

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

August 8, 2023

1:00 PM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. CONSENT AGENDA A. June 13, 2023 Meeting Minutes

4. ACTION ITEMS

A. <u>Congestion Management Plan (CMP), State of the System Update</u> *Kimley-Horn will present the 2023 update to the CMP Report for approval*

5. COMMENTS BY FDOT

A. Construction Report

6. COMMENTS BY TPO STAFF

- A. 2050 Long Range Transportation Plan (LRTP) Update
- **B.** Apportionment Plan Schedule
- C. Commitment to Zero Safety Dashboard and Annual Report

7. COMMENTS BY CAC MEMBERS

8. PUBLIC COMMENT (Limited to 2 minutes)

9. ADJOURNMENT

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

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

The next regular meeting of the Citizens Advisory Committee will be held on September 12, 2023



Citizens Advisory Committee (CAC) Meeting

Marion County – Library Headquarters, Meeting Room B 2720 E. Silver Springs Blvd., Ocala, FL 34470 1:00 PM

MINUTES

Members Present:

Matt Fabian Brandon Cave Richard McGinley Travis Magamoll

Members Not Present:

Davis Dinkins Michelle Shearer Richard Howard Steve Rudnianyn Suzanne Mangram

Others Present:

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

Item 1. Call to Order and Roll Call

Acting Chairman Richard McGinley called the meeting to order at 1:03pm and Secretary Shakayla Irby called the roll. A quorum was present.

Item 2. Proof of Publication

Secretary Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on June 6, 2023. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 3. Consent Agenda

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

Item 4a. Functional Classification Process, Marion County

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

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

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

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

Mr. Learned said that speed limits were considered.

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

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

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

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

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

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

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

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

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

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

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

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

• Public Comments:

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

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

Mr. Fabian made a motion to approve the Draft FY 2024 to 2028 TIP Approval. Mr. Magamoll seconded, and the motion passed unanimously.

4d. Commitment to Zero Safety Action Plan Update

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Item 6. Comments by FDOT

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

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

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

Item 7. Comments by TPO Staff

Mr. Balmes gave the following comments:

2023 Traffic Counts Report

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

Apportionment Process

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

Apportionment Plan

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

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

PROTECT Grant Cycle

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

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

Joint CAC/TAC Meeting

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

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

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

Item 8. Comments by CAC Members

There were no comments by CAC members.

Item 9. Public Comment

There was no public comment.

Item 10. Adjournment

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

AC Meeting Minutes – June 13, 2023 Approved –

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO:	Committee Members	
FROM:	Rob Balmes, Director	

RE: Congestion Management Plan, 2023 State of the System

<u>Summary</u>

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

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

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

Attachment(s)

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

Recommendation(s)

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

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



DRAFT

Congestion Management Process

2023 System Performance Evaluation





TAC and CAC Meetings

August 8, 2023

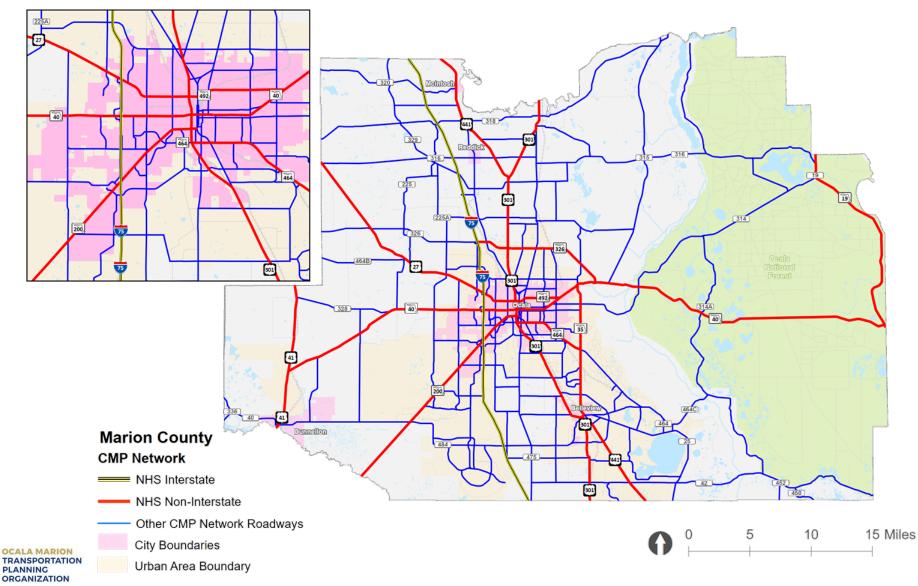
Ocala Marion CMP Process

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





Congestion Management Network



Roadway Level of Service

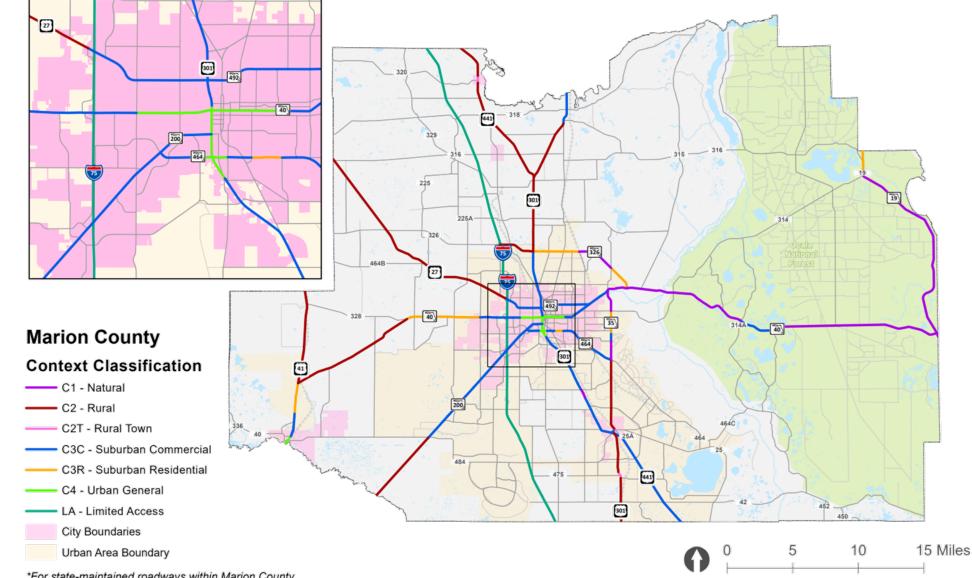
- Year 2022 Traffic Data
- FDOT Quality / Level of Service Tables
 o Area Type (Urban, Transitioning, Rural)
 - Facility Type (Interrupted, Uninterrupted, Freeway)
 - o Number of Lanes
 - Speed Limit (Interrupted Flow)
 - Presence of Turn Lanes and Passing Lanes
 State vs. Non-State Roadways
 - o LOS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







