue, Ocala, FL 34471 June 27, 2023 4:00 PM

#### **MINUTES**

#### **Members Present:**

Councilman Ire Bethea Commissioner Craig Curry Councilmember Kristen Dreyer Commissioner Ray Dwyer Councilmember James Hilty Councilman Tim Inskeep Councilmember Barry Mansfield

## **Members Not Present:**

Commissioner Kathy Bryant Mayor Kent Guinn Commissioner Michelle Stone Commissioner Carl Zalak

#### **Others Present:**

Rob Balmes, TPO
Shakayla Irby, TPO
Liz Mitchell, TPO
Rakinya Hinson, FDOT
Jim Wood, Kimley-Horn and Associates
Ji Li, City of Ocala
Tye Chighizola, City of Ocala
Chris Zeigler, Marion County
Sara Shepherd, Quest
Sean Lanier, City of Ocala
Doug Hinton, Marion County
Darren Park, City of Ocala
Other members of the public not signed in.

#### Item 1. Call to Order and Pledge of Allegiance

Chairman Craig Curry called the meeting to order at 4:00pm and led the board in the Pledge of Allegiance.

#### Item 2. Roll Call

Shakayla Irby, Administrative Assistant called the roll and a quorum was present.

#### **Item 3. Proof of Publication**

Shakayla Irby, Administrative Assistant stated the meeting was published online at the TPO website and the City of Ocala, Belleview, Dunnellon, and Marion County meeting calendars on June 20, 2023. The meeting was also published to the TPO's Facebook and Twitter pages.

#### Item 4. Consent Agenda

Mr. Bethea made a motion to approve the Consent Agenda. Mr. Mansfield seconded, and the motion passed unanimously.

#### Item 5a. Functional Classification Map Approval, Marion County

Mr. Jason Learned, FDOT presented and said that every 10 years following the Census, the Florida Department of Transportation (FDOT) coordinated with Federal Highway Administration (FHWA) and local governments to conduct an update to the Functional Classification of roadways. Part of the process involved adjustments, as deemed necessary, prior to being finalized and approved by FHWA.

Functional Classification is a formal method by which roadways are grouped into classes or systems according to the character of traffic service they are intended to provide in relation to the total network. A hierarchy of roadways had been developed and ranges from neighborhood collector streets to principal arterials to the interstate.

At the August of 2022 TPO Board meeting the board was informed about the upcoming process between the FDOT, TPO and local governments to update/review the Functional Classification of roadways in Marion County.

At the April 11 Technical Advisory Committee (TAC) meeting, FDOT District Five presented an overview presentation regarding the Functional Classification process and discussed the schedule for completion. The process included a review period of an online draft comment map from April 13 to May 26.

The TAC and Citizens Advisory Committee were requested at the June 13 meetings to provide a final review of the Functional Classification Map for Marion County.

#### **Committee Recommendation(s)**

- On June 13, 2023, the Citizens Advisory Committee (CAC) approved the Functional Classification Map for Marion County.
- On June 13, 2023, the Technical Advisory Committee (TAC) approved the Functional Classification Map for Marion County, subject to a future amendment to include the following four projects:
  - o Southwest 49th Avenue from CR 484 to Marion Oaks Trail
  - o Southwest 44th Avenue from SR 200 to Southwest 20th Street
  - o Southwest 44th Avenue from Southwest 20th Street to SR 40
  - o Northwest 44th Avenue from SR 40 to Northwest 11th Street

TPO staff recommended approval of the Functional Classification Map for Marion County, subject to a future amendment to include the four recommended projects by the Technical Advisory Committee.

- Southwest 49th Avenue from CR 484 to Marion Oaks Trail
- Southwest 44th Avenue from SR 200 to Southwest 20th Street
- Southwest 44th Avenue from Southwest 20th Street to SR 40
- Northwest 44th Avenue from SR 40 to Northwest 11th Street

Mr. Hilty made a motion to approve the Marion County Functional Classification Map. Ms. Dreyer seconded, and the motion passed unanimously.

#### <u>Item 5b. Fiscal Years (FY) 2023 to 2027 Transportation Improvement Program (TIP),</u> 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

Ms. Dreyer made a motion to approve the FY 2023 to 2027 TIP, Amendment #6. Mr. Bethea seconded, and the motion passed unanimously.

#### <u>Item 5c. Draft Fiscal Years (FY) 2024 to 2028 Transportation Improvement Program (TIP)</u> Adoption

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:**

- o "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.
- o "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:

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

Ms. Dreyer made a motion to approve the Draft FY 2024 to 2028 TIP Adoption. Mr. Mansfield seconded, and the motion passed unanimously.

## Item 5d. 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 outlines a visionary framework and strategies for achieving the long-term goal of zero fatalities and serious injuries to the transportation system of Marion County.

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 proposed to update the Action 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) is 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 proposed 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. This project list will 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 calls 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.

On June 13, 2023, the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) approved the proposed changes to the Safety Action Plan, including a listing of projects 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 List of Priority Projects (LOPP) Ranking

Mr. Bethea made a motion to approve the Commitment to Zero Safety Action Plan Update.
Mr. Hilty seconded, and the motion passed unanimously.

#### Item 5e. General Planning Consultant (GPC) Recommendations

Mr. Balmes presented and said since March 2023, the TPO had been coordinating with Marion County Procurement Services Department regarding a Request for Qualifications (RFQ) process for general planning consultant (GPC) contract(s). The TPO has managed GPC contracts over the past three years with three firms (Benesch, Kimley-Horn and Associates, Kittelson and Associates) for assistance in various planning project tasks. The tasks performed by the consultants are based on activities outlined in the TPO's two-year Unified Planning Work Program (UPWP).

The timeline for the GPC process was from March 7 to May 17, 2023.

The TPO received four responses from the following firms:

- 1. Benesch
- 2. HDR Inc.
- 3. Kimley-Horn and Associates
- 4. Kittelson and Associates

The selection committee reviewed the four proposals and recommended the TPO contracts with:

- 1. Kimley-Horn and Associates
- 2. Kittelson and Associates
- 3. Benesch

TPO staff requested board approval of the selection committee recommendations and for the TPO Director to work with Marion County Procurement Services Department to begin contract negotiations with the three firms. The TPO Board will be asked to approve the contracts in September.

Mr. Mansfield made a motion to approve the GPC recommendations. Mr. Hilty seconded, and the motion passed unanimously.

# <u>Item 5f. 2050 Long Range Transportation Plan (LRTP) Request for Qualifications (RFQ) and Scope of Services</u>

Mr. Balmes presented and said that the TPO is required by both federal law (23 CFR 450, 49 CFR 613) and Florida Statute (339.175) to develop a Long-Range Transportation Plan (LRTP) every five years with at least a 20-year planning horizon. The current LRTP was adopted on November 24, 2020 and is valid through November 24, 2025.

Since March 2023, the TPO had been developing a Scope of Services with the intent on working with a Consultant for the 2050 LRTP. The plan development process was anticipated to be from late 2023 to the end of 2025. The adoption of the 2050 LRTP must be no later than November 24, 2025.

The Scope of Services outlined the tasks that would be issued by the TPO to the Consultant. A draft of the Scope was circulated to local government partners and the TPO's Citizen Advisory Committee (CAC) and Technical Advisory Committee (TAC).

A five-person selection committee had been identified and included planning and engineering professionals from Marion County, the City of Ocala and the TPO. The Selection Committee's Consultant recommendation would be presented to the TPO Board for approval. Additionally, when contract negotiations take place with the approved Consultant, a final Scope and Budget would be presented to the TPO Board for approval. The dates of these approvals were anticipated at the September and October or November 2023 Board meetings.

A Request for Qualifications (RFQ) document had been developed by the Marion County Procurement Services Department, in coordination with the TPO, and modified to ensure all appropriate clauses and documentation are in full compliance with federal requirements. This includes Title VI Assurances and Disadvantaged Business Enterprise (DBE) language. The Florida Department of Transportation (FDOT) provided a review of the draft RFQ and Scope and confirmed all required documentation.

#### **Scope Highlights**

The Scope of Services in the RFQ included a total of 17 tasks to be performed by the

Consultant, in coordination and collaboration with the TPO. Some of the highlights included:

- The LRTP will reflect a required horizon year of 2050. The 2045 LRTP will be used as a foundation to build upon the 2050 LRTP.
- The Consultant will integrate the major emphasis areas of safety, equity, resilience, carbon reduction, housing, technology and emerging mobility.
- The Consultant will integrate the ten (10) Federal Planning Factors and apply a performance-based planning process.
- A LRTP Steering Committee will be formed and include professionals from all four local jurisdictions, along with federal, state and other regional partners.
- Due to the projected growth of Ocala/Marion County, the TPO is including a Scenario Planning task in the 2050 LRTP. Scenario Planning will be used as a tool to consider plausible growth build-out alternatives and their potential future impacts to the transportation system.

This task would be an additional expense beyond a standard LRTP update.

Mr. Bethea asked how often did the TPO have to do a LRTP.

Mr. Balmes responded that the LRTP occurred every 5 years.

Mr. Bethea asked what happens 5 years from now if the TPO is fully staffed, and mentioned that between now and then the TPO would require more money in the budget for the LRTP since there was additional funds now due to the lack of TPO staff.

Mr. Balmes said that part of the budget was tied to relying on Consultant support due to the lack of staff. He said with smaller agencies it is always a challenge making sure the funds were there. If the TPO had a larger staff the LRTP consultant budget would be less.

#### **Proposed 2050 LRTP Budget**

Consultant: \$435,000

#### **Proposed Procurement Timeframe**

July to October 2023 (including TPO Board action)

TPO staff requested board approval of the RFQ package, and for the TPO Director to work with Marion County Procurement Services Department to begin the advertisement and procurement process.

Mr. Bethea made a motion to approve the 2050 LRTP Request for RFQ and Scope of Services.
Mr. Mansfield seconded, and the motion passed unanimously.

# <u>Item 5g. Alternate Member, Metropolitan Planning Organization Advisory Council</u> (MPOAC)

Per the request of Chairman Curry, the TPO needed to fill the vacant Alternate Member seat to the Metropolitan Planning Organization Advisory Council (MPOAC) Governing Board. The seat had previously been filled by former Commissioner Jeff Gold.

The MPOAC met quarterly in the Orlando area. The TPO's current 2023 Governing Board Member was Councilmember Kristen Dreyer, City of Ocala.

The Alternate Member would attend the MPOAC Governing meetings when the Member is not available.

Mr. Balmes said that Commissioner Stone had expressed interest in being the alternate member.

Mr. Hilty made a motion to appoint Commissioner Stone as the Alternate Member to the MPOAC. Mr. Dwyer seconded, and the motion passed unanimously.

#### Item 6a. SunTran 2022/23 Annual Report

Mr. Tye Chighizola, City Projects Director presented to the TPO board and said that the Interlocal Agreement between the City of Ocala, Marion County, and the Ocala/Marion County TPO called for SunTran to provide an annual report to the TPO Board. The 2022/2023 Annual Report highlighted major activities, including potential grants, design/construction projects, and key performance indicators.

Mr. Chighizola presented a slideshow presentation to the board that highlighted the following topics:

- Transit Development Plan (TDP) adopted in 2022
- Active Purification Technology
- Downtown Transfer Station New Restroom Facility & Kiosk
- Salary upgrades for the bus drivers and maintenance staff
- FTA Low or No Emission and Grants for Buses and Faculties Competitive Programs FY 2023
- Bus Stop Shelter Improvements
- What is Next?
- FTA Triennial Review
- SunTran Building Renovation
- Key Performance Indicators

The presentation is provided for reference on pages of this set of minutes.

#### Item 7a. Update on the Interlocal Agreement with SunTran

Mr. Chighizola presented and said the Interlocal Agreement between the City of Ocala, Marion County, and the Ocala/Marion County TPO approved in 2019 will expire on September 20, 2023. Since July 1, 2019, the City Council has served as the policy board for SunTran, and the City's Growth Management Department as the administrative agency.

The city was requesting to extend the interlocal agreement for another four years until September 30, 2027. The most significant change in the draft agreement concerns the funding method for the local matches provided by the city and county. In 2019, the city and county agreed to modify the split from 60% city and 40% county to 75% city and 25% county based on service levels.

Staff proposed to eliminate the percentages in the agreement and establish a process to determine the split each year during the budget process for the city and county based on the current service levels.

As indicated in the annual report presentation, SunTran may be providing additional services in the next year, both in the city and county. The proposed process would allow for more involvement by the city and county concerning funding future services. The proposed agreement also included language that would allow for an amendment to the agreement to include other local governments participating in future funding based on service levels.

The fiscal year 2024 budget would continue with the 75/25% split (city \$414,000 and county 138,000) under the current agreement. If approved, the city and county would adopt budget resolutions in March of 2024 that would set the percentages for fiscal year 2025. Staff was proposing public hearings with the city, county, and TPO in July and August to finalize the interlocal agreement.

### **Item 7b. Apportionment Plan Process**

Mr. Balmes said that 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 (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 at a minimum to contain a profile of the MPO/TPO, including the following:

- Census population (2020, 2010) of MPO planning area
- Current and proposed membership
- Planning area boundary map
- Board resolution for plan adoption

#### **Proposed 2023 TPO Apportionment Plan Schedule**

Draft Apportionment Plan for Review (with proposed planning area)

TAC/CAC: September 12TPO Board: September 26

Final Apportionment Plan for Approval (with Board resolution)

TAC/CAC: October 10TPO Board: October 24

Submission of approved Apportionment Plan to FDOT

• By November 14, 2023

#### **Item 8. Comments by FDOT**

Ms. Rakinya Hinson provided the most current construction report and encouraged the board to visit cflroads.com as a resource for specific information on FDOT projects.

Ms. Hinson also mentioned that the district was wrapping up the end of the fiscal year June 30<sup>th</sup>.

Mr. Dwyer inquired about crosswalks that were recently installed in Belleview that did not have flashing lights.

Ms. Hinson said that Mike McCammon with FDOT, Ocala Operations had reached out to obtain information and she would get that information to Mr. Balmes to share.

#### **Item 8. Comments by TPO Staff**

Mr. Balmes gave the following comments:

- The 2023 Traffic Counts Report was included in the packet for board members to view along with a link to the online map.
- PROTECT Grant opportunity that involved transportation resilience (ex: flooding, sinkholes, wildfires, breakdowns in the transportation network). There was notice of funding opportunity that would be due on August 18<sup>th</sup>. There was an opportunity for the TPO to apply for the 100% Federal share grant for a Resilience Improvement Plan. The reason for the plan would be to identify the vulnerabilities and different projects that could be implemented. The Technical Advisory suggested a follow-up meeting with local partners to see if there was a need for the plan in our community.

The board discussed the different types of situations the PROTECT grant would be able to support such as flooding and traffic diversions that created heavy traffic backups.

Ms. Dreyer asked if traffic apps provided data with the roadways and how often they are being used when traffic diversions occur.

Mr. Balmes said he would reach out to the Traffic Incident Management Team at FDOT to see about how to obtain that information.

Ms. Hinson said a gentleman by the name of Jeremy Dillmore at the district office that gave a presentation about the ability to collect additional traffic information and she would reach out to find out where the information was housed.

#### **Item 10. Comments by TPO Members**

Chairman Curry congratulated the SunTran and City of Ocala on being awarded the FY23 Lowand No-Emission and Grants for Buses and Bus Facilities in the amount of \$16 million. Chairman Curry said that having the funding would certainly be a "game changer".

#### **Item 11. Public Comment**

There was no public comment.

#### **Item 12. Adjournment**

Chairman Craig Curry adjourned the meeting at 5:07pm.

Respectfully Submitted By:

Shakayla Irby, Administrative Assistant



**TO:** TPO Board Members

**RE:** Director Travel Reimbursement Approval

TPO Director Rob Balmes travel reimbursement request for \$198.53, per TPO Travel Policy and current U.S. General Services Administration (GSA) travel and Internal Revenue Service (IRS) mileage rates.

1. July 25, 2023

Director Meeting with FDOT Secretary DeLand, FL Travel Reimbursement Requested: \$78.60

2. <u>July 27, 202</u>3

MPOAC Meetings Orlando, FL

Travel Reimbursement Requested: \$119.93

# Marion County Commission Authorization to Incur Travel Request

Some fields may not be applicable and may be left blank. Use your cursor to hover over a field for help. Digital Sign Available.

Traveler:	Robert Balmes		[	Date:	7/24/2023		
Employee Number:	11612	Dep	artment:	ТРО			
Travel Destination:				DeLand, FL			
Purpose:	Meeting with FDOT Secretary						
Departure Date:7/				Return Date:	7/25/2023	Time: 4:30 PM	
	REGISTRATION INFORMATION (Attach Registration Form)  GL Account #:						
Registration Name:					Amour	nt:	
Registration Address	:						
City:			_				
Check One: Mail Registration Check P-Card Purchase							
HOTEL INFORMA	TION			GL Account #:			
Hotel Name:							
Hotel Address:							
City:			State:	Florida	Zip Cod	e:	
Confirmation Number				Hotel Amo			
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Airline Name:					Flight Numbe	er:	
Confirmation Numb	er:		100	Flight Ar	mount:		
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Rental Car Company	/:				· · · · · · · · · · · · · · · · · · ·		
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Page 1 of 2

Form TR1

Revised 5/23

TRAVELER'S E	STIMATED	EXPENS	ES		GL Acc	ount #: BR408	3549-540101	
Meals:		Per Day	х	\$6.00				
		Per Day		\$11.00				
`-								
D_		Per Day	Х	\$19.00			Total Meals:	\$0.00
County Vehicle Re	equested?	YES		NO 🗸	(Gas Card P	Available)		
Mileage Private V	ehicle:	120	_	Miles @	\$0.655	_	_	\$78.600
Traveler's Total Es	stimated Exp	enses					_	\$78.60
Travel Advance C	heck Reques	ited?	Υ	ES	NO 🗸			
Requested Amou (80% of total es	nt of Travel A stimated expens	Advance ses)					-	\$0.00
ESTIMATED (	COST OF T	RAVEL		Regi	stration:			
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					Other:			
		Traveler	's E	stimated E	xpenses:	\$78.60		
	Tota	l Estimat	ed	Cost of T	ravel	\$78.60		
Travelers Signatur	re: 24	h	2			Date	Signed: 1/	24/23
Director/Designe	e Signature:	7100000				Date	Signed:	
Uį	oon return from	travel, employ	/ees	s must file For	m TR2 includin	g all receipts wit	hin 5 work days.	
Approval:	Assistant Count	ty Administra	tor	(Travel over \$1	,000, Director Tr	Date avels & Out of Sta	Signed: te Travel)	
Approval:	County Admini	strator (ACA T	rave	els & Out of Co	untry Travel)	Date	Signed:	
Review:						Date	Signed:	
	Procurement S	ervices						
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orm TR1				Page 2	2 Of 2			Revised 5

#### STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

300-000-06 COMPTROLLER 02/13

#### **CONTRACTOR TRAVEL FORM**

Compan	y Ocala/Marion TPO		Contract or PO # Company's Address	2710 E. Silv	er Spgs. Blvd	<u>-</u>	Contact Telepho	ne No. (	Rob Balmes 352) 438-2630	
Residen	ce (City) Ocala, Florida 34470						E-Mail A	ddress _		
DATE	TRAVEL PERFORMED FROM POINT	DURDOSE OR	REASON FOR TRAVEL	HOUR OF	CLACCAGR	L BED DIEW	1 1415	Lytonury		
DATE	OF ORIGIN TO DESTINATION		ERENCE OR CONVENTION)	DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDEN	TAL EXPENSES
					/ LEGVI III OL	LODOMO			AMOUNT	TYPE
7/25/2023	Ocala to DeLand	Meeting with FDC	•	12:30 PM			60			
7/25/2023	DeLand to Ocala	Meeting with FDC	OT Secretary	4:30 PM			60			
		<u> </u>								
-				-						
		<b>-</b>								
SIGNATURE I hereby certi performance	S fy or affirm that the above expenses were a of my official duties; attendance at a confer	ctually incurred by me	e as necessary traveling exper	nses in the	COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES	120	COLUMN TOTAL	SUMMARY TOTAL
agency or co that this clain	ntract/PO; any meals or lodging included in n is true and correct in every material matter ida Statutes, Chapter 69l-42 F.A.C., Depart	a registration fee have and conforms in ever	e been deducted from this trav	vel claim; and				0.445655	Cs.	NS \$53.40 \$78.60
Department of	of Transportation Disbursement Handbook a	and the terms of the co	ontract.	/ /				40\$78.6	0	\$78.60
CONTRAC	TOR: That &	1/_	- DATE: 9/	24/72	JUSTIFICATIO	N/EXPLANAT	TION	n	<i>1</i> }.	
JOB TITLE			DATE: V	1(9						
knowledge th	Pursuant to Section (3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.									
CONTRAC	TOR'S SUPERVISOR:		DATE:		OTHER PERS	ONNEL IN PA	RTY			
TITLE:	orinted NAME:									

#### Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

Contract or PO No.: Number of the contract or Purchase Order on which work was performed.

Company: The consultant's company.

Company's Address: City where the consultant's company is located.

Residence (City): City where the consultant resides.

Contact Person: Person to notify for inquiries related to the travel youcher.

**Telephone No:** The telephone number of the contact person. **E-Mail Address:** E-Mail address of the contact person.

Date: (MM/DD/YYYY) Dates of actual travel.

Travel Performed From Point of Origin to Destination: Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.

Purpose or Reason for Travel: Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS

Hour of Departure and Return: Actual time of departure and return. Must state A.M or P.M

Class A & B Meal Allowance: Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid

by DOT.

Per Diem/Actual Lodging: Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day begins at the time of departure. For actual lodging use single occupancy rate including taxes.

Map Mileage: Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at http://www3.dot.state.fl.us/mileage.

Vicinity Mileage: Mileage other than map mileage incurred within headquarters or destination.

Incidental Expenses: List the amount and the type of charge being charged (do not itemize daily).

**Column Total:** Total cost for class A & B meal allowance. **Column Total:** Total cost for Per Diem/Actual Lodging.

Total Miles: Total of map and vicinity mileage at \$0.445 per mile.

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

Date: Date the authorized official approved/signed the travel form.

Typed or Printed Name: Typed or printed name of the authorized official.

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

Other Personnel in Party: List the names of other personnel traveling with you.

#### Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

CLASS A TRAVEL STATUS - Continuous travel of 24 hours or more away from official headquarters.

CLASS B TRAVEL STATUS - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

#### **MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:**

**BREAKFAST** \$6.00 - When travel begins *before* 6 a.m. and extends beyond 8 a.m.

**LUNCH** \$11.00 - When travel *begins* before 12 noon and extends *beyond* 2 p.m.

**DINNER** \$19.00 - When travel *begins* before 6 p.m. and extends *beyond* 8 p.m., or when travel occurs during nightime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)



#### **MARION COUNTY**

**VOUCHER FOR REIMBURSEMENT** 

Payee:	<b>Robert Balmes</b>	Invoice #: TRR		
			(Procurement use only)	
Employee ID #:	11612	GL Account Code:	BR408549-540101	
Department:		TPO		

1	A.	OF TRAVELING EXPENSES								
A CO	D WE TRUS	Dej	partment:			TPO				
			Use your cursor to hover over a f	$\overline{}$	nelp. Hour of	Total				
	Date	Travel Performed From Point of	Purpose or Reason		eparture	Meal	Мар	Vicinity	Incidental	Expenses
Date	Origin To Destination	(Name of Conference)		r Hour of	Amt	Mileage Claimed	Mileage Claimed	A	<b>T</b>	
					Return	Per Day	Clairiled	Claimed	Amount	Type
Day 1	7/25/23	Ocala to DeLand	Meeting with FDOT Secretary	1	2:30 PM		60			
Day 2	7/25/23	DeLand to Ocala	Meeting with FDOT Secretary	4	4:30 PM		60			
Day 3										
Day 4										
Day 5										
Day 6										
Day 7										
Day 8										
Day 9									*****	
Day 10										
Day 11										
certif	y or affirm th	at the above expenses were actually inc	urred by me as necessary traveling exper	nses in				Total Me	eal Expenses	
tne pe official	duties of Ma	f my official duties; attendance at a cor arion County; any meals or lodging inclu	iference or convention was directly rela ded in a conference or convention regist	ted to	0.655	0.655 @ Per Mile Total Mileage Expenses \$78.				\$78.60
fee ha	ve been ded	ucted from this travel claim; and that t	his claim is true and correct in every m	aterial	120 # All Add Total Incidental Expenses					
matter Marion	and same co County Trav	onforms in every respect with the require	ement of Section 112.061, Florida Statute	es, and					<u> </u>	
	Signature:	The boll	=1							
Date P	repared:	7/24/23				Net A	mount Du	e To Trav	eler \$	78.60
Pursuant to Section 112.061(3)(a), Florida Statutes, I hereby certify or affirm that to the best of my knowled					dge, the ab					
perforr	ned for the p	urposed(s) stated above.								,
Director Signature:				Date Signed:						
۸ ۸ ۸ ۲:					D					
ACA 31	gnature:				Date Signe	ea:				
Procurement Signature:					Date Signed:					

Form TR2

# Marion County Commission Authorization to Incur Travel Request

Some fields may not be applicable and may be left blank. Use your cursor to hover over a field for help. Digital Sign Available.

Traveler:	Rober	t Balmes		Date:	7/24/2023				
Employee Number:	11612 D	epartment:		ТРО					
Travel Destination:			Orlando, FL						
Purpose:		MP	OAC Meetings						
Departure Date: 7/27	7/2023 Time:	11:00 AM	Return Date:	7/27/2023	Time:	8:30 PM			
REGISTRATION IN (Attach Registratio			GL Account #:						
Registration Name: _				Amoun	t:				
Registration Address: _			,						
City:			Florida						
	Check One: N	lail Registration	n Check	d Purchase					
HOTEL INFORMATI	ON		GL Account #:		<del></del>				
Hotel Name:			-						
Hotel Address:									
City:		State:	Florida	_ Zip Code	:				
Confirmation Number:			Hotel Amou	unt:					
	Check One: [	Mail Hotel Cl	neck P-Card I	Purchase					
FLIGHT INFORMAT	ION		GL Account #:						
Airline Name:			F	light Number	:				
Confirmation Number:				ount.					
Departure Date:			Return Date:						
RENTAL CAR INFOR	MATION		GL Account #:						
Rental Car Company:									
Confirmation Number:				l Amount:					
Pi	ick up Date:								
				-					

Page 1 of 2

Revised 5/23

Form TR1

TRAVELER'S ESTIMATED EXPENSES  GL Account #: BR408549-540101							
Meals: B Per Day x \$6.00							
L Per Day x \$11.00							
D Per Day x \$19.00 Total Meals: \$0.00							
County Vehicle Requested? YES NO (Gas Card Available)							
Mileage Private Vehicle: 170 Miles @ \$ 0.655 \$111.350							
Traveler's Total Estimated Expenses \$111.35							
Travel Advance Check Requested? YES NO ✓							
Requested Amount of Travel Advance \$0.00 (80% of total estimated expenses)							
ESTIMATED COST OF TRAVEL  Registration:							
Hotel:							
Flight:							
Rental Car:							
Other:							
Traveler's Estimated Expenses: \$111.35							
Total Estimated Cost of Travel \$111.35							
Travelers Signature: $\frac{3445}{29/23}$ Date Signed: $\frac{7}{29/23}$							
Director/Designee Signature: Date Signed:							
Upon return from travel, employees must file Form TR2 including all receipts within 5 work days.							
Approval: Date Signed: Assistant County Administrator (Travel over \$1,000, Director Travels & Out of State Travel)							
Approval: Date Signed: County Administrator (ACA Travels & Out of Country Travel)							
Review: Date Signed:							
Floculement services							
Form TR1 Page 2 of 2 Revised							

### CONTRACTOR TRAVEL FORM

Contract	Contractor Ocala/Marion TPO Contract		Contract or PO#		_	Contact Person Rob Balmes				
Company Ocala/Marion TPO		Company's Address	2710 E. Silver Spgs. Blvd.			Telephone No. (352) 438-2630				
Residen	ce (City) Ocala, Florida 34470						E-Mail A	ddress _		
DATE	TRAVEL PERFORMED FROM POINT OF ORIGIN TO DESTINATION		R REASON FOR TRAVEL ERENCE OR CONVENTION)	HOUR OF DEPARTURE and RETURN	CLASS A & B MEAL ALLOWANCE	PER DIEM/ ACTUAL LODGING	MAP MILEAGE	VICINITY MILEAGE	INCIDEN	TAL EXPENSES  TYPE
7/27/2023	Ocala to Orlando	MPOAC Meeting	IS	11:00 AM			85			Tolls
7/27/2023	Orlando to Ocala	MPOAC Meeting		6:45 PM			85		\$4.04	Tolls
			,-	10000000000000000000000000000000000000			<u> </u>			
				İ						
SIGNATURE I hereby cert	ify or affirm that the above expenses were a	actually incurred by m	ne as necessary traveling expe	nses in the	COLUMN TOTAL	COLUMN TOTAL	TOTAL MILES _	170	COLUMN TOTAL	SUMMARY TOTAL
agency or co that this clair 112 061 Flo	of my official duties; attendance at a conferent of my official duties; attendance at a conferent of my official duties; attendance at a conferent of my official matter of the my official statutes, Chapter 69I-42 F.A.C., Depar of Transportation Disbursement Handbook of the my official statutes.	a registration fee ha r and conforms in eventment of Banking and and the terms of the	ve been deducted from this tra ery respect with the requireme d Finance Bureau of Auditing H contract.	evel claim; and ents of Section Handbook,			PB -\$7		\$8.08	\$83.73
	-11.1		DATE: 2/	26/2	JUSTIFICATIO	ON/EXPLANA	TION 🏂	119.43		NB.
CONTRAC	CTOR: That Isl		DATE: //	7/25						
JOB TITLE	Birector									
knowledge ti	Pursuant to Section (3)(a), Florida Statutes and the terms of the Contract, I hereby certify or affirm that to the best of my knowledge the above consultant was on official business for the State of Florida and the travel was performed for the purpose(s) stated above.									
CONTRAC	CONTRACTOR'S SUPERVISOR: DATE:				OTHER PERS	ONNEL IN PA	RTY			
	printed NAME:									
TITLE:										

#### Instructions for Completing the Contractor Travel Form

Contractor: Name of the individual who performed travel.

Contract or PO No.: Number of the contract or Purchase Order on which work was performed.

Company: The consultant's company.

Company's Address: City where the consultant's company is located.

Residence (City): City where the consultant resides.

Contact Person: Person to notify for inquiries related to the travel voucher.

**Telephone No:** The telephone number of the contact person. **E-Mail Address:** E-Mail address of the contact person.

Date: (MM/DD/YYYY) Dates of actual travel.

Travel Performed From Point of Origin to Destination: Departing location to the city or town of where business will commence. List each location. NO ABBREVIATIONS.

Purpose or Reason for Travel: Give reason for travel. Specify name of conference, convention, seminar, training, etc. NO ABBREVIATIONS and NO ACRONYMS

Hour of Departure and Return: Actual time of departure and return. Must state A.M or P.M

Class A & B Meal Allowance: Itemize daily using the appropriate meal allowance: \$6 for breakfast, \$11 for lunch, and \$19 dinner per F.S. 112.061. Deduct any meals included in a registration fee paid

by DOT.

Per Diem/Actual Lodging: Itemize daily. For per diem use the rate of \$80 per day prorated on a quarterly basis. When calculating per diem Class A travel day starts at midnight and Class B travel day

begins at the time of departure. For actual lodging use single occupancy rate including taxes.

Map Mileage: Point to point mileage calculated from the Official Department of Transportation map (in-state) available on the Internet at http://www3.dot.state.fl.us/mileage.

Vicinity Mileage: Mileage other than map mileage incurred within headquarters or destination.

Incidental Expenses: List the amount and the type of charge being charged (do not itemize daily).

Column Total: Total cost for class A & B meal allowance.
Column Total: Total cost for Per Diem/Actual Lodging.

Total Miles: Total of map and vicinity mileage at \$0.445 per mile.

Column Total: Total cost of incidental expenses.

Summary Total: Total cost to the Department of Transportation.

Contractor: Individual who performed the travel.

Date: Date the travel form was prepared.

Job Title: Job title of the traveler.

Contractor's Supervisor: Traveler's supervisor.

Date: Date the authorized official approved/signed the travel form.

Typed or Printed Name: Typed or printed name of the authorized official.

Title: Job title of the authorized official.

Justification/Explanation: Explain any unusual claims for reimbursement.

Other Personnel in Party: List the names of other personnel traveling with you.

#### Meal Allowances and Travel Status are as follows:

Refer to Disbursement Handbook, Section 112.061, F.S. and Chapter 69I-42 F.A.C. and Department of Financial Services for complete instructions.

CLASS A TRAVEL STATUS - Continuous travel of 24 hours or more away from official headquarters.

CLASS B TRAVEL STATUS - Continuous travel of less than 24 hours requiring overnight absence from official headquarters.

#### **MAXIMUM ALLOWANCES FOR MEALS AS FOLLOWS:**

BREAKFAST \$6.00 - When travel begins before 6 a.m. and extends beyond 8 a.m.

LUNCH \$11.00 - When travel begins before 12 noon and extends beyond 2 p.m.

DINNER \$19.00 - When travel begins before 6 p.m. and extends beyond 8 p.m., or when travel occurs during nightime hours due to special assignment.

(NOTE: No allowance shall be made for meals when travel is confined to the city or town of official headquarters or immediate vicinity.)



## **MARION COUNTY**

VOUCHER FOR REIMBURSEMENT OF TRAVELING EXPENSES

Payee:	Robert Balmes	Invoice #: TRR		
			(Procurement use only)	
Employee ID #:	11612	GL Account Code:	BR408549-540101	
Donartment:		TPO		

12	5.	OF TRAVELING EXPENSES  Dep	VELING EXPENSES  Department:				TPO					
CO	D WE TRUS	2 3 4	Use your cursor to hover over a f	ield for l	nelp.			,				
		Travel Performed From Point of	Purpose or Reason		Hour of Departure		Map Mileage	Vicinity Mileage	Incidental	Expenses		
	Date	Origin To Destination	(Name of Conference)	1	Hour of Return	Amt Per Day	Claimed	Claimed	Amount	Туре		
Day 1	7/27/23	Ocala to Orlando	MPOAC Meetings	11	:00 AM		85		\$4.04	Tolls		
Day 2	7/27/23	Orlando to Ocala	MPOAC Meetings	6	:45 PM		85		\$4.04	Tolls		
Day 3					_							
Day 4							-					
Day 5					<u> </u>				~			
Day 6										-		
Day 7												
Day 8												
Day 9									-	-		
Day 10										-		
Day 11	Day 11											
l certif	y or affirm th	hat the above expenses were actually inc of my official duties; attendance at a cor	urred by me as necessary traveling expe	nses in								
officia	I duties of Ma	arion County; any meals or lodging inclu	ded in a conference or convention regis	stration	0.055	@ Per Mile	Total Mileage Expenses \$			\$111.35		
fee ha	ve been dec	lucted from this travel claim; and that t	this claim is true and correct in every r	naterial	170	# All Miles	T	otal Incider	ital Expenses	\$8.08		
matte Mario	r and same con County Trav	onforms in every respect with the required Policy.	ement of Section 112.001, Florida Statut	es, and								
Payee	Signature:	The St										
Date I	Prepared:	7/24/23				Net A	mount D	ue To Tra		119.43		
Pursu	ant to Section	n 112.061(3)(a), Florida Statutes, I hereby	certify or affirm that to the best of my	knowled	dge, the ab	ove travel w	as on official	l business o	f Marion Cou	inty and was		
perfor	med for the p	ourposed(s) stated above.										
Direct	or Signature:				Date Signe	ea:						
ACA S	ignature:				Date Signe	ed:						
Procu	rocurement Signature: Date Signed:											

Form TR2



**TO:** Board Members

FROM: Rob Balmes, Director

**RE:** SunTran Interlocal Agreement

#### **Summary**

A revised SunTran Interlocal Agreement between the City of Ocala, Marion County and the Ocala/Marion TPO is in draft format for Board review. Tye Chighizola, City of Ocala Projects Director, will provide a presentation to the Board on the proposed changes. The Agreement must be approved by the TPO Board, Marion County Board of County Commissioners and the City of Ocala Council. The current agreement expires on September 20, 2023.