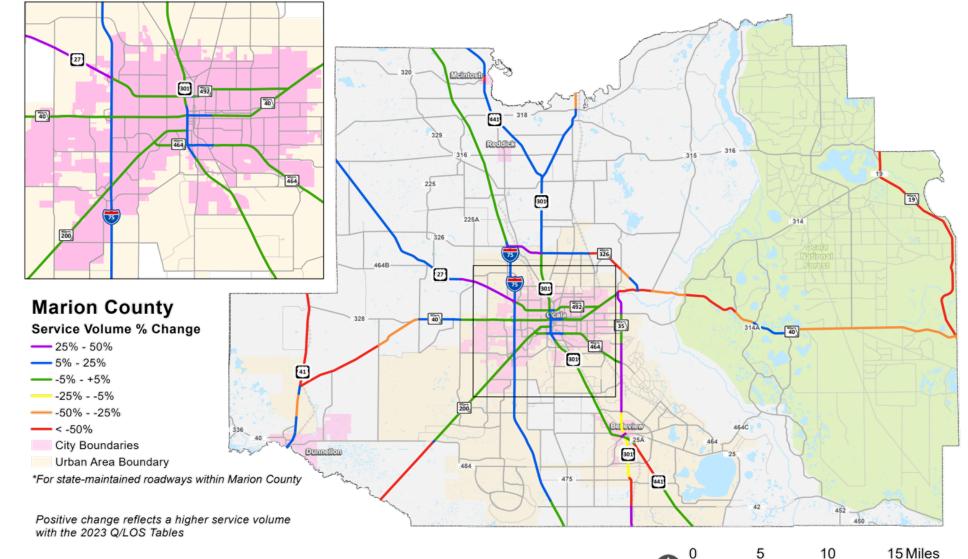
FDOT Context Classification



OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

*For state-maintained roadways within Marion County

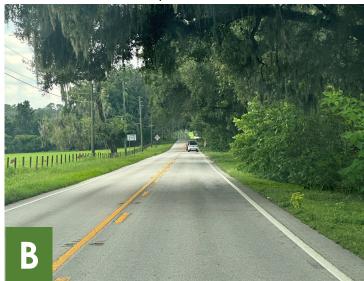
Service Volume Percent Change





Level of Service

CR 475A, S of SW 66th St



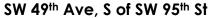
NW 27th Ave, S of US 27

SR 40, W of SE 25th Ave





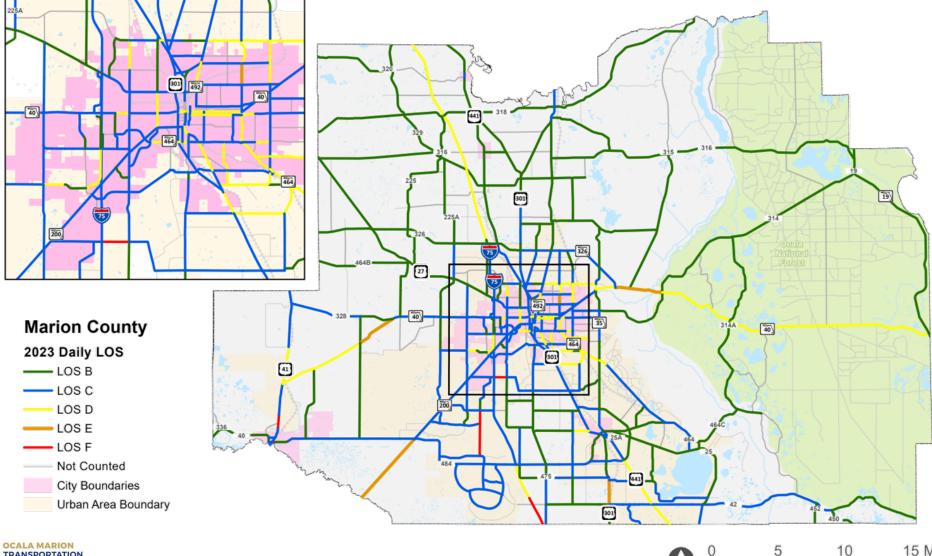






SR 200, S of CR 484

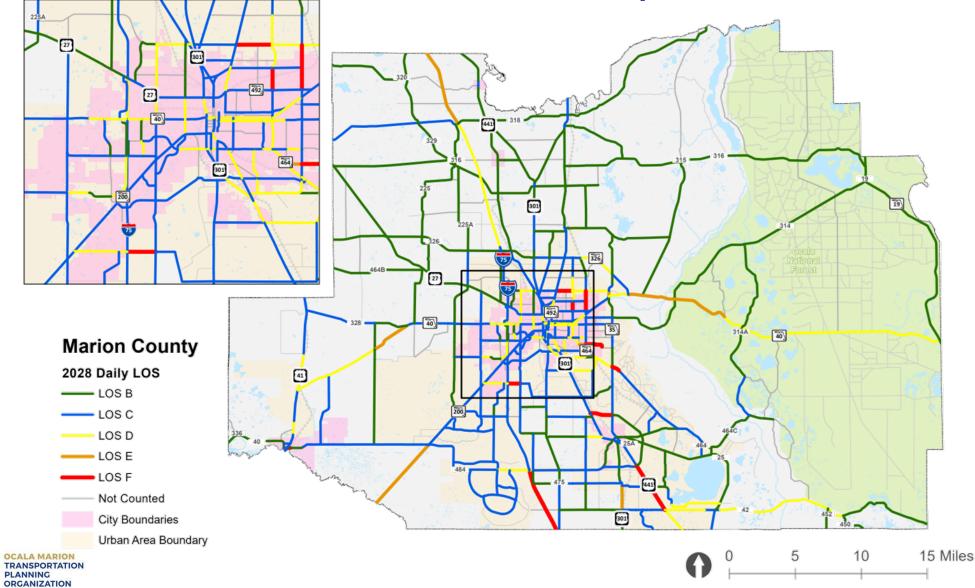
Level of Service Summary, 2023



TPO CALA MARION TRANSPORTATION DRANNING ORGANIZATION

5 10 15 Miles

Level of Service Summary, 2028



Systemwide Performance

Level of Service (LOS) Summary, 2023

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

Roadways with Volumes Exceeding Adopted LOS

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



Congested Corridors Identification

- Assumes Committed Improvements
- Not Congested

 $_{\odot}$ Operating at acceptable LOS

- <u>Approaching Congestion or Minimally Congested</u>
 Operating at 90% to 100% of LOS Standard
- <u>Congested Today</u>

 Exceeding 100% of LOS Standard but less than 108% of Physical Capacity

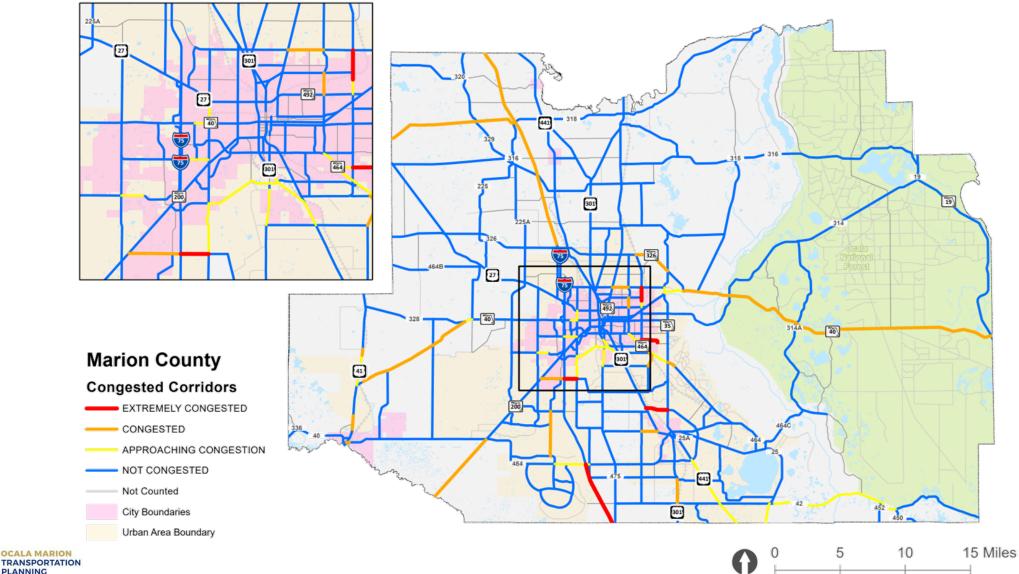
• Extremely Congested

Exceeding 108% of Physical Capacity



Congested Corridors Identification

PLANNING ORGANIZATION



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

ROADWA	r 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 A	MARION OAKS	SW 95 ST	NOT CONGESTED	Congested (2023)	Higher volume and growth rate in 2023, crossed threshold.
US 441	COUNTY LINE (S)	CR 42	CONGESTED (2026)	APPROACHING	Lower volume in 2023, crossed threshold.
SR 40	SR 35	SR 326	NOT CONGESTED	APPROACHING	Reduction in service volume due to 2023 Q/LOS update.
SR 464	US 441	SE 3 AV	CONGESTED (2026)	NOT CONGESTED	Increase in service volume due to 2023 Q/LOS update.

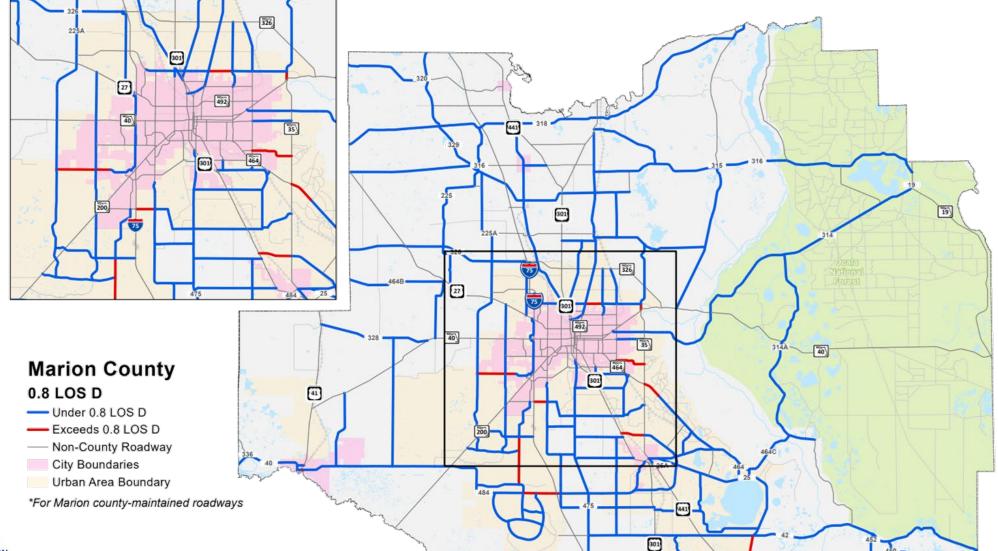
Marion County Roadway Performance

County-Maintained Roadways Exceeding 80% LOS D

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



Marion County Roadway Performance





Summary and Recommendations

1. Ongoing monitoring of the transportation system

2. Incorporate findings from the CMP into the LOPP and LRTP processes.

3. Perform State of the System update every two to three years to monitor system performance and effectiveness of strategy implementation

4. Program 2 to 3 corridor / intersection studies per year based on the results of the congestion analysis and mitigation strategy identification

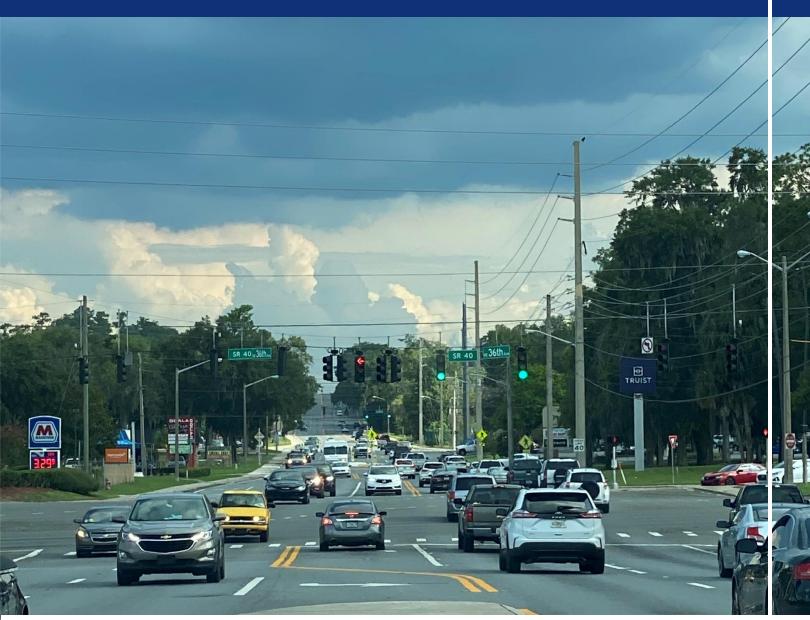


Questions?



OCALA MARION TPO

Congestion Management Process 2023 STATE OF THE SYSTEM REPORT





August 2023





Prepared By: Kimley »Horn

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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.
- <u>LOS Improved</u> 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.



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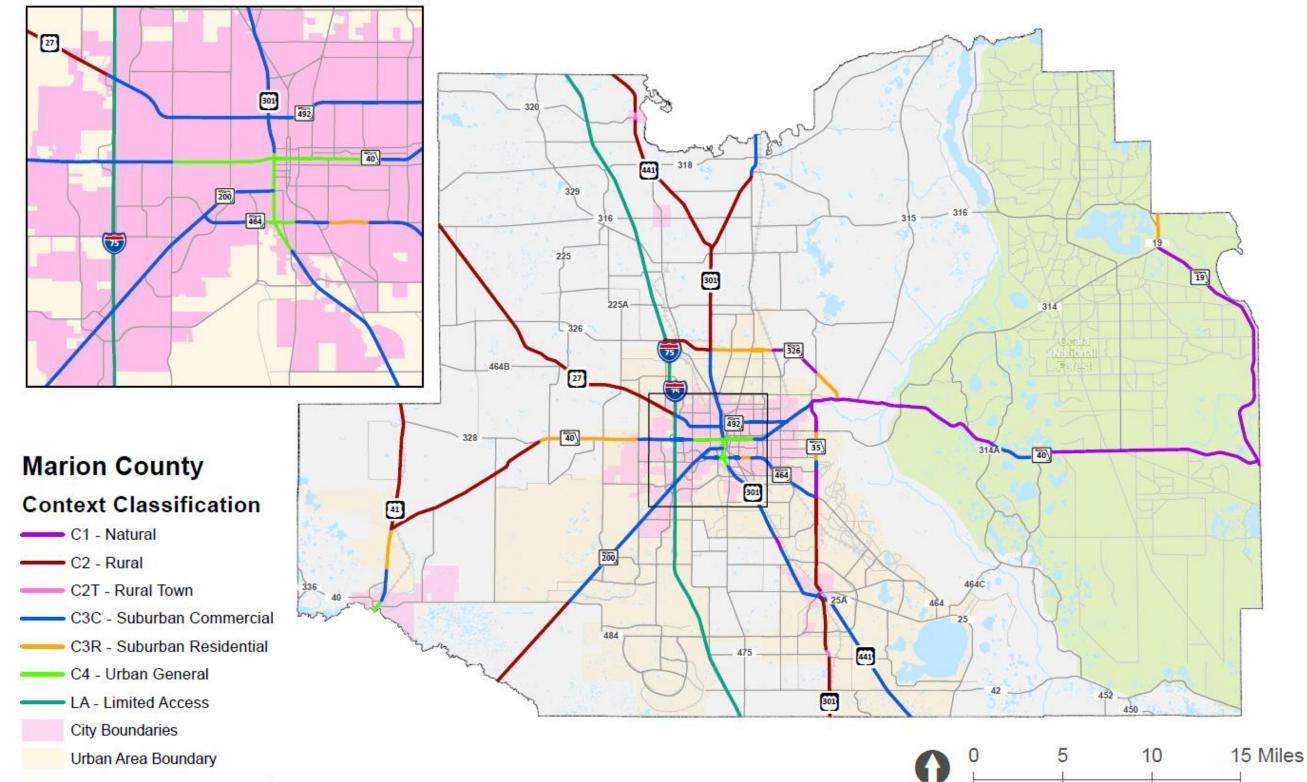


Figure 1: FDOT Context Classification for State Maintained Roadways

*For state-maintained roadways within Marion County



Congestion Management Process STATE OF THE SYSTEM REPORT 2023 Update

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27 301 492 40 NO 1 40) - 318 -441 329 464 Reddie 316 464 225 301 75 225A 200 326 326 75) 464B 27 75 301 **Marion County** 492 40) 328 Service Volume % Change 314A 301 **—** 5% - 25% 41 -5% - +5% -25% - -5% 200 -50% - -25% **----** < -50% 464C eview 25A 464 City Boundaries 301 Dunnellon Urban Area Boundary 484 *For state-maintained roadways within Marion County 475 441 42 Positive change reflects a higher service volume with the 2023 Q/LOS Tables







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27 301 27 40 5 301 464 200 464B 328 **Marion County**



- 318 -441 329 225 301 225A 326 75) 326 27 5 301 492 40) 314 464 Change in LOS (2021-2023) 301 41 -LOS Degraded -LOS Improved 200, -LOS Remained the Same 464C 336 **City Boundaries** 25A 464 Urban Area Boundary 484 *For state-maintained roadways within Marion County 475 441 42 301

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15 Miles 10

FUNDED CAPACITY IMPROVEMENT PROJECTS

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

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



NEW ROADWAYS

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

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



LEVEL OF SERVICE (LOS)

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

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



Representative images for each LOS category are provided below.

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





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



LOS D – SR 40, west of SE 25th Avenue





LOS E - SR 200 west of CR 484



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

Percent of Miles and Vehicle Miles Traveled by LOS

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



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

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

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.

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

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



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.