#### Attachment(s)

- SunTran Interlocal Agreement Memo
- Draft SunTran Interlocal Agreement, Proposed Changes
- Draft SunTran Interlocal Agreement

#### **Action Requested**

• TPO staff is recommending approval of the SunTran Interlocal Agreement.

If you have any questions about the draft proposed Interlocal Agreement, please contact me at: 438-2631.



August 11, 2023

To: Rob Balmes, TPO Director

From: Tye Chighizola, City Projects Director

RE: SunTran Draft Interlocal Agreement

The Interlocal Agreement between the City of Ocala, Marion County, and the Ocala/Marion County TPO approved in 2019 will expire on September 20, 2023. Since July 1, 2019, the City Council has served as the policy board for SunTran, and the City's Growth Management Department as the administrative agency.

The city requests extending the interlocal agreement for another four years until September 30, 2027. The most significant change in the draft agreement concerns the funding method for the local matches provided by the city and county. In 2019, the city and county agreed to modify the split from 60% city and 40% county to 75% city and 25% county based on service levels. Staff is proposing to eliminate the percentages in the agreement and establish a process to determine the split each year during the budget process for the city and county based on the current service levels.

As indicated in the adopted Transit Development Plan, SunTran may be providing additional services in the next year, both in the city and county. The proposed process will allow for more local government involvement in funding future services. The proposed agreement also includes language that would allow for an amendment to the agreement to include other local governments participating in future funding based on service levels.

The fiscal year 2024 budget will continue with the 75/25% split (city \$414,000 and county 138,000) under the current agreement. If approved, the city and county will adopt budget resolutions in March of 2024 that will set the percentages for fiscal year 2025. Staff is proposing public hearings with the city, county, and TPO in August and September to finalize the interlocal agreement.

I will present to the TPO Board and be available to answer any specific questions or concerns. If you have any questions, please contact me at <a href="mailto:tchighizola@ocalafl.org">tchighizola@ocalafl.org</a> or (352) 401-3992.

# AMENDED INTERLOCAL AGREEMENT CONCERNING THE PUBLIC TRANSPORTATION SYSTEM

THIS INTERLOCAL AGREEMENT is made and entered into this day of
, 2019 2023, by and between the CITY OF OCALA, a Florida municipal corporation
("CITY"), MARION COUNTY, a political subdivision of the State of Florida ("COUNTY), and the
Ocala/Marion County Transportation Planning Organization, a public entity created by Interlocal
Agreement and pursuant to Section 163.01, Florida Statutes ("TPO").

WHEREAS, the provision of adequate and effective public transportation services is an existing and growing problem in Marion County; and

WHEREAS, the public transportation system, known as "SunTran," began operation on December 15, 1998, and has continued to provide the community with public transportation service; and

WHEREAS, CITY and COUNTY are authorized by Section 163.01, Florida Statues, to enter into Interlocal Agreements to make the most efficient use of their powers by cooperating with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner that will accord best with geographic, economic, population and other factors influencing the needs and development of the local community.

WHEREAS, CITY and COUNTY have entered into that certain Interlocal Agreement and desire to enter into the following agreement to clarify the respective rights and responsibilities concerning the operation of SunTran for the benefit of their respective constituents.

NOW, THEREFORE, for and in consideration of the mutual terms, covenants, and conditions to be complied with on the part of the respective parties hereto, it is agreed as follows:

 PURPOSE OF THIS AGREEMENT. The purpose of this Agreement is to provide for public transportation services within the area of Marion County designated in the Transit Development Plan, as modified or amended, and to state the terms and conditions upon which cooperative funding shall be provided and an understanding between the Parties as to the manner in which the services will be provided. The Agreement may be modified to include any other local governments within Marion County where public transit service may be provided.

- 2. ESTABLISHMENT OF POLICY BOARD. The City of Ocala City Council shall serve as the policy board for the public transportation system. The CITY shall be responsible for the establishment of all fares, service standards, rules, and regulations of the public transportation system. The CITY shall provide to the Ocala / Marion County TPO for their information and feedback an annual report in June of each year, which will include policies, strategies, ridership, operations, routes, coordination procedures, financial data, and other information pertinent to the public transportation system for the upcoming fiscal year.
- 3. **ESTABLISHMENT OF ADMINISTRATIVE AGENCY.** The CITY shall serve as the administrative agency for the public transportation system. The CITY shall provide public transportation for the general public by the operation of revenue vehicles over designated routes on a fixed schedule or designated areas as defined in the Transit Development Plan. CITY staff shall be responsible for the day-to-day administration and oversight to of the service.
- 4. CONTRACTUAL AUTHORITY FOR THE ADMINISTRATIVE AGENCY. The CITY, as administrator of the system, the system administrator shall be authorized to apply for and receive grants-in-aid or other assistance from the Federal Government and/or the State of Florida. Said grants or other assistance shall be used to carry out the purposes of this Interlocal Agreement. The CITY shall also receive any funds provided by local entities for the financial support of the public transit system as described in this Interlocal Agreement. The CITY is also authorized to enter into a management, operation, and maintenance contract with a private company to oversee the day-to-day operations of the public transportation system.
- 5. CAPITAL AND OPERATIONAL CONTRIBUTIONS. The CITY shall be authorized to acquire the physical equipment, motor vehicles, equipment, and facilities (i.e., buses, signage, bus stop furnishing, etc.) required to operate a public transportation system. The CITY shall be the legal

entity responsible for the operation and management of the public transportation system. The financial support for the purposes set forth in this Interlocal Agreement shall be borne by each of the Parties as follows: the CITY shall pay seventy five percent (75%) and the COUNTY shall provide twenty five percent (25%) of any local monies required for any grant related to capital and operation of the public transportation system, subject to annual appropriation, determined each year as a percentage of the number of operating hours SunTran spends in either the CITY or COUNTY. The percentages between the CITY and COUNTY may vary from year to year based on service changes identified in the current Transit Development Plan (TDP). By March 1 of each year, the CITY shall present the project budget percentages to the TPO. By no later than March 30 each year, the percentages between the CITY and COUNTY shall be established by the adoption of a budget resolution by both the CITY and COUNTY. The adoption of the resolutions by the CITY and COUNTY shall serve as the formal local match request for the upcoming budgets. Local monies are defined as those necessary to match any State program (Block Grant, TRIP, CIGP, or other programs that may be established) or Federal program (Section 5305(d), 5307, 5309, or other programs that may be established). In addition, other necessary funds, capital or operating, not covered by any grant program or other financial assistance shall be the responsibility of the CITY and COUNTY in the same proportion process as described above. The CITY shall, by March 30th of each year, submit to the COUNTY a request for the local County match for the upcoming budget year to be included in the COUNTY's proposed budget. The breakdown of the percentages listed above is based on the number of hours the public transportation provider spends in either the CITY or COUNTY. Currently, the percentage of hours spent in the CITY equates to seventy five (75) percent, whereas the percentage of hours spent in the COUNTY equates to twenty five (25) percent. The funds for capital and operating costs shall be provided by the Parties to this Interlocal Agreement to the CITY on a quarterly basis, as invoiced by the CITY, and shall reviewed be reviewed on an annual basis or as needed. All revenues derived from the operation of the transit system, including advertisement, shall be utilized to reduce the operating costs of the

system's operating costs.

- 6. TERM AND RENEWAL OF INTERLOCAL AGREEMENT. The term of this Interlocal Agreement shall begin on July 1 September 21, 201923, and end on September 2030, 202327.

  Before this Interlocal Agreement expires, the Ocala / Marion County TPO shall review the terms and conditions Prior to the expiration of this Interlocal Agreement, the terms and conditions shall be reviewed by the Ocala / Marion County TPO to discuss amendment or renewal.
- 7. **TERMINATION.** Either party may terminate this Interlocal Agreement by providing written notice of intent to terminate to the other party and the TPO at least ninety (90) days prior to the then current fiscal year; provided, that financial commitments made prior to termination are effective and binding for their full term and amount regardless of termination. In case of termination

by either party, the <u>transit system's administration</u>, and the policy board's authority administration of the transit system and authority of the policy board shall revert back to the TPO Governing Board. The effective date of any termination shall be the end of the <u>then currentthen-current</u> fiscal year, unless both parties agree to an alternative date of termination.

- 8. TRANSFER OR DISPOSITION OF PROPERTY. In the event of a transfer of administrative agency duties to another entity or agency, all property acquired pursuant to this Interlocal Agreement will transfer to the newly designated administrative agency. In the event of termination of the public transportation system, the disposition or distribution of any properties or monies acquired under the operation of this Agreement shall be on a proportionate rate basis, with the appropriate share to the Parties hereto being in direct proportion to each Party's contribution after required reimbursements to federal and/or state sources.
- AMENDMENT OF AGREEMENT. Amendments or modifications of this Agreement may only
  be made by written agreement signed by all parties hereto with the same formalities as the original
  Agreement.
- 10. <u>AGREEMENT EXECUTION</u>; <u>COUNTERPARTS</u>. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be original, and such counterparts together shall constitute one and the same instrument.
- 11. **EFFECTIVE DATE**. This Agreement shall become effective upon execution by all parties and filing with the Marion County Clerk of Court.
- 12. <u>PARTIES NOT OBLIGATED TO THIRD PARTIES</u>. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third-party beneficiaries to of this Agreement.

#### INTENTIONAL PAGE BREAK – SIGNATURES FOLLOW

IN WITNESS WHEREOF, the undersi	gned parties have caused this Interlocal Agreement to be
duly executed in their behalf on thisda	y of, 20 <del>19</del> 23.
	MARION COUNTY
	By: Craig Curry, Chairperson
Approved as to form and legality:	Attest:  Gregory C. Harrell  Marion County Clerk of the Circuit Court
Matthew G. Minter County Attorney	CITY OF OCALA, a Florida municipal corporation
	By:
Approved as to form and legality:	Attest: Angel B. Jacobs, City Clerk
William Sexton City Attorney	Ocala/Marion County Transportation Planning Organization
	By: Craig Curry, Chairperson

# AMENDED INTERLOCAL AGREEMENT CONCERNING THE PUBLIC TRANSPORTATION SYSTEM

THIS INTERLOCAL AGREEMENT is made and entered into this day of
, 2023, by and between the CITY OF OCALA, a Florida municipal corporation
"CITY"), MARION COUNTY, a political subdivision of the State of Florida ("COUNTY), and the
Ocala/Marion County Transportation Planning Organization, a public entity created by Interlocal
Agreement and pursuant to Section 163.01, Florida Statutes ("TPO").

WHEREAS, the provision of adequate and effective public transportation services is an existing and growing problem in Marion County; and

WHEREAS, the public transportation system, known as "SunTran," began operation on December 15, 1998, and has continued to provide the community with public transportation service; and

WHEREAS, CITY and COUNTY are authorized by Section 163.01, Florida Statues, to enter into Interlocal Agreements to make the most efficient use of their powers by cooperating with each other on a basis of mutual advantage and thereby to provide services and facilities in a manner that will accord best with geographic, economic, population and other factors influencing the needs and development of the local community.

WHEREAS, CITY and COUNTY have entered into that certain Interlocal Agreement and desire to enter into the following agreement to clarify the respective rights and responsibilities concerning the operation of SunTran for the benefit of their respective constituents.

NOW, THEREFORE, for and in consideration of the mutual terms, covenants, and conditions to be complied with on the part of the respective parties hereto, it is agreed as follows:

 PURPOSE OF THIS AGREEMENT. The purpose of this Agreement is to provide for public transportation services within the area of Marion County designated in the Transit Development Plan, as modified or amended, and to state the terms and conditions upon which cooperative

- funding shall be provided and an understanding between the Parties as to the manner in which the services will be provided. The Agreement may be modified to include any other local governments within Marion County where public transit service may be provided.
- 2. **ESTABLISHMENT OF POLICY BOARD.** The City of Ocala City Council shall serve as the policy board for the public transportation system. The CITY shall be responsible for the establishment of all fares, service standards, rules, and regulations of the public transportation system. The CITY shall provide to the Ocala / Marion County TPO for their information and feedback an annual report in June of each year, which will include policies, strategies, ridership, operations, routes, coordination procedures, financial data, and other information pertinent to the public transportation system for the upcoming fiscal year.
- 3. **ESTABLISHMENT OF ADMINISTRATIVE AGENCY.** The CITY shall serve as the administrative agency for the public transportation system. The CITY shall provide public transportation by operating revenue vehicles over designated routes on a fixed schedule or designated areas as defined in the Transit Development Plan. CITY staff shall be responsible for the day-to-day administration and oversight of the service.
- 4. CONTRACTUAL AUTHORITY FOR THE ADMINISTRATIVE AGENCY. The CITY, as the system administrator shall be authorized to apply for and receive grants-in-aid or other assistance from the Federal Government and/or the State of Florida. Said grants or other assistance shall be used to carry out the purposes of this Interlocal Agreement. The CITY shall also receive any funds provided by local entities for the financial support of the public transit system as described in this Interlocal Agreement. The CITY is also authorized to enter into a management, operation, and maintenance contract with a private company to oversee the day-to-day operations of the public transportation system.
- 5. <u>CAPITAL AND OPERATIONAL CONTRIBUTIONS.</u> The CITY shall be authorized to acquire the physical equipment, motor vehicles, equipment, and facilities (i.e., buses, signage, bus stop furnishing, etc.) required to operate a public transportation system. The CITY shall be the legal

entity responsible for the operation and management of the public transportation system. The financial support for the purposes set forth in this Interlocal Agreement shall be determined each year as a percentage of the number of operating hours SunTran spends in either the CITY or COUNTY. The percentages between the CITY and COUNTY may vary from year to year based on service changes identified in the current Transit Development Plan (TDP). By March 1 of each year, the CITY shall present the project budget percentages to the TPO. By no later than March 30 each year, the percentages between the CITY and COUNTY shall be established by the adoption of a budget resolution by both the CITY and COUNTY. The adoption of the resolutions by the CITY and COUNTY shall serve as the formal local match request for the upcoming budgets. Local monies are defined as those necessary to match any State program (Block Grant, TRIP, CIGP, or other programs that may be established) or Federal program (Section 5305(d), 5307, 5309, 5339 or other programs that may be established). In addition, other necessary funds, capital or operating, not covered by any grant program or other financial assistance shall be the responsibility of the CITY and COUNTY in the same process as described above. The funds for capital and operating costs shall be provided by the Parties to this Interlocal Agreement to the CITY on a quarterly basis, as invoiced by the CITY, and shall be reviewed on an annual basis or as needed. All revenues derived from the operation of the transit system, including advertisement, shall be utilized to reduce the system's operating costs.

- 6. TERM AND RENEWAL OF INTERLOCAL AGREEMENT. The term of this Interlocal Agreement shall begin on September 21, 2023, and end on September 30, 2027. Before this Interlocal Agreement expires, the Ocala / Marion County TPO shall review the terms and conditions to discuss amendment or renewal.
- 7. **TERMINATION.** Either party may terminate this Interlocal Agreement by providing written notice of intent to terminate to the other party and the TPO at least ninety (90) days prior to the then current fiscal year; provided, that financial commitments made prior to termination are effective and binding for their full term and amount regardless of termination. In case of termination

- by either party, the transit system's administration, and the policy board's authority shall revert back to the TPO Governing Board. The effective date of any termination shall be the end of the thencurrent fiscal year, unless both parties agree to an alternative date of termination.
- 8. TRANSFER OR DISPOSITION OF PROPERTY. In the event of a transfer of administrative agency duties to another entity or agency, all property acquired pursuant to this Interlocal Agreement will transfer to the newly designated administrative agency. In the event of termination of the public transportation system, the disposition or distribution of any properties or monies acquired under the operation of this Agreement shall be on a proportionate rate basis, with the appropriate share to the Parties hereto being in direct proportion to each Party's contribution after required reimbursements to federal and/or state sources.
- AMENDMENT OF AGREEMENT. Amendments or modifications of this Agreement may only
  be made by written agreement signed by all parties hereto with the same formalities as the original
  Agreement.
- 10. <u>AGREEMENT EXECUTION</u>; <u>COUNTERPARTS</u>. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be original, and such counterparts together shall constitute one and the same instrument.
- 11. **EFFECTIVE DATE**. This Agreement shall become effective upon execution by all parties and filing with the Marion County Clerk of Court.
- 12. **PARTIES NOT OBLIGATED TO THIRD PARTIES**. No party hereto shall be obligated or be liable hereunder to any party not a signatory to this Agreement. There are no express or intended third-party beneficiaries of this Agreement.

#### INTENTIONAL PAGE BREAK – SIGNATURES FOLLOW

IN WITNESS WHEREOF, the undersig	gned parties have caused this Interlocal Agreement to be
duly executed in their behalf on thisday	y of, 2023.
	MARION COUNTY
	By: Craig Curry, Chairperson
	Attest: Gregory C. Harrell
Approved as to form and legality:	Marion County Clerk of the Circuit Court
Matthew G. Minter County Attorney	CITY OF OCALA, a Florida municipal corporation
	By:
Approved as to form and legality:	Attest:  Angel B. Jacobs, City Clerk
William Sexton City Attorney	Ocala/Marion County Transportation Planning Organization
	By:Craig Curry, Chairperson



**TO:** Committee Members

FROM: Rob Balmes, Director

**RE:** Congestion Management Process, 2023 State of the System

#### **Summary**

In November 2021, the TPO Board adopted a revised Congestion Management Plan (CMP). One major element of the CMP is a State of the System. This element contains information related to level of service and congestion levels for the major federal-aid roadways (CMP Network) in Marion County.

In 2023, the TPO is conducting an update to the State of System. This activity includes revised level of service information, an updated comprehensive database table and associated map series for the CMP Network.

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 approval at the board meeting.

#### Attachment(s)

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

#### **Committee Recommendation(s)**

• The Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC) approved the 2023 State of the System Report on August 8, 2023.

#### **Action Requested**

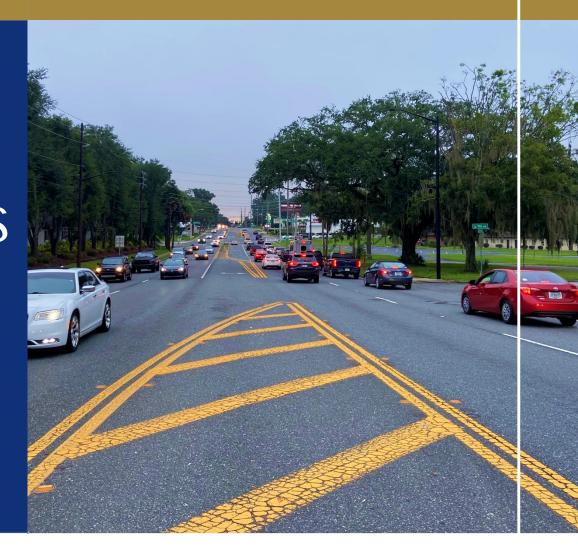
• TPO staff is recommending approval of the 2023 CMP State of the System Report.

If you have any questions about the draft CMP State of the System Report, please contact me at: 438-2631.

## **OCALA MARION**

# Congestion Management Process

2023 System Performance Evaluation





## Ocala Marion CMP Process

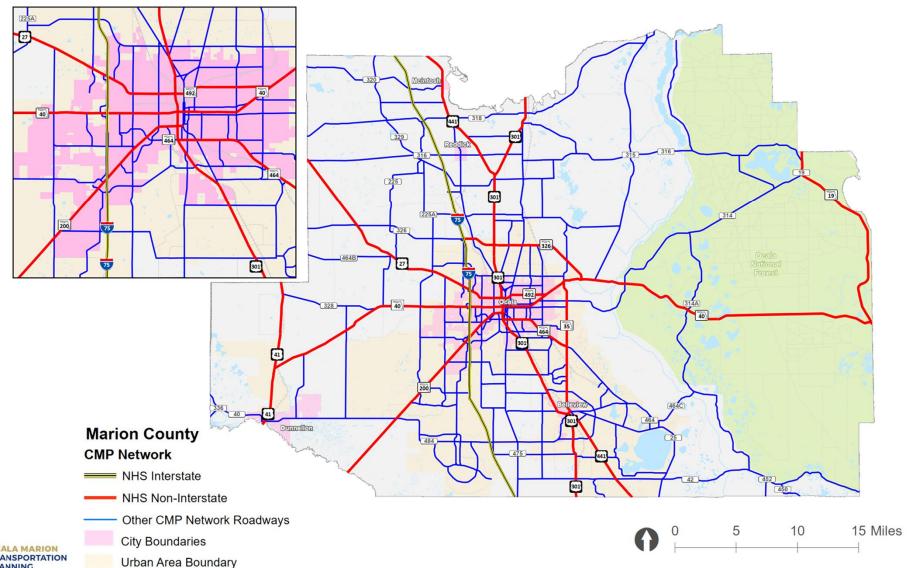
- CMP Policy and Procedures
   Manual Adopted in August 2021
- First Year Systems Evaluation Completed in August 2021
- CMP Database developed to track roadway congestion levels on a bi-annual basis



collecting data and analyzing that data to evaluate the defined performance measures.



# Congestion Management Network





# Roadway Level of Service

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





C3C-Suburban

Commercial

C4-Urban

General

C5-Urban

C3R-Suburban

Residential

C2-Rural

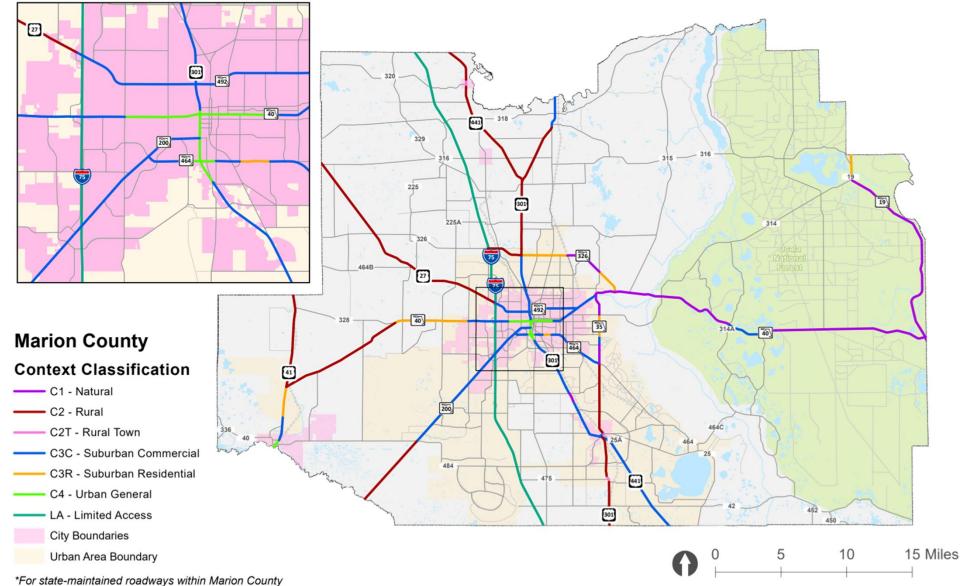
C2T-Rural



C6-Urban

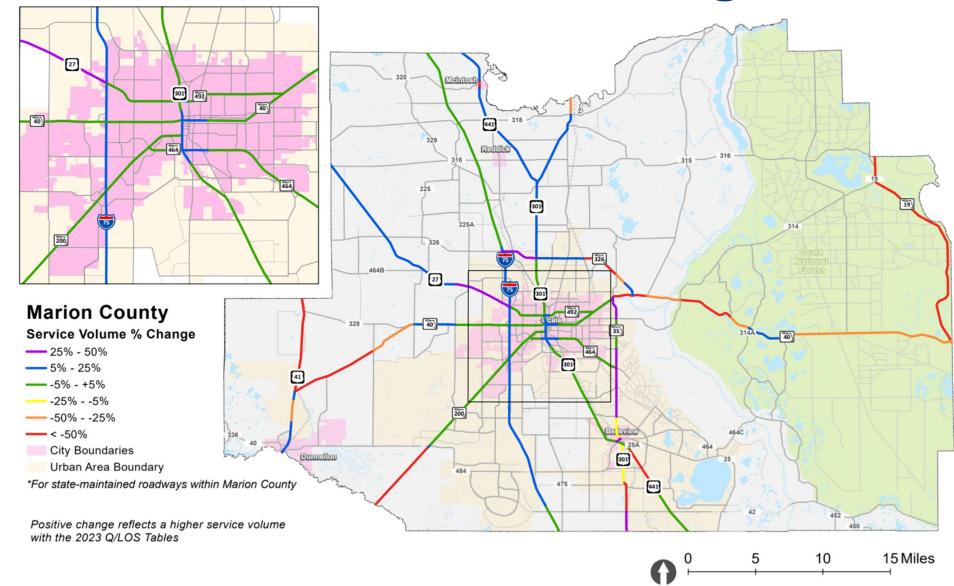
Core

## FDOT Context Classification





# Service Volume Percent Change



## Level of Service

CR 475A, S of SW 66th St



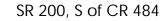
NW 27<sup>th</sup> Ave, S of US 27



SR 40, W of SE 25<sup>th</sup> Ave



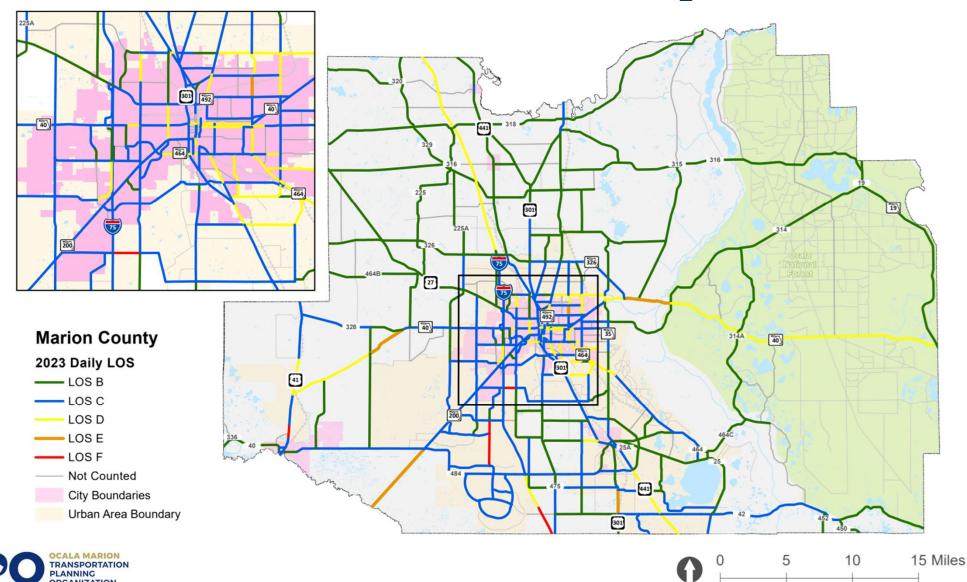






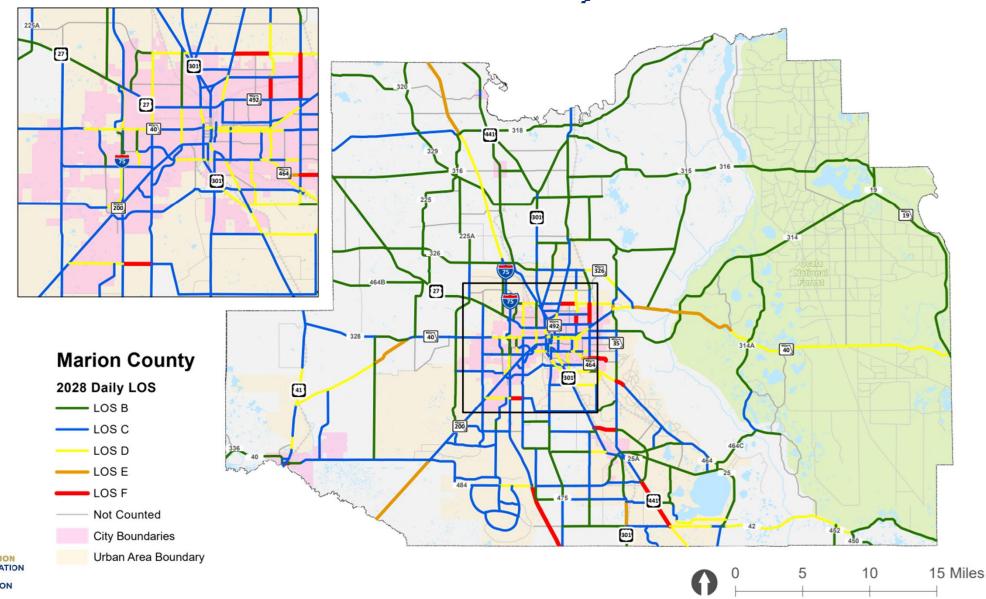
SW 49<sup>th</sup> Ave, S of SW 95<sup>th</sup> St

# Level of Service Summary, 2023





# Level of Service Summary, 2028



# Systemwide Performance

Level of Service (LOS) Summary, 2023

	LOS B	LOS C	LOS D	LOS E	LOS F
Roadway Miles	403	290	89	15	7
	50%	36%	11%	2%	1%
Change from 2021	-2%	-2%	+3%	+1%	
Million Vehicle-Miles Traveled (MVMT)	787	1,830	871	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%	86	10.7%
MVMT	378	11.8%	696	16.3%	1,036	24.2%

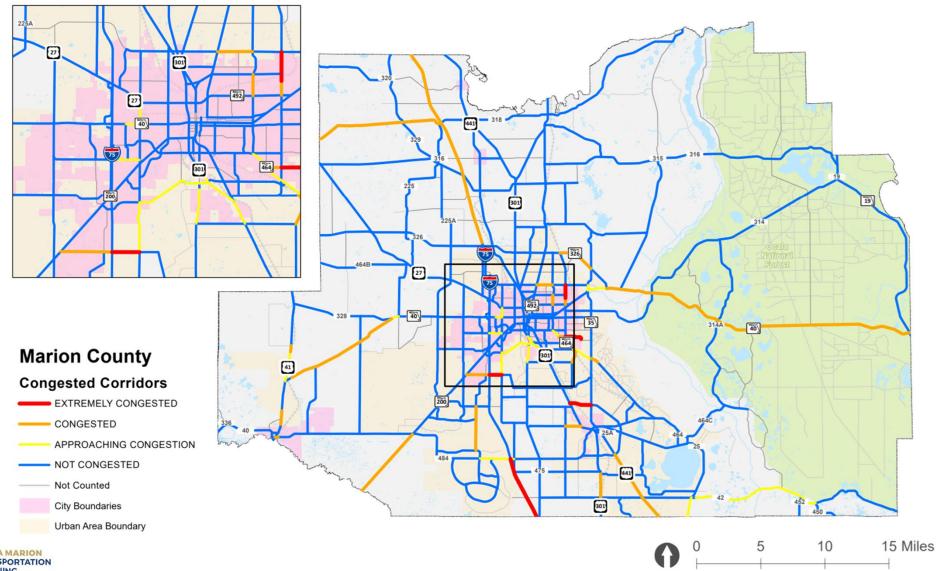


## Congested Corridors Identification

- Assumes Committed Improvements
- Not Congested
  - o Operating at acceptable LOS
- Approaching Congestion or Minimally Congested
  - o 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





# 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.
SE 44 AV RD	SE 44 AV	SR 464	APPROACHING	NOT CONGESTED	Lower growth rate in 2023, volume 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.

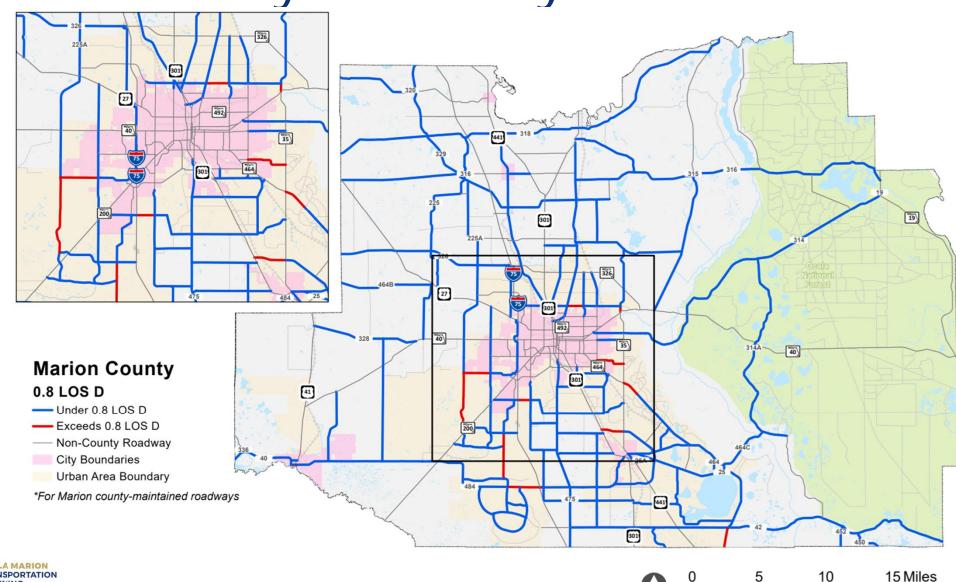
## Marion County Roadway Performance

### 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 60 AV
SW 49 AV	SW 95 ST	MARION OAKS BLVD
SW 80 AV	SW 90 ST	SW 38 ST
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



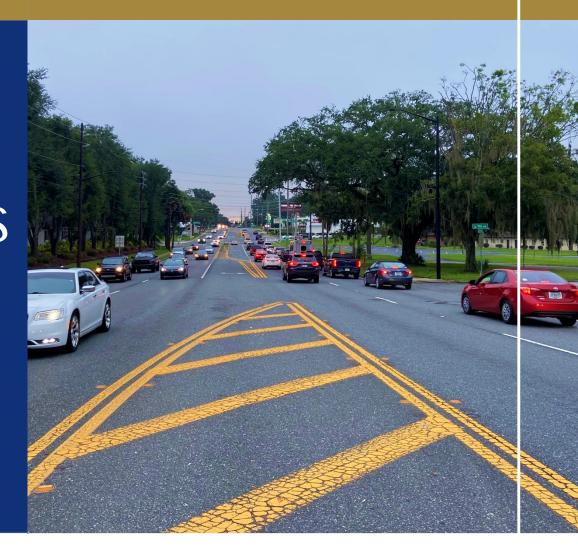
# Questions?