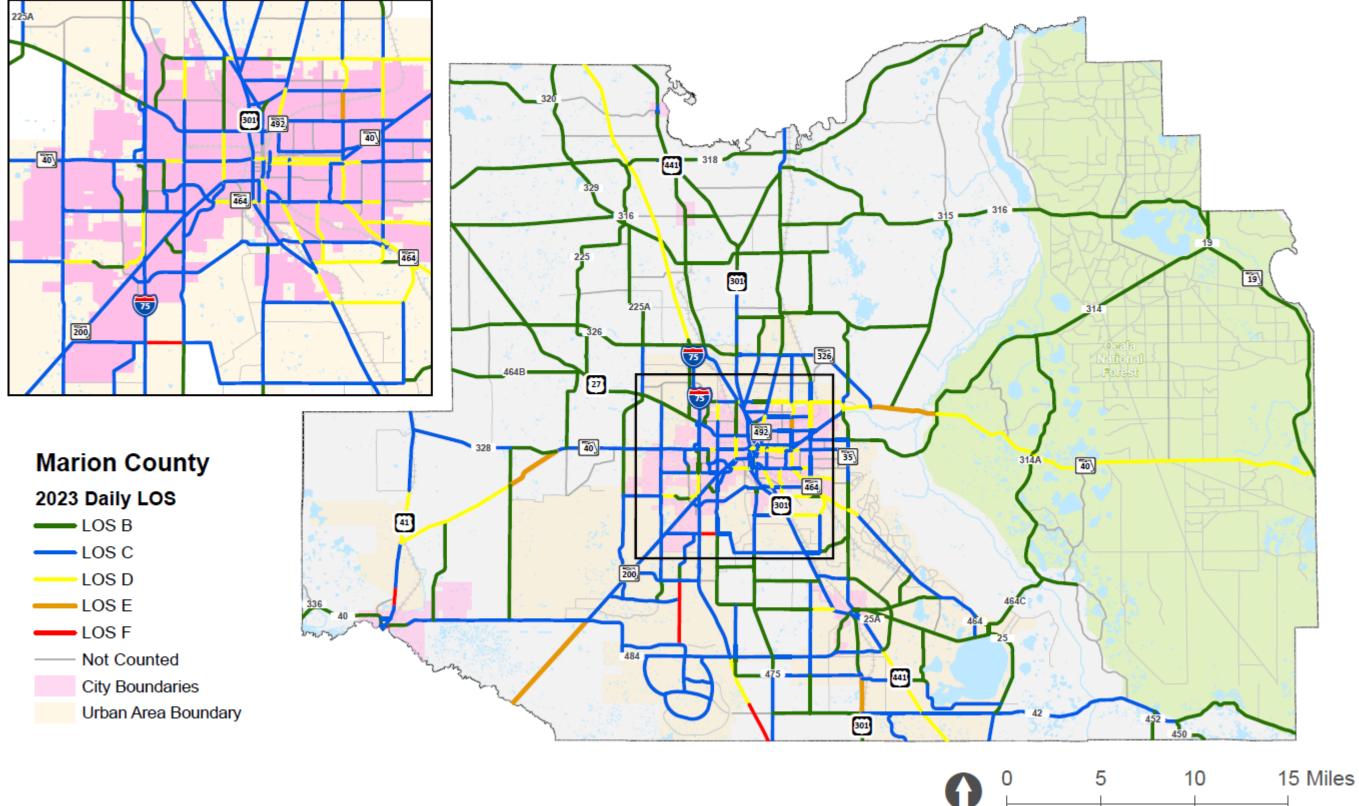
In addition to the current adopted LOS standards, Marion County has requested information be included for Maron County maintained roadways operating above 80% of LOS D to aid in planning. **Figure 6** includes a map of all county-maintained roadways, and whether they operate over or under 80% LOS D service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

ROADWAY	FROM	TO
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
SW 38 ST	SW 80 AV	SW 51 TER
SW 49 AV	SW 95 ST	MARION OAKS BLVD
SW 66 ST	SW 49 AV	SW 27 AV

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



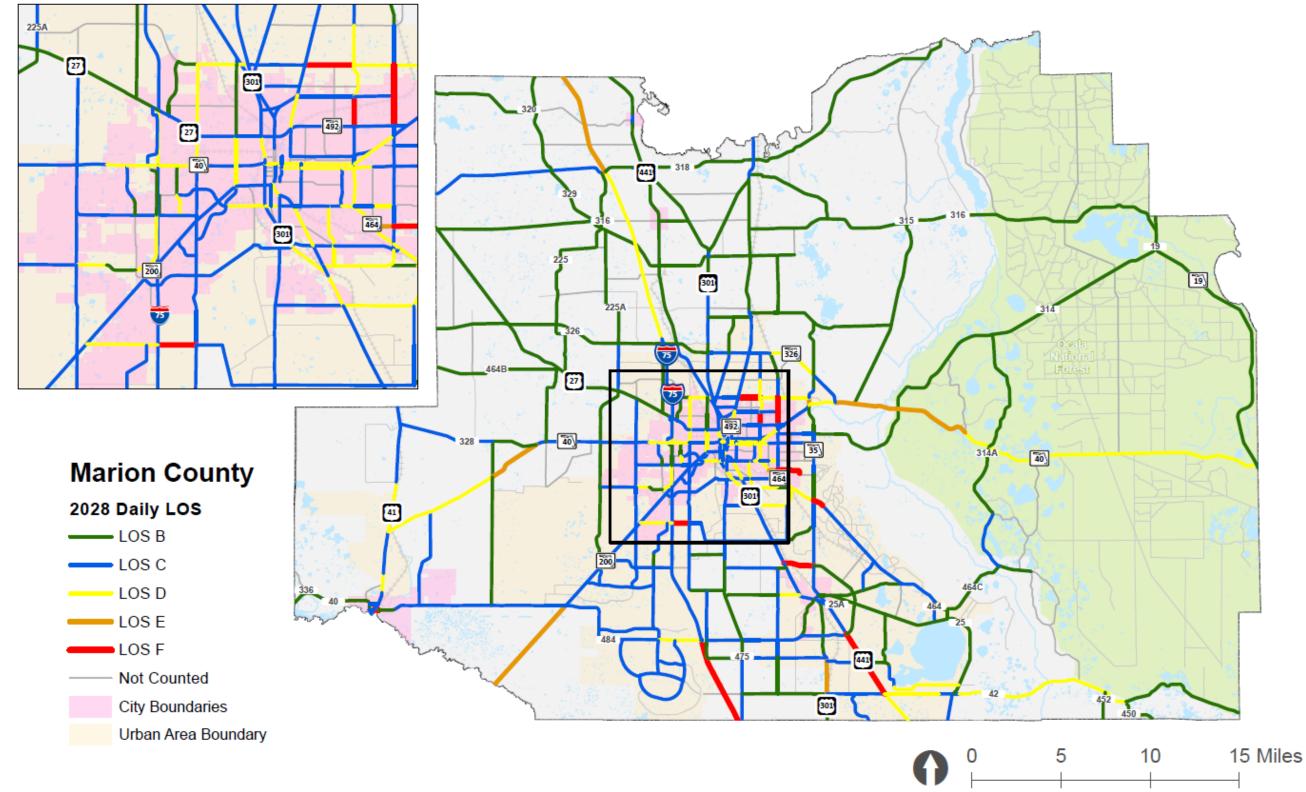
Figure 4: Level of Service (LOS) Summary, 2023



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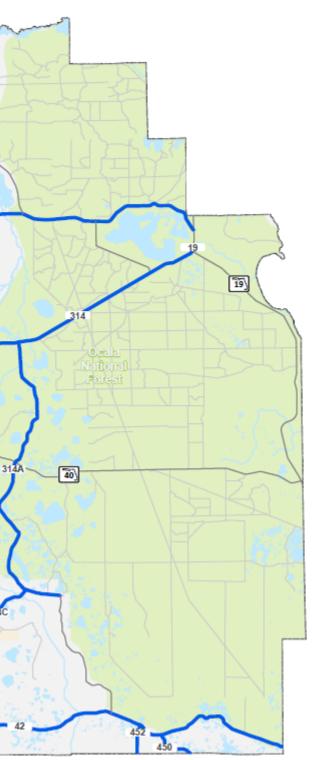




35) 225A . 464B 35) **Marion County** 0.8 LOS D ----- Under 0.8 LOS D Exceeds 0.8 LOS D ---- Non-County Roadway City Boundaries Urban Area Boundary *For Marion county-maintained roadways







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.

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

Table 4: Roadways with Volumes Exceeding Adopted LOS

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

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



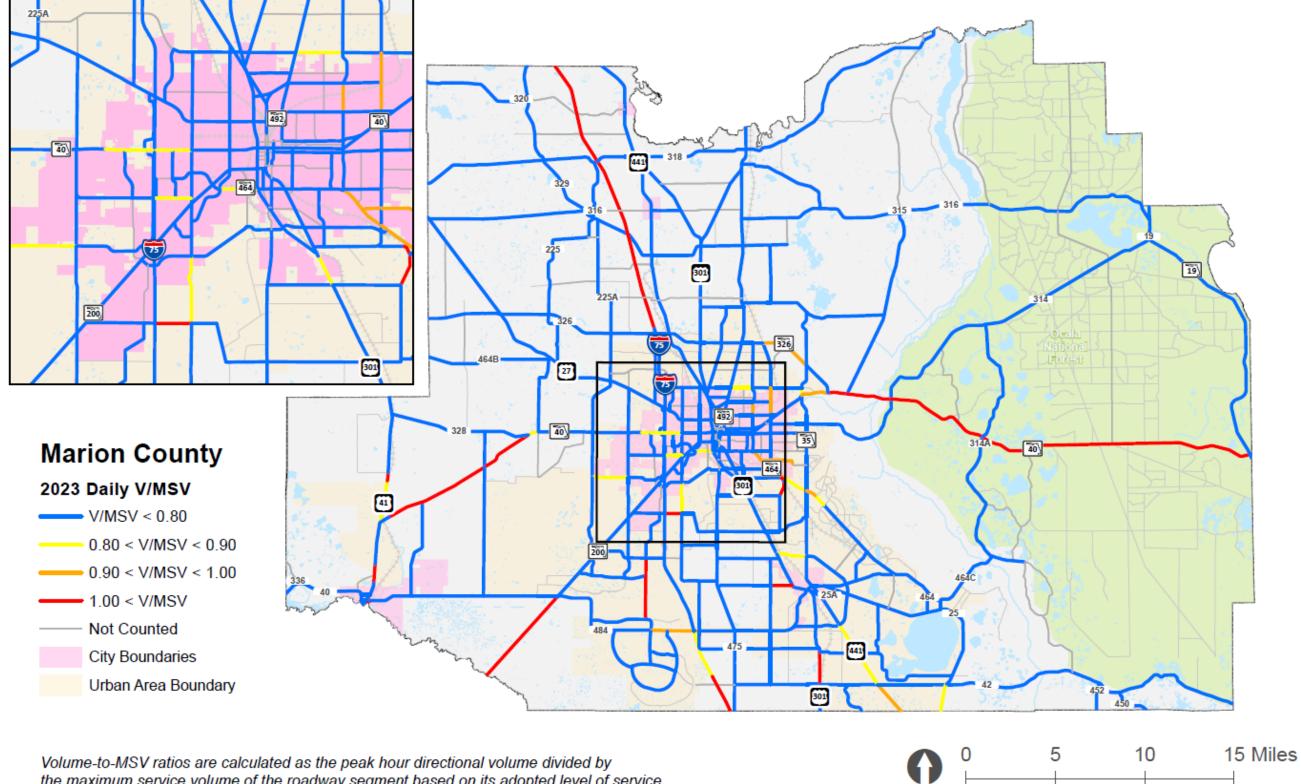


Figure 7: Volume to Maximum Service Volume (V/MSV) Summary, 2023

the maximum service volume of the roadway segment based on its adopted level of service standard.



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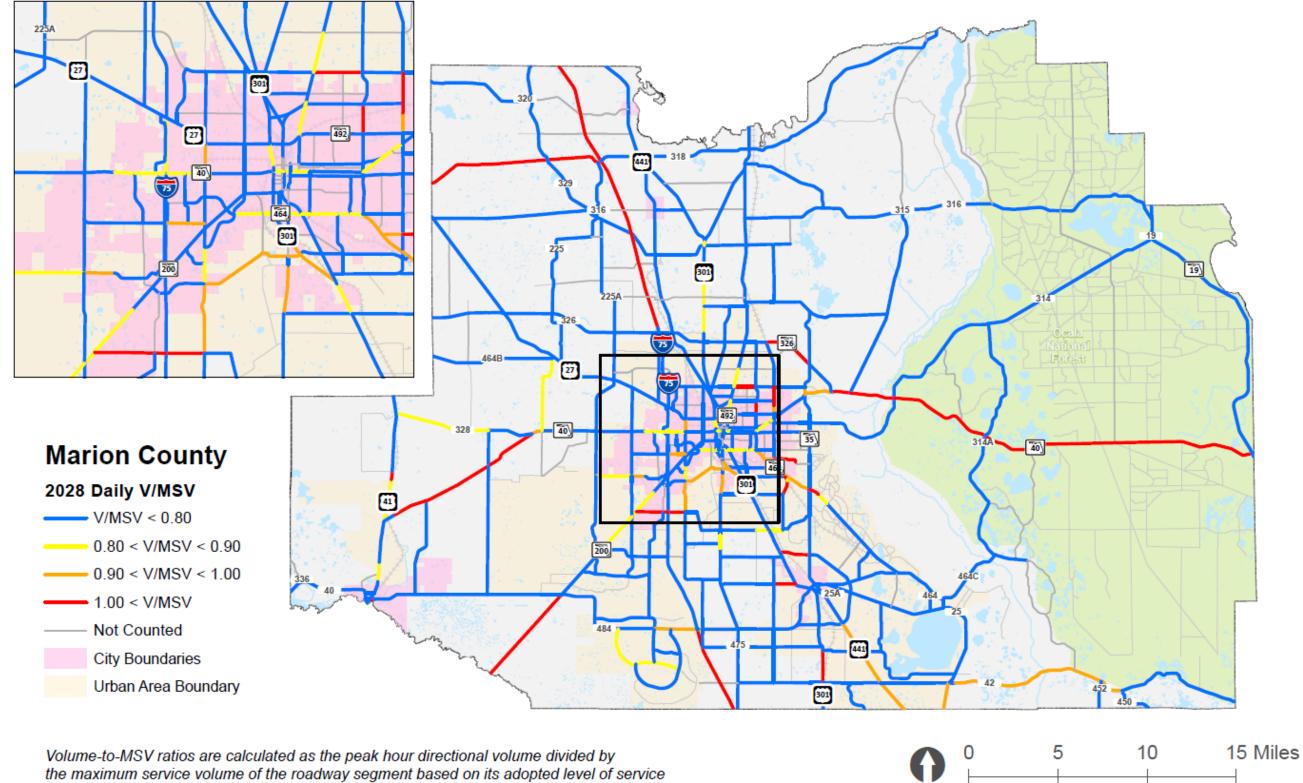


Figure 8: Volume to Maximum Service Volume (V/MSV) Summary, 2028

standard.



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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)

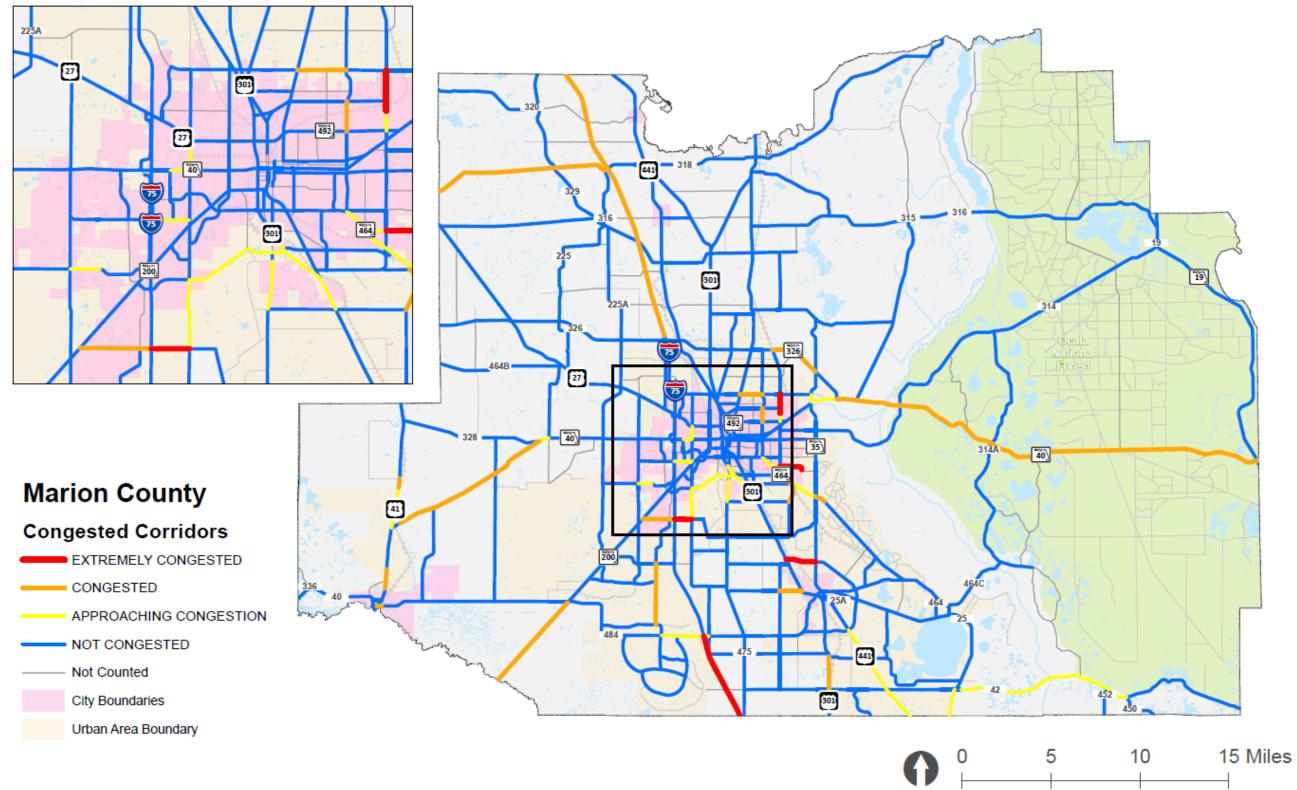
Figure 9 illustrates the levels of congestion on each roadway within the CMP network. **Table 5** presents a tabulated summary of every "Congested" and "Extremely Congested" corridor in the CMP network.