## **OCALA MARION**

# Congestion Management Process

2023 System Performance Evaluation





## **Congestion Management Process**

2023 STATE OF THE SYSTEM REPORT





August 2023



Prepared For:

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

Prepared By:



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## **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.

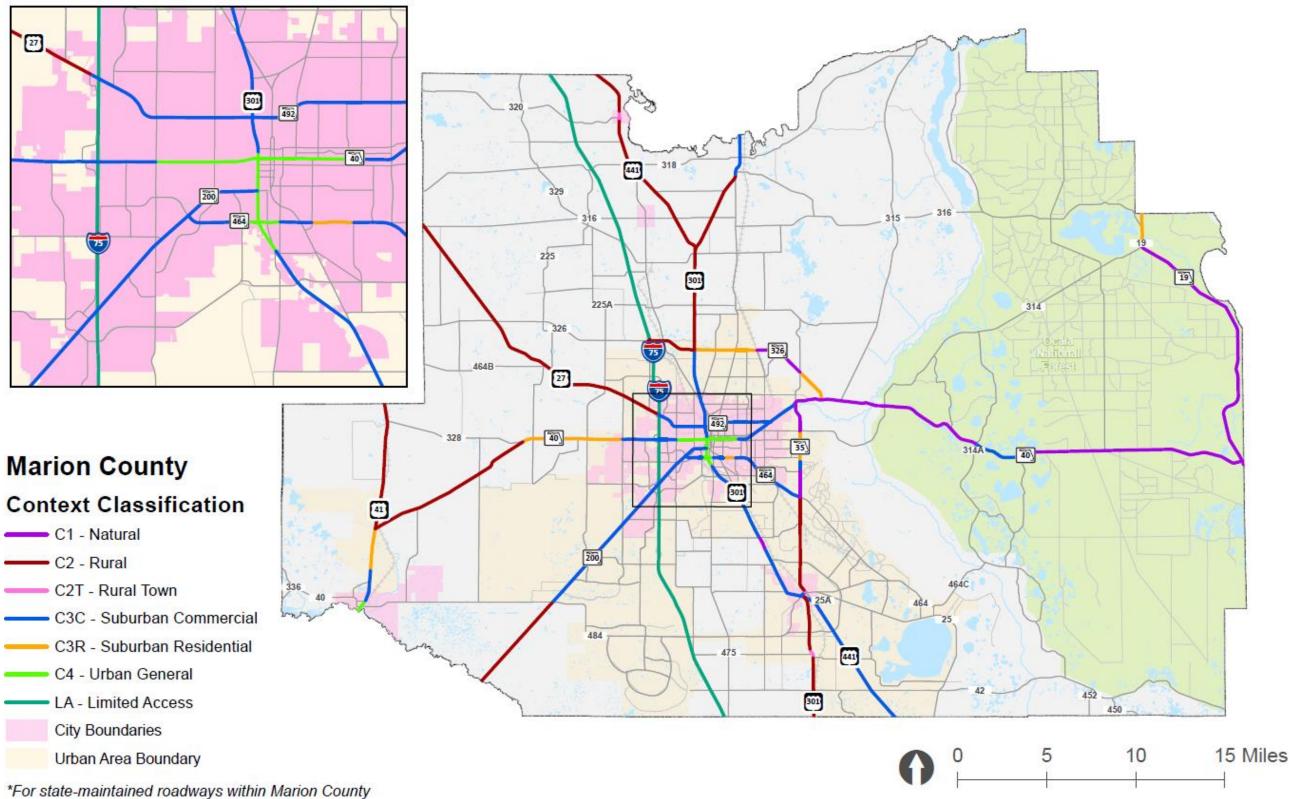
Some degradation of LOS occurred due to increases in traffic volumes between 2021 and 2023, such as I-75 south of CR 484 and SR 464.

**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.

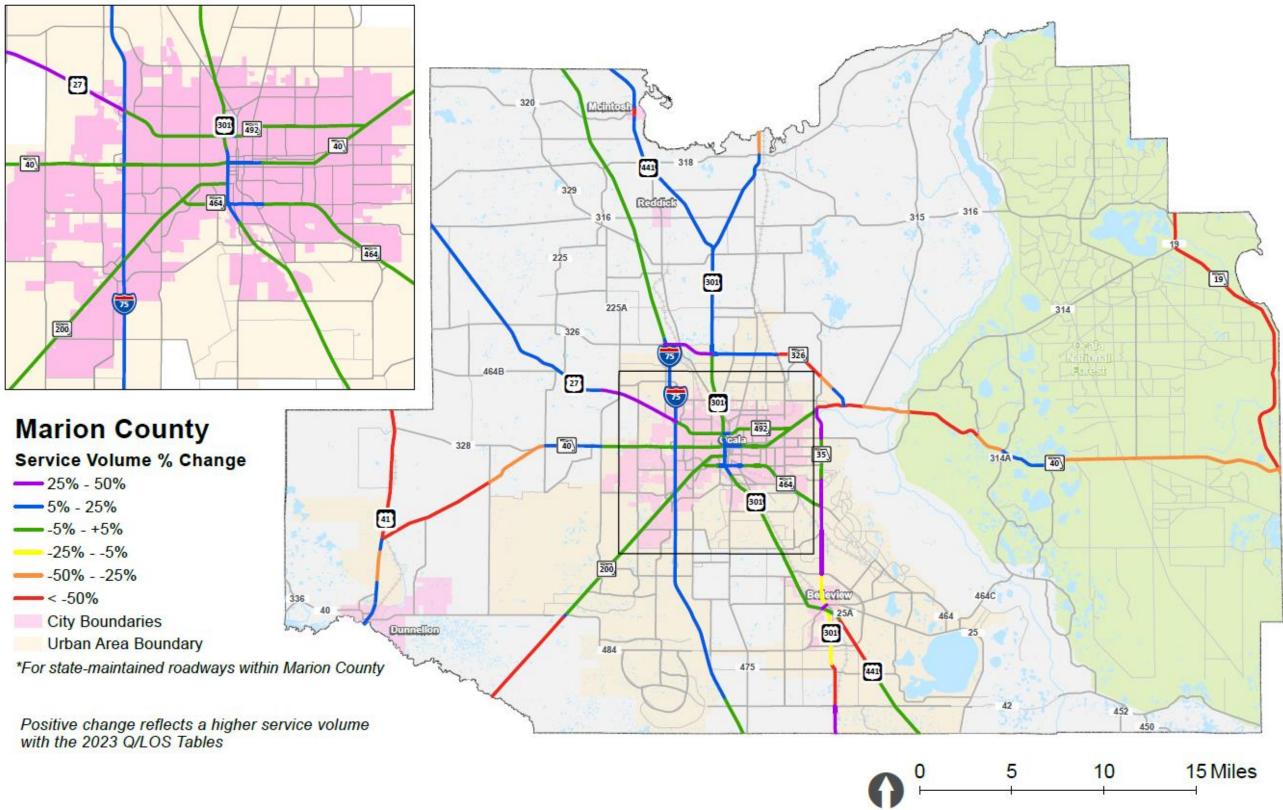




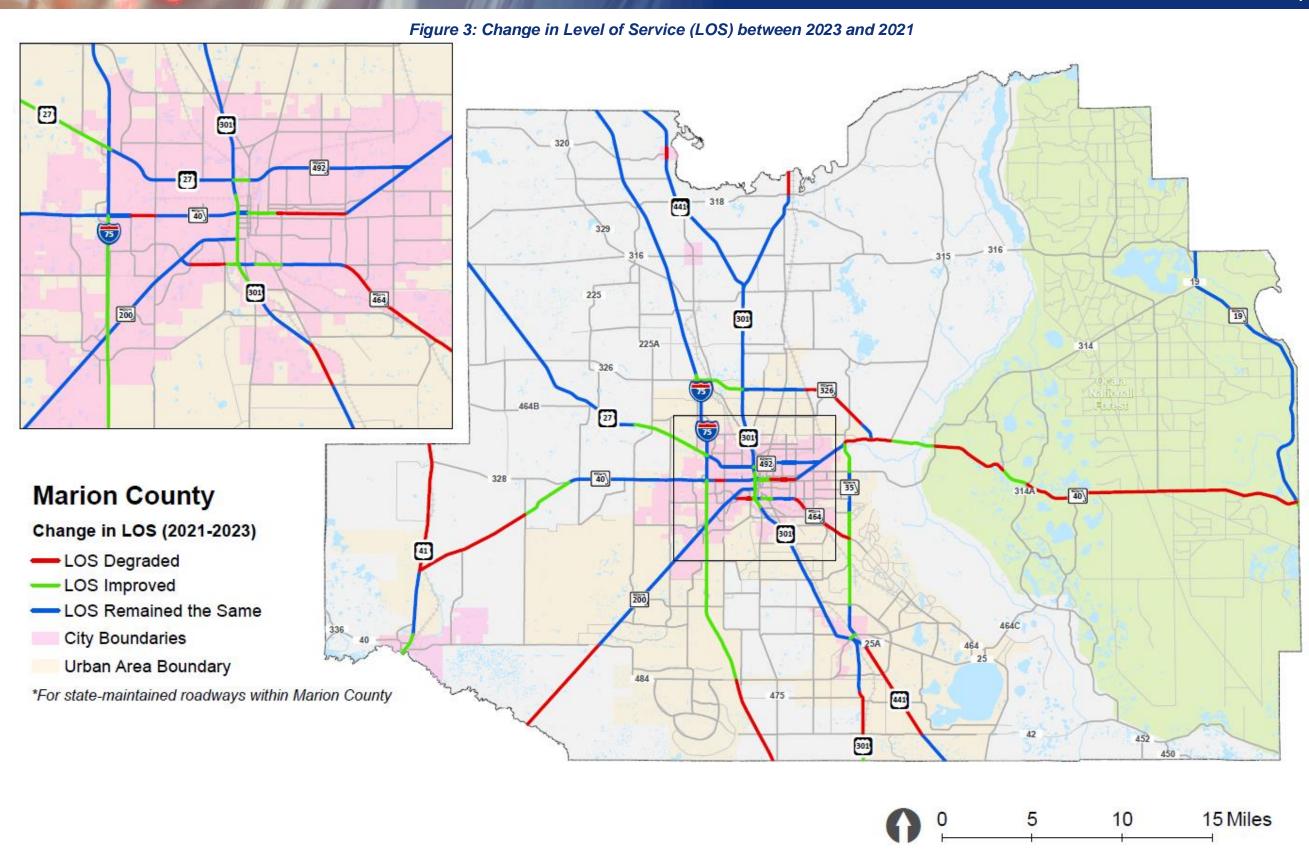














#### FUNDED CAPACITY IMPROVEMENT PROJECTS

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 44<sup>th</sup> 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

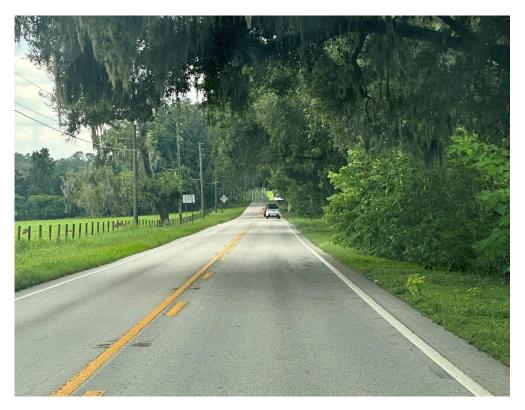


### LEVEL OF SERVICE (LOS)

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 27<sup>th</sup> 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
Pondway Milos	403	290	89	15	7
Roadway Miles	50%	36%	11%	2%	1%
Change from 2021	-2%	-2%	+3%	+1%	
Million Vehicle-Miles	787	1,830	871	88	112
Traveled (MVMT)	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	367	294	104	25	15
Roddwdy Miles	46%	36%	13%	3%	2%
Million Vehicle-Miles	766	2,006	859	294	349
Traveled (MVMT)	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.

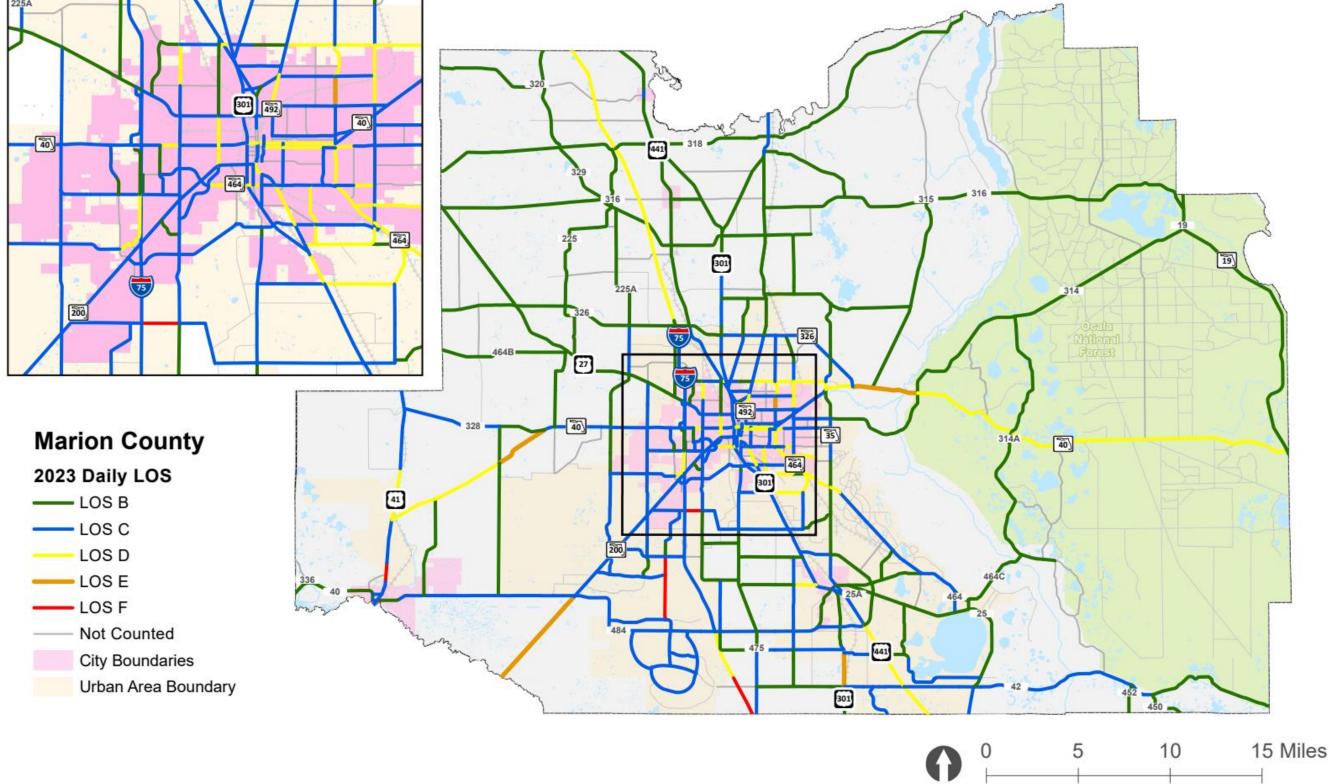
In addition to the current adopted LOS standards, Marion County has requested information be included for Maron County maintained roadways operating above 80% of LOS D to aid in planning. **Figure 6** includes a map of all county-maintained roadways, and whether they operate over or under 80% LOS D service 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

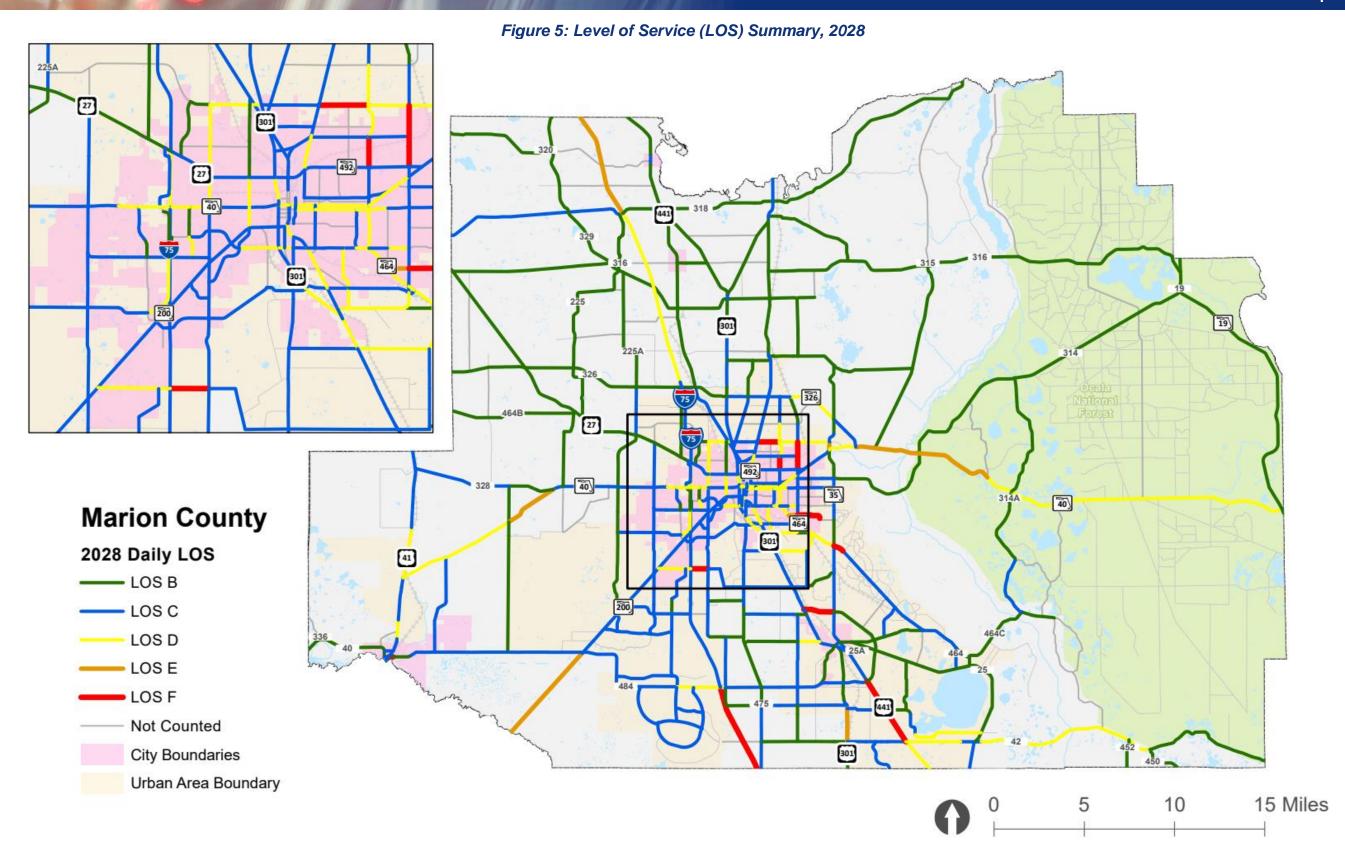
ROADWAY	FROM	ТО
CR 25	CR 42	COUTNY LINE(S)
CR 35	SR 40	NE 35 ST
CR 464	SR 35	SE PINE RD
CR 484	CR 475A	MARION OAKS BLVD
NE 35 ST	CR 200A	NE 25 AV
SE 24 ST	SE 36 AV	SR 35
SE 92 PL RD	US 301	SR 35
T2 8E W2	SW 80 AV	SW 60 AV
SW 49 AV	SW 95 ST	MARION OAKS BLVD
<b>SW 80 AV</b>	SW 90 ST	SW 38 ST
SW 66 ST	SW 49 AV	SW 27 AV



Figure 4: Level of Service (LOS) Summary, 2023 301 492









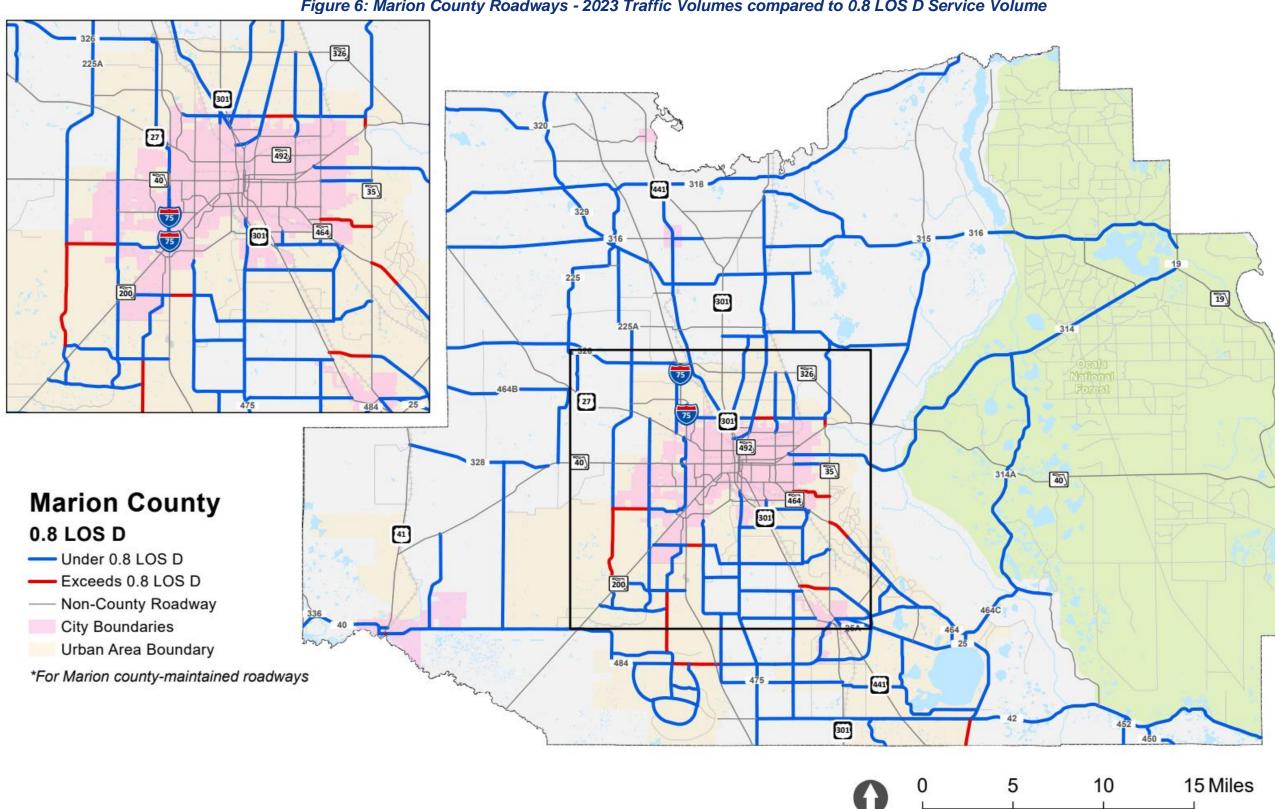


Figure 6: Marion County Roadways - 2023 Traffic Volumes compared to 0.8 LOS D Service Volume



### 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.

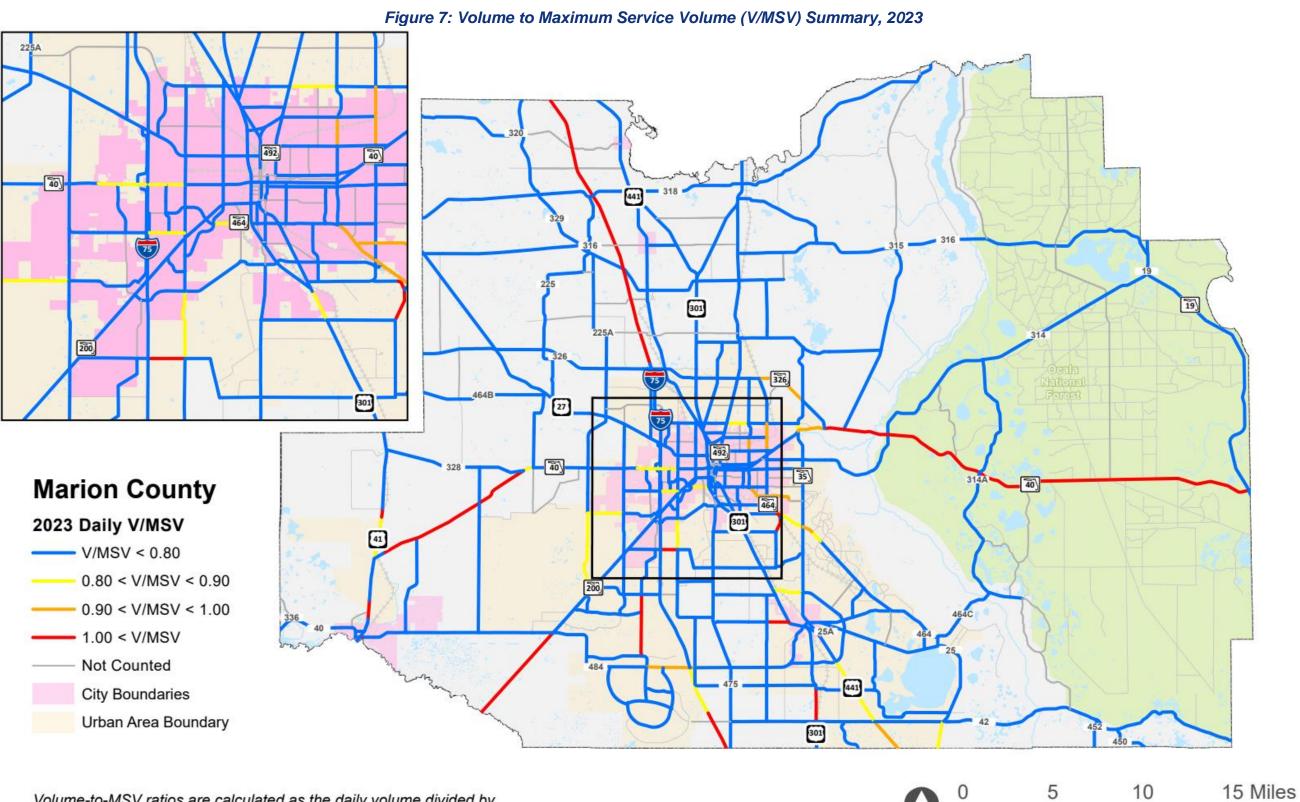
Table 4: Roadways with Volumes Exceeding Adopted LOS

	2021	2021 Percent County-wide	2023	2023 Percent County-wide	2028	2028 Percent County-wide
Miles	25	3.3%	66	8.2%	86	10.7%
MVMT	378	11.8%	696	16.3%	1,036	24.2%

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.

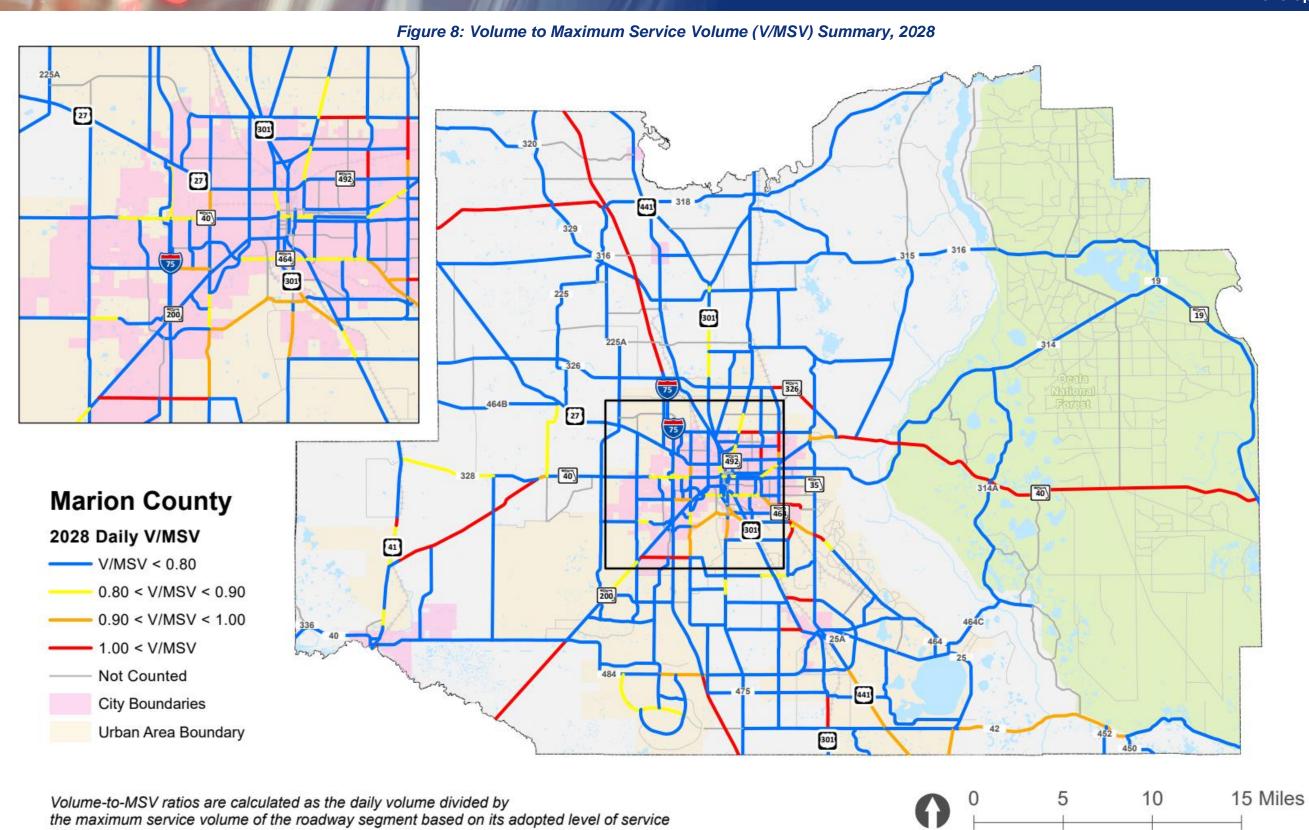




Volume-to-MSV ratios are calculated as the daily volume divided by the maximum service volume of the roadway segment based on its adopted level of service



standard.



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PLANNING
ORGANIZATION

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)

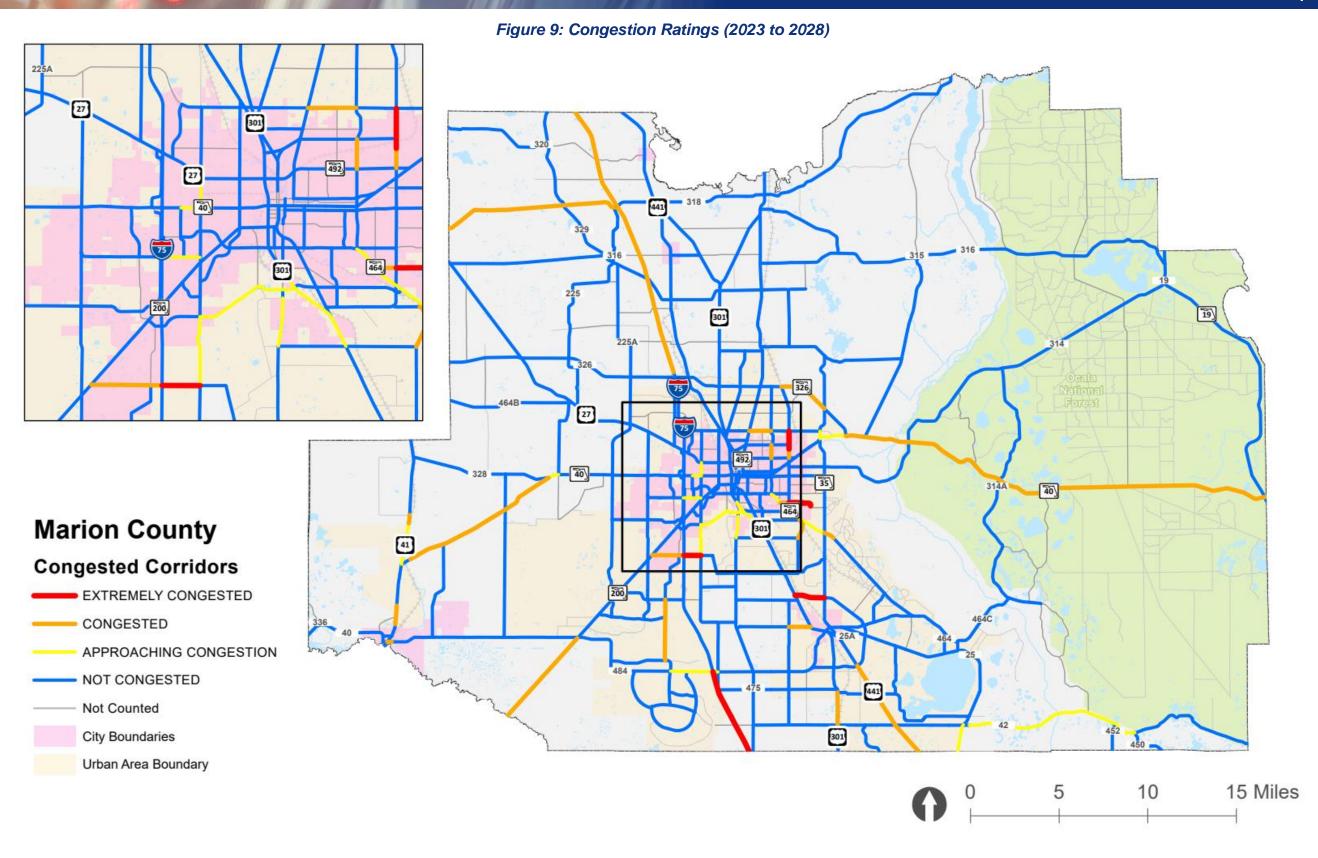
**Figure 9** illustrates the levels of congestion on each roadway within the CMP network. **Table 5** presents a tabulated summary of every "Congested" and "Extremely Congested" corridor in the CMP network.



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

ROADWAY	FROM	то						
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	CR 35						
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 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	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						
US 441	COUNTY LINE (S)	SE 147 PL						







# 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 daily 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	ТО	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- <b>7</b> 5	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 in 2023, crossed threshold.