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	NE 40 AV
SE 110 ST	CR 467	US 441
SE 24 ST	SE 36 AV	SE 28 ST
SE 44 AV	SE 52 ST	SE 38 ST
SE 92 PL RD	US 441	SR 35
SR 200	COUNTY LINE	1/4 MI SW OF CR 484
SR 326	NE 40 AV	CR 35
SR 40	URBAN AREA BOUNDARY (W)	SW 140 AV
SR 40	SR 326	SR 19
SW 49 AV	MARION OAKS	SW 95 ST
SW 66 ST	SR 200	I-75
SW 66 ST	I-75	SW 27 AV
US 301	CR 42	SE 147 ST
US 41	SW 110 ST	SW 99 PL
US 41	URBAN AREA BOUNDARY	SW 36 ST









CHANGES IN CONGESTION FROM 2021 EVALUATION

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

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



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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-75	COUNTY LINE(S)	URBAN AREA BOUNDARY	CONGESTED (2021)	EXTREMELY (2023)	Higher volume in 2023, crossed threshold.
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	NOT CONGESTED	EXTREMELY (2028)	Higher volume in 2023, crossed threshold.
2280	I-75	CR 484	SR 200	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2290	I-75	SR 200	SR 40	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.
2300	I-75	SR 40	US 27	CONGESTED (2026)	NOT CONGESTED	Lower volume and increased service volume in 2023.



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



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



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



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



SUMMARY AND RECOMMENDATIONS

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

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

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

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

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



APPENDIX A 2023 Congestion Management Process Database

SEGMENT ID	ROAD NAME	FROM	то	LANES FUI (2023) CLAS	INCTIONAL SSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR RECTIONAL SERVICE VOLUME (2023)	LANES SERVIC (2028) VOLUM (2028)	PEAK HOUR DIRECTIONAL SERVIC 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 202	28 DAILY LOS
	SE 92 PLACE LOOP CR 21	SR 35 CR 315	US 441 COUNTY LINE		ARTERIAL	UNINTERRUPTED		67,770 19,170	3,357	4 67,770 2 19,170		Urban Rural	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	12,400 Not Counted	0.18 N/A	B N/A	1.00%	13,100 Not Counted	0.19 N/A	B N/A
1030.1	CR 225	US 27	CR 326	2 C0	OLLECTOR	UNINTERRUPTED		9,270	486	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
1030.4 1040.1	CR 225 CR 225	CR 326 CR 316	CR 316 CR 318	-	OLLECTOR	UNINTERRUPTED		9,270 9,270	486	2 9,270 2 9,270	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	1,500	0.16	B	5.27%	1,900	0.20	B
	CR 225A CR 225A	US 27 CR 326	CR 326 CR 329		OLLECTOR	INTERRUPTED		10,224 9,270	533 486	2 10,224 2 9,270	533 486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	7,100 3,100	0.69	C	1.00%	7,400 3,300	0.72	C B
1070	CR 25	COUNTY LINE	CR 42	2 C0	OLLECTOR	INTERRUPTED	1	12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	11,300	0.89	С	1.11%	12,000	0.94	C
1080.1 1080.3	CR 25 CR 25	CR 42 SE 128 PL RD	SE 128 PL RD SE 135 AV		OLLECTOR	UNINTERRUPTED		29,340 29,340	1,449 1,449	2 29,340 2 29,340	1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,800 7,800	0.27	B	1.00%	8,200 8,200	0.28	B
1090.1 1100.1	CR 25	SE 135 AV CR 464	CR 464 SE 108 TER RD		OLLECTOR	UNINTERRUPTED		29,340 29,340	1,449	2 29,340 2 29,340	1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,800 6,100	0.27	B	1.00%	8,200 6,400	0.28	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2 CI	OLLECTOR	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	7,000	0.24	В	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)		ARTERIAL	UNINTERRUPTED		29,340 40,352	1,449 1,996	2 29,340 4 40,352	1,449	Urban Urban	U COUNTY D STATE	Other CMP Network Roadway NHS - Non-Interstate Roadway	E	9,900 18,300	0.34	B	1.00%	10,400 19,200	0.35 0.48	B
	CR 25A CR 25A	US 441 (S) SR 326	SR 326		OLLECTOR	INTERRUPTED	1	12,744 29,340	634 1.449	2 12,744 2 29,340	634	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,400	0.42	CB	1.58%	5,800 8.600	0.46	C
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2 01	OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	8,200	0.43	В	1.00%	8,600	0.45	B
	CR 25A CR 25A	CR 316 CR 329	US 441 CR 316		OLLECTOR	UNINTERRUPTED		9,270 14,130	486 738	2 9,270 2 14,130	486 738	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	3,300 3,300	0.36	B	8.45% 8.45%	4,900 4,900	0.53	B
	CR 25A CR 314	US 441 NE 7 ST	CR 25 SE 1 ST		OLLECTOR	UNINTERRUPTED		29,340 19,170	1,449	2 29,340 2 19,170	1,449	Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 2.100	N/A 0.11	N/A B	1.00%	Not Counted 2.200	N/A 0.11	N/A B
1190.1	CR 314	SE 1 ST	SR 40 (E)	2 01	OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	2,000	0.1	В	3.50%	2,300	0.12	В
1200 1210.2	CR 314 CR 314	SR 40 (E) CR 314A	CR 314A SR 19		OLLECTOR	UNINTERRUPTED		19,170 19,170	999 999	2 19,170 2 19,170	999	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	3,100 3,400	0.16	B	1.00%	3,300 3,600	0.17 0.19	B
1220 1230.1	CR 314A	CR 464C SE 180 AV	SE 180 AV SR 40	2 C0	COLLECTOR	UNINTERRUPTED		19,170 19,170	999 999	2 19,170 2 19,170		Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,700	0.3	В	13.97% 1.00%	11,000	0.57	C
	CR 314A CR 314A	SR 40	SR 40 CR 314		OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170		Rural Rural	U COUNTY	Other CMP Network Roadway	D	4,700	0.25	B	1.00%	1,900	0.26	В
	CR 315 CR 315	CR 316 SR 40	CR 318 NE 90 ST		OLLECTOR	UNINTERRUPTED		19,170 19,170	999 999	2 19,170 2 19,170	999	Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	Not Counted 3,800	N/A 0.2	N/A B	1.00%	Not Counted 4,100	N/A 0.21	N/A B
1250.4	CR 315	NE 90 ST	CR 316	2 C0	OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	4,300	0.22	B	1.00%	4,600	0.24	B
1270	CR 315 CR 315	CR 318 CR 21	CR 21 COUNTY LINE	2 C0	OLLECTOR	UNINTERRUPTED		19,170 19,170	999 999	2 19,170 2 19,170	999	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	4,700 4,700	0.25	B	6.58% 6.58%	6,400 6,400	0.33 0.33	B
1280.1 1280.2	CR 316 CR 316	US 27 E OF CR 225	CR 329		OLLECTOR	UNINTERRUPTED		9,270 9,270	486 486	2 9,270 2 9,270	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	1,100 Not Counted	0.12 N/A	B 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 C	OLLECTOR	UNINTERRUPTED		9,270	486	2 9,270	486	Rural	U COUNTY	Other CMP Network Roadway	В	700	0.08	В	1.00%	700	0.08	В
1280.4 1290.1		I-75 CR 25A	CR 25A NW 38TH AVE		OLLECTOR	UNINTERRUPTED		9,270 9,270	486 486	2 9,270 2 9,270	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	Not Counted 1,300	N/A 0.14	N/A B	1.00%	Not Counted 1,400	N/A 0.15	N/A B
1290.3 1290.4	CR 316 CR 316	NW 38TH AVE US 441	US 441 JACKSONVILLE RD		OLLECTOR	UNINTERRUPTED		9,270 9,270	486 486	2 9,270 2 9,270	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway	B	1,300 Not Counted	0.14 N/A	B N/A	1.00%	1,400 Not Counted	0.15 N/A	B N/A
1300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2 0	OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	2,300	0.12	В	1.00%	2,400	0.13	В
1300.2 1310.1	CR 316 CR 316	NE 110TH AVE RD CR 315	CR 315 NE 203 AV		OLLECTOR	UNINTERRUPTED		19,170 19,170	999 999	2 19,170 2 19.170	999	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	2,800 4,600	0.15	B	1.22%	3,000 6,600	0.16	B
1320.1	CR 316	NE 203 AV COUNTY LINE	SR 19 I-75	2 CI	OLLECTOR	UNINTERRUPTED		19,170	999 486	2 19,170 2 9,270	999 486	Rural	U COUNTY U COUNTY	Other CMP Network Roadway	DB	1,800	0.09	B	1.00%	1,900	0.10	BC
1340.1	CR 318 CR 318	I-75	NW 60 AVE	2 00	OLLECTOR	UNINTERRUPTED		9,270 19,170	999	2 19,170	999	Rural Rural	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,400 6,200	0.32	В	20.11% 7.18%	13,500 8,800	0.46	В
	CR 318 CR 318	NW 60 AVE US 441	US 441 NE 10 AVE		OLLECTOR	INTERRUPTED		10,224 9.270	533 486	2 10,224 2 9,270	533 486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	6,200 3,800	0.61	CB	7.18%	8,800	0.86	CB
1350.2		NE 10 AVE	US 301		OLLECTOR	UNINTERRUPTED		9,270	486	2 9,270 2 19.170	486	Rural	U COUNTY	Other CMP Network Roadway	B	3,800	0.41	В	1.00%	4,000	0.43	В
1360.1 1380	CR 320	US 301 COUNTY LINE	CR 315 CR 329		OLLECTOR	UNINTERRUPTED		9,270	486	2 19,170 2 9,270		Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	3,800 500	0.2	B	1.00%	4,000	0.21	B
1390.1 1400	CR 320 CR 328	CR 329 US 41	US 441 SW 140 AV		OLLECTOR	UNINTERRUPTED		9,270 9,288	486 482	2 9,270 2 9,288	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	Not Counted 5.900	N/A 0.64	N/A C	1.00%	Not Counted 7.500	N/A 0.81	N/A C
1410.1	CR 328	SW 140 AV	E OF NW 125 AV	2 01	OLLECTOR	UNINTERRUPTED		14,130	738	2 14,130	738	Rural	U COUNTY	Other CMP Network Roadway	c	5,900	0.42	В	5.00%	7,500	0.53	В
	CR 328 CR 329	E OF NW 125 AV COUNTY LINE	SR 40 HWY 318		OLLECTOR	UNINTERRUPTED		14,130 9,270	738 486	2 14,130 2 9,270	738 486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C B	5,900 2,300	0.42	B	5.00% 8.45%	7,500 3,400	0.53 0.37	B
	CR 329 CR 329	HWY 318 CR 316	CR 316 CR 25A		OLLECTOR	UNINTERRUPTED		9,270 9,270	486 486	2 9,270 2 9,270	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	2,100 2,100	0.23	B	1.00%	2,200 2,200	0.24	B
1440.1	CR 329	CR 25A	US 441	2 00	OLLECTOR	UNINTERRUPTED		9,270	486	2 9,270	486	Rural	U COUNTY	Other CMP Network Roadway	B	2,200	0.24	В	5.59%	2,900	0.31	В
	CR 329 CR 329	US 441 JACKSONVILLE RD	JACKSONVILLE RD NE 47 AV		OLLECTOR	UNINTERRUPTED		9,270 19,170	486 999	2 9,270 2 19,170	486	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B D	5,300 4,100	0.57	B	1.00%	5,500 4,400	0.59	B
1470		COUNTY LINE	CR 40 NE 35 ST		OLLECTOR	UNINTERRUPTED		19,170	999 576	2 19,170	999 576	Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A 0.85	N/A	1.00%	Not Counted	N/A 0.97	N/A
1490	CR 35 CR 35	SR 40 NE 35 ST	NE 58 AV	2 C0	OLLECTOR	INTERRUPTED	1	11,232 12,744	634	2 11,232 2 12,744	634	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	9,600 6,000	0.85	C	2.52% 2.61%	10,900 6,800	0.53	C
	CR 35 CR 35	NE 58 AV SR 326	SR 326 NE 97TH ST RD		OLLECTOR	UNINTERRUPTED		29,340 25.650	1,449	2 29,340 2 25.650	1,449	Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	6,000 3.100	0.2	B	3.01%	6,900 3.700	0.24	B
1520.2	CR 40	COUNTY LINE (W)	CR 336	2 00	OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	3,700	0.19	В	9.10%	5,700	0.30	В
1540.1	CR 40	URBAN AREA BOUNDRY	SW ROLLING HILLS RD	2 0	OLLECTOR	UNINTERRUPTED		29,340	1,449	2 19,170 2 29,340	1,449	Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,400	0.18	B	1.00%	3,600 3,900	0.19	B
	CR 42 CR 42	CR 475 US 301	US 301 SE 77 AV		OLLECTOR	UNINTERRUPTED	1	19,170 35.820	999 1.800	2 19,170 4 35,820		Rural Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,300	0.28	B	1.00%	5,500 23,400	0.29	B
1570	CR 42	SE 77 AV	US 441	4 4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	18,300	0.51	С	5.05%	23,400	0.65	с
1610.1 1610.2		US 441 SE 130 AVE	SE 130 AVE CR 25		OLLECTOR	UNINTERRUPTED		29,340 29,340	1,449 1,449	2 29,340 2 29,340	1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	14,100 10,800	0.48	C C	6.58% 1.79%	19,300 11,800	0.66	D C
1620.1 1620.3		CR 25 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY CR 450		OLLECTOR	UNINTERRUPTED		29,340 19,170	1,449 999	2 29,340 2 19,170		Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	11,000 11,500	0.37	C C	3.79% 8.65%	13,300 17,400	0.45	C D
1630	CR 42	CR 450	COUNTY LINE	2 CI	OLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	5,100	0.27	В	5.92%	6,800	0.35	В
1640 1650	CR 450 CR 452	COUNTY LINE COUNTY LINE	CR 42 CR 42		OLLECTOR	UNINTERRUPTED		19,170 19,170	999 999	2 19,170 2 19,170	999	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	1,500 6,300	0.08	B	1.00%	1,500 6,600	0.08	B
	SR 464 SR 464	SE 25 AV SE 44 AV	SE 44 AV SR 35		ARTERIAL	INTERRUPTED		38,430 38,430	1,901	4 38,430 4 38,430		Urban Urban	D STATE D STATE	Other CMP Network Roadway Other CMP Network Roadway	D	34,800 33,200	0.91	D	1.00%	36,600 35,300	0.95	D
1710	CR 464	SR 35	EMERALD RD (N)	4 4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 35,820	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)		ARTERIAL	INTERRUPTED	1	35,820 35,820	1,800	4 35,820 4 35,820	1,800	Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	15,600 9,800	0.44	C C	2.09% 8.12%	17,300 14,500	0.48	C C
1790 1800 2		EMERALD RD (S) SE 110 ST	SE 110 ST CR 25		ARTERIAL	INTERRUPTED	1	35,820	1,800 576	4 35,820	1,800	Urban	D COUNTY U COUNTY	Other CMP Network Roadway	E	9,300	0.26	C	1.86%	10,200	0.28	C C
1800.2 1810	CR 464A	US 441	SE 31 ST	2 01	OLLECTOR	INTERRUPTED	1	11,232 15,930	792	2 11,232 2 15,930	792	Urban Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,700 6,300	0.24	C	1.00%	2,900 6,600	0.26	C
1830 1840	CR 464A CR 464B	SE 31 ST COUNTY LINE	SR 464 US 27		OLLECTOR	INTERRUPTED	2	14,742 9,270	756 486	2 14,742 2 9,270		Urban Rural	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	10,600 3,300	0.72	DB	1.00%	11,100 3,500	0.75	DB
1850	SE 114TH ST RD	CR 464	SE 135 AV	2 0	OLLECTOR	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	5,500	0.19	В	9.34%	8,500	0.29	B
	CR 464C CR 464C	SE 114TH ST RD URBAN AREA BOUNDARY	URBAN AREA BOUNDARY CR 314A		OLLECTOR	UNINTERRUPTED		29,340 19,170	1,449 999	2 29,340 2 19,170	1,449 999	Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,400 5,400	0.18	B	3.40% 3.40%	6,400 6,400	0.22 0.33	B
	CR 475 CR 475	COUNTY LINE CR 475A	CR 475A URBAN AREA BOUNDARY		OLLECTOR	UNINTERRUPTED		14,130 14,130	738	2 14,130 2 14,130	738 738	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	С	9,300 6,100	0.66	CB	3.71% 2.96%	11,200 7,000	0.79	C
1870.4	CR 475	URBAN AREA BOUNDARY	CR 484	2 C0	OLLECTOR	UNINTERRUPTED		16,200	801	2 16,200	801	Urban	U COUNTY	Other CMP Network Roadway	C	6,100	0.38	В	2.96%	7,000	0.43	B
	CR 475 CR 475	CR 484 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY SE 90 ST		ARTERIAL	UNINTERRUPTED		16,200 14,130	801 738	2 16,200 2 14,130	801 738	Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C C	6,200 6,200	0.38	B	4.13% 4.13%	7,600 7,600	0.47	B
1890.1	CR 475	SE 90 ST	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,130	738	2 14,130	738	Rural	U COUNTY	Other CMP Network Roadway	C	8,800	0.62	В	5.26%	11,400	0.81	C
1890.2 1900		URBAN AREA BOUNDARY SE 80 ST	SE 80 ST SE 52 ST		ARTERIAL	UNINTERRUPTED	1	16,200 12,096	801 598	2 16,200 2 12,096		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	8,800 8,200	0.54	B C	5.26% 3.35%	11,400 9,600	0.70	C C
1910.1 1910.3	CR 475	SE 52 ST SE 35 ST	SE 35 ST SE 31 ST	2 /	ARTERIAL	INTERRUPTED	1	12,096	598 801	2 12,096 2 16,200		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c	9,600	0.79	C B	3.90% 3.90%	11,600	0.96	C C
1910.5	CR 475	SE 31 ST	N OF SW 29TH ST RD	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	CR 475	N OF SW 29TH ST RD	US 441	2 1	ARTERIAL	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	SE 23 PL	US 441	SE 3 AV		LOCAL	INTERRUPTED	2	11,794	605	2 11,794	605	Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