SEGMENT ID	ROADWAY	FROM	то	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
2290	I-75	SR 200	SR 40	CONGESTED (2026)	NOT CONGESTED	Lower volume in 2023, crossed threshold.
2300	I-75	SR 40	US 27	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
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.
2920	NE 36 AV	NE 14 ST	NE 21 ST	APPROACHING	CONGESTED (2028)	Higher 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.



SEGMENT ID	ROADWAY	FROM	то	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
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)	CONGESTED (2028)	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.
4200.2	SE 31 ST	CR 475	US 441	NOT CONGESTED	APPROACHING	Higher volume and growth rate in 2023, crossed threshold.
4425	SE 44 AV RD	SE 44 AV	SR 464	APPROACHING	NOT CONGESTED	Lower growth rate in 2023, volume crossed threshold.
4550	SE 92 PL RD	US 441	SR 35	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
4800	SR 200	SW 60 AV	SW 48TH AVE	CONGESTED (2026)	NOT CONGESTED	Lower volume and growth rate 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.



SEGMENT ID	ROADWAY	FROM	то	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
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.
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)	Reduction in service volume due to 2023 Q/LOS update.
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)	Reduction in service volume due to 2023 Q/LOS update.
5500	SR 40	CR 314A	SE 183 AV	CONGESTED (2026)	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.



SEGMENT ID	ROADWAY	FROM	то	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
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.
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 (2028)	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	NE 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.



SEGMENT ID	ROADWAY	FROM	то	2021 ANALYSIS	2023 ANALYSIS	REASON FOR DIFFERENCE
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	NOT CONGESTED	CONGESTED (2023)	Reduction in service volume due to 2023 Q/LOS update.
6730	US 441	CR 42	SE 147 PL	NOT CONGESTED	CONGESTED (2028)	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	то	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)		RVICE DIRECTIONAL SERVIC VOLUME (2028)	E URBAN/ RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	023 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,770	3,357	4 6	7,770 3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	12,400	0.18	B 1.00%	13,100	0.19	В
1020 1030.1	CR 21 CR 225	CR 315 US 27	COUNTY LINE CR 326	2 2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		19,170 9,270	999 486		9,170 999 9,270 486	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D B	Not Counted 1,500	N/A 0.16	N/A 1.00% B 5.27%	Not Counted 1,900	N/A 0.20	N/A B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2 9	9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	1,500	0.16	B 5.27%	1,900	0.20	В
1040.1 1050	CR 225 CR 225A	CR 316 US 27	CR 318 CR 326	2	COLLECTOR	UNINTERRUPTED INTERRUPTED		9,270 10.224	486 533		9,270 486 0,224 533	Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B D	1,500 7,100	0.16	B 5.27% C 1.00%	1,900 7.400	0.20 0.72	B C
1060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2 9	9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	3,100	0.33	B 1.00%	3,300	0.36	В
1070 1080.1	CR 25 CR 25	COUNTY LINE CR 42	CR 42 SE 128 PL RD	2	COLLECTOR	INTERRUPTED UNINTERRUPTED	1	12,744 29,340	634 1.449		2,744 634 9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E E	11,300 7,800	0.89	C 1.11% B 1.00%	12,000 8,200	0.94	C B
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2 2	9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B 1.00%	8,200	0.28	В
1090.1	CR 25 CR 25	SE 135 AV CR 464	CR 464 SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		29,340 29,340	1,449		9,340 1,449 9,340 1,449	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	7,800 6.100	0.27	B 1.00% B 1.00%	8,200 6,400	0.28 0.22	B B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2 2	9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,000	0.24	B 6.27%	9,500	0.32	В
1110.4 1120	CR 25 US 441	SE 92 PL LOOP NE 28 ST	SE 110 ST CR 25A (S)	4	COLLECTOR ARTERIAL	UNINTERRUPTED INTERRUPTED		29,340 40,352	1,449		9,340 1,449 0,352 1,996	Urban Urban	U D	COUNTY	Other CMP Network Roadway NHS - Non-Interstate Roadway	D D	9,900 18,300	0.34	B 1.00% C 1.00%	10,400 19,200	0.35	B C
1130	CR 25A	US 441 (S)	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2 1	2,744 634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,400	0.42	C 1.58%	5,800	0.46	С
1150.1 1150.2	CR 25A CR 25A	SR 326 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY CR 329	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		29,340 19,170	1,449 999		9,340 1,449 9,170 999	Urban	U	COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	D D	8,200 8,200	0.28	B 1.00% B 1.00%	8,600 8,600	0.29	B
1160.2	CR 25A	CR 316	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486		9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	3,300	0.36	B 8.45%	4,900	0.53	В
1160.3 1170	CR 25A CR 25A	CR 329 US 441	CR 316 CR 25	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		14,130 29,340	738 1,449		4,130 738 9,340 1,449	Rural	U	COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E	3,300 Not Counted	0.23 N/A	B 8.45% N/A 1.00%	4,900 Not Counted	0.35 N/A	B N/A
	CR 314 CR 314	NE 7 ST	SE 1 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999 999		9,170 999 9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,100	0.11	B 1.00%	2,200	0.11	В
1190.1 1200	CR 314	SE 1 ST SR 40 (E)	SR 40 (E) CR 314A	2	COLLECTOR COLLECTOR	UNINTERRUPTED UNINTERRUPTED		19,170 19,170	999		9,170 999 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	2,000 3,100	0.16	B 3.50% B 1.00%	2,300 3,300	0.12 0.17	В
1210.2	CR 314 CR 314A	CR 314A CR 464C	SR 19 SF 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170 19,170	999		9,170 999 9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,400	0.18	B 1.00% B 13.97%	3,600 11,000	0.19	В
1220 1230.1	CR 314A	SE 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,700 4,700	0.3 0.25	B 1.00%	5,000	0.26	В
1240 1250.2	CR 314A CR 315	SR 40 CR 316	CR 314 CR 318	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		19,170 19,170	999		9,170 999 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	1,800 Not Counted	0.09 N/A	B 1.00% N/A 1.00%	1,900 Not Counted	0.10 N/A	B N/A
1250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,800	0.2	B 1.09%	4,100	0.21	B
1250.4 1260	CR 315	NE 90 ST CR 318	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170 19,170	999		9,170 999 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	4,300 4,700	0.22	B 1.00%	4,600 6.400	0.24	B R
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.25	B 6.58%	6,400	0.33	В
1280.1 1280.2	CR 316 CR 316	US 27 E OF CR 225	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270 9,270	486 486		9,270 486 9,270 486	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B R	1,100 Not Counted	0.12 N/A	B 1.00% N/A 1.00%	1,100 Not Counted	0.12 N/A	B N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		9,270	486	2 9	9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	700	0.08	B 1.00%	700	0.08	В
1280.4 1290.1	CR 316 CR 316	I-75 CR 25A	CR 25A NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270 9,270	486 486		9,270 486 9,270 486	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B R	Not Counted 1,300	N/A 0.14	N/A 1.00% B 1.00%	Not Counted 1.400	N/A 0.15	N/A B
1290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2 9	9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	1,300	0.14	B 1.00%	1,400	0.15	В
1290.4 1300.1	CR 316 CR 316	US 441 JACKSONVILLE RD	JACKSONVILLE RD  NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		9,270 19,170	486 999		9,270 486 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B D	Not Counted 2,300	N/A 0.12	N/A 1.00% B 1.00%	Not Counted 2,400	N/A 0.13	N/A B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B 1.22%	3,000	0.16	В
1310.1 1320.1	CR 316 CR 316	CR 315 NE 203 AV	NE 203 AV SR 19	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		19,170 19,170	999 999		9,170 999 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	D	4,600 1,800	0.24	B 7.47% B 1.00%	6,600 1,900	0.34	B
	CR 318	COUNTY LINE	1-75	2	COLLECTOR	UNINTERRUPTED		9,270	486		9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	5,400	0.58	B 20.11%	13,500	1.46	С
1340.1 1340.2	CR 318 CR 318	NW 60 AVE	NW 60 AVE US 441	2	COLLECTOR COLLECTOR	UNINTERRUPTED INTERRUPTED		19,170 10,224	533		9,170 999 0,224 533	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	6,200	0.32	B 7.18% C 7.18%	8,800 8,800	0.46 0.86	C
1350.1 1350.2	CR 318 CR 318	US 441 NE 10 AVE	NE 10 AVE US 301	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		9,270 9,270	486 486		2,270 486 2,270 486	Rural Rural	U	COUNTY	Other CMP Network Roadway	В	3,800	0.41	B 1.00% B 1.00%	4,000	0.43	В
1350.2	CR 318	US 301	US 301 CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	486 999		9,170 486 9,170 999	Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D B	3,800	0.41	B 1.00% B 1.00%	4,000	0.43	В
1380 1390.1	CR 320 CR 320	COUNTY LINE CR 329	CR 329 US 441	2	COLLECTOR	UNINTERRUPTED		9,270 9,270	486		9,270 486 9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	500 Not Counted	0.05 N/A	B 1.00% N/A 1.00%	500	0.05 N/A	B N/A
1400	CR 320	US 41	SW 140 AV	2	COLLECTOR	INTERRUPTED		9,270	480		7,270 486 7,288 482	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	Not Counted 5,900	0.64	C 5.00%	Not Counted 7,500	0.81	C C
1410.1 1410.2	CR 328 CR 328	SW 140 AV E OF NW 125 AV	E OF NW 125 AV SR 40	2	COLLECTOR	UNINTERRUPTED		14,130 14.130	738 738		4,130 738 4,130 738	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	С	5,900 5,900	0.42	B 5.00% B 5.00%	7,500 7.500	0.53 0.53	В
1410.2	CR 329	COUNTY LINE	HWY 318	2	COLLECTOR	UNINTERRUPTED		9,270	486		9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	2,300	0.42	B 8.45%	3,400	0.37	В
1430.1 1430.2	CR 329 CR 329	HWY 318 CR 316	CR 316 CR 25A	2	COLLECTOR COLLECTOR	UNINTERRUPTED UNINTERRUPTED		9,270 9,270	486 486		9,270 486 9,270 486	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B R	2,100 2,100	0.23	B 1.00% B 1.00%	2,200 2,200	0.24	B R
1440.1	CR 329	CR 25A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2 9	9,270 486	Rural	U	COUNTY	Other CMP Network Roadway	В	2,200	0.24	B 5.59%	2,900	0.31	В
1450 1460	CR 329 CR 329	US 441 JACKSONVILLE RD	JACKSONVILLE RD NE 47 AV	2	COLLECTOR COLLECTOR	UNINTERRUPTED UNINTERRUPTED		9,270 19,170	486 999		9,270 486 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B D	5,300 4,100	0.57 0.21	B 1.00% B 1.00%	5,500 4,400	0.59	B B
1470	CR 336	COUNTY LINE	CR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
1480 1490	CR 35 CR 35	SR 40 NE 35 ST	NE 35 ST NE 58 AV	2	COLLECTOR	INTERRUPTED INTERRUPTED	1	11,232 12,744	576 634		1,232 576 2,744 634	Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	9,600 6,000	0.85	D 2.52% C 2.61%	10,900 6,800	0.97	E C
1500	CR 35	NE 58 AV	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449		9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.2	B 3.01%	6,900	0.24	В
	CR 35 CR 40	SR 326 COUNTY LINE (W)	NE 97TH ST RD CR 336	2	COLLECTOR COLLECTOR	UNINTERRUPTED UNINTERRUPTED		25,650 19,170	1,341 999		5,650 1,341 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	3,100 3,700	0.12	B 3.71% B 9.10%	3,700 5,700	0.14	B
1530	CR 40	CR 336	URBAN AREA BOUNDRY	2	COLLECTOR	UNINTERRUPTED		19,170	999		9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,400	0.18	B 1.00%	3,600	0.19	В
	CR 40 CR 42	URBAN AREA BOUNDRY CR 475	SW ROLLING HILLS RD US 301	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		29,340 19,170	1,449 999		9,340 1,449 9,170 999	Urban Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	3,700 5,300	0.13 0.28	B 1.00% B 1.00%	3,900 5,500	0.13	B
	CR 42 CR 42	US 301 SE 77 AV	SE 77 AV US 441	4	ARTERIAL ARTERIAL	INTERRUPTED INTERRUPTED	1	35,820 35,820	1,800 1,800		5,820 1,800 5,820 1,800	Urban Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	18,300 18,300	0.51 0.51	C 5.05% C 5.05%	23,400 23,400	0.65 0.65	C
1610.1	CR 42	US 441	SE 130 AVE	2	COLLECTOR	UNINTERRUPTED	-	29,340	1,800	2 2	9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway	E E	18,300	0.48	C 6.58%	19,300	0.66	D
1610.2 1620.1	CR 42 CR 42	SE 130 AVE CR 25	CR 25 URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		29,340 29.340	1,449		9,340 1,449 9,340 1,449	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	10,800 11.000	0.37	C 1.79% C 3.79%	11,800 13,300	0.40	C
1620.3	CR 42	URBAN AREA BOUNDARY	CR 450	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	11,500	0.6	C 8.65%	17,400	0.91	D
1630 1640	CR 42 CR 450	CR 450 COUNTY LINE	COUNTY LINE CR 42	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		19,170 19,170	999 999	2 1	9,170 999 9,170 999	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,100 1,500	0.27 0.08	B 5.92% B 1.00%	6,800 1,500	0.35 0.08	B B
1650	CR 452	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED		19,170	999	2 1	9,170 999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,300	0.33	B 1.00%	6,600	0.34	В
	SR 464 SR 464	SE 25 AV SE 44 AV	SE 44 AV SR 35	4	ARTERIAL ARTERIAL	INTERRUPTED		38,430 38.430	1,901 1,901	4 3	8,430 1,901 8.430 1.901	Urban	D D	STATE STATE	Other CMP Network Roadway Other CMP Network Roadway	D D	34,800 33,200	0.91	D 1.00% D 1.25%	36,600 35.300	0.95 0.92	D D
1710	CR 464	SR 35	EMERALD RD (N)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 3	5,820 1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	34,300	0.96	D 1.00%	36,100	1.01	F
	CR 464 CR 464	EMERALD RD (N) OAK RD	OAK RD EMERALD RD (S)	4	ARTERIAL ARTERIAL	INTERRUPTED	1	35,820 35,820	1,800 1,800		5,820 1,800 5,820 1,800	Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	15,600 9,800	0.44	C 2.09% C 8.12%	17,300 14,500	0.48	C
1790	CR 464	EMERALD RD (S)	SE 110 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 3	5,820 1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,300	0.26	C 1.86%	10,200	0.28	c
1800.2 1810	CR 464 CR 464A	SE 110 ST US 441	CR 25 SE 31 ST	2	ARTERIAL COLLECTOR	INTERRUPTED	1	11,232 15,930	576 792		1,232 576 5,930 792	Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,700 6,300	0.24	C 1.00% C 1.00%	2,900 6,600	0.26	C
1830	CR 464A	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,742	756	2 1	4,742 756	Urban	D	COUNTY	Other CMP Network Roadway	E	10,600	0.72	D 1.00%	11,100	0.75	D
1840 1850	CR 464B SE 114TH ST RD	COUNTY LINE CR 464	US 27 SE 135 AV	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED		9,270 29,340	486 1,449	2 2	9,270 486 9,340 1,449	Rural Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B E	3,300 5,500	0.36	B 1.00% B 9.34%	3,500 8,500	0.38	B B
1860.1	CR 464C	SE 114TH ST RD	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2 2	9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,400	0.18	B 3.40%	6,400	0.22	В
	CR 464C CR 475	URBAN AREA BOUNDARY COUNTY LINE	CR 314A CR 475A	2	COLLECTOR COLLECTOR	UNINTERRUPTED UNINTERRUPTED		19,170 14,130	999 738	2 1	9,170 999 4,130 738	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	5,400 9,300	0.28	B 3.40% C 3.71%	6,400 11,200	0.33	B C
1870.3	CR 475	CR 475A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		14,130	738	2 1	4,130 738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,100	0.43	B 2.96%	7,000	0.50	В
1870.4 1880.1	CR 475 CR 475	URBAN AREA BOUNDARY CR 484	CR 484 URBAN AREA BOUNDARY	2	COLLECTOR ARTERIAL	UNINTERRUPTED UNINTERRUPTED		16,200 16,200	801 801		6,200 801 6,200 801	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	6,100	0.38	B 2.96% B 4.13%	7,000 7,600	0.43	B B
1880.2	CR 475	URBAN AREA BOUNDARY	SE 90 ST	2	ARTERIAL	UNINTERRUPTED		14,130	738	2 1	4,130 738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,200	0.44	B 4.13%	7,600	0.54	В
1890.1 1890.2	CR 475	SE 90 ST URBAN AREA BOUNDARY	URBAN AREA BOUNDARY SE 80 ST	2	ARTERIAL ARTERIAL	UNINTERRUPTED UNINTERRUPTED		14,130 16,200	738 801		4,130 738 6,200 801	Rural Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	8,800 8,800	0.62	B 5.26% B 5.26%	11,400 11,400	0.81	C
1900	CR 475	SE 80 ST	SE 52 ST	2	ARTERIAL	INTERRUPTED	1	12,096	598	2 1	2,096 598	Urban	U	COUNTY	Other CMP Network Roadway	C	8,200	0.68	C 3.35%	9,600	0.79	C
1910.1 1910.3	CR 475	SE 52 ST SE 35 ST	SE 35 ST SE 31 ST	2	ARTERIAL ARTERIAL	INTERRUPTED UNINTERRUPTED	1	12,096 16,200	598 801	2 1	2,096 598 6,200 801	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	9,600 9,600	0.79	C 3.90% B 3.90%	11,600 11,600	0.96 0.72	C
1910.5	CR 475 CR 475	SE 31 ST	N OF SW 29TH ST RD	2	ARTERIAL	UNINTERRUPTED	2	29,340	1,449	2 2	9,340 1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
1010 /	UN 4/3	N OF SW 29TH ST RD	US 441	2	ARTERIAL	INTERRUPTED	4	11,232	576	2 1	1,232 576	Urban	U	COUNTY	Other CMP Network Roadway	L L	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
	SE 23 PL CR 475A	US 441 CR 475B	SE 3 AV CR 484	2	LOCAL	INTERRUPTED	2	11,794 12,744	605	2 1		Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A 0.57	N/A 1.00% C 2.75%	Not Counted	N/A 0.66	N/A C

The column   The	SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS DAILY SERVICE VOLUME (2023)	PEAK HOUR IRECTIONAL SERVICE VOLUME (2023)	DAILY LANES SERVICE (2028) VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
West								1,111						E				6,100	0.21	В
Column														C C				6,100 2,100	0.43	B C
Column	1960			SE 36 AV	2 COLLECTOR		1 12,744	634	2 12,744			U COUNTY	Other CMP Network Roadway	E	2,000	0.16	C 1.00%	2,100	0.16	С
The column   Column														E				2,200 7.600	0.17	C B
Section   Sect														E				10,000	0.34	В
March							,		,					D	•			10,000	0.52	C
## 15					2 JULIERDAE									E			0 0.00%	15,300 15,300	0.52 0.52	C
March	2020.1	CR 484	SR 200	SW 45 AV	2 ARTERIAL	INTERRUPTED	1 12,744		2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	8,000		C 1.00%	8,400	0.66	С
A										·				E D				34,700 35,200	0.97	D C
Section   Sect	2070							7,000	4 35,820	1,000			Other CMP Network Roadway	D	00,000	0.94		35,200	0.98	D
April   Apri														D				20,900	0.58	C
Taylor   March   Mar														D				18,800	0.52	c
Column								1,449						E				8,800	0.30	В
Trick   Same								576						E				Not Counted 6,400	N/A 0.57	N/A D
ACCOUNT   ACCO														E				6,100	0.54	D
Second Column					2 GOLLEGION									E				8,100 7,100	0.55 0.48	D D
The column   Column	2200	E FORT KING ST	SW 25 AV	SE 30TH AVE	2 COLLECTOR	INTERRUPTED	2 14,742		2 14,742			D COUNTY		E	7,800	0.53	D 1.00%	8,200	0.56	D
Second Column														E				9,600 8,200	0.57	C
Second Column   Col														E				12,000	1.07	F
Mar.														D				11,000	0.48	C
Column														D				148,400 148,400	2.15 1.21	F F
Column	2280		CR 484		6 INTERSTATE				6 122,800	6,080		0% STATE		D	84,000			88,300	0.72	С
10														D D	,			95,500 105,300	0.78	C D
Section   Column	2310	1-75	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
Color   Colo														D				73,800 73,800	0.60 1.07	C D
Col.		1-75												C				73,800 83,600	1.07	E
March   Marc	2340.1			NE 8 AV					4 30,420			D COUNTY	Other CMP Network Roadway	E				9,600	0.32	c
Column   C								7,010		1,010			Other Own Network Reading	E E	,			14,700 11,300	0.39	C
The content of the	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	С
The content of the														E				8,300 10.600	0.65	C
Control   Cont										·				D				8,400	0.44	В
Decouple   State							,	999	,					D			D 1.00%	5,900	0.31	В
1.50   1.50								794		700				E				3,800 4,800	0.26	C
Marchest											Urban			E				1,100	0.10	С
STOCK   STOC														E F				1,100 Not Counted	0.10 N/A	C N/A
200   1900														E				Not Counted	N/A	N/A
100   100														D D				20,200 20,200	0.53 0.53	C
100														D				Not Counted	N/A	N/A
Second   S														D				20,200	0.53	С
Part								1,1.0.1						D				20,600	0.54 0.55	C
		***************************************						.,		-,,				D	7,000			11,000	0.29	С
Page														D				Not Counted 3,100	N/A 0.16	N/A p
196														D				Not Counted	N/A	N/A
Section   Sect														E				4,000	0.36	C
No.													E				2,400 7,200	0.19	C	
Page   M. A. M.														E				11,300	1.01	F
Page   M. Page														E F				8,400 5.300	0.75	D D
March   Marc	2790	NE 25 AV	NE 49 ST			INTERRUPTED	,===	576	2 11,232			U COUNTY	Other CMP Network Roadway	E		0.31	C 1.00%	3,700	0.33	С
March   Marc	2000		******				,===	570	,===	570				E	-,	0.2		2,400 Not Counted	0.21 N/A	C N/A
200   H.3   M.5											0 000111		E E				Not Counted Not Counted	N/A N/A	N/A N/A	
200   M. 5 97				2 COLLECTOR				,===		Urban			E			0 4.10%	4,900	0.44	C	
289   18.39														E				1,900 12,000	0.17 1.07	F
200   R.S. M.   M. VIT	2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E			D 1.00%	8,400	0.75	D
200   M. S. W.   M. S. S. S.   M. S.														E D				8,000 2,000	0.71	D B
No.	2920	NE 36 AV	NE 14 ST	NE 21 ST	2 ARTERIAL	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	12,200	0.96	D 1.00%	12,800	1.00	F
200   NS NAT   16 95   93 35   2   COLLETOR   UNINTERSPITED   9.70   466   2   9.70   486   Nx     U   COUNTY   Other Colle Blooked Place Standard   Nx													E				14,000 9,700	1.10 0.76	F C	
200   10   10   10   10   10   10   10														B				4,000	0.76	В
200.0   1.00	2990	NE 47 AV	CR 329	CR 316	2 COLLECTOR	UNINTERRUPTED	,		2 19,170	999		U COUNTY		D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
200   2314   SSS   UBBAN MEABOURDARY   2   COLLETOR   UBRITEREPTED   72,340   1,449   2   23,40   1,449   U COLINY   Ober COR* Network Readery   E 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   B 3,46%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   C 1,00%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   C 1,00%   U COLINY   Ober COR* Network Readery   D 7,00   0.6   C 1,00%   U COLINY   Ober COR* Network Readery   D 7,00   Ober Cor* Network Readery   D			15 (17)											E E				Not Counted 6,100	N/A 0.48	N/A C
200   N. P. DAV   N. P. DET   C. S. 16   2 COLLETOR UNITERSPITED   10,170   999   2, 10,770   999   Rural   U COLUMY Observice Membershape   D. 2,500   0.13   B. 1.00%   10,00%   10	3060	CR 314	SR 35	URBAN AREA BOUNDARY	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	7,600	0.26	B 3.66%	9,100	0.31	В
SPACE   SPAC														D				9,100	0.47	В
3100   SR 326   WANTHOWN PD   CR 200A   2   ARTERNAL INTERRUPTED   17,700   888   17,700   888   Uthan   U   STATE   NNS- Non-Interstale Roadway   D   11,500   0.64   C   1,00%   CR 200A   R 36 NV   2   ARTERNAL UNINTERRUPTED   2,000   470   2   8,200   470   Rzal   U   STATE   NNS- Non-Interstale Roadway   D   11,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,500   0.64   C   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,00%   CR 200A   R 20   NNS- Non-Interstale Roadway   D   1,00%   NN														D				2,700 12,100	0.14	B C
3130   SR 26   NE 56 AV   NE 40 AV   2   ARTERIAL UNINTERRIPTED   8,200   430   2   8,200   430   Rural   U   STATE   NRS - Non-Intertal Roadway   C   8,100   0.99   C   2,45%	3100	SR 326	W ANTHONY RD	CR 200A	2 ARTERIAL	INTERRUPTED	17,920	888	2 17,920	888	Urban	U STATE	NHS - Non-Interstate Roadway	D	11,500	0.64	C 1.00%	12,100	0.68	С
3140   NE 8 AV   SR 40   NE 35T   SR 40   NE 35T   SR 40   COLLECTOR   INTERRUPTED   2   28,899   720   Urban   U   COUNTY   Other CMP Network Roadway   E   Not Counted   NA   NA   1,00%   NA   3160   NR 8 AV   NR 35T   SR 492   4   COLLECTOR   INTERRUPTED   2   28,899   720   Urban   U   COUNTY   Other CMP Network Roadway   E   7,200   0.25   C   1,00%   NR 35T   SR 492   COLLECTOR   INTERRUPTED   2   11,232   576   Urban   U   COUNTY   Other CMP Network Roadway   E   7,700   0.25   C   1,00%   NR 35T   SR 492   COLLECTOR   UNINTERRUPTED   2   11,232   576   Urban   U   COUNTY   Other CMP Network Roadway   E   7,700   0.25   C   1,00%   NR 35T   SR 492   COLLECTOR   UNINTERRUPTED   SR 495   C   1,00%														C C				12,800 9,100	0.65	C D
3170   NE 8 AV   SR 492   CR 200A   2   COLLECTOR   INTERRUPTED   2   11,232   576   2   11,232   576   Urban   U   COUNTY   Other CMP Network Roadway   E   7,700   0.69   D   3,22%	3140	NE 8 AV	SR 40	NE 3 ST	4 COLLECTOR	INTERRUPTED	2 28,899	720	4 28,899	720		U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
3180.1   NE 905T   CR 35   CR 315   2   COLLECTOR   UNINTERRUPED   19,170   999   2   19,170   999   Rural   U   COUNTY   Other CMP Network Roadway   D   900   0.05   8   1.00%														E				7,500	0.26	С
3200.1   RE 97 ST   CR 200A   URBAN AREA BOUNDARY   2   COLLECTOR   UNINTERRUPTED   29,340   1,449   Urban   U   COUNTY   Other CMP Network Roadway   E   2,900   0.1   B   1,00%							,===		,===					E D	1,722			9,100	0.81	D B
2003   NE 97 ST   URBAN AREA BOUNDARY   CR 35   2 COLLECTOR UNINTERRUPTED   19,170   999   2 19,170   999   Rural   U   COUNTY   Other CMP Network Roadway   D   900   0.05   8   1,00%									,									1,600	0.17	В
3210   NE_MACKSONVILLE RD   N MAGNOLIA AV   CR 200A   2   COLLECTOR   UNINTERRUPTED   29,340   1,449   2   29,340   1,449   Urban   U   CITY OF OCALA   Other CMP Network Readway   E   9,700   0,33   B   1,77%					2 GOLLEGION				,			0 0001111		L.				3,100 900	0.11	B
3230   NEWATULA AVE   SR 40   NE 3 ST   2   COLLECTOR   INTERRUPTED   2   11,232   576   2   11,232   576   Urban   U   CITY OF OCALA   Other CMP Network Roadway   E   900   0.08   C   25,59%	3210	NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	2 COLLECTOR		29,340		2 29,340	1,449		U CITY OF OCALA	Other CMP Network Roadway	E				10,600	0.36	C
3240.2 NW 100 ST US 441 JACKSONVILLE RD 2 COLLECTOR UNINTERRUPTED 9,270 486 2 9,270 486 Rural U COUNTY Other CMP Network Roadway B Not Counted N/A N/A 1.00% N 3280 NW 120 ST WY 55 CT CR 2SA 2 LOCAL UNINTERRUPTED 9,270 486 2 9,270 486 Rural U COUNTY Other CMP Network Roadway B Not Counted N/A N/A 1.00% N	3230						2 11,232				Urban		Other CMP Network Roadway	E				2,800	0.25	С
2280 NW 120 ST NW 55 CT CR 2SA 2 LOCAL UNINTERRUPTED 9.270 486 2 9.270 486 Rural U COUNTY Other CMP Network Roadway B Not Counted N/A N/A 1.00% N														B B				Not Counted Not Counted	N/A N/A	N/A N/A
	3280	NW 120 ST	NW 55 CT	CR 25A	2 LOCAL	UNINTERRUPTED	9,270	486	2 9,270	486	Rural	U COUNTY	Other CMP Network Roadway	В	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
														В				Not Counted	N/A	N/A
														B				Not Counted Not Counted	N/A N/A	N/A N/A

SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW		Y SERVICE UME (2023)  PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES SERVIC (2028) VOLUM	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	E URBAN/ RURAL	DIVIDED / MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
3340.1		US 441	NE JACKSONVILLE RD	4 ARTERIAL	INTERRUPTED		30,420 1,530	4 30,420		Urban	D COUNTY	Other CMP Network Roadway	E	9,500	0.31	C 5.34%	12,300	0.40	С
3360 3370		SR 40 US 27	US 27 NW 21 ST	4 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED		35,820 1,800 14,040 720	4 35,820 2 14,040		Urban Urban	D COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	27,200 6,300	0.76	C 5.44% C 1.00%	35,500 6,600	0.99	D D
3380		NW 21 ST	NW 35 ST	2 COLLECTOR	INTERRUPTED		11,232 576	2 11,232		Urban	U CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D 1.00%	5,800	0.52	D
3390 3400	NW 3 ST NW 35 AV	NW 40 AV US 27	NW 38 AV NW 21 ST	2 COLLECTOR 4 LOCAL	INTERRUPTED UNINTERRUPTED		11,232 576 67,770 3,357	2 11,232 4 67,770		Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	2,500 9,200	0.22	C 1.37% B 1.00%	2,700 9,700	0.24	C B
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4 COLLECTOR	INTERRUPTED		30,420 1,530	4 30,420		Urban	D COUNTY	Other CMP Network Roadway	E	11,500	0.38	C 8.35%	17,200	0.57	D
3420 3430.2		NW MARTIN L KING AV NE 2ND AVE	US 441 CR 200A	4 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED		30,420 1,530 29,340 1,449	4 30,420 2 29,340		Urban	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	17,800 10,400	0.59	D 4.87% B 2.79%	22,600	0.74	D C
3430.3	NW 35 ST	US 441	NE 2ND AVE	4 COLLECTOR	INTERRUPTED	2	30,420 1,530	4 30,420	0 1,530	Urban	D COUNTY	Other CMP Network Roadway	E	10,400	0.34	C 2.79%	11,900	0.39	С
3440 3450	NW 38 AV NW 40 AV	NW 3 ST SR 40	US 27 NW 3 ST	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED		11,232 576 11,232 576	2 11,232 2 11,232		Urban	U CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,500 2,700	0.22	C 1.00% C 9.34%	2,700 4.300	0.24	C
3460.1		SW 13 ST	SR 40	2 ARTERIAL	INTERRUPTED		16,727 832	2 16,727		Urban	D COUNTY	Other CMP Network Roadway	E	9,900	0.59	C 9.54%	10,800	0.65	C
3470.1 3470.4		US 27	NW 63RD ST	4 COLLECTOR	UNINTERRUPTED		67,770 3,357 29,340 1,449	4 67,770		Urban	D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	9,900	0.15	B 1.74% B 1.74%	10,800	0.16	В
3470.4		NW 63RD ST SR 40	SR 326 US 27	2 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED		29,340 1,449 35,820 1,800	2 29,340 4 35,820		Urban	D COUNTY	Other CMP Network Roadway	E	9,900 11,100	0.34	C 2.38%	10,800 12,400	0.37	C
3510	CR 225A	SR 40	US 27	2 COLLECTOR	UNINTERRUPTED		29,340 1,449	4 35,820		Urban	U COUNTY	Other CMP Network Roadway	E	7,400	0.25	B 1.00%	7,700	0.15	В
3530 3540		US 441 SR 40	W ANTHONY RD US 27	2 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED		9,270 486 22,815 540	2 9,270 4 22,815		Rural Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	B	1,600	0.17	B 1.00% D 1.00%	1,600	0.17	B
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4 COLLECTOR	UNINTERRUPTED		67,770 3,357	4 67,770		Urban	D CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	B 1.00%	8,600	0.13	В
3570.1 3580		NW 22 ST NW 35 ST	NW 35 ST CR 25A	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED		29,340 1,449 13,381 665	2 29,340 2 13,381		Urban Urban	U CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,800 7,700	0.27	B 3.18% C 1.00%	9,200 8,100	0.31	B
3590.1		SE 110 ST	CR 464	2 COLLECTOR	UNINTERRUPTED		29,340 1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	6,000	0.2	B 12.82%	10,900	0.37	c
3610		CR 40	US 41	2 COLLECTOR	INTERRUPTED		11,232 576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	3,600	0.32	C 1.00%	3,800	0.34	C
3620 3680		SR 40 SE 3 AV	SW 10 ST SW 10TH ST	4 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED		36,774 3,694 11,232 576	4 36,774 2 11,232		Urban	O CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 5,300	N/A 0.47	N/A 1.00% D 1.00%	Not Counted 5,500	N/A 0.49	N/A D
3690		SR 464	SE 3 AV	2 COLLECTOR	INTERRUPTED		12,744 634	2 12,744		Urban	U COUNTY	Other CMP Network Roadway	E	5,300	0.42	C 1.00%	5,500	0.43	С
3700 3740		SW 10 ST E FORT KING ST	E FORT KING ST SR 40	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED		18,252 1,836 18,252 1,836	2 18,252 2 18,252		Urban Urban	O COUNTY O COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	1,700 1,700	0.09	C 1.00% C 1.00%	1,800 1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2 COLLECTOR	UNINTERRUPTED		29,340 1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	5,100	0.17	B 1.00%	5,300	0.18	В
3770 3790		CR 25 SR 464	SE 110 ST RD E FT KING ST	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED		29,340 1,449 11,232 576	2 29,340		Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 3 100	N/A 0.28	N/A 1.00%	Not Counted 3.300	N/A 0.29	N/A
3790 3800		SR 464 E FT KING ST	SR 40	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	-	11,232 576 11,232 576	2 11,232 2 11,232		Urban Urban	U CITY OF OCALA U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	3,100 2,400	0.28	C 1.00% C 1.00%	3,300 2,500	0.29	C
3810.1	SE 110 ST	CR 475	CR 467	2 COLLECTOR	UNINTERRUPTED		14,130 738	2 14,130	0 738	Rural	U COUNTY	Other CMP Network Roadway	C	6,700	0.47	B 1.00%	7,000	0.50	В
3820 3830.1	SE 110 ST CR 25	CR 467 SE 110 ST	US 441 SR 35	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED		5,256 266 30,807 1,521	2 5,256 2 30,807		Urban Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C E	6,900 9,900	1.31 0.32	D 4.10% B 1.00%	8,400 10,400	1.60 0.34	D B
3840.1	SE 110 ST RD	CR 25	OAK RD	2 COLLECTOR	UNINTERRUPTED		29,340 1,449	2 29,340	0 1,449	Urban	U COUNTY	Other CMP Network Roadway	E	3,400	0.12	B 1.00%	3,600	0.12	В
3850.1 3860		OAK RD	CR 464 SE 114TH ST RD	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED		29,340 1,449 29,340 1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,400 4.400	0.12	B 1.00%	3,600 4,700	0.12	B B
3880	SE 147 PL	US 301	US 441	2 COLLECTOR 2	INTERRUPTED		12,744 634	2 29,340		Urban	U COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E	6,000	0.15	C 6.96%	8,400	0.66	C
3900.1		US 441	SE 99TH AVE	2 COLLECTOR	UNINTERRUPTED		29,340 1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	6,900	0.24	B 7.78%	10,000	0.34	В
3900.2 3910		SE 99TH AVE SE 3 AV	SE 150 LN SE 11 AV	2 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED		29,340 1,449 38,430 1,901	2 29,340 4 38,430		Urban	U COUNTY D STATE	Other CMP Network Roadway Other CMP Network Roadway	D	6,500 30,300	0.22	B 1.00% C 1.00%	6,800 31,800	0.23	B C
3930.1	SR 464	SE 11 AV	SE 22 AV	4 ARTERIAL	INTERRUPTED		39,165 1,943	4 39,165	- 1,110	Urban	D STATE	Other CMP Network Roadway	D	30,800	0.79	C 1.00%	32,400	0.83	С
3950 3960		SE 22 AV SE 25 AV	SE 25 AV SE 36 AV	4 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED		38,430 1,901 11,232 576	4 38,430 2 11,232		Urban	D STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	30,800 3.400	0.8	C 1.00%	32,400	0.84	D
4020		CR 42	SE 183 AV RD	2 COLLECTOR	UNINTERRUPTED		19,170 999	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
4040 4050	SE 19 AV SE 19 AV	SE 38 ST SE 31 ST	SE 31 ST SR 464	2 LOCAL	INTERRUPTED INTERRUPTED		11,232 576 14,040 720	2 11,232 2 14,040		Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway	E	8,400	0.75	D 1.00% D 1.00%	8,800 8.800	0.78	D
4060		SR 464	E FORT KING ST	2 COLLECTOR 2 COLLECTOR	INTERRUPTED		11,232 576	2 11,232		Urban Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,400 2,400	0.6	C 5.02%	3,100	0.63	C
4070		SR 464	SE 36 AV	2 COLLECTOR	INTERRUPTED		11,232 576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	10,300	0.92	D 1.71%	11,200	1.00	E
4080 4110		SE 36 AV SR 464	SE 28 ST E FORT KING	2 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED		11,232 576 30,420 1,530	2 11,232 4 30,420		Urban Urban	U COUNTY D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	10,500 18,300	0.93	D 3.51% D 1.00%	12,400 19,200	1.10 0.63	F D
4130		E FORT KING	SR 40	4 ARTERIAL	INTERRUPTED	2	30,420 1,530	4 30,420	0 1,530	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.44	D 1.00%	14,200	0.47	D
4140 4150		SE 24 ST US 441	SR 35 SR 464	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED		11,232 576 11,232 576	2 11,232 2 11,232		Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E F	Not Counted 2,700	N/A 0.24	N/A 1.00% C 1.00%	Not Counted 2.900	N/A 0.26	N/A C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2 COLLECTOR	INTERRUPTED	2	11,232 576	2 11,232	2 576	Urban	U CITY OF OCALA	Other CMP Network Roadway	E	3,500	0.31	C 1.00%	3,700	0.33	С
4170 4200.1	SE 3 AV SE 31 ST	S MAGNOLIA AV SW 7 AV	SE 8 ST CR 475	2 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED	_	11,232 576 35,820 1,800	2 11,232 4 35,820		Urban Urban	U CITY OF OCALA D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 27,000	N/A 0.75	N/A 1.00% C 4.18%	Not Counted 33,100	N/A 0.92	N/A
4200.1	SE 31 ST	CR 475	US 441	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		35,820 1,800 35,820 1,800	4 35,820		Urban	D COUNTY	Other CMP Network Roadway	E	27,000	0.75	C 4.18%	33,100	0.92	C
4210	SE 31 ST	US 441	CR 464A	4 ARTERIAL	INTERRUPTED		35,820 1,800	4 35,820		Urban	D CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C 1.00%	19,000	0.53	C
4220 4230.1	SE 31 ST SE 31 ST	CR 464A SE 19 AV	SE 19 AV SE 36 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED		35,820 1,800 35,820 1,800	4 35,820 4 35,820		Urban	D CITY OF OCALA D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	18,100 13,000	0.51	C 1.00%	19,000	0.53	C
4240	SE 31 ST	SE 36 AV	SR 464	4 ARTERIAL	INTERRUPTED	1	37,611 1,890	4 37,611	1 1,890	Urban	D COUNTY	Other CMP Network Roadway	E	7,900	0.21	C 1.00%	8,300	0.22	С
4250 4270		CR 42 CR 475A	CR 475A CR 484	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED		29,340 1,449 12.744 634	2 29,340		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,200 5,200	0.18	B 5.22% C 5.22%	6,600	0.22	В С
4280		CR 484	SE 95 ST	2 COLLECTOR	INTERRUPTED		12,744 634	2 12,744		Urban	U COUNTY	Other CMP Network Roadway	E	6,000	0.47	C 5.80%	8,000	0.63	c
4290 4300	SE 36 AV	SE 38 ST SE 31 ST	SE 31 ST SR 464	2 COLLECTOR	INTERRUPTED	-	11,232 576 31 941 1 607	2 11,232 4 31,941		Urban	U COUNTY	Other CMP Network Roadway	E	6,100 7,000	0.54	D 1.00%	6,400	0.57	D 0
4300 4310		SR 464	SR 464 SE 24 ST	4 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED		31,941 1,607 35,820 1,800	4 31,941 4 35,820		Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,000	0.22	C 1.00% C 2.61%	7,300 21,200	0.23	C
4320		SE 24 ST	SE 17 ST	4 ARTERIAL	INTERRUPTED		35,820 1,800	4 35,820		Urban	D COUNTY	Other CMP Network Roadway	E	15,600	0.44	C 1.00%	16,300	0.46	С
4330 4340.2		SE 17 ST E FORT KING ST	E FORT KING ST CR 314	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED		35,820 1,800 35,820 1,800	4 35,820 4 35,820		Urban Urban	D COUNTY D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E E	17,400 13,200	0.49	C 1.00% C 1.00%	18,300 13,900	0.51	C
4350	NE 36 AV	CR 314	SR 40	4 ARTERIAL	INTERRUPTED	1	35,820 1,800	4 35,820	0 1,800	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C 1.00%	13,900	0.39	С
4360 4370		SR 40 CR 464A	NE 14 ST SE 36 AV	4 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED		35,820 1,800 11,232 576	4 35,820 2 11,232		Urban Urban	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	15,200 5,600	0.42	C 1.00% D 3.29%	15,900 6,600	0.44	C D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2 COLLECTOR	UNINTERRUPTED		16,200 801	2 16,200	0 801	Urban	U COUNTY	Other CMP Network Roadway	c	5,500	0.34	B 1.00%	5,700	0.35	В
4400 4420		SE 80 ST SE 52 ST	SE 52 ST SE 38 ST	2 COLLECTOR 2 COLLECTOR	INTERRUPTED		12,744 634 5.256 266	2 12,744		Urban	U COUNTY	Other CMP Network Roadway	E C	5,200 8,500	0.41	C 1.00% D 2.88%	5,400 9.800	0.42	C D
4420 4425		SE 52 ST SE 44 AV	SE 38 ST SR 464	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED		5,256 266 11,794 605	2 5,256 2 11,794		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,500 8,600	1.62 0.73	D 2.88% D 3.76%	9,800 10,400	1.86 0.88	D D
4450		CR 475	US 441	2 COLLECTOR	INTERRUPTED		12,744 634	2 12,744		Urban	U CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.27	C 1.00%	3,600	0.28	С
4460 4470		US 441 S MAGNOLIA AV	SE 44 AV RD SE WATULA AVE	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	-	11,232 576 11,232 576	2 11,232 2 11,232		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	6,100 Not Counted	0.54 N/A	D 1.00% N/A 1.00%	6,400 Not Counted	0.57 N/A	D N/A
4510.1	SE 80 ST	CR 475	SE 25 AV	2 COLLECTOR	INTERRUPTED		10,224 533	2 10,224	4 533	Rural	U COUNTY	Other CMP Network Roadway	D	6,600	0.65	C 3.46%	7,800	0.76	С
4510.2 4530	SE 80 ST SE 80 ST	SE 25 AV US 441 (E)	US 441 (E) SE 41 CT	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED		10,224 533 10,224 533	2 10,224 2 10,224		Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	6,800 6,200	0.67	C 5.49% C 6.17%	8,800 8,300	0.86	
4530 4550		US 441 (E)	SR 35	2 COLLECTOR 2 ARTERIAL	INTERRUPTED		12,744 634	2 10,224		Urban	U COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E	10,900	0.86	C 5.00%	13,900	1.09	F
4570		SE 183 AV RD	CR 464C	2 COLLECTOR	UNINTERRUPTED		19,170 999	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	5,300	0.28	B 6.21%	7,200	0.38	B
4590.2 4590.3	SE 95 ST SE 95 ST	URBAN AREA BOUNDARY CR 475	CR 467 URBAN AREA BOUNDARY	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED		11,232 1,341 19,170 999	2 11,232 2 19,170		Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	7,200 7,200	0.28	B 5.51% B 5.51%	9,400 9,400	0.37	C
4600	SE 95 ST	CR 467	US 441 (N)	2 COLLECTOR	UNINTERRUPTED		29,340 1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	7,200	0.25	B 5.51%	9,400	0.32	В
4620 4630		SE 41 CT SE 150 LN	SE 58 AV SE 105 AV	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED		29,340 1,449 11,232 576	2 29,340 2 11,232		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,200 3.400	0.25	B 1.00% C 1.00%	7,500 3.600	0.26	B C
4640	SE SUNSET HARBOR RD	SE 105 AV	CR 25	2 COLLECTOR	INTERRUPTED	2	11,232 576	2 11,232	2 576	Urban	U COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E	5,200	0.46	C 6.96%	7,300	0.65	D
4650		SE 8 ST	E FORT KING ST	2 COLLECTOR	INTERRUPTED	_	11,232 576	2 11,232		Urban	U CITY OF OCALA	Other CMP Network Roadway	E	4,600	0.41	C 1.39%	4,900	0.44	C
4660 4670.1		E FORT KING ST COUNTY LINE (S)	SR 40 SR 40	2 COLLECTOR 2 ARTERIAL	INTERRUPTED INTERRUPTED		11,232 576 8,200 430	2 11,232 2 8,200		Urban Rural	U CITY OF OCALA U STATE	Other CMP Network Roadway Other CMP Network Roadway	E C	3,400 2,400	0.3	C 1.39% B 7.96%	3,700 3,500	0.33	В
4670.2	SR 19	SR 40	COUNTY LINE (N)	2 ARTERIAL	UNINTERRUPTED		8,200 430	2 8,200	430	Rural	U STATE	Other CMP Network Roadway	С	2,400	0.29	B 7.96%	3,500	0.43	В
4690.1	SR 200	COUNTY LINE 1/4 MI SW OF CR 484	1/4 MI SW OF CR 484 CR 484	2 ARTERIAL 4 ARTERIAL	UNINTERRUPTED INTERRUPTED		8,200 430 33,847 1,676	2 8,200 4 33,847		Rural Rural	U STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	15,800 15.800	1.93 0.47	E 1.00% C 1.00%	16,600 16.600	2.02 0.49	E
		17 - 17 IV IV IV IV IVI - 11		4 AKTEKIAL						Urban	D STATE	NHS - Non-Interstate Roadway  NHS - Non-Interstate Roadway	D	15,800 27,600	0.47	C 1.00%	16,600 34,100	0.49	C
4690.1 4690.2 4700	SR 200 SR 200	CR 484	SE 95 TH CIR	6 ARTERIAL	INTERRUPTED		56,805 2,814	6 56,805	5 2,814							4.27%			
4690.2 4700 4710	SR 200 SR 200	SE 95 TH CIR	SW 80 AV	6 ARTERIAL	INTERRUPTED		56,805 2,814	6 56,805	5 2,814	Urban	D STATE	NHS - Non-Interstate Roadway	D	31,300	0.55	C 1.00%	32,900	0.58	c
4690.2 4700 4710 4770	SR 200 SR 200 SR 200	SE 95 TH CIR SW 80 AV	SW 80 AV SW 60 AV	6 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED		56,805 2,814 56,805 2,814	6 56,805 6 56,805	5 2,814 5 2,814	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	31,300 44,600	0.55 0.79	C 1.00% C 1.42%	32,900 47,900	0.58 0.84	C C
4690.2 4700 4710 4770 4800	SR 200 SR 200 SR 200 SR 200 SR 200	SE 95 TH CIR	SW 80 AV	6 ARTERIAL 6 ARTERIAL	INTERRUPTED		56,805 2,814	6 56,805	5 2,814 5 2,814 5 2,814 5 2,814	Urban	D STATE D STATE	NHS - Non-Interstate Roadway	D D	31,300	0.55	C 1.00% C 1.42%	32,900	0.58	

SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES SERVIC (2028) VOLUM (2028)	PEAK HOUR DIRECTIONAL SERVIC VOLUME (2028)	E URBAN/ RURAL	DIVIDED / UNDIVIDED M.	IANTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
4850 4880	SR 200 SR 200	I-75 SW 32 AV	SW 32 AV SW 27 AV	6 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED	56,805 56,805	2,814 2,814	6 56,805 6 56,805	2,814	Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	43,400 37,900	0.76 0.67	C 1.00% C 1.00%	45,600 39,800	0.80 0.70	C C
4900 4910	SR 200 SR 200	SW 27 AV SW 20 ST	SW 20 ST SR 464	6 ARTERIAL 6 ARTERIAL	INTERRUPTED	56,805 56,805	2,814 2,814	6 56,805 6 56,805		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	37,900 33,300	0.67	C 1.00% C 1.00%	39,800 35,000	0.70	C
4930 4940	SR 200 SR 200	SR 464 SW MARTIN L KING AV	SW MARTIN L KING AV SW 7 RD	6 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED	56,805 56.805	2,814 2.814	6 56,805 6 56.805		Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	22,200 25.300	0.39	C 1.00%	23,400 26,500	0.41	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	С
4960 4970	SW 10 ST SW 10 ST	US 441 SE 1 AV	SE 1 AV S MAGNOLIA AV	4 COLLECTOR 4 COLLECTOR	INTERRUPTED INTERRUPTED	2 29,160 2 29,160	1,467	4 29,160 4 29,160		Urban Urban	D D	CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	D D	11,200 11,200	0.38	C 1.00%	11,800 11,800	0.40	C
4980 4990	CR 326	COUNTY LINE US 27	US 27 CR 225A	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	9,270	486 486	2 9,270 2 9,270		Rural	U	COUNTY	Other CMP Network Roadway	B B	5,500	0.59 0.57	B 5.73% B 1.00%	7,300 5.500	0.79	B B
5000.1	CR 326	CR 225A	NW 49TH AVE	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED	9,270 19,170	999	2 9,270 2 19,170		Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	5,300 7,500	0.57	B 1.00% B 1.00%	7,900	0.59	В
5000.2 5010	CR 326 CR 326	NW 49TH AVE NW 44 AV	NW 44 AV I-75 RAMP (WEST)	2 ARTERIAL 4 ARTERIAL	UNINTERRUPTED	29,340 1 35,820	1,449	2 29,340 4 35,820		Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	7,500 7.500	0.26	B 1.00%	7,900 8.000	0.27	В
5020	SR 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	В
5030 5040	SR 326 SR 326	I-75 RAMP (EAST) CR 25A	CR 25A US 441	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	55,700 55,700	2,910 2,910	4 55,700 4 55,700		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	20,700 11,500	0.37	B 1.00% B 1.09%	21,800 12,200	0.39	B 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 5070	SR 326 SR 326	CR 35 NE 64 AV	NE 64 AV SR 40	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED INTERRUPTED	17,920 17,920	888 888	2 17,920 2 17,920		Urban Urban	U	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	3,600 3,600	0.2	C 1.00%	3,800	0.21	C
5080.1 5090.1	SR 35 SR 35	SR 25 SE 92ND PL	SE 92ND PL LAUREL RD	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	32,970 58.485	1,722 3,056	4 32,970 4 58.485		Urban Urban	D D	STATE STATE	Other CMP Network Roadway Other CMP Network Roadway	D D	12,700 27,600	0.39	C 1.00% B 4.27%	13,400 34,100	0.41	C C
5100	SR 35	LAUREL RD	SR 464	4 ARTERIAL	INTERRUPTED	55,700	2,910	4 55,700	2,910	Urban	D	STATE	Other CMP Network Roadway	D	27,600	0.5	B 4.27%	34,100	0.61	C
5110 5120	SR 35 SR 35	SR 464 SE 28 ST	SE 28 ST CHERRY RD	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	55,700 38,430	2,910 1 901	4 55,700 4 38.430		Urban	D D	STATE STATE	Other CMP Network Roadway Other CMP Network Roadway	D D	20,700	0.37	B 1.00% C 1.00%	21,800 21,800	0.39	В
5130	SR 35	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 5150	SR 35 SR 35	E FORT KING ST CR 314	CR 314 SR 40	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	39,165 55,700	1,943 2,910	4 39,165 4 55,700		Urban Urban	D D	STATE STATE	Other CMP Network Roadway Other CMP Network Roadway	D D	20,700 16,100	0.53	C 1.21% B 1.73%	22,000 17,500	0.56	C B
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2 ARTERIAL	UNINTERRUPTED	14,000	730	2 14,000	730	Urban	U	STATE	NHS - Non-Interstate Roadway	D	8,500	0.61	D 1.00%	8,900	0.64	D
5170.2 5180	SR 40 SR 40	URBAN AREA BOUNDARY SW 140 AV	SW 140 AV CR 328	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED INTERRUPTED	8,200 8,200	430 430	2 8,200 2 8,200	430 430	Rural Rural	U	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	8,500 17,500	1.04 2.13	D 1.00% E 1.97%	8,900 19,300	1.09 2.35	D E
5190 5200.1	SR 40 SR 40	CR 328 SW 110 AV	SW 110 AV SW 85 AV	4 ARTERIAL 4 ARTERIAI	INTERRUPTED	19,600 36,015	970 1.785	4 19,600 4 36,015		Rural Rural	D D	STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	17,500 19.300	0.89 0.54	C 1.97% C 1.00%	19,300 20,300	0.98	C C
5200.2	SR 40 SR 40	SW 85 AV	SW 80 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	36,015 36,015	1,785	4 36,015 4 36,015	.,,,,,,	Rural	D	STATE	NHS - Non-Interstate Roadway  NHS - Non-Interstate Roadway	C	19,300	0.54	C 1.00%	20,300	0.56	C
5210 5220	SR 40 SR 40	SW 80 AV SW 60 AV	SW 60 AV SW 52 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	39,165 38,430	1,943	4 39,165 4 38,430		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	22,800 27,100	0.58	C 1.39% C 1.00%	24,400 28,400	0.62	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 5250	SR 40 SR 40	I-75 RAMP (WEST) I-75 RAMP (EAST)	I-75 RAMP (EAST) SW 33 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	40,352 38,430	1,996 1,901	4 40,352 4 38,430	1,111	Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	32,200 32,200	0.8 0.84	C 1.17% C 1.17%	34,100 34,100	0.85	D 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 5280	SR 40 SR 40	SW 27 AV SW MARTIN L KING AVE	SW MARTIN L KING AVE US 441	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	37,905 37,905	1,880 1,880	4 37,905 4 37,905		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	23,200	0.61 0.55	C 1.00% C 2.03%	24,400 23,100	0.64	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 5330	SR 40 SR 40	NW 2 AV N MAGNOLIA AV	N MAGNOLIA AV NE WATULA AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	37,905 37,905	1,880 1,880	4 37,905 4 37,905		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	29,300 29,300	0.77	D 1.00% D 1.00%	30,800	0.81	D
5350 5360.1	SR 40 SR 40	NE WATULA AV NE 8 AV	NE 8 AV NE 10TH ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	37,905 37,905	1,880 1,880	4 37,905 4 37,905		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	29,300 29,300	0.77	D 1.00% D 1.00%	30,800 30,800	0.81	D D
5360.2	SR 40	NE 10TH ST	NE 11 AV	4 ARTERIAL	INTERRUPTED	37,905	1,880	4 37,905	i 1,880	Urban	D	STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D 1.00%	30,800	0.81	D
5370 5410	SR 40 SR 40	NE 11 AV NE 25 AV	NE 25 AV NE 36 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	37,905 38.430	1,880 1.901	4 37,905 4 38,430		Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	28,300 29,100	0.75	D 1.00% C 2.25%	29,700 32.600	0.78	D D
5420	SR 40	NE 36 AV	SR 492	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,300	0.58	C 1.00%	23,500	0.61	С
5430 5440.2	SR 40 SR 40	SR 492 NE 49 CT	NE 49 CT NE 49 TER	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 40,352	1,901 1,996	4 38,430 4 40,352		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	22,300 22,300	0.58 0.55	C 1.00%	23,500 23,500	0.61	C
5450	SR 40	NE 49 TER	SR 35	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430		Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,300	0.58	C 1.03%	23,500	0.61	С
5460.1 5470	SR 40 SR 40	SR 35 SR 326	SR 326 CR 315	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	14,000 8,200	730 430	2 14,000 2 8,200		Urban Rural	U	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	13,100 17,700	0.94 2.16	D 1.00% E 1.00%	13,800 18,600	0.99 2.27	E E
5480 5490.1	SR 40 SR 40	CR 315 CR 314	CR 314 NF 145 AV	2 ARTERIAL 2 ARTERIAL	INTERRUPTED UNINTERRUPTED	8,200 8,200	430 430	2 8,200 2 8,200		Rural	U	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	17,700 13,200	2.16	E 1.00% D 1.61%	18,600 14,300	2.27	E E
5490.1	SR 40	NE 145 AV	CR 314A	2 ARTERIAL	INTERRUPTED	8,200	430	2 8,200		Rural Rural	U	STATE	NHS - Non-Interstate Roadway	c	13,100	1.6	D 1.01%	13,900	1.70	D
5500 5510	SR 40 SR 40	CR 314A SE 183 AV	SE 183 AV SR 19	2 ARTERIAL 2 ARTERIAL	INTERRUPTED INTERRUPTED	12,240 8,200	608 430	2 12,240 2 8,200		Rural Rural	U	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	13,100 8,400	1.07 1.02	D 1.00% D 1.00%	13,800 8,800	1.13	D D
5520	SR 40	SR 19	COUNTY LINE (E)	2 ARTERIAL	INTERRUPTED	8,610	452	2 8,610	452	Rural	U	STATE	NHS - Non-Interstate Roadway	c	5,300	0.62	C 1.00%	5,500	0.64	С
5540 5550	SW 1 AV SW 103 ST RD	SR 464 SR 200	SW 10 ST SW 49 AV	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 1 12,744	576 634	2 11,232 2 12,744		Urban Urban	U	CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	4,700 5,700	0.42	C 1.00%	5,000 5,900	0.45	C
5560	CR 475A	CR 475B	SW 27 AV	2 ARTERIAL	UNINTERRUPTED	16,200	801	2 16,200		Urban	U	COUNTY	Other CMP Network Roadway	С	7,400	0.46	B 4.49%	9,200	0.57	В
5580.1 5600	NW 110 AV SW 13 ST	SR 40 SW 33 AV	US 27 SW 27 AV	2 COLLECTOR 4 COLLECTOR	UNINTERRUPTED INTERRUPTED	9,270 2 30,420	486 1,530	2 9,270 4 30,420		Rural Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B E	5,700 12,200	0.61	B 6.19% C 1.00%	7,700 12,800	0.83	B C
5610 5630	SW 140 AV SW 140 AV	CR 484 SR 40	SR 40	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	19,170 19,170	999	2 19,170 2 19,170		Rural	U	COUNTY	Other CMP Network Roadway	D	2,500 2,200	0.13	B 1.00% B 1.00%	2,700 2,300	0.14 0.12	В
5650	SW 17 ST	SW 27 AV	CR 328 SR 200	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820		Rural Urban	D	CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	12,200	0.34	C 1.00%	12,800	0.12	C
5660 5670.1	SR 464 SR 464	SR 200 SW 19 AV RD	SW 19 AV RD SW 7 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	40,352 38,430	1,996 1,901	4 40,352 4 38,430		Urban Urban	D D	STATE STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	23,700 32,300	0.59	C 1.00% D 1.00%	24,900 34,000	0.62	C D
5680.1	SR 464	SW 7 AV	US 441	4 ARTERIAL	INTERRUPTED	39,800	1,973	4 39,800	1,973	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,300	0.81	D 1.00%	34,000	0.85	D
5690 5710	SR 464 SW 180 AV RD	US 441 CR 484	SE 3 AV SW 180 AV	4 ARTERIAL 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	37,905 19,170	1,880 999	4 37,905 2 19,170		Urban Rural	D U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	30,300 6,100	0.8	D 1.00% B 17.72%	31,800 13,800	0.84	D C
5730	SW 180 AV RD	SW 180 AV	SR 40	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,100	0.32	B 17.72%	13,800	0.72	C
5740 5750.1	SW 19 AV SW 19 AV RD	SW 80 ST SW 27 AV	SW 66 ST SR 464	2 COLLECTOR 4 COLLECTOR	INTERRUPTED INTERRUPTED	9,288 1 35,820	482 1,800	2 9,288 4 35,820		Rural Urban	D D	COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	C E	4,000 15,200	0.43	C 1.00% C 1.86%	4,200 16,600	0.45 0.46	C
5760 5780	SW 20 ST SW 20 ST	SW 60 AV SW 38 AV	SW 38 AV SW 27 AV	4 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 35,820 1 16,727	1,800 832	4 35,820 2 16,727		Urban Urban	D	CITY OF OCALA CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	12,500 14,200	0.35 0.85	C 1.00% C 1.34%	13,200 15,200	0.37	С
5800	SW 20 ST	SW 27 AV	SR 200	2 COLLECTOR	INTERRUPTED	1 16,727	832	2 16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
5810.1 5820.3	CR 475A CR 475A	SW 107 PL SW 66 ST	SW 66 ST CR 475C	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	16,200 16,200	801 801	2 16,200 2 16,200		Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	10,400 14,100	0.64	B 1.86% C 2.69%	11,400 16,100	0.70	C
5830	SW 27 AV	SW 42 ST	SW 19 AV RD	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	24,700	0.69	C 5.01%	31,500	0.88	С
5850 5860	SW 27 AV SW 27 AV	SW 19 AV RD SR 200	SR 200 SR 464	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 35,820 1 35,820	1,800 1,800	4 35,820 4 35,820		Urban Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	18,000 19,000	0.5 0.53	C 1.00%	18,900 20,000	0.53 0.56	C
5870.2	SW 27 AV	SR 464	SR 40	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	19,000	0.53	C 1.00%	20,000	0.56	С
5900 5910.1	SW 31 AV SW 33 AV	SW 20 ST SW 13 ST	SW 13 ST SR 40	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	2 11,232 29,340	576 1,449	2 11,232 2 29,340		Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	5,100 5,100	0.45	C 5.92% B 5.92%	6,800	0.61	D B
5920	SW 37 AV	SW 20 ST	SW 13 ST	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340		Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.12 0.07	B 1.00%	3,700	0.13	B B
		SW 20 ST	SW 40 ST SW 20 ST	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	29,340 2 11,232	1,449 576	2 11,232	2 576	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,200 6,100	0.54	D 1.00%	2,300 6,400	0.08 0.57	D D
5940.1 5950	SW 38 AV SW 38 AV	SW 40 AV		2 OOLLEGION		1 12.744	634	2 12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.82	C 1.40%	11,300	0.32	С
5940.1 5950 5970	SW 38 AV SW 38 AV SW 38 ST	SW 80 AV	SW 60 AV	2 COLLECTOR	INTERRUPTED		ASA	2 12744	634	Hrhan		COLINTA		F	e ann	0.7	C 2626	10 600	0.92	
5940.1 5950 5970 5980 6000	SW 38 AV SW 38 AV SW 38 ST SW 38 ST SW 40 AV	SW 80 AV SW 60 AV SW 38 AV	SW 60 AV SW 51 TER SR 40	2 COLLECTOR 2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 12,744 2 11,232	634 576	2 12,744 2 11,232	2 576	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	8,900 Not Counted	N/A	C 3.62% N/A 1.00%	10,600 Not Counted	0.83 N/A	N/A
5940.1 5950 5970 5980 6000 6010	SW 38 AV SW 38 AV SW 38 ST SW 38 ST	SW 80 AV SW 60 AV SW 38 AV SW 51 TER	SW 60 AV SW 51 TER	2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR	INTERRUPTED	1 12,744 2 11,232 1 12,744	576 634	2 11,232 2 12,744	576 634	Urban Urban	U U U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E E	Not Counted 8,300	N/A 0.65			N/A 0.68	N/A C
5940.1 5950 5970 5980 6000 6010 6020 6030	SM 38 AV SW 38 AV SW 38 ST SW 40 AV SW 40 ST SW 40 ST SW 40 ST SW 40 ST	SW 80 AV SW 60 AV SW 38 AV SW 51 TER SW 43 CT SW 38 AV	SW 60 AV SW 51 TER SR 40 SW 43 CT SW 38 AV SR 200	2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	1 12,744 2 11,232 1 12,744 2 11,232 2 11,232	576 634 576 576	2 11,232 2 12,744 2 11,232 2 11,232	576 634 576 576	Urban Urban Urban Urban	U	COUNTY COUNTY COUNTY	Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	E E E E	Not Counted 8,300 8,300 Not Counted	N/A 0.65 0.74 N/A	N/A 1.00% C 1.00% D 1.00% N/A 1.00%	Not Counted 8,700 8,700 Not Counted	N/A 0.68 0.77 N/A	C D N/A
5940.1 5950 5970 5980 6000 6010	SW 38 AV SW 38 AV SW 38 ST SW 38 ST SW 40 AV SW 40 ST SW 40 ST	SW 80 AV SW 80 AV SW 38 AV SW 51 TER SW 43 CT	SW 60 AV SW 51 TER SR 40 SW 43 CT SW 38 AV	2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	1 12,744 2 11,232 1 12,744 2 11,232	576 634 576	2 11,232 2 12,744 2 11,232	2 576 634 2 576 2 576 2 576	Urban Urban Urban	U	COUNTY COUNTY COUNTY	Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	E E E E E	Not Counted 8,300 8,300	N/A 0.65 0.74	N/A 1.00% C 1.00% D 1.00%	Not Counted 8,700 8,700	N/A 0.68 0.77	C D
\$940.1 \$950 \$970 \$980 6000 6010 6020 6030 6040 6050	SM 38 AV SW 38 AV SW 38 ST SW 40 AV SW 40 ST SW 42 ST SW 42 ST SW 42 ST SW 42 ST	SW 80 AV SW 60 AV SW 35 AV SW 43 TER SW 43 CT SW 38 AV SW 43 CT SR 200 SW 27 AV	SW 60 AV SW 51 TER SR 40 SW 43 CT SW 38 AV SR 200 SR 200 SR 200 SW 27 AV SW 7 AV	2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	1 12,744 2 11,232 1 1 22,744 2 11,232 2 11,232 2 11,232 1 35,820 1 35,820	576 634 576 576 576 1,800	2 11,232 2 12,744 2 11,232 2 11,232 2 11,232 4 35,820 4 35,820	2 576 634 2 576 2 576 2 576 0 1,800	Urban Urban Urban Urban Urban Urban Urban Urban Urban	U U U U D	COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY	Other CMP Network Roadway	E E E E E	Not Counted 8,300 8,300 Not Counted Not Counted 20,200 27,000	N/A 0.65 0.74 N/A N/A 0.56 0.75	N/A 1.00% C 1.00% D 1.00% N/A 1.00% N/A 1.00% C 2.04% C 4.18%	Not Counted 8,700 8,700 Not Counted Not Counted 22,400 33,100	N/A 0.68 0.77 N/A N/A 0.63 0.92	C D N/A N/A C C
5940.1 5950 5970 5980 6000 6010 6020 6030 6040 6050	SW 38 AV SW 38 AV SW 38 ST SW 38 ST SW 40 ST SW 42 ST SW 42 ST	SW 80 AV SW 60 AV SW 38 AV SW 51 TER SW 42 CT SW 38 AV SW 42 CT SW 38 AV SW 52 CT	SW 60 AV SW 51 TER SR 40 SW 43 CT SW 38 AV SR 200 SR 200 SW 27 AV	2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 ARTERIAL 2 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	1 12,744 2 11,232 1 12,744 2 11,232 2 11,232 2 11,232 2 11,232 1 35,820	576 634 576 576 576 576 1,800	2 11,232 2 12,744 2 11,232 2 11,232 2 11,232 4 35,820	2 576 4 634 2 576 2 576 2 576 0 1,800 1,449	Urban Urban Urban Urban Urban Urban Urban Urban	U U U U D	COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY	Other CMP Network Roadway	E E E E E E E E E E E E E E E E E E E	Not Counted 8,300 8,300 Not Counted Not Counted 20,200	N/A 0.65 0.74 N/A N/A 0.56	N/A 1.00% C 1.00% D 1.00% N/A 1.00% N/A 1.00% C 2.04%	Not Counted 8,700 8,700 Not Counted Not Counted 22,400	N/A 0.68 0.77 N/A N/A 0.63	C D N/A
5940.1 5950 5970 5980 6000 6010 6020 6030 6040 6050 6060	SW 38 AV SW 38 AV SW 38 AV SW 38 ST SW 40 ST SW 42 ST	SW 80 AV SW 60 AV SW 50 AV SW 51 TER SW 43 CT SW 43 CT SW 42 CT SR 200 SW 22 AV SW 22 ST	SW 60 AV SW 51 TER SR 40 SW 43 CT SW 38 AV SR 200 SR 200 SW 27 AV SW 13 ST	2	INTERRUPTED UNINTERRUPTED	1 12,744 2 11,232 1 12,744 2 11,232 2 11,232 2 11,232 1 35,820 1 35,820 29,340	576 634 576 576 576 1,800 1,800	2 11,232 2 12,744 2 11,232 2 11,232 2 11,232 4 35,820 4 35,820 2 29,340	2 576 634 2 576 2 576 2 576 3 1,800 1,800 1,449 0 1,800 1,800	Urban	U U U U D D	COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY	Other CMP Network Roadway	E E E E E E F	Not Counted 8,300 8,300 Not Counted Not Counted 20,200 27,000 3,500	N/A 0.65 0.74 N/A N/A 0.56 0.75 0.12	N/A 1.00% C 1.00% D 1.00% N/A 1.00% N/A 1.00% C 2.04% C 4.18% B 1.00%	Not Counted 8,700 8,700 Not Counted Not Counted 22,400 33,100 3,700	N/A 0.68 0.77 N/A N/A 0.63 0.92	C D N/A N/A C C B

6170.1 SW 6170.1 SW 6170.1 SW 6170.1 SW 6170.1 SW 6170.1 SW 6200.1 SW 6220.1 SW 6260.1	NW 66 ST SW 66 ST WW 65 ST SW 7 AV SW 7 AV SW 7 AV SW 90 ST	SW 95 ST RD  SR 200  SW 38 ST  SW 38 ST  SW 38 ST  SW 38 ST  SW 32 ST  SR 200  1-75  SW 27 AV  SW 32 ST  SR 464  SW 103 ST  SR 200  SW 90 ST  SW 38 ST  SW 39 ST  SW 39 ST  SW 30 ST  SW 40 AV  SW 30 ST  SW 40 AV  SW 80 AV  SW 80 AV  SW 80 AV  SW 40 AV  SW 4	SR 200 SW 38 ST SW 20 ST SR 40 1-75 SW 27 AV SW 19 AV SR 464 SW 10 ST SR 200 SW 90 ST SR 40 CR 475 SR 40 CR 475 SR 20 SW 90 ST SR 40 CR 475 SR 20 SW 90 ST SR 40 CR 475 SR 20 SW 90 ST SR 40 CR 475 SR 20 SW 90 ST SR 200 SR 40 CR 475 SR 200 SR 40 CR 475 SR 200 SR 40 AV SR 200 SR 40 CR 425 SR 40 NW 40 AV I-75 SR 200 SR 40 NW 40 AV I-75 SR 200 SR 40 I-75 SR 200 I-75 SR 200 SR 40 I-75 SR 200 I-7	4 COLLECTOR 4 ARTERIAL 4 ARTERIAL 5 COLLECTOR COLLECTOR 2 COLLECTOR 2 LOCAL 2 LOCAL 2 LOCAL 2 COLLECTOR 4 COLLECTOR COLLECTOR COLLECTOR COLLECTOR 4 COLLECTOR COLLECTOR COLLECTOR 4 COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR A COLLECTOR COLLECTOR COLLECTOR COLLECTOR A COLLECTOR A COLLECTOR COLLECTOR A ARTERIAL A ARTERIAL A ARTERIAL A ARTERIAL A ARTERIAL A ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED	1 35,820 1 35,820 1 35,820 1 35,820 1 1 35,820 1 1 20,966 1 1 12,096 1 1 12,096 2,9340 2,9355 2,9340 2,9355	1,800 1,800 1,800 1,800 1,800 1,800 598 598 482 1,449 1,449 1,449 431 1,530 634 1,449 482 999 1,800 1,800 1,800 1,800 1,800 1,449 1,449 1,449 1,530 1,530 2,390 2,390 2,390 2,390	4 55,820 4 55,820 4 55,820 4 55,820 2 12,096 2 12,096 2 12,096 2 9,288 2 29,340 2 12,744 4 30,420 2 12,744 4 30,420 2 9,288 4 55,820 4 55,820 4 55,820 4 30,420 4 30,420 4 30,420 4 35,820 4 35,820 4 45,800 4 45,800	1,800 1,800 1,800 1,800 1,800 1,800 1,800 1,800 1,800 1,800 1,449 1,449 1,530 1,800	Urban	D   COUNTY	Other CMP Network Roadway	E E E E E E E E E E E E E E E E E E E	19,400 18,300 17,200 16,000 8,500 13,400 5,800 Not Counted Not Counted 5,000 11,100 11,100 8,900 4,100 3,000 11,300 11,300 11,300 11,300 11,300 11,300 11,300 11,300 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000	0.54 0.51 0.48 0.45 0.7 1.11 0.62 N/A N/A 0.39 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.39 0.13 0.25 0.59	C 2.25% C 4.10% C 4.10% C 4.10% C 4.10% C 8.45% F 8.45% C 1.85% N/A 1.00% C 7.33% D 2.52% C 2.94% B 1.67% C 1.00% C 1.	21,700 22,400 21,000 19,600 11,700 20,200 6,400 Not Counted Not Counted Not Counted 14,900 12,700 4,400 3,300 26,700 11,900	0.61 0.63 0.59 0.55 1.05 1.67 0.49 N/A 0.36 0.33 0.33 0.41 0.17 0.73 0.33 0.41 0.15 0.49 0.36 0.37 0.49 0	C C C C D D F F C C C C C C C C C C C C
6180 SV 6190 SV 6190 SV 6200 SV 6210 SV 6210 SV 6220 SV 6260 SV 6390 SV 6390 SV 6390 SV 6390 SV 6410 UU 6420 UU 6430 UU 6440 UU 6450 UU 6550 UU 6550 UU 6550 UU 6550 UU 6550 UU 6550 UU	SW 60 AV SW 60 AV SW 60 ST SW 70 AV SW 60 ST SW 70 AV SW 60 ST SW 70 AV SW 90 ST SW	SW 38 ST  SW 20 ST  SR 200  L 75  SW 27 AV  SW 27 AV  SW 22 ST  SR 464  SW 103 ST  SR 200  SW 90 ST  SW 38 ST  SW 19 AV  CR 475A  SW 80 AV  SR 200  SW 60 AV  WW 40 AV  CR 225A  NW 60 AV  WW 44 AV  L 75  NW 47 AV  NW 48 AV  NW 48 AV  NW 48 AV  NW 49 AV  NW 48 AV  NW 48 AV  NW 48 AV  NW 49 AV  NW 49 AV  NW 40	SW 20 ST	ARTERIAL   ARTERIAL	INTERCUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	1 55.820 1 1 25.820 1 1 12.096 1 1 12.096 1 1 12.096 1 1 12.096 2 28.340 2 29.340 2 29.340 2 29.340 2 29.340 2 29.340 2 29.340 2 29.340 2 29.340 2 29.340 2 2 30.420 2 2 30.420 2 30.420 3 45.800 45.800 45.800 55.700	1,800 1,800 598 598 482 1,449 1,449 634 1,530 634 1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	4 35,820 4 35,820 2 12,096 2 12,096 2 9,288 2 29,340 2 12,744 4 30,420 4 30,420 2 9,288 2 19,170 4 35,820 4 35,820 4 35,820 2 29,340 2 29,340 4 35,820 4 4 58,820 4 4 58,804 4 45,804	1,800 1,800 1,800 1,800 1,800 1,800 1,800 1,449 1,449 1,530 1,800 1,800 1,800 1,800 1,449 1,530 1,800 1,800 1,800 1,449 1,530 1,800	Urban Urban Urban Urban Urban Rural Urban	D	Other CMP Network Roadway	-	17,200 16,000 8,500 13,400 5,800 Not Counted Not Counted 5,000 13,100 11,100 8,900 4,100 3,000 10,200 11,300 11,300 11,300 13,300 10,200 11,300 13,300 13,300 13,300 13,300 13,300 13,300 13,300 13,500 15,500	0.48 0.45 0.7 1.11 0.62 NA NA 0.39 0.43 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.39 0.13 0.25 0.59	C 4.10% C 4.10% C 4.10% C 8.45% F 8.45% C 1.85% N/A 1.00% C 7.33% D 2.52% C 2.94% B 1.67% C 1.00%	21,000 19,600 12,700 20,200 6,400 Not Counted Not Counted 7,200 14,900 12,900 4,400 3,300 26,700 11,900 11,900 4,400 2,700 4,400 2,700 2,700 4,400 2,7	0.59 0.55 1.05 1.67 0.69 N/A N/A N/A 0.56 0.49 0.33 0.47 0.17 0.75 0.33 0.31 0.41 0.15 0.26 0.73	C D F F C NVA NVA C D C B C C C B C C C C C C C C B B C
6190 SV 6200 SV 6220 SV 6220 SV 6220 SV 6220 SV 6230 SV 6240 SV 6260 SV 6270 S	NW 66 ST NW 66 ST NW 66 ST NW 66 ST NW 7 AN NW 80 AV NW 80 ST SE 31 SW 96 ST SW 9	SW 20 ST SR 200 1-75 SW 27 AV SW 27 AV SW 32 ST SR 464 SW 103 ST SR 200 SW 90 ST SW 90 AV SR 200 SW 40 ST SR 200 SW 40 AV SW 40 AV SW 40 AV SR 200 COUNTY LINE (W) CR 464B NW 40 AV SW 25 AV NW 40 AV SW 27 AV NW 44 AV L75 NW 40 AV NW 44 AV L75 NW 40 AV NW 44 AV L75 SW 27 AV NW 44 AV SW 27 AV NW 45 AV SW 27 AV NW 46 AV SW 27 AV NW 47 AV SW 27 AV NW 47 AV SW 27 AV NW 48 AV SW 27 AV NW 48 AV SW 27 AV SW	I-75 SW 19 AV SW 19 AV SW 19 AV SW 10 SY SR 464 SW 10 SY SR 200 SW 90 ST SW 38 ST SR 40 CR 475 CR 475 SR 200 SW 60 AV SW 49 AV I-75 SB PENNSY, VANIA AV SR 200 SR 40 CR 475 SW 49 AV I-75 SB NW 60 AV SW 49 AV I-75 SB NW 60 AV SW 49 AV I-75 SB NW 60 AV SR 40 CR 255A NW 60 AV NW 44 AV I-75 NW 44 AV I-75 NW 44 AV I-75 NW 49 AV NW 44 AV I-75 NW 44 AV I-75 NW 44 AV I-75 NW 47 AV NW 48	4 ARTERIAL 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 LOCAL 2 LOCAL 2 LOCAL 2 COLLECTOR 4 COLLECTOR 2 COLLECTOR 4 COLLECTOR 4 COLLECTOR 4 COLLECTOR 5 COLLECTOR 4 COLLECTOR 4 COLLECTOR 5 COLLECTOR 4 COLLECTOR 6 COLLECTOR 6 COLLECTOR 7 COLLECTOR 8 COLLECTOR 9 COLLECTOR 9 COLLECTOR 1 COLLECTOR 1 COLLECTOR 1 COLLECTOR 2 COLLECTOR 1 COLLECTOR 2 COLLECTOR 4 COLLECTOR 5 COLLECTOR 6 ARTERIAL 6 ARTERIAL 7 ARTERIAL	INTERRUPED INTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED INTERRUPED INTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED INTERRUPED INTERRUPED INTERRUPED INTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED INTERRUPED UNINTERRUPED UNINTERRUPED UNINTERRUPED INTERRUPED	1   55.820   1   12.096   1   12.096   1   12.096   1   12.096   1   12.096   1   12.096   1   12.096   1   12.744   2   30.420   29.340   29.340   29.340   19.170   1   55.820   1   55.820   1   55.820   29.34	18.00 598 598 482 1.449 1.449 6.34 1.530 6.34 1.449 4.82 999 1.800 1.800 1.800 1.800 1.449 1.449 1.530 2.390 2.390 2.390 2.910	4 35,820 2 12,096 2 12,096 2 9,288 2 29,340 2 12,744 4 30,420 2 79,340 2 79,340 4 30,420 2 9,288 4 35,820 4 35,820 4 35,820 4 35,820 4 45,800 4 45,800 4 45,800	1,800 598 598 482 1,449 634 1,530 1,800 1,449 482 999 1,800 1,800 1,800 1,449 1,530 1,800 1,800 1,449 1,530 1,800 1,449 1,530 1,800	Urban Urban Rural Urban Rural Urban Rural Rural Rural Urban Urban Urban Urban Urban Urban	D   COUNTY	Other CMP Network Roadway	E C C C C C C C C C C C C C C C C C C C	16,000 6,500 13,400 5,800 Not Counted Not Counted 5,000 13,100 11,100 8,900 4,100 3,000 10,200 11,300 11,300 11,300 3,800 7,500	0.45 0.7 1.11 0.62 N/A N/A 0.39 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.32 0.39 0.13 0.25 0.59	C 4.10% C 8.45% F 8.45% C 1.85% N/A 1.00% C 7.33% D 2.52% C 2.94% B 1.67% C 1.00% B 2.21% C 1.00% C 1.00% C 1.00% B 2.21% C 1.00% D 4.31%	19,600 12,700 20,200 6,400 Not Counted Not Counted 7,200 14,900 12,900 9,700 4,400 3,300 26,700 11,900 11,900 4,400 2,700 4,400 2,900 2,00	0.55 1.05 1.07 0.69 N/A N/A 0.56 0.38 0.33 0.47 0.17 0.75 0.33 0.33 0.41 0.15 0.26 0.33 0.41 0.17 0.75 0.33 0.41 0.19	D F F C C C C C C C C C C C C C C C C C
6210 SV 6220 SV 6220 SV 6220 SV 62301 SV 62301 SV 6250	SW 66 ST SW 7 AV SW 7 RD SW 7 RD SW 80 AV SW 80	1-75 SW 27 AV SW 22 ST SR 464 SW 22 ST SR 464 SW 102 ST SR 200 SW 103 ST SR 200 SW 103 ST SR 200 SW 103 ST SW 90 AV SR 200 SW 40 AV SW 60 AV SW 80 AV SR 200 CR 464 SR 200 CR 255A SW 40 AV SW 4	SW 27 AV SW 19 AV SW 19 AV SR 464 SW 10 ST SR 464 SW 10 ST SR 200 SW 90 ST SW 90 ST SW 90 ST SR 40 CR 475 CR 475 SR 200 SW 60 AV L75 SB PENNSYLVANIA AV SR 200 SR 40 CR 468 NW 80 AV L75 SB NW 60 AV SW 40 AV L75 SB NW 60 AV SR 200 SR 40 NW 80 AV L75 SB NW 60 AV NW 44 AV L75 NW 27 AV NW 44 AV L75 NW 27 AV NW 44 AV L75 NW 27 AV NW MARTIN L KING AV US 412	2 COLLECTOR 2 COLLECTOR 2 LOCAL 2 LOCAL 2 LOCAL 4 COLLECTOR 4 COLLECTOR 2 COLLECTOR 2 COLLECTOR 4 COLLECTOR 4 COLLECTOR 4 COLLECTOR 5 COLLECTOR 4 COLLECTOR 5 COLLECTOR 6 COLLECTOR 6 COLLECTOR 7 COLLECTOR 8 COLLECTOR 9 COLLECTOR 9 COLLECTOR 9 COLLECTOR 9 COLLECTOR 9 ARTERIAL	INTERRUPTED  INTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  INTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  INTERRUPTED  INTERRUPTED  UNINTERRUPTED  INTERRUPTED  INTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  INTERRUPTED  UNINTERRUPTED  INTERRUPTED	1 12,096 9,288 29,340 29,340 1 12,744 2 30,420 29,340 9,288 19,170 1 58,820 1 38,820 1 29,340 2 20,340 2 20,340 2 20,340 2 3,400 2 3,400 2 3,400 3 4,500 4 5,800 4 5,800 5 5,700	598 482 1,449 1,449 1,449 634 1,530 634 1,449 482 999 1,800 1,800 1,800 1,449 1,530 720 2,390 2,390 2,910	2 12,096 2 9,288 2 29,340 2 12,744 4 30,420 2 19,340 2 19,288 2 19,170 4 35,820 4 35,820 2 29,340 4 35,820 2 29,340 4 45,800 4 32,899 4 45,800 4 45,800	598 482 1,449 1,449 634 1,530 1,800 1,449 482 999 1,800 1,800 1,800 1,449 1,530 1,500	Urban Rural Urban Rural Rural Urban	U COUNTY  D COUNTY  D COUNTY  D COUNTY	Other CMP Network Roadway	C C C E E E E E E E E E E E E E E E E E	13,400 5,800 Not Counted Not Counted Not Counted 15,000 13,100 11,100 11,100 3,000 10,200 11,300 11,300 11,300 11,300 13,800 7,500	1.11 0.62 N/A N/A 0.39 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.32 0.32 0.39 0.13 0.25	F 8.45% C 1.85% N/A 1.00% N/A 1.00% C 7.33% D 2.52% C 2.94% B 1.67% C 1.00% C	20,200 6,400 Not Counted Not Counted Not Counted 7,200 14,900 12,900 9,700 4,400 3,300 26,700 11,900 11,900 4,400 2,700 11,900 2,700	1.67 0.69 N/A N/A 0.56 0.36 0.33 0.47 0.17 0.75 0.33 0.41 0.15 0.26 0.73 0.19	F C N/A N/A C D D D C C B B C C C C C C D B B C C C B B C C C C
6220 SW 6230.1 SW 6230.1 SW 6240 SW 6250 SW 62	NW 66 ST SW 7 AV WW 7 AV WW 7 AV WW 80 ST SW 80 AV WW 95 ST SW 95	SW 27 AV  SW 32 ST  SR 464  SW 103 ST  SR 464  SW 103 ST  SR 200  SW 90 ST  SW 38 ST  SW 38 ST  SW 19 AV  CR 475A  SW 90 AV  SR 200  SW 49 AV  SW 40 AV  SW	SW 19 AV  SR 464  SW 10 ST  SR 200  SW 90 ST  SW 90 ST  SW 90 ST  SW 90 ST  SW 40 CR 475  CR 475  SR 200  SW 60 AV  SW 49 AV  L75 SB  PENNSYLVANIA AV  SR 200  SR 40  CR 476  SR 40  CR 476  SR 40  NW 90 AV  NW 44 AV  L75  NW 47 AV  NW 44 AV  L75  NW 47 AV  NW 48 AV  NW 44 AV  L75  NW 47 AV  NW 48	2 COLLECTOR 2 10CAL 2 10CAL 2 10CAL 2 10CAL 4 COLLECTOR 4 COLLECTOR 2 COLLECTOR 2 COLLECTOR 4 COLLECTOR 4 COLLECTOR 4 COLLECTOR 5 COLLECTOR 4 COLLECTOR 5 COLLECTOR 6 COLLECTOR 6 COLLECTOR 7 COLLECTOR 8 COLLECTOR 9 COLLECTO	INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	9,288 29,340 1 12,744 2 93,40 29,340 29,340 29,340 29,340 11 35,820 1 1 35,820 1 1 35,820 2 2 34,920 2 2 34,920 2 34,920 3 4,920 3 5,920 3 5,920 4 5,800 4 5,800 4 5,800 5 5,700	482 1,449 1,449 6,34 1,530 6,34 1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	2 9,288 2 29,340 2 29,340 2 12,744 4 30,420 2 29,340 2 9,288 2 19,170 4 35,820 4 35,820 2 29,340 4 35,820 4 4 36,820 4 4 36,840 4 4 36,840 4 4 36,840 4 4 45,860	482 1,449 1,449 634 1,530 1,800 1,449 482 999 1,800 1,800 1,800 1,449 1,530 1,5	Rural Urban Rural Rural Urban	U COUNTY   Other CMP Network Roadway	C E E E E E E E E E E E E E E E E E E E	5,800 Not Counted Not Counted 5,000 13,100 11,100 8,900 4,100 3,000 10,200 11,300 11,300 11,300 11,300 13,800 7,500	0.62 N/A N/A 0.39 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.39 0.13 0.25 0.59	C 1.85% N/A 1.00% N/A 1.00% N/A 1.00% C 7.33% D 2.52% C 2.94% B 1.67% C 1.00% B 2.21% C 11.00% C 1.00%	6,400 Not Counted Not Counted T 200 14,900 12,900 9,700 4,400 3,300 26,700 11,900 11,900 4,400 7,900 21,000	0.69 N/A N/A 0.56 0.49 0.33 0.47 0.17 0.75 0.33 0.33 0.41 0.15 0.26 0.73 0.19	N/A  C  D  C  B  C  C  B  C  C  C  C  C  C  D  B  C  C  C  C  D  B  C  D  B	
6240 SV 6250 SV 62603 SV 62603 SV 62603 SV 62603 SV 6270 SV 6270 SV 6270 SV 6370 Cf 6470 Uf 6470 Uf 6470 Uf 6470 Uf 6570 Uf 6570 Uf 6570 Uf 6570 Uf 6580 Uf 6590 Uf 6590 Uf 6590 Uf 6590 Uf 6590 Uf 6590 Uf 6690 Uf	SW 7 RD SW 80 AV WW 80 AV WW 80 AV WW 80 AV SW 90 AT SW 95 ST SW 9	SR 464 SW 103 ST SR 200 SW 90 ST SW 90 ST SW 90 ST SW 103 ST SW 10 AV CR 475A SW 20 AV SR 200 SW 40 AV SR 200 SW 40 AV SW 40 AV SW 40 AV SW 40 AV SR 200 COUNTY LINE (W) CR 464B NW 40 AV SW 40 AV SW 20 AV SW 20 AV SW 20 AV SW 20 AV SW 40 AV SR 200 CR 25A NW 60 AV NW 40 AV NW 44 AV L75 NW 27 AV NW 44 AV L75 SW 27 AV NW 44 AV L75 SW 27 AV NW 44 AV CR 25A SW 20 COUNTY LINE (S) CR 42 SE 147 ST	SW 10 ST  SR 200  SW 90 ST  SW 90 ST  SW 90 ST  SR 40  CR 475  SR 20  SW 60 AV  SW 40 AV  L75 SB  PENNSYLVANIA AV  SR 200  SR 40  CR 445  WW 90 AV  L75 SB  PENNSYLVANIA AV  SR 200  SR 40  CR 4648  NW 80 AV  CR 225A  NW 60 AV  NW 44 AV  L75  NW 77 AV  NW MARTIN L KING AV  US 441  CR 42	2	UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED	29,340 1 12,744 2 30,420 29,340 29,340 19,380 19,170 1 35,820 1 35,820 29,340 29,340 29,340 20,340 20,340 40,889 45,800 45,800 45,800 55,700	1,449 634 1,530 634 1,449 482 999 1,800 1,800 1,800 1,800 1,449 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	2 29,340 2 12,744 4 30,420 4 30,420 2 29,340 2 9,288 2 19,170 4 35,820 4 35,820 2 29,340 2 29,340 2 29,340 4 36,820 4 36,820 4 36,820 4 4 36,800	1,449 634 1,530 1,800 1,449 482 999 1,800 1,800 1,800 1,800 1,800 1,449 1,530 1,530 1,239	Urban Urban Urban Urban Urban Urban Urban Rural Rural Urban	U COUNTY D COUNTY D COUNTY D COUNTY D COUNTY D COUNTY U COUNTY	Other CMP Network Roadway	E E E E E E E E E E E E E E E E E E E	Not Counted 5,000 13,100 11,100 8,900 4,100 3,000 10,200 11,300 11,300 11,300 11,300 11,300 1,500	N/A 0.39 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.39 0.13 0.25 0.59	N/A 1.00% C 7.33% D 2.52% C 2.52% C 2.44% B 1.67% C 1.00% B 2.21% C 1.00% C 1.	Not Counted 7,200 14,900 12,900 9,700 4,400 3,300 11,900 11,900 11,900 11,900 4,400 7,900 22,000	N/A 0.56 0.49 0.36 0.33 0.47 0.17 0.75 0.33 0.41 0.15 0.26 0.73 0.19	N/A  C  D  C  B  C  C  B  C  C  C  C  C  C  D  B  C  C  C  C  D  B  C  D  B
6250 SV 62601 SV 6260	NW 80 AV NW 80 ST RR 312 NW 95 ST NW 95	SW 103 ST SW 305 T SW 40 AV CR 475A SW 40 AV SW	SR 200 SW 90 ST SW 90 ST SW 90 ST SW 90 ST SR 40 CR 475 CR 475 SR 200 SW 60 AV SW 40 AV 1-75 SB PENNSYL VANIA AV SR 200 CR 464B NW 90 AV SW 40 AV CR 225A NW 60 AV NW 44 AV 1-75 NW 40 AV NW 44 AV 1-75 NW 47 AV NW 48 AV NW 44 AV 1-75 NW 40 AV NW 44 AV 1-75 NW 47 AV NW 48 AV NW	2 COLLECTOR 4 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 2 COLLECTOR 4 COLLECTOR 4 COLLECTOR 5 COLLECTOR 4 COLLECTOR 5 COLLECTOR 6 COLLECTOR 6 COLLECTOR 7 COLLECTOR 8 COLLECTOR 9 COLL	INTERRUPTED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED UNIVERSUPED INTERRUPTED	1 12,744 2 30,420 29,340 29,340 29,388 19,170 1 35,820 1 35,820 2 30,420 2 30,420 2 30,420 4 58,800 4 58,800 4 58,800 5 57,700	634 1,530 634 1,449 482 999 1,800 1,800 1,800 1,449 1,530 720 2,390 2,390 2,910	2 12,744 4 30,420 2 29,340 2 9,288 2 19,170 4 35,820 4 35,820 2 29,340 2 29,340 4 35,820 4 35,820 4 4 58,800 4 4 58,800 4 4 58,800 4 4 58,800 4 4 58,800 4 4 58,800	634 1,530 1,800 1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390	Urban Urban Urban Urban Rural Rural Urban	U COUNTY  D COUNTY  U COUNTY  U COUNTY  U COUNTY  D COUNTY  D COUNTY  D COUNTY  D COUNTY  D COUNTY  U COUNTY	Other CMP Network Roadway	E E E E E E E E E E E E E E E E E E E	5,000 13,100 11,100 8,900 4,100 3,000 10,200 11,300 11,300 11,300 11,300 3,800 7,500	0.39 0.43 0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.39 0.13 0.25 0.59	C 7.33% D 255% C 294% B 167% C 1.00% B 2.21% C 21.29% C 1.00% D 4.31%	7,200 14,900 12,900 9,700 4,400 3,300 26,700 11,900 11,900 11,900 4,400 7,900 21,000	0.56 0.49 0.36 0.33 0.47 0.17 0.75 0.33 0.41 0.15 0.26 0.73 0.19	C D D C C C C C C C D B C C C C B B C C C C
6260.3 SV 6260.4 SV 6260.4 SV 6260.4 SV 6270 SV 6300 CF 6300 CF 6330 SV 6340 SV 6340 SV 6350 SV 6370 CF 6350 SV 6370 CF 6370 CF 6370 CF 6370 CF 6470 UT 6570 UT	NW 80 AV NW 80 AV NW 80 ST NR 312 NW 95 ST NW 95	SW 90 ST SW 38 ST SW 19 AV CR 475 A SW 19 AV SW 19 AV SW 10 AV SW 20 AV SW 60 AV SW 49 AV SW 10 AV SW	SW 38 ST  SR 40  CR 475  CR 475  CR 475  SR 200  SW 60 AV  SW 49 AV  1-75 SB  PENNSYL VANIA AV  SR 200  SR 40  CR 464B  NW 80 AV  CR 225A  NW 60 AV  NW 44 AV  1-75  NW 47 AV  NW 48 AV  L75  NW 27 AV  NW MARTIN L KING AV  US 441  CR 42	2   COLLECTOR	UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  UNINTERRUPTED  INTERRUPTED  UNINTERRUPTED  INTERRUPTED  UNINTERRUPTED  UNINTERRUPTED  INTERRUPTED	29.340 29.340 9.288 19.170 1 35.820 1 35.820 2.2340 2.2 34.92 2 28.899 45.800 45.800 45.800 55.700	634 1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	4 30,420 2 29,340 2 19,170 4 35,820 4 35,820 4 35,820 2 29,340 2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	1,800 1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390	Urban Urban Rural Rural Urban	U COUNTY U COUNTY U COUNTY U COUNTY D COUNTY D COUNTY D COUNTY U COUNTY U COUNTY	Other CMP Network Roadway	E E C C C C C C C C C C C C C C C C C C	11,100 8,900 4,100 3,000 10,200 11,300 11,300 11,300 3,800 7,500	0.87 0.3 0.44 0.16 0.28 0.32 0.32 0.39 0.13 0.25 0.59	C 2.94% B 1.67% C 1.00% B 2.21% C 1.00% C 1.00	12,900 9,700 4,400 3,300 26,700 11,900 11,900 4,400 7,900 21,000	0.36 0.33 0.47 0.17 0.75 0.33 0.33 0.41 0.15 0.73 0.73	C B C C C C C D B B B B B B B B B B B B
6260.4 SW 6270 SW 6270 SW 6270 SW 6270 SW 6370 SW 6370 SW 6370 SW 6370 SW 6370 SW 6470	SW 80 AV WW 80 ST RR 312 WW 95 ST SW 95	SW 38 ST SW 19 AV CR 475A SW 80 AV SR 200 SW 60 AV W 40 AV W 40 AV W 40 AV W 50 A	SR 40  CR 475  CR 475  SR 200  SW 60 AV  SW 49 AV  1-75 SB  PENNSY LAWIA AV  SR 200  SP 40  CR 464B  NW 80 AV  CR 225A  NW 60 AV  NW 49 AV  NW 49 AV  NW 49 AV  NW 49 AV  NW 40 AV  L75  NW 47 AV  L75  NW 47 AV  L75  NW 48 AV  L75  L86  L86  L86  L86  L86  L86  L86  L8	2 COLLECTOR 2 COLLECTOR 4 COLLECTOR 4 COLLECTOR 5 COLLECTOR 5 COLLECTOR 6 COLLECTOR 6 COLLECTOR 7 COLLECTOR 7 COLLECTOR 8 COLLECTOR 8 COLLECTOR 9 COLL	UNINTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	29,340 9,288 19,170 1 35,820 1 55,820 29,340 2 30,420 2 2 88,899 45,800 45,800 45,800 55,700	1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	2 29,340 2 9,288 2 19,170 4 35,820 4 35,820 2 29,340 2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	1,449 482 999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390	Urban Rural Rural Urban Urban Urban Urban Urban Urban Urban Urban Urban	U COUNTY U COUNTY U COUNTY D COUNTY D COUNTY D COUNTY U COUNTY U COUNTY	Other CMP Network Roadway	E	8,900 4,100 3,000 10,200 11,300 11,300 11,300 3,800 7,500	0.3 0.44 0.16 0.28 0.32 0.32 0.32 0.39 0.13 0.25 0.59	B 1.67% C 1.00% B 2.21% C 21.29% C 1.00% D 4.31%	9,700 4,400 3,300 26,700 11,900 11,900 11,900 4,400 7,900 21,000	0.33 0.47 0.17 0.75 0.33 0.33 0.41 0.15 0.26 0.73 0.19	C B C C C C C D B B C C D B
6290 SV 6390 CF 6390 CF 6490 SV 6390 CF 6490 SV 6390 CF 6490 SV 6390 CF 6490 SV 6490 S	CR 312 WW 95 ST WW 95 ST WW 95 ST WW 95 ST SW 95 ST SW 95 ST SR 40 W 95 ST SR 40 SW MARTIN L KING AVE SW MARTIN L KING AVE JS 27 JS	CR 475A SW 80 AV SW 80 AV SW 60 AV SR 646 SR 260 COUNTY LINE (W) CR 464B NW 60 AV NW 60 AV NW 60 AV NW 60 AV NW 40 AV NW 40 AV NW 44 AV L-75 NW 27 AV NW MW MRTIN L KING AV COUNTY LINE (S) CR 42 SE 147 ST	CR 475  SR 200  SW 60 AV  SW 40 AV  L-75 SB  PENNSYLVANIA AV  SR 200  SR 40  CR 464B  NW 90 AV  CR 225A  NW 60 AV  NW 49 AV  NW 44 AV  L-75  NW 45 AV  NW 46 AV  L-75  NW 47 AV  NW 48 AV  L-75  L-75  L-75  NW 48 AV  L-75  L-75  NW 48 AV  L-75  L-75  L-75  NW 48 AV  L-75  L-7	2   COLLECTOR	INTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	9,288 19,170 1 \$5,820 1 \$5,820 2 \$2,800 29,340 2 \$2,800 2 \$2,800 4 \$5,800 4 \$5,900 55,700	999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	2 9,288 2 19,170 4 35,820 4 35,820 4 35,820 2 29,340 2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	999 1,800 1,800 1,800 1,449 1,449 1,530 720 2,390	Rural Rural Urban Urban Urban Urban Urban Urban Urban Urban Urban	U COUNTY  U COUNTY  D COUNTY  D COUNTY  U COUNTY  U COUNTY	Other CMP Network Roadway	C D E E E E E E E E E E E E E E E E E E	4,100 3,000 10,200 11,300 11,300 11,300 3,800 7,500	0.44 0.16 0.28 0.32 0.32 0.32 0.13 0.25 0.59	C 1.00% B 2.21% C 21.29% C 1.00% C 1.00% C 1.00% C 1.00% B 2.86% C 1.00% D 4.31%	3,300 26,700 11,900 11,900 11,900 4,400 7,900 21,000	0.47 0.17 0.75 0.33 0.41 0.15 0.26 0.73 0.19	C B C C C C C D B B C C D B
6330 Sy 6330 Sy 6330 Sy 6350 Sy 6350 Sy 6350 Sy 6350 Sy 6370 Sy 6370 Sy 6370 Sy 6370 Sy 6370 Sy 6470 Ut 6570 Ut 6670 Ut 6770 Ut 6770 Ut 6670 Ut 6670 Ut 6770 U	NW 95 ST SEA 40 NO MARTINIL KING AVE NO	SW 80 AV SR 200 SW 40 AV SW 40 AV SW 40 AV SW 40 AV SW 60 AV SR 1646 SR 200 CCUNITY LINE (W) CR 464B NW 60 AV NW 40 AV WW 40 AV WW 44 AV L75 NW 27 AV NW 40 AV NW 44 AV L75 NW 27 AV NW 40 AV NW 40 AV NW 40 AV SW 27 AV NW 40 AV NW 40 AV SW 27 AV NW 40 AV NW 40 AV SW 27 AV NW 40 AV SW 27 AV SW 40 AV SW	SR 200 SW 40 AV SW 40 AV 1-75 S8 PENNSYLVANIA AV SR 200 SR 40 CR 464B NW 90 AV CR 225A NW 40 AV NW 49 AV NW 49 AV NW 49 AV NW 47 AV NW 47 AV NW 48 AV L-75 NW 40 AV NW 40 AV NW 40 AV CR 254 CR 254 NW 40 AV NW 40 AV L-75 NW 40 AV L-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	4   COLLECTOR	INTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	1 35.820 1 35.820 1 35.820 29.340 29.340 2 30.420 2 28.899 45.800 45.800 55.700	1,800 1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	4 35,820 4 35,820 4 35,820 2 29,340 2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	1,800 1,800 1,800 1,449 1,449 1,530 720 2,390	Urban Urban Urban Urban Urban Urban Urban Urban	D COUNTY D COUNTY U COUNTY	Other CMP Network Roadway	E E E E E E E E E E E E E E E E E E E	10,200 11,300 11,300 11,300 3,800 7,500	0.28 0.32 0.32 0.39 0.13 0.25 0.59	C 21.29% C 1.00% C 1.00% C 1.00% B 2.86% C 1.00% D 4.31%	26,700 11,900 11,900 11,900 4,400 7,900 21,000	0.75 0.33 0.33 0.41 0.15 0.26 0.73	C C C C B C C D B
6340 SV 6350 SV 6360 SV 6370 CF 6370 CF 6370 CF 6380 SV 6400 UF 6420 UF 6420 UF 6430 UF 6450 UF 6450 UF 6450 UF 6450 UF 6550 UF 6570 UF 670 UF 6	NW 95 ST SW 90 ST SW	SR 200 SW 49 AV SW 49 AV SW 60 AV SW 80 AU SW 80 AU SR 464 SR 200 COUNTY UNE (W) CR 25A WW 50 AV WW 49 AV WW 44 AV L-75 WW 50 AV CW 272 AV WW 50 AV CR 25A COUNTY UNE (S) CR 42 CR 475 TI WW 50 AV SW 40 AV SW 40 AV SW 40 AV	SW 40 AV SV 49 AV 1-75 SB PENNSYLVANIA AV SR 200 SR 40 CR 464B NW 80 AV CR 225A NW 60 AV NW 40 AV NW 44 AV 1-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	4 COLLECTOR 4 COLLECTOR 2 COLLECTOR 4 COLLECTOR 4 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	1 35,820 1 35,820 1 29,340 29,340 2 30,420 2 2 8,899 45,800 45,800 45,800 55,700	1,800 1,800 1,449 1,449 1,530 720 2,390 2,390 2,390 2,910	4 35,820 4 35,820 2 29,340 2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	1,800 1,800 1,449 1,449 1,530 720 2,390	Urban Urban Urban Urban Urban	D COUNTY D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	E E E E E E	11,300 11,300 11,300 3,800 7,500	0.32 0.32 0.39 0.13 0.25	C 1.00% C 1.00% C 1.00% B 2.86% C 1.00% D 4.31%	11,900 11,900 11,900 4,400 7,900 21,000	0.33 0.33 0.41 0.15 0.26 0.73 0.19	C D
6360 SW 6370 CF 6380 SW 6390 SW 6390 SW 6410 UU 6410 UU 6410 UU 6440 UU 6460 UU 6460 UU 6500 UU 6510 UU 6550 UU 6570 UU 6570 UU 6590 UU 6590 UU 6590 UU 6690 UU	NW 95 ST CR 40  WW MARTIN L KING AVE WW MARTIN L KING AVE US 27 US	SW 40 AV SW ROLLING HILLS RD SR 464 SR 200 COUNTY LINE (W) CR 464B NW 80 AV CR 255A NW 60 AV NW 40 AV NW 44 AV LTS NW 27 AV NW WARTIN L KING AV COUNTY LINE (S) CR 42 SE 147 ST	L-75 SB PENNSY, IANIA AV SR 200 SR 40 CR 464B NW 60 AV CR 225A NW 60 AV NW 40 AV NW 44 AV L-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	2   COLLECTOR   2   COLLECTOR   4   COLLECTOR   4   AFTERIAL   5	UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	29,340 29,340 2 30,420 2 28,899 45,800 45,800 55,700	1,449 1,449 1,530 720 2,390 2,390 2,390 2,390	2 29,340 2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	1,449 1,449 1,530 720 2,390	Urban Urban Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E E E	11,300 3,800 7,500	0.39 0.13 0.25 0.59	C 1.00% B 2.86% C 1.00% D 4.31%	11,900 4,400 7,900 21,000	0.41 0.15 0.26 0.73 0.19	C D
6370 Cf 6380 Sy 6380 Sy 6380 Sy 6380 Sy 6380 Sy 6400 Us 6410 Us 6410 Us 6420 Us 6420 Us 6450 Us 6450 Us 6450 Us 6550 Us 6570 Us 6550 Us 6650 Us 6550 Us 6650 U	2R 40 SW MARTIN L KING AVE WW MARTIN L KING AVE US 27	SW ROLLING HILLS RD SR 464 SR 464 SR 200 COUNTY LINE (W) CR 225A NW 80 AV NW 49 AV NW 49 AV NW 44 AV L-75 NW 27 AV NW MRTIN L KING AV COUNTY LINE (S) CR 42 SE 147 ST	PENNSYLVANIA AV  SR 200  SR 40  CR 464B  NW 80 AV  CR 225A  NW 60 AV  NW 49 AV  NW 49 AV  NW 47 AV  LT5  NW 27 AV  NW MARTIN L KING AV  US 441  CR 42	2 COLLECTOR 4 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	29,340 2 30,420 2 28,899 45,800 45,800 45,800 55,700 55,700	1,449 1,530 720 2,390 2,390 2,390 2,910	2 29,340 4 30,420 4 28,899 4 45,800 4 45,800	1,449 1,530 720 2,390	Urban Urban		Other CMP Network Roadway	E E E	3,800 7,500	0.13 0.25 0.59	B 2.86% C 1.00% D 4.31%	4,400 7,900 21,000	0.15 0.26 0.73 0.19	C D
6380 SV 6390 SV 6490 U: 6410 U: 6420 U: 6430 U: 6430 U: 6440 U: 6460 U: 6590 U:	SW MARTIN L KING AVE WI MARTIN L KING AVE US 27	SR 864 SR 200 CR 864B WW 80 AV CR 225A WW 60 AV WW 49 AV WW 44 AV L75 WW 27 AV WW 40 AW WW 47 AV WW 47	SR 200 SR 40 CR 464B NW 80 AV CR 225A NW 60 AV NW 49 AV NW 49 AV NW 49 AV NW 47 AV 1-75 NW 27 AV NW 48 AV LY 541 CR 425 CR 425 CR 42 CR 42	4 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	2 30,420 2 28,899 45,800 45,800 45,800 55,700	1,530 720 2,390 2,390 2,390 2,390 2,910	4 30,420 4 28,899 4 45,800 4 45,800	1,530 720 2,390	Urban	0 0001111		E E	7,500	0.25 0.59	C 1.00% D 4.31%	7,900 21,000	0.26 0.73 0.19	C D
6400 U. 6410 U. 6410 U. 6410 U. 6420 U. 6430 U. 6440 U. 6450 U. 6550 U. 6560 U. 6560 U. 6590 U.	US 27 US 29	COUNTY LINE (W) CR 164B NW 80 AV CR 255A NW 60 AV NW 49 AV NW 44 AV L-75 NW 27 AV NW MW	CR 464B  NW 80 AV  CR 225A  NW 60 AV  NW 49 AV  NW 44 AV  1-75  NW 72 TAV  NW MARTIN L KING AV  US 441  CR 42	4 ARTERIAL	UNINTERRUPTED  UNINTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED  INTERRUPTED	45,800 45,800 45,800 55,700 55,700	2,390 2,390 2,390 2,910	4 45,800 4 45,800	2,390	I below a	D CITY OF OCALA		E	17,000				0.19	В
6410 U: 6420 U: 6420 U: 6430 U: 6440 U: 6440 U: 6460 U: 6460 U: 6510 U: 6510 U: 6550 U: 6570 U: 6570 U: 6590 U: 6590 U: 6590 U: 6590 U: 6690 U:	US 27 US 29 US 29 US 29 US 29 US 300 US 300 US 300 US 300 US 300 US 300	CR 464B  NW 60 AV  CR 225A  NW 60 AV  NW 40 AV  NW 44 AV  L75  NW 47 AV  NW 77 AV  NW 77 AV  COUNTY LINE (S)  CR 42  SS 147 ST  US 441	NW 80 AV CR 225A NW 60 AV NW 49 AV NW 44 AV 1-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	4 ARTERIAL	UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	45,800 45,800 55,700 55,700	2,390 2,390 2,910	4 45,800		Urban	U CITY OF OCALA	Other CMP Network Roadway					8,900		В В
6420 U: 6430 U: 6430 U: 6440 U: 6450 U: 6450 U: 6460 U: 6500 U: 6530.1 U: 6530.1 U: 6530.1 U: 6570 U: 6560 U: 6560 U: 6560 U: 6570 U: 6560 U: 6570 U: 6570 U: 6570 U: 6570 U: 6570 U:	15.27 15.27 15.27 15.27 15.27 15.27 15.27 15.27 15.27 15.27 15.29 15.20 15.30 15.301 15.301 15.301 15.301 15.301	NW 80 AV CR 225A NW 40 AV NW 40 AV NW 40 AV NW 44 AV L-75 NW 27 AV NW MARTIN L KING AV COUNTY LINE (S) CR 42 SE 147 ST US 441	CR 225A NW 60 AV NW 49 AV NW 44 AV 1-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	4 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	45,800 55,700 55,700	2,390 2,910			Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	8,500 13.300	0.19	B 1.00% B 1.00%	14.000	0.31	
6440 U: 6450 U: 6460 U: 6460 U: 6500 U: 6510 U: 6510 U: 6550 U: 6550 U: 6550 U: 6550 U: 6550 U: 6570 U: 6580 U: 6580 U: 6580 U: 6580 U:	15.27 15.27 15.27 15.27 15.27 15.27 15.27 15.27 15.29 15.301 15.301 15.301 15.301 15.301	NW 60 AV NW 49 AV NW 49 AV NW 44 AV L75 NW 27 AV NW 72 AV COUNTY LINE (S) CR 42 SE 147 ST US 441	NW 49 AV NW 44 AV 1-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	4 ARTERIAL 4 ARTERIAL 4 ARTERIAL 4 ARTERIAL 4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	55,700			2,390	Rural	D STATE	NHS - Non-Interstate Roadway	c	13,300	0.29	B 1.00%	14,000	0.31	В
6450 U: 6460 U: 6490 U: 6590 U: 6510 U: 6530.1 U: 6550 U: 6550.1 U: 6550 U: 6550 U: 6550 U: 6570 U: 6580 U: 6580 U: 6580 U: 6580 U:	US 27 US 28 US 29 US 301	NW 49 AV NW 44 AV L-75 NW 27 AV NW MARTIN L KING AV COUNTY LINE (S) CR 42 ES 147 ST US 441	NW 44 AV 1-75 NW 27 AV NW MARTIN L KING AV US 441 CR 42	4 ARTERIAL 4 ARTERIAL 4 ARTERIAL 4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED			4 55,700	2,910	Urban	D STATE	NHS - Non-Interstate Roadway	D	18,100	0.32	B 1.00%	19,000	0.34	В
6490 U: 6500 U: 6510 I U: 6530.1 U: 6550.1 U: 6550.1 U: 6550.1 U: 6550.1 U: 6550.1 U: 6560 U: 6570 U: 6590 U: 6690 U: 6600 U:	JS 27 JS 27 JS 27 JS 301	I-75 NW 27 AV NW MARTIN L KING AV COUNTY LINE (S) CR 42 ES 147 ST US 441	NW 27 AV NW MARTIN L KING AV US 441 CR 42	4 ARTERIAL 4 ARTERIAL 4 ARTERIAL	INTERRUPTED		2,910 2,910	4 55,700 4 55,700	2,910 2,910	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	18,100 21,700	0.32	B 1.00% B 1.00%	19,000 22,800	0.34	B B
6500 US 6510 US 6530.1 US 6530.1 US 6550.1 US 6550.1 US 6550 US 6560 US 6570 US 6580 US 6590 US 6590 US	US 27 US 27 US 201 US 201 US 201 US 201 US 301 US 301 US 301 US 301 US 301	NW 27 AV  NW MARTIN L KING AV  COUNTY LINE (S)  CR 42  SE 147 ST  US 441	NW MARTIN L KING AV US 441 CR 42	4 ARTERIAL		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	В
6510 US 6530.1 US 6540 US 6550.1 US 6560 US 6570 US 6590 US 6690 US 6600 US	JS 27 JS 301 JS 301 JS 301 JS 301 JS 301 JS 301 JS 301	NW MARTIN L KING AV COUNTY LINE (S) CR 42 SE 147 ST US 441	US 441 CR 42		INTERRUPTED	38,430 38.430	1,901	4 38,430 4 38,430	1,901	Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	21,200 23,700	0.55	C 1.00%	22,300 24,900	0.58 0.65	C
6540 US 6550.1 US 6560 US 6570 US 6580 US 6590 US 6600 US	JS 301 JS 301 JS 301 JS 301 JS 301 JS 41	COUNTY LINE (S) CR 42 SE 147 ST US 441	CR 42		INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE	NHS - Non-Interstate Roadway  NHS - Non-Interstate Roadway	D	26,300	0.62	C 1.00%	24,900	0.65	c
6550.1 US 6560 US 6570 US 6580 US 6590 US 6600 US 6620 US	US 301 US 301 US 301 US 301 US 31	SE 147 ST US 441	SE 147 ST	4 ARTERIAL	INTERRUPTED	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	В
6560 US 6570 US 6580 US 6590 US 6600 US	US 301 US 301 US 301 US 41	US 441	US 441	2 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	14,000 32,970	730 987	2 14,000 4 32,970	730 987	Urban Urban	U STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	17,700 13,200	1.26 0.7	E 1.00% C 1.00%	18,600 13,900	1.33 0.74	E
6570 US 6580 US 6590 US 6600 US 6620 US	US 301 US 301 US 41	NE JACKSONVILLE PD	NE JACKSONVILLE RD	4 ARTERIAL	UNINTERRUPTED	32,970 45,800	2,390	4 32,970	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	C	10,000	0.7	B 1.00%	10,500	0.74	В
6590 US 6600 US 6620 US	JS 41		CR 318	4 ARTERIAL	INTERRUPTED	32,235	1,596	4 32,235	1,596	Rural	D STATE	NHS - Non-Interstate Roadway	С	15,300	0.47	C 1.00%	16,000	0.50	C
6600 US		CR 318 COUNTY LINE (S)	COUNTY LINE (N) CR 484	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED INTERRUPTED	32,235 36,100	1,596 1,790	4 32,235 4 36,100	1,596 1,790	Rural Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C D	15,300 21,700	0.47	C 1.00% C 1.00%	16,000 22,800	0.50	C
		CR 484	SW ROBINSON RD	4 ARTERIAL	INTERRUPTED	37,905	1,880	4 37,905	1,880	Urban	D STATE	NHS - Non-Interstate Roadway	D	24,200	0.64	C 1.00%	25,500	0.67	C
		SW ROBINSON RD	SW 111 PL LN	4 ARTERIAL	INTERRUPTED	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
	JS 41 JS 41	SW 111 PL LN SW 110 ST	SW 110 ST SW 99 PL	4 ARTERIAL 2 ARTERIAL	INTERRUPTED INTERRUPTED	40,352 17,360	1,996 856	4 40,352 4 40,352	1,996 1,358	Urban Urban	D STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	21,800 21,800	0.54 1.26	C 1.46% F 1.46%	23,500 23,500	0.58	D D
	JS 41	SW 99 PL	SW 80 PL	2 ARTERIAL	UNINTERRUPTED	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
	JS 41	SW 80 PL	SR 40	2 ARTERIAL	INTERRUPTED	17,920	888	4 27,975	1,388	Urban	U STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C 1.24%	12,600	0.45	С
	JS 41 JS 41	SR 40 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY SW 36 ST	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	14,000 8,200	730 430	2 14,000 2 8,200	730 430	Urban Rural	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	11,800 11,800	0.84 1.44	D 1.24% D 1.24%	12,600 12,600	0.90 1.54	D D
	US 41	SW 36 ST	COUNTY LINE (N)	2 ARTERIAL	UNINTERRUPTED	8,200	430	2 8,200	430	Rural	U STATE	NHS - Non-Interstate Roadway	С	5,400	0.66	C 1.00%	5,600	0.68	С
	US 441	COUNTY LINE (S)	CR 42	4 ARTERIAL	INTERRUPTED	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
	JS 441 JS 441	CR 42 SE 147 PL	SE 147 PL SE 92 PLACE LOOP	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	33,900 33,300	0.88	D 2.62% D 1.00%	38,500 35,000	1.00 0.91	F D
	US 441	CR 25A	US 301	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	18,300	0.48	C 1.00%	19,200	0.50	С
	JS 441 JS 441	SE 92 PLACE LOOP	CR 25A	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED	38,430	1,901	4 38,430 4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D D	18,200	0.47	C 1.00%	19,100	0.50	C
		US 301 CR 484	CR 484 SE 110 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 38.430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	27,800 27,800	0.72	C 1.00%	29,200 29,200	0.76	C
6790 US	JS 441	SE 110 ST	SE 92 PL RD	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C 1.00%	29,200	0.76	С
		SE 92 PL RD SF 73 ST	SE 73 ST SE 52 ST	4 ARTERIAL 4 ARTERIAI	INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	27,800 27,800	0.72	C 1.13%	29,400 29,200	0.77	C
	JS 441	SE 52 ST	SE 40 CIR	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
	JS 441	SE 40 CIR	CR 475	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	29,500	0.77	C 3.50%	35,000	0.91	D
	JS 441 JS 441	CR 475 SR 464	SR 464 SW 10 ST	6 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED	59,640 59,640	2,951 2.951	6 59,640 6 59,640	2,951 2,951	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	30,800 32,500	0.52	C 2.51% C 1.64%	34,800 35,300	0.58	C
	JS 441	SW 10 ST	SR 40	6 ARTERIAL	INTERRUPTED	59,640	2,951	6 59,640	2,951	Urban	D STATE	NHS - Non-Interstate Roadway	D	40,500	0.68	C 2.45%	45,700	0.77	c
		SR 40	NW 2 ST	6 ARTERIAL	INTERRUPTED	59,640	2,951	6 59,640	2,951	Urban	D STATE	NHS - Non-Interstate Roadway	D	29,500	0.49	C 1.82%	32,300	0.54	С
	JS 441 JS 441	NW 2 ST NW 6TH ST	NW 6TH ST US 27	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	29,500 29,500	0.77	C 1.82% C 1.82%	32,300 32,300	0.84	D
6980 US	JS 441	US 27	NW 20 ST	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C 1.00%	27,100	0.71	С
	JS 441	NW 20 ST NW 35 ST	NW 35 ST NW 57 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban	D STATE D STATE	NHS - Non-Interstate Roadway	D	25,800 21,200	0.67	C 1.00%	27,100	0.71	c
	JS 441 JS 441	NW 57 ST	SR 326	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	21,200 16,700	0.55	C 1.00%	22,300 17,500	0.58	C
		SR 326	NW 77 ST	4 ARTERIAL	UNINTERRUPTED	45,800		4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	С	22,600	0.49	B 2.55%	25,600	0.56	В
	JS 441 JS 441	NW 77 ST NW 117 ST	NW 117 ST CR 329	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	45,800 45,800	2,390 2,390	4 45,800 4 45,800	2,390 2,390	Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C C	33,900 28,700	0.74	C 1.98% B 0.72%	37,300 29,800	0.81	В
7050.1 US	US 441	CR 329	US 301	4 ARTERIAL	UNINTERRUPTED	45,800	2,390	4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	c	29,900	0.65	B 5.03%	38,300	0.84	c
	US 441	US 301	CR 25A (N)	4 ARTERIAL	UNINTERRUPTED	45,800	2,390	4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	С	8,500	0.19	B 1.00%	8,900	0.19	В
	US 441 US 441	CR 25A (N) CR 318	CR 318 AVENUE I	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	45,800 45,800	2,390 2,390	4 45,800 4 45,800	2,390 2,390	Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	8,500 8,500	0.19	B 1.00% B 1.00%	8,900 8,900	0.19	B B
7070.2 US	JS 441	AVENUE I	CR 320	4 ARTERIAL	UNINTERRUPTED	16,350	855	4 16,350	855	Rural	U STATE	NHS - Non-Interstate Roadway	c	8,500	0.52	C 1.00%	8,900	0.54	С
	JS 441 JS 441	CR 320 AVENUE B	AVENUE B	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	16,350 45,800	855 2.390	4 16,350 4 45,800	855 2.390	Rural Rural	U STATE D STATE	NHS - Non-Interstate Roadway	C	5,500 5,500	0.34	C 1.00% B 1.00%	5,700 5,700	0.35 0.12	СВ
		US 441	COUNTY LINE (N) NW 35 ST	4 ARTERIAL 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	45,800 1 12,744	2,390 634	4 45,800 2 12,744	2,390	Rural Urban	U COUNTY	NHS - Non-Interstate Roadway Other CMP Network Roadway	E E	5,500 1,300	0.12	B 1.00% C 1.00%	5,700 1,400	0.12	C
7100 W	W ANTHONY RD	NW 35 ST	SR 326	2 COLLECTOR	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	5,800	0.46	C 1.85%	6,400	0.50	С
	W ANTHONY RD CR 40	SR 326 CEDAR ST	NE 95 ST US 41	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	19,170 2 11,232	999 576	2 19,170 2 11,232	999 576	Rural Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,800 3,700	0.3	B 1.00% C 1.00%	6,100 3.900	0.32	В
	BASELINE RD EXT	US 441	US 41 SR 25	2 COLLECTOR 2 ARTERIAL	INTERRUPTED	2 11,232	576	2 11,232	576	Urban	U COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E	4,800	0.33	C 1.00%	3,900 5,100	0.35	c
7165 SE	SE 132 ST RD	CR 484	US 301	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	14,200	0.4	C 3.93%	17,300	0.48	С
	SE 132 ST RD EMERALD RD EXT	US 301 BELLEVIEW BYPASS	US 441 EMERALD RD	4 ARTERIAL 0	INTERRUPTED	1 35,820	1,800	4 35,820 0 0	1,800	Urban Urban	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	15,100 0	0.42	C 7.33% 0 1.00%	21,600	0.60	C n
7732.2 EN	EMERALD RD	EMERALD RD EXT	CR 464	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
		NW 44 AV	NW 35 AV	0 000150700	LAUATERRA		2.000	0 0		Urban	D COUNTY	Other CMP Network Roadway	E	0	0	0 1.00%	0	0.00	0
		SR 200 NE 145 AV	SW 27 AV NE 245 ST RD	4 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	67,770 19,170	3,357 999	4 67,770 2 19,170	3,357 999	Urban Rural	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	23,700 Not Counted	0.35 N/A	B 10.00% N/A 1.00%	38,100 Not Counted	0.56 N/A	C N/A
	VW 35 ST	NW 35 AVE	NW 27 AVE	4 LOCAL	UNINTERRUPTED	67,770	3,357	4 67,770	3,357	Urban	D COUNTY	Other CMP Network Roadway	E	10,700	0.16	B 1.00%	11,300	0.17	В
		NW 21 ST	NW 35 ST	4 LOCAL	UNINTERRUPTED	67,770	3,357	4 67,770	3,357	Urban	D COUNTY	Other CMP Network Roadway	E	9,800	0.14	B 1.00%	10,300	0.15	В
	SW 49 AV	SW 85 ST SW 66 ST	SW 66 ST SW 40 AV	4 COLLECTOR 4 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	67,770 67,770	3,357 3,357	4 67,770 4 67,770	3,357 3,357	Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway  Other CMP Network Roadway	E E	Not Counted Not Counted	N/A N/A	N/A 1.00% N/A 1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
8020 SV	SW 40 AV	SW 49 AV	SW 42 ST	4 COLLECTOR	UNINTERRUPTED	67,770	3,357	4 67,770	3,357	Urban	D COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
	SW 95 ST	1-75 SB	I-75 NB	4 COLLECTOR	INTERRUPTED	1 35,820	1,800	4 35,820 0 0	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
	MARION OAKS MANOR EXT MARION OAKS MANOR EXT	SW 18 AV RD I-75	I-75 CR 475	0				0 0		Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	0	0	0 1.00% 0 1.00%	0	0.00	0
8060 N	NW 49 ST	CR 225A	NW 60 AV	0				2 0		Urban	U COUNTY	Other CMP Network Roadway	D	0	0	0 1.00%	0	0.00	0
	NW 49 ST	NW 60 AV JUNIPER RD	NW 44 AV	0 00050700	INTERDURE	2 ** ***	574	2 0	57/	Urban	U COUNTY	Other CMP Network Roadway	D F	0	0	0 1.00% C 1.00%	0 2 200	0.00	O C
	CHESNUT RD SE 64 AVE RD	JUNIPER RD CR 464	SR 35 PINE RD	2 COLLECTOR 0	INTERRUPTED	2 11,232	576	2 11,232 0 0	576	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,100 0	0.28	C 1.00% 0 1.00%	3,300	0.29	0
8100 PI	PINE RD	CR 464	CR 464	0				0 0		Urban	U COUNTY	Other CMP Network Roadway	E	0	0	0 1.00%	0	0.00	0
8110 SII	SILVER RD	MIDWAY RD	OAK RD	0		1 1	1	0 0		Urban	U COUNTY	Other CMP Network Roadway	F	0	0	0 1.00%	0	0.00	0

SEGMENT ID	ROAD NAME	FROM	то	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVIC VOLUME (2023)		DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)		DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
8120	OAK RD	CR 464	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	COLLECTOR	INTERRUPTED	1	15,930	832	2	15,930	832	Urban	U	COUNTY	Other CMP Network Roadway	E	12,400	0.74	С	1.00%	13,100	0.78	С
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,400	0.35	С	1.00%	13,100	0.37	С
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	ARTERIAL	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8160	N BAHIA RD	N PINE RD	SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8170	SPRING RD	PINE RD	EMERALD RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	1.00%	0	0.00	0
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	JUNIPER RD	SR 35	CHESNUT RD	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	PINE RD	SE 64 AV RD	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	BAHIA RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	PINE RD	CR 464	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MIDWAY RD	CR 464	SILVER RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				16,727		2	16,727		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	EMERALD RD		SE MARICAMP RD	0						0	0		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	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	В	1.74%	10,800	0.16	В
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	С	1.00%	13,000	0.82	С
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



**TO:** Board Members

FROM: Liz Mitchell, Grants Coordinator/Fiscal Planner

**RE:** Funding Update thru June 30, 2023

#### **Summary**

On a quarterly basis the TPO updates the TPO Board to ensure they remain informed of funding status and the financial outlook throughout the year.

#### Attachment(s)

Budget Report for funds expended thru June 30, 2023 will be provided.

#### **Committee Recommendation(s)**

None - contents informative

#### **Action Requested**

No action requested

Any additional comments and/or suggestions please contact Liz Mitchell, <a href="mailto:liz.mitchell@marioncountyfl.org">liz.mitchell@marioncountyfl.org</a>.



### **FINANCIAL SNAPSHOT**

#### **FISCAL YEAR 2024**

July 1, 2022 to June 30, 2023

	Funds Expended		Percent
	July 1, 2022 to June	<b>Next Quarter</b>	Carryover
<b>Total Funds</b>	30, 2023	<b>Carryover Funds</b>	Funds
\$898,984.00	\$336,595.27	\$562,388.73	63%
\$138,852.00	\$123,648.38	\$15,203.62	11%
\$27,551.00	\$27,551.00	\$0.00	0%
\$2,000.00	\$1,219.24	\$780.76	39%
\$1,067,387.00	\$489,013.89	\$578,373.11	54%
	\$898,984.00 \$138,852.00 \$27,551.00 \$2,000.00	July 1, 2022 to June 30, 2023 \$898,984.00 \$336,595.27 \$138,852.00 \$123,648.38 \$27,551.00 \$27,551.00 \$2,000.00 \$1,219.24	Total Funds30, 2023Next Quarter Carryover Funds\$898,984.00\$336,595.27\$562,388.73\$138,852.00\$123,648.38\$15,203.62\$27,551.00\$27,551.00\$0.00\$2,000.00\$1,219.24\$780.76

EXPENDED FUNDS BREAKDOWN							
Salaries & Benefits	\$307,275.30						
Insurance Premiums	\$2,437.73						
Travel	\$3,970.59						
Training & Education	\$1,112.00						
Copier Rental	\$2,629.61						
Advertising	\$1,776.58						
Printing & Binding	\$1,023.20						
Office Supplies	\$892.59						
Postage	\$16.36						
Computer Software	\$6,542.62						
Website	\$4,380.00						
Comp. Equip./Plotter	\$2,771.48						
County Cost Allocation	\$57,709.76						
Other Services**	\$5,000.00						
Professional Services*	\$90,256.83						
Non-elligible Funds	\$1,219.24						
Total	\$489,013.89						
*Prof. Services for the Congestion Mg.	mt. Plan, Safety Plan, TD Study, Annual Report & Others						
**Other Services for the Sheriff's Secu	rity at Board meetings.						

BUDGET SUMMARY								
Total Revenue	\$1,067,387.00							
Funds Expended thru June 30, 2023	\$489,013.89							
Total Carryover Revenue	\$578,373.11							



RON DESANTIS GOVERNOR 719 S. Woodland Boulevard DeLand, Florida 32720-6834

JARED W. PERDUE, P.E. SECRETARY

### Marion County Project Status Update as of July 31, 2023

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

#### **MARION COUNTY**

#### **Upcoming Projects:**

#### 445212-1 | S.R. 200 Mill & Resurface

- Contract: E59B1
- Contractor: V.E. Whitehurst & Sons, Inc.
- Estimated Start Date: September 6, 2023
- Estimated Completion Date: Late 2023
- Construction Cost: \$5.4 million
- Description: This project will include a mill and resurface of State Road (S.R.) 200 (U.S. 301) from south of Northeast 175<sup>th</sup> Street to the Alachua County line.

#### 438562-1 | I-75 (S.R. 93) Rest Area North of S.R. 484 to South of S.R. 200

- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Estimated Start Date: August 26, 2023
- Estimated Completion Date: Late 2024
- Construction Cost: \$31 million
- Description: Construction of the northbound rest area.

#### 448924-1 | S.R. 492 bridge over the SCL (CSX) Railroad

- Contract: D56B1
- Contractor: RAM Construction Services
- Estimated Start Date: Summer 2023
- Estimated Completion Date: Late 2023
- Construction Cost: \$285,000
- 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.

#### 441141-1 | S.R. 464 from U.S. 301/U.S. 27 to S.R. 35 Resurfacing

• 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:**

#### 445688-1 | U.S. 27/U.S. 441 at C.R. 42 Intersection Improvements

• Contract: T5774

Contractor: Traffic Control Devices

• Start: June 9, 2023

Estimated Completion Date: Fall 2023

Construction Cost: \$663,000

- 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.
- Update: Crews are soft digging for utilities at four pole locations. Shoulder closures are currently in effect.

#### 445701-1 | S.E. Abshier Blvd from S.E. Hames Rd Intersection Construction

Contract: T5768

Contractor: C.W. Roberts Contracting Inc.

Construction Cost: \$1.8 million

Start: March 30, 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: Southeast Mimosa Road is currently closed at Southeast Hames Road to allow for pipework.

#### 433661-1 | U.S. 441 and S.R. 40 Intersection Improvements

• Contract: T5747

Contractor: C.W. Roberts Contracting Inc.

• Construction Cost: \$4.3 million

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: The contractor continues working on drainage where feasible pending relocation of Uniti fiber and de-energization of electric lighting in conflict with drainage. Nighttime lane closures are scheduled for 7/24-7/25 to make way for foundation work.

#### 445800-1 | S.R. 40 and S.R. 492 Intersection Improvements

Contract: T5747

• Contractor C.W. 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 is working on drainage and sidewalk per Phase 1-A. The contractor completed drilled shaft foundation work. Nighttime lane closures to occur 7/23-7/27 for work on drainage and a pedestrian detour.

#### 445687-1 | U.S. 41 N S Williams St. from Brittan Alexander Bridge to River Rd.

• Contract: T5755

Contractor: Ranger ConstructionConstruction 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: Contractor is conducting work on the signal conduit and sidewalk. Northbound and southbound inside lane closures are scheduled for 7/23-7/29 to allow for signal work.

## 437596-2 | S.R. 40/Silver Spring Blvd. from N.W. 27TH Ave. TO S.W. 7th Ave. Sidewalk Improvements

Contract: T5765

Contractor: Mejia International Group

• Construction Cost: \$780,000

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 segments 7A and 7B. All sidewalk work is expected to finish within the next two weeks.

#### 443170-1 & 433651-1 | C.R. 484 and I-75 Interchange Roadway Improvements

- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start: January 4, 2023
- Estimated Completion: Summer 2024
- Construction Cost: \$28.4 million + \$12.9 million
- 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: (433651-1) Contractor is working on drainage at the bottom of Ramp A then focusing on the water line on the north side of the road. Over the next three weeks, crews are executing Pond 2 excavation and gravity wall. Bore contractor should be onsite next week. Coming up, Chinchor will be on site for electrical work. The first week of August, crews will be executing a drilled shaft on northbound Ramp D. (443170-1) The contractor will conduct I-75 paving over the next two weeks. Nighttime lane closures are in effect within the limits of both projects through 7/28 to allow for milling and resurfacing operations.

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

- 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: Project is nearly complete. Contractor is waiting on one light pole to arrive. Final acceptance is expected by 7/28/23.

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

- 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. Project nearly complete.

#### 445321-1 | S.R 93 (I-75) Mainline Wildwood Weigh Station Improvements

Contract: T9028

Contractor: Traffic Management Solutions

Construction Cost: \$4.5 millionStart: 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 open trench/directional conduit and pull boxes installation. Dynamic messaging signs installed. VWIM equipment and cameras installed at southbound ramp.

#### 445294-1 | S.R. 40 Milling and Resurfacing from Marion County Line to Volusia County Line

Contract: E58B2

Contractor: P & S PavingStart: January 30, 2023

Estimated Completion: Late 2023Construction Cost: \$8.1 Million

- Description: Work will consist of milling and resurfacing the roadway from Marion County Line to Volusia County Line. The project will also include pavement widening shoulder, drainage modifications and guardrail adjustments as needed. Other improvements consist of signing upgrades and pavement markings within the project limits.
- Update: Contractor is concentrating on shoulder grading. Daytime lane closures are in effect on the shoulder through 7/29.



**TO:** Board Members

FROM: Rob Balmes, Director

**RE:** Metropolitan Planning Organization Advisory Council

(MPOAC) Updates

#### **Summary**

On July 27, 2023, the MPOAC Staff Directors and Governing Board conducted quarterly meetings in Orlando. The major highlight of the meeting involved approval by the MPOAC Governing Board, the Federal Highway Administration (FHWA) Planning (PL) funding distribution to the MPO/TPOs in Florida.

Every ten years, as part of the Census, state MPO/TPOs in coordination with their respective Departments of Transportation and the Federal Highway Administration, review the PL Funding Formula. The current formula includes a baseline to all MPO/TPOs of \$350,000 plus a distribution based on the urbanized area population. Additionally, funding comes off the top and is allocated to the MPOAC, and for membership dues to the National Association of Regional Councils and Association of Metropolitan Planning Organizations.

Based on an extensive review of funding scenarios, the MPOAC Policy Committee recommended the 2020 PL funding formula stays the same, including funding off the top to support the MPOAC and increases to membership dues (\$770,000). The MPOAC Governing Board approved this recommendation at the July 27 meeting.

For our TPO, this translates to essentially no changes in funding with the exception of a small portion of the additional off-the-top portion going to MPOAC and increases in national membership dues. Based on the results of the 2020 Census applied to the PL-formula, combined with the recent federal re-authorization, this translates to an average annual allocation of \$575,000 in FHWA-PL funding to the Ocala-Marion TPO.

#### Attachment(s)

• MPOAC Meeting Content

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

#### **Item Number 4**

#### **Action Item: PL Funding Distribution Formula**

#### **DISCUSSION:**

Chair Dave Hutchinson, Sarasota/Manatee MPO, will provide an overview of the Policy and Technical Committee Workshops held to discuss the PL Funding Formula and will present the recommendation on how PL funds will be distributed among the MPOs.

#### **REQUESTED ACTION:**

As may be desired.

#### **ATTACHMENT:**

History of Funding Formula.

#### Florida PL Formula

	Year 2003	Year 2006	Year 2013	
	Off-the-top Allocations	Off-the-top Allocations	Off-the-top Allocations	
•	\$200,000 base to MPOAC adjusted annually for inflation, not to exceed approved operating budget	<ul> <li>\$270,455 base to MPOAC adjusted annually for inflation, not to exceed approved operating budget</li> </ul>	<ul> <li>\$332,626 base to MPOAC, not to exceed approved operating budget</li> </ul>	
	\$50,000 for consultant services	\$65,000 for consultant fees	<ul> <li>\$55,000 for consultant fees</li> </ul>	
n	\$300,000 divided equally between air quality maintenance areas	\$75,000 for MPOAC Institute	* \$85,000 for MPOAC Institute	
п	\$61,332 AMPO annual dues for MPOAC and the MPOs	<ul> <li>\$100,000 AMPO and NARC annual dues for MPOAC and MPOs</li> </ul>	<ul> <li>\$134,826 AMPO and NARC annual dues for MPOAC and MPOs</li> </ul>	
	\$275,000 base for each MPO	\$350,000 base for each MPO	\$350,000 base for each MPO	
	Remaining Funds	Remaining Funds	Remaining Funds	
•	Distributed proportionately among MPOs based on urbanized area population	<ul> <li>Distributed proportionately among MPOs based on urbanized area population</li> </ul>	<ul> <li>Distributed proportionately among MPOs based on urbanized area population</li> </ul>	
	Other	<u>Other</u>	Other	
*	MPOs that merge, retain base allocation	<ul> <li>MPOs that merge, retain base allocation</li> </ul>	<ul> <li>MPOs that merge, retain base allocation</li> </ul>	
в	\$275,000 one-time allocation for MPOs extending boundaries to include new urbanized areas	\$350,000 one-time allocation for MPOs extending boundaries to include new urbanized areas	<ul> <li>\$350,000 one-time allocation for MPOs extending boundaries to include new urbanized areas</li> </ul>	
	Provisions related to excess PL funds	<ul> <li>Provisions related to excess PL funds</li> </ul>	<ul> <li>Provisions related to excess PL funds</li> </ul>	
		<b>Note:</b> Of amounts allocated to MPOs, at a minimum, \$600,000 statewide is to be used for regional planning.	Note: Of amounts allocated to MPOs, at a minimum, \$600,000 statewide is to be used—for regional planning.	

#### **Item Number 10a**

#### **Agency Reports – Florida Department of Transportation**

#### **DISCUSSION:**

Mike Neidhart, Metropolitan Planning Administrator, Office of Policy Planning, FDOT will present an update on the following items:

- Budget/Adopted Work Program/MFF
- Federal Planning Findings Update/Summary
- FMPP Update/Summary
- Apportionment Plans
- Toll Relief Program
- UPWP Reminders remind MPOs about so no one is caught off-guard on timing and funding.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### ATTACHMENT:

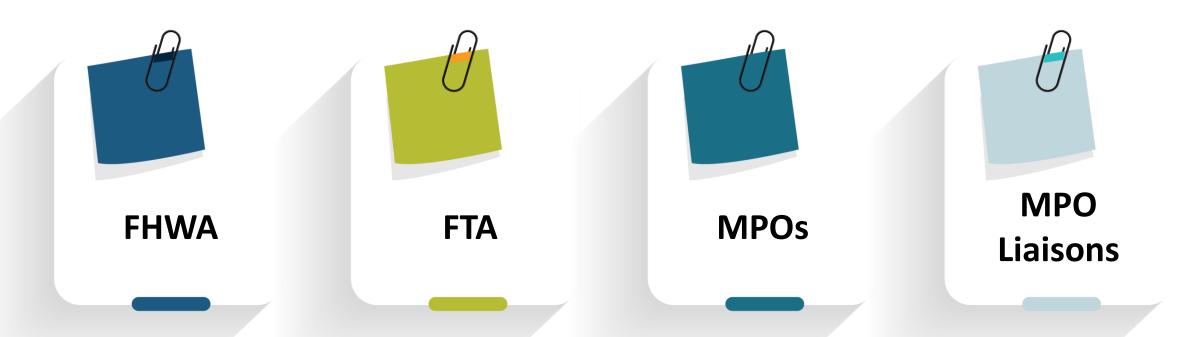
**OPP MPOAC Presentation.** 





### **Federal Planning Findings Meeting**

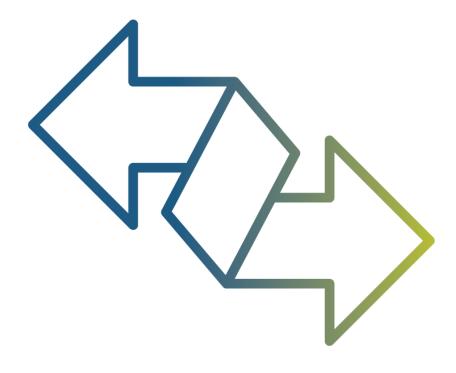
### Thank you to everyone who attended and participated!





## Federal Planning Findings – Key Takeaways

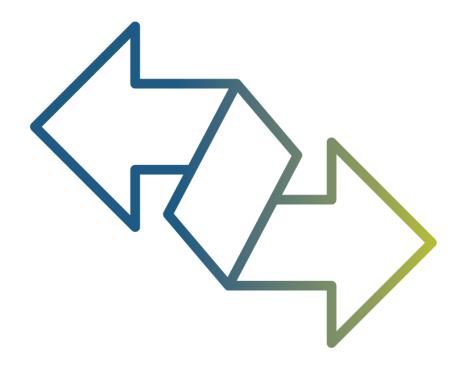
- 2022 Statewide Annual Assessment
- Prioritization of Funds for TMAs Facilitated Discussion
- Planning Efforts/Noteworthy Practices
- UPWP Facilitated Discussion

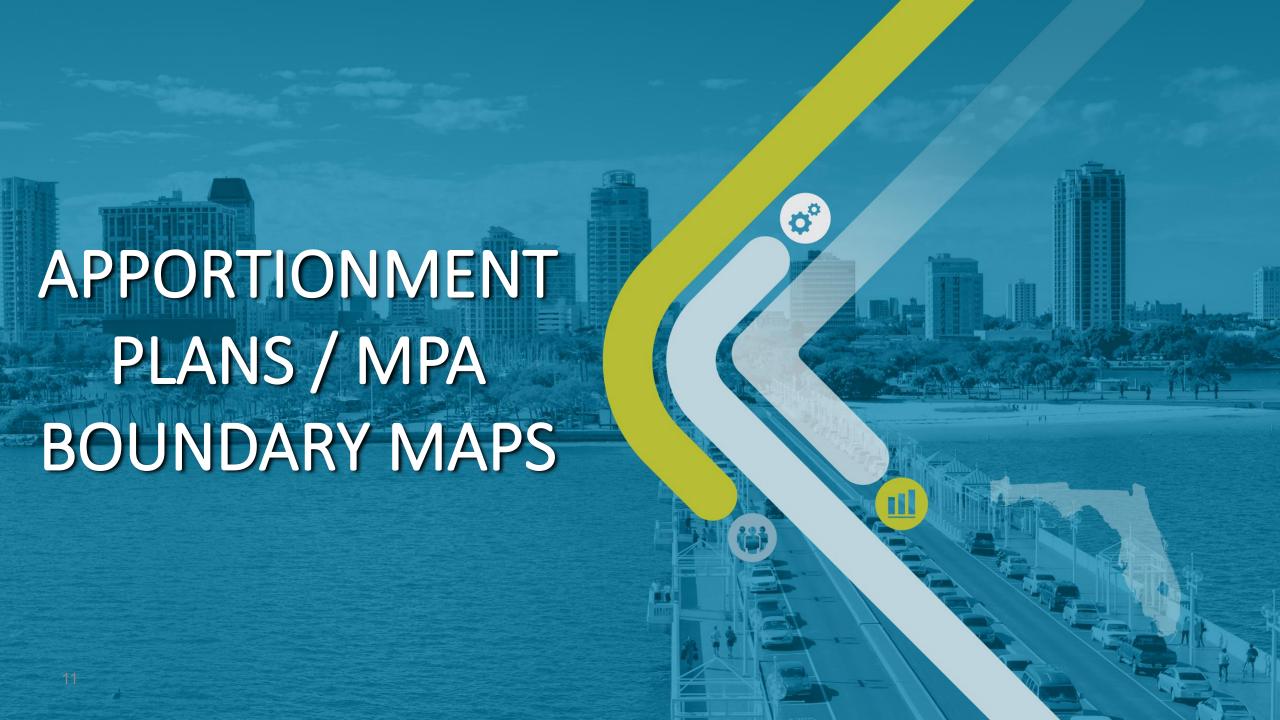




### **FMPP – Key Takeaways**

- UPWP Threshold Revised Tech Memo
- Complete Streets in the UPWP
- Vulnerable Road Users (VRU)
   Assessment
- Upcoming Planning Initiatives







# Apportionment Plan/MPA Boundary Map Schedule



December 2022: US Census published urban area boundaries



May 16: FDOT shared urban area data with MPOs and kicked off Apportionment Plan process



MPO determines if membership or boundaries need to change



**MPO prepares Apportionment Plan and MPA Boundary Map** 



November 14: MPO submits Apportionment Plan and MPA Boundary Map to OPP and the District (30 day concurrent review)



**December 14: District submits comments to OPP** 



January 15: OPP submits Apportionment Plan to Governor's Office



**Governor approves Apportionment Plan** 



MPO appoints membership, if applicable



### Webinar Resources

### **Available on Metropolitan Planning Support website**

- Meeting slides
- Template
- Guidance
- Q&A



Home / planning / Policy / metrosupport

#### Metropolitan Planning Support

Office of Policy Planning Jennifer Fortunas, P.E. Director

605 Suwannee Street Tallahassee, FL 32399

Tel: 850-414-4800 Fax: 850-414-4898 E-Mail Us

#### **Additional Contacts**

Staff Directory



#### Welcome

The Office of Policy Planning (OPP) coordinates its work with Florida's 27 Metropolitan Planning Organizations (MPOs), and federal, state and local partners. The information available at this site is intended to reflect and further that coordination. Please direct any questions to The Office of Policy Planning.

#### 2050 Revenue Forecast Handbook

- Please Click Here to access the 2050 Revenue Forecast Handbook
- Please <u>Click Here</u> to access the webinar presentation
- Please Click Here to access the webinar notes (Coming Soon)

#### Meetings and Webinars

- June 7th, 2023: "Signal 4 MPO Training"
  - Meeting Slides
- June 6th, 2023: "Apportionment Plan Webinar"
  - Meeting Slides
  - Apportionment Plan Template
  - Apportionment Plan Guidance
  - O Questions and Answers from the Webinar





### **Toll Relief Program**

- January 1, 2023 December 31, 2023
- Saved \$190 million since January inception
- Floridians with 35 or more toll transactions/month: 50% credit
- Benefits 1.2 million commuters
- Map: <u>floridasturnpike.com/tollrelief/</u>







### **UPWP Close-Out Process**

### August 1

- District reminds MPO to send a final invoice
- District processes final invoice
- District prepares Close-Out letter and Close-Out form
- MPO signs Close-Out form
- District prepares Close-Out memo

**September 29** 

Complete the Close-Out process



## **De-Obligation During Year 2**of the UPWP

**Before May 1, 2024** 

**De-obligate** <u>before</u> Close-Out.

Available in Year 1 of the new UPWP.

After July 2024

**De-obligate** <u>after</u> Close-Out.

Available in Year 2 of the new UPWP.

### Example – MPO chooses to de-obligate \$60,000 and reserve \$40,000

- \$60,000 is available after July 1, 2024 (Year 1)
- \$40,000 is available after July 1, 2025 (Year 2)



### QUESTIONS



#### Mike Neidhart

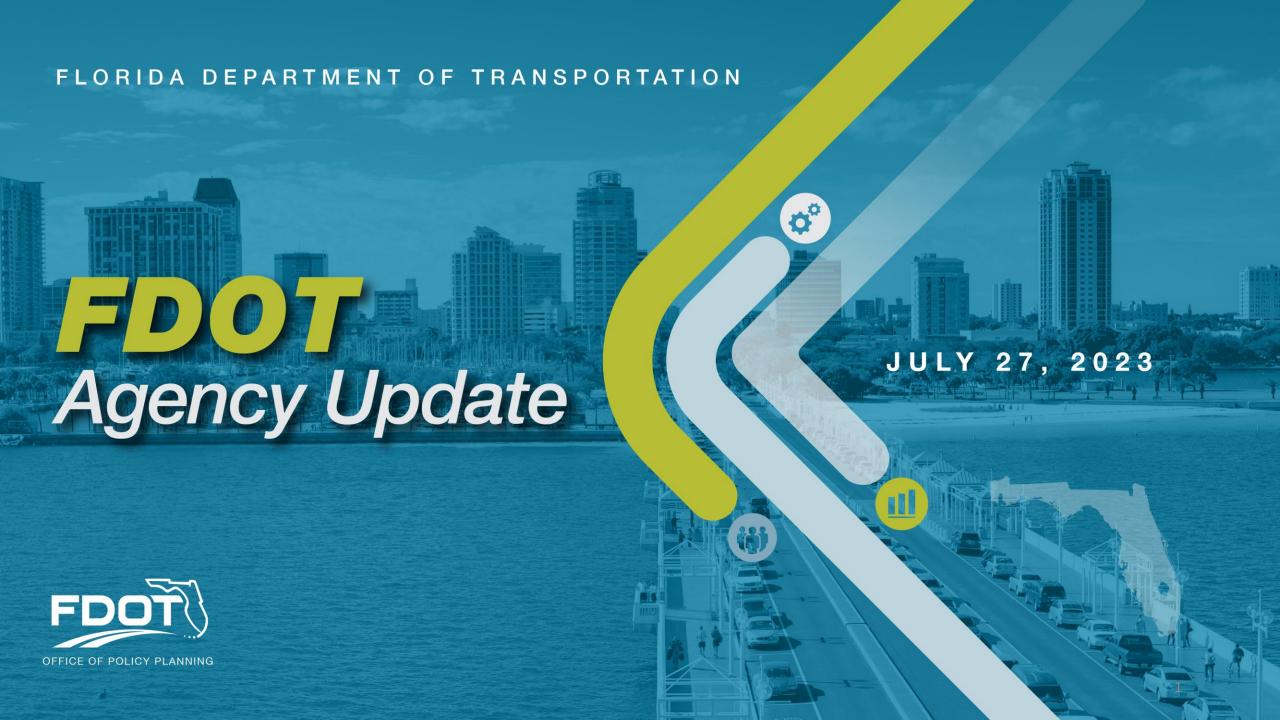
**Metropolitan Planning Administrator** 



Mike.Neidhart@dot.state.fl.us



(850) 414-4905





### **Discussion Topics**

- Budget/Adopted Work Program
   & Moving Florida Forward
- Federal Planning Findings/FMPP Summary
- Apportionment Plans/MPA Boundary Maps
- Toll Relief Program
- UPWP De-obligations and Closeouts





**\$13.6 BILLION** 

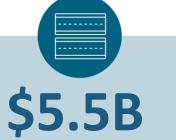
for 5-Year Work Program

\$400.7 MILLION

for local transportation initiatives



### **Adopted Work Program**



**Highway Construction** 



Resurfacing















### Moving Florida Forward



\$4B from Florida's
General Revenue surplus



**Moving Florida Forward Infrastructure Initiative** 

#### **Item Number 10b**

#### **Agency Reports - Florida Division, FHWA**

#### **DISCUSSION:**

Karen Brunelle, and Curlene Thomas, FHWA will present an update on General Announcements, legislation and regulation, and funding opportunities.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENT:**

FHWA Topics Presentation



# Space Shuttle Endeavor at Kennedy Space Center

# Federal Highway Administration Updates

MPO Advisory Council

July 2023



# Acting FL Planning Team Leader (Summer 2023)

Florida Division Office

- July Erika Thompson <u>erika.thompson@dot.gov</u>
- August Carlos Gonzalez <u>carlos.a.gonzalez@dot.gov</u>
- September Jean Parlow jean.parlow@dot.gov

FHWA FL Division Website: www.fhwa.dot.gov/fldiv/

### Legislation/Guidance Updates

Florida Division Office

- Inflation Reduction Act (IRA) Grant Programs
  - Neighborhood Access and Equity
  - Environmental Review Implementation Funds
  - Low Carbon Transportation Materials

FHWA Website:

https://www.fhwa.dot.gov/inflation-reduction-act/

### Legislation/Guidance Updates

Florida Division Office

- Equitable Transportation Community Explorer May https://experience.arcgis.com/experience/0920984aa80a436 2b8778d779b090723/page/ETC-Explorer---Homepage/
- NEVI Guidance June 2
   https://www.fhwa.dot.gov/environment/nevi/formula\_prog\_guid/90d\_nevi\_formula\_program\_guidance.pdf

# Notice of Funding Opportunities (NOFOs)

Florida Division Office-

New Division Grants Coordinator
Xiomara Nunez, xiomara.nunez@dot.gov

Program	Due Date	Division POC	Link
2022 and 2023 Wildlife Crossings Pilot Program	August 1 <sup>st</sup>	Joe Sullivan/ Kevin Burgess	https://highways.dot.gov/federal- lands/programs/wildlife-crossings
2022 and 2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	August 18 <sup>th</sup>	Erika Thompson/ Joe Sullivan	https://www.fhwa.dot.gov/environment/protect/discretionary



https://www.transportation.gov/bipartisaninfrastructure-law/key-notices-funding-opportunity

# Notice of Funding Opportunities (NOFOs)

Florida Division Office-

Program	Due Date	Division POC	Link
INFRA/Mega/Rural	August 21 <sup>st</sup>	INFRA/Mega: Jorge Rivera/ Jose Ortiz  Rural: Greg Hall/Jose Ortiz	https://www.transportation.gov/g rants/mpdg-program
Advanced Digital Construction Management Systems (ADCMS)	August 28th	Jose Ortiz	https://www.fhwa.dot.gov/construction/ADCMS/
Reconnecting Communities and Neighborhoods (RCN)	Sept 28 <sup>th</sup>	Carlos Gonzalez	https://www.transportation.gov/g rants/rcnprogram



https://www.transportation.gov/bipartisaninfrastructure-law/key-notices-funding-opportunity





Florida Division Office-

Whether you are a driver, passenger, or pedestrian...

highway safety depends on YOU.

Be observant and adaptable to be safe.

#### **Item Number 10c**

#### **Agency Reports – Federal Transit Administration**

#### **DISCUSSION:**

FTA has nothing new to report at this time.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENT:**

None.

#### **Item Number 11**

### Presentations: Resiliency Action Plan/Carbon Reduction Strategy Update

#### **DISCUSSION:**

Brian Watts, Intergovernmental Program Administrator, Office of Policy Planning, FDOT, will provide an update on the Department's efforts on Resiliency Action Plan and it's Carbon Reduction Strategy.

#### **REQUESTED ACTION:**

None requested. For discussion and action as may be desired.

#### **ATTACHMENTS:**

Presentations.



### RESILIENCE PLANNING



July 2023





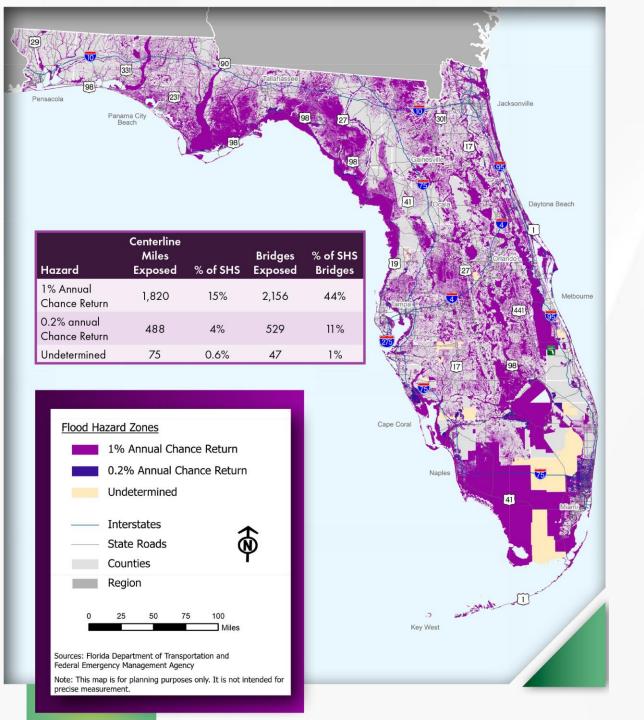
# RESILIENCE ACTION PLAN

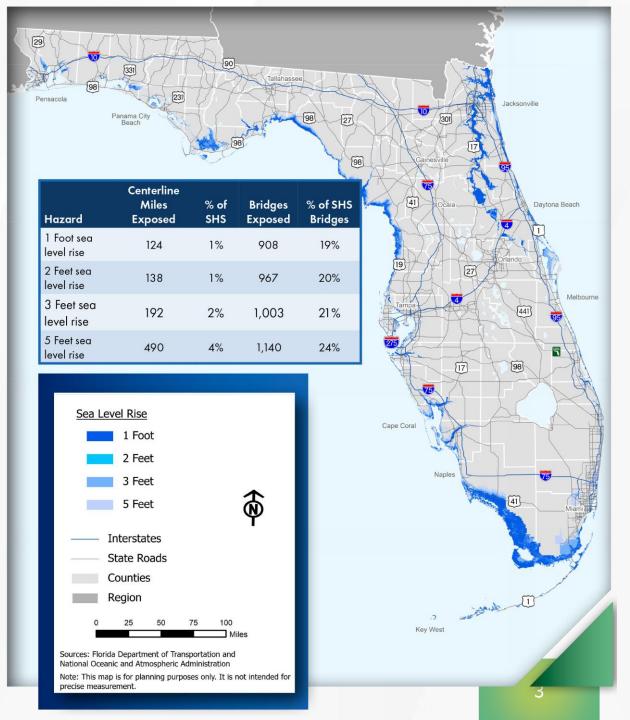
STATE HIGHWAY SYSTEM



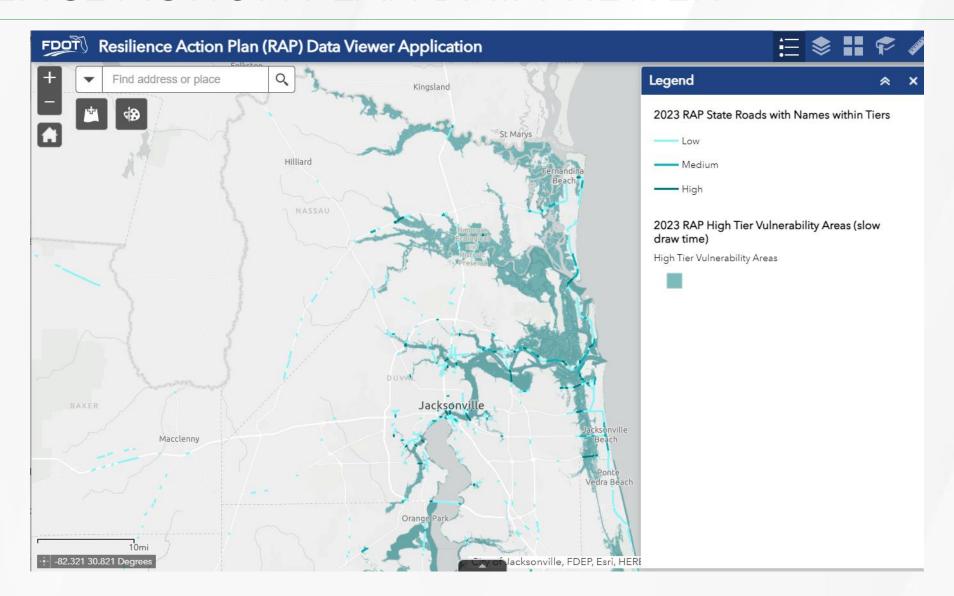
### RAP UPDATE







### RESILIENCE ACTION PLAN DATA VIEWER



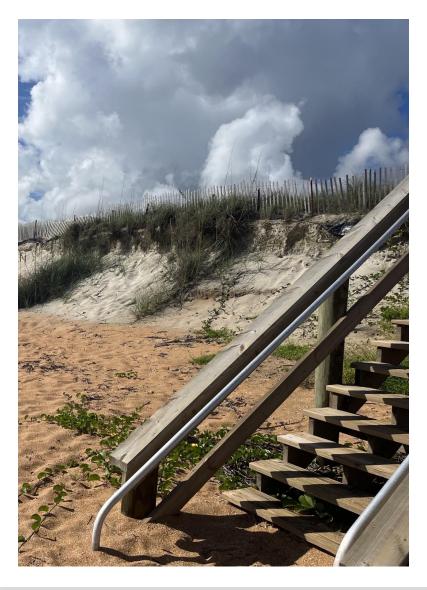


### **IMPLEMENTATION**

- Plan monitoring and updates
- Integration into other plans and guidance
- → Data and tools
- Training and communication
- → Internal coordination
- Community collaboration











## RESILIENCE IMPROVEMENT PLAN

## FEDERAL PROTECT PROGRAM

- Promoting Resilience Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
- Formula and discretionary funding
- Emphasis on incremental improvements and natural hazards
- Optional resilience improvement plan







## RESILIENCE IMPROVEMENT PLAN

- → Optional in PROTECT Program
- Build off Resilience Action Plan
- Expanded hazards and assets
- → Risk-based assessment
- Priority projects
- Continued coordination with MPOs

#### Encompass immediate and long-range planning activities and resilience investments Demonstrate a **system-wide** approach to 2 transportation system resilience Consistent with and complement State and local hazard mitigation plans Include a risk-based assessment of vulnerability to current and future weather events and natural disasters Shall, as appropriate.. Describe ways to improve response to impacts and 5 changes Describe the codes, standards, and regulatory framework to ensure improvements Consider benefit of natural Infrastructure Assess community infrastructure resilience Use a long-term planning period May also.. Designate evacuation routes and strategies 11 Plan for response to anticipated emergencies Describe the resilience improvement policies Include investment plan & priority projects Use science and data

**PROTECT - Resilience Improvement Plan** 

The Plan Shall..



## HAZARDS & ASSETS

#### → Hazards

- Flooding (Inland Flood)
- Tropical Cyclone (Storm Surge)
- Wildfire
- Severe Thunderstorm
- Sinkhole
- Extreme Heat
- Sea Level Rise (Coastal Flood)

## → Assets (Multimodal)

- Highways (State, National, Federal Aid)
- SIS rail, SIS connectors
- Freight Highway Network
- Strahnet/Stracnet
- SUN Trail
- Ports
- Associated stormwater, TSM&O



## UPCOMING ACTIVITIES

July-September: Risk Assessment

September-October: Prioritization

October: MPOAC & FMPP Meetings

**November:** Public Comment Period

January 2024: Submit to FHWA



# Don't Drive Into the Unknown......



# .....Stay Away from Flooded Streets!

## For more information, please contact:

#### **Brian Watts**

Brian.Watts@dot.state.fl.us

resiliency@dot.state.fl.us



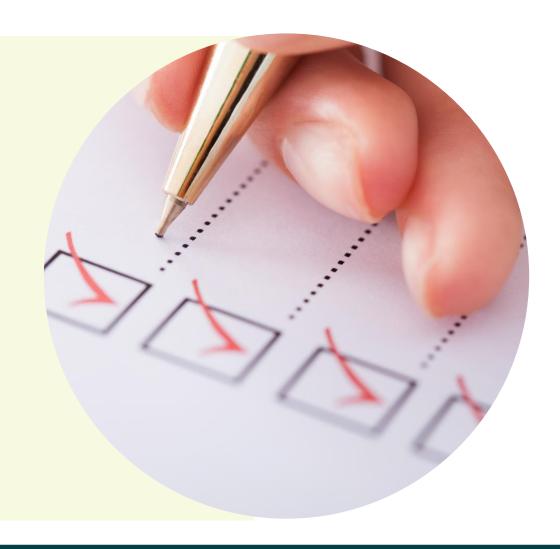
# CARBON REDUCTION STRATEGY

MPOAC Staff Director's Advisory Committee and Governing Board Meeting
July 27, 2023



# **Federal Requirements**

- Support Federal goals to reduce transportation emissions
- Develop in consultation with MPOs
- Submit to FHWA by November 15, 2023
- Certified by USDOT Secretary
- Updated every four years





# What's in Florida's Strategy?

- Goals
- Building the Strategy
- Trends and Conditions
- Opportunities
- Strategy Framework
- Transportation Choices

- Congestion Management
- Energy Efficiency
- Construction Practices
- Progress Indicators
- Moving Forward





# **Federal Goals**

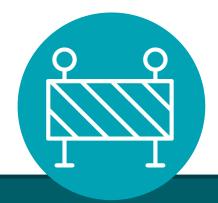
## Reduce transportation emissions by:



Reducing single-occupant vehicle trips



Facilitating the use of vehicles or modes of travel that result in lower emissions

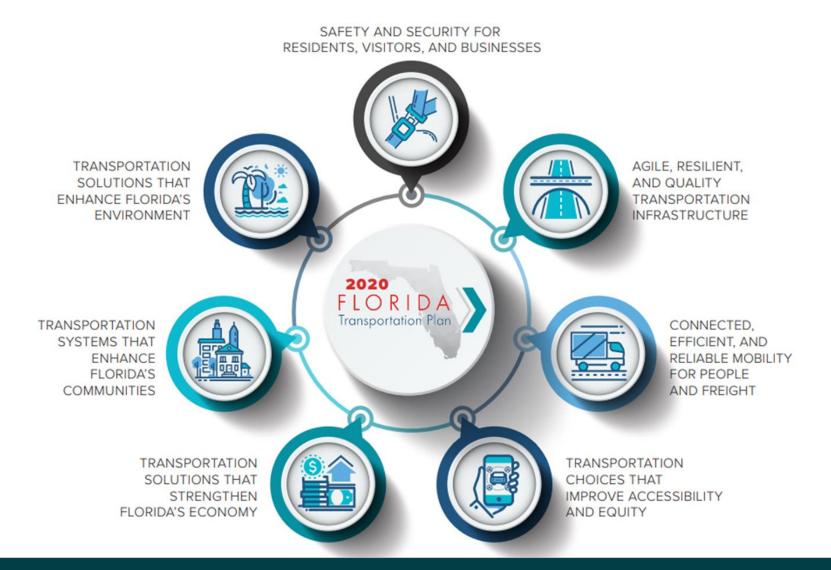


Facilitating approaches to construction that result in lower emissions





# **Current Florida Goals**





# **Current Florida Objectives**

- Improve system connectivity
- Increase the reliability and efficiency of people and freight trips
- Increase alternatives to single occupancy vehicles
- Decrease transportation-related air quality pollutants and greenhouse gas emissions
- Increase the energy efficiency of transportation





# **Building the Strategy: Outreach**

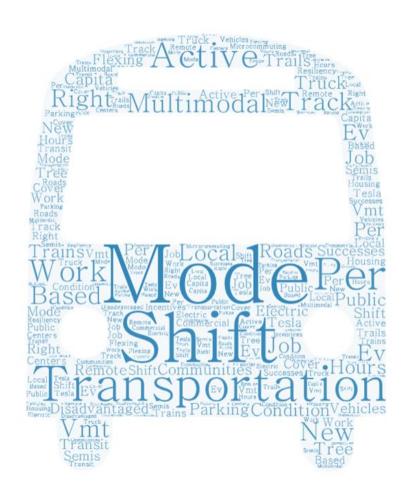
Internal FDOT Working Group	MPOs	External Groups
<ul> <li>» Construction</li> <li>» Design</li> <li>» Environmental Management</li> <li>» Work Program</li> <li>» Modal Development</li> <li>» Traffic Operations</li> </ul>	<ul> <li>» Virtual Meetings</li> <li>» Surveys</li> <li>» Florida Metropolitan Planning Partnership (FMPP) Meetings</li> <li>» Florida Metropolitan Planning Organization Advisory Council</li> </ul>	<ul> <li>» FTP Implementation Committee</li> <li>» FTP Environmental Partners</li> <li>» FPTA Annual Conference</li> <li>» FDOT Grant Training Sessions</li> <li>» Florida Regional Councils Association</li> <li>» Florida Commuter Transportation Summit</li> </ul>



# **Building the Strategy: Input Received**

## **Major Themes:**

- More capacity NO!
- Focus on mode choice
- More regional and local coordination
- Promote partnerships
- Include micromobility
- Diversify energy sources
- Include zero and low-emission vehicles
- Forward-looking





# **Opportunities: Co-Benefits**



#### **Economic**

Financial savings for Floridians by managing congestion on the transportation network



#### Social

More active and healthier communities throughout Florida



#### **Environmental**

Reduction in transportation's impact on natural resources that will manage effects of climate change



#### **Accessibility to Transportation**

Increase access for all Floridians



#### Safety

Safer roadways and improved emergency response and recovery times



#### **Improved Mobility**

More efficient and agile transportation network for people and freight



#### Resiliency

Faster recovery from disruptions to the transportation network by diversifying energy sources



# **Strategy Framework**



**Transportation Choices** 



Congestion Management



**Energy Efficiency** 



**Construction Practices** 



# **Upcoming Activities**

**NOW!:** Two Week Draft Comment Period for MPOs

July 26: FMPP

July 27: MPOAC Meeting

**September:** Two Week Public Comment Period

October 25/26: MPOAC Meeting

**November 15:** FHWA Deadline





# CARBON REDUCTION STRATEGY

Stay Aware. Stay Alert.



## **Brian Watts**

**Statewide Plans & Policy Analysis** 

**Phone**: 850-414-4818

Email: Brian.Watts@dot.state.fl.us