SEGMENT ID	ROAD NAME	FROM	то	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR ECTIONAL SERVICE LANI VOLUME (2023)	S SERVICE VOLUME	PEAK HOUR RECTIONAL 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 DA
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449 2	29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	5,800	0.2	В	1.00%	6,100	0.21 E
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738 2	14,130	738	Rural	U COUNTY	Other CMP Network Roadway	C	5,800	0.41	В	1.00%	6,100	0.43 E
	CR 475A	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		9,288	482 2	.,	482	Rural	U COUNTY	Other CMP Network Roadway	С	2,000	0.22	C	1.00%	2,100	0.23 0
1960 1970	CR 475A CR 475A	SE 25 AV SE 36 AV	SE 36 AV US 301	2	COLLECTOR	INTERRUPTED	1	12,744 12,744	634 2 634 2	12,744	634	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,000	0.16	c	1.00%	2,100	0.16 0
1980	CR 475B	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738 2	14,130	738	Rural	U COUNTY	Other CMP Network Roadway	C	5,300	0.38	В	7.58%	7,600	0.54 E
1990.3	CR 484	LAKESHORE DR	E OF HENDRIX DR	2	ARTERIAL	UNINTERRUPTED		29,340	1,449 2	29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	9,500	0.32	В	1.10%	10,000	0.34 E
1990.4	CR 484	E OF HENDRIX DR SW 140 AVE	SW 140 AVE SW 105 AV	2	ARTERIAL	UNINTERRUPTED		19,170	999 2	19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	9,500	0.5	C	1.10%	10,000	0.52 0
1990.6 2010	CR 484 CR 484	SW 140 AVE SW 105 AV	SW 105 AV SR 200	2	ARTERIAL	UNINTERRUPTED		29,340 29,340	1,449 2 1,449 2		1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	F	12,000	0.41	C	5.08% 5.08%	15,300 15,300	0.52 0
	CR 484	SR 200	SW 45 AV	2	ARTERIAL	INTERRUPTED	1	12,744	634 2		634	Urban	U COUNTY	Other CMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66 0
2030	CR 484	SW 45 AV	I-75 RAMP (W)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800 4		1,800	Urban	D COUNTY	Other CMP Network Roadway	E	33,000	0.92	С	1.00%	34,700	0.97 E
	CR 484	I-75 RAMP (W)	I-75 RAMP (E)	6	ARTERIAL	INTERRUPTED	1	53,910	2,718 6	00/110	2,718	Urban	D COUNTY	Other CMP Network Roadway	D	33,500	0.62	С	1.00%	35,200	0.65 0
2070 2080	CR 484	I-75 RAMP (E) CR 475A	CR 475A	4	ARTERIAL	INTERRUPTED	1	35,820 35.820	1,800 4 1,800 4		1,800	Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	33,500	0.94	C	1.00%	35,200	0.98 E
2080	CR 484	CR 475	CR 467	4	ARTERIAL	INTERRUPTED	1	35,820	1,800 4	001000	1,800	Urban	D COUNTY	Other CMP Network Roadway	D	19,900	0.58	c	1.00%	20,900	0.56 (
2110	CR 484	CR 467	SE 132 ST RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800 4		1,800	Urban	D COUNTY	Other CMP Network Roadway	D	17,900	0.5	C	1.00%	18,800	0.52 0
2120.2	CR 484	SE 132 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449 2	29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	8,400	0.29	В	1.00%	8,800	0.30 E
2150	E FORT KING ST	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A N/
2160	E FORT KING ST E FORT KING ST	SE WATULA AVE SE 11 AV	SE 11 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2		576 576	Urban	U COUNTY U COUNTY	Other CMP Network Roadway	E	6,000 E 800	0.53	D	1.41%	6,400	0.57 E
2170 2180	E FORT KING ST	SE 16 AV	SE 16 AV SE 22 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2 756 2	11,232	756	Urban Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,800	0.52	D	1.00%	6,100 8,100	0.54 E
2190	E FORT KING ST	SE 22 AV	SW 25 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756 2	14,742	756	Urban	D COUNTY	Other CMP Network Roadway	E	6,800	0.46	С	1.00%	7,100	0.48 E
2200	E FORT KING ST	SW 25 AV	SE 30TH AVE	2	COLLECTOR	INTERRUPTED	2	14,742	756 2		756	Urban	D COUNTY	Other CMP Network Roadway	E	7,800	0.53	D	1.00%	8,200	0.56 E
	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832 2		832	Urban	D COUNTY	Other CMP Network Roadway	E	8,000	0.48	С	3.77%	9,600	0.57 0
2220 2230	E FORT KING ST CR 484	SE 36 AV	SR 35 LAKESHORE DR	2	COLLECTOR	INTERRUPTED	1	12,744	634 2 576 2	12,744	634 576	Urban Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,800	0.61	C	1.00%	8,200	0.64 C
2230	CR 484 SR 25	US 41 US 441	BASELINE RD	2	ARTERIAL	INTERRUPTED	2	22,785	1,124 2	22,785	5/6	Urban Urban	D STATE	Other CMP Network Roadway Other CMP Network Roadway	D	11,400	0.46	C	1.00%	12,000	0.48 0
2260.1		COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990 6		3,990	Rural	0% STATE	NHS Interstate	C	110,800	1.61	F	6.02%	148,400	2.15 F
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		122,800	6,080 6	122,800	6,080	Urban	0% STATE	NHS Interstate	D	110,800	0.9	D	6.02%	148,400	1.21 F
2280	1-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		122,800	6,080 6		6,080	Urban	0% STATE	NHS Interstate	D	84,000	0.68	C	1.00%	88,300	0.72 0
2290 2300	1-75	SR 200 SR 40	SR 40 US 27	6	INTERSTATE	FREEWAY		122,800	6,080 6 6.080 6	122,800	6,080	Urban Urban	0% STATE 0% STATE	NHS Interstate NHS Interstate	D	90,900 90,200	0.74	C	1.00%	95,500 105.300	0.78 0
2300		SR 40 US 27	US 27 SR 326	6	INTERSTATE	FREEWAY		122,800	6,080 6		6,080	Urban Urban	0% STATE	NHS Interstate NHS Interstate	D	90,200	0.73	c	3.13%	105,300 86,300	0.86 L
2320.1		SR 326	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		122,800	6,080 6		6,080	Urban	0% STATE	NHS Interstate	D	69,400	0.57	В	1.25%	73,800	0.60 0
2320.2	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990 6	69,000	3,990	Rural	0% STATE	NHS Interstate	С	69,400	1.01	D	1.25%	73,800	1.07 E
	1-75	CR 318	COUNTY LINE (N)	6	INTERSTATE	FREEWAY		69,000	3,990 6		3,990	Rural	0% STATE	NHS Interstate	C –	74,200	1.08	D	2.41%	83,600	1.21 E
2340.1 2350	CR 200A CR 200A / JACKSONVILLE RD	NE 20 ST NE 8 AV	NE 8 AV NE 28 ST	4	ARTERIAL	INTERRUPTED	2	30,420 37.611	1,530 4 1.890 4	0-11-0-0	1,530	Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	9,100 11,200	0.3	C	1.00% 5.61%	9,600 14,700	0.32 0
2350	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	ARTERIAL	INTERRUPTED	1	35.820	1,890 4		1,890	Urban	D COUNTY	Other CMP Network Roadway	F	10,700	0.3	C	1.00%	14,700	0.32 (
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	С	1.56%	10,300	0.81 0
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	ARTERIAL	INTERRUPTED	1	12,744	634 2	12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	7,900	0.62	С	1.00%	8,300	0.65 0
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449 2	29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	10,100	0.34	В	1.00%	10,600	0.36 0
2400.3 2410	CR 200A / JACKSONVILLE RD CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY NE 101 ST	NE 101 ST US 301	2	ARTERIAL	UNINTERRUPTED		19,170 19,170	999 2 999 2	19,170	999 999	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	6,900 5,700	0.36	B	4.10%	8,400 5.900	0.44 E
2410	MAGNOLIA AV N	NE 1 AV	SR 492	2	COLLECTOR	INTERRUPTED	2	14,170	756 2	14,742	756	Urban	D COUNTY	Other CMP Network Roadway	E	3,600	0.3	C	1.00%	3,800	0.26 0
2430	MAGNOLIA AV N	SR 492	NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	15,479	794 2		794	Urban	D COUNTY	Other CMP Network Roadway	E	4,000	0.26	C	3.67%	4,800	0.31 (
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERRUPTED	2	14,742	756 2		756	Urban	D COUNTY	Other CMP Network Roadway	E	1,100	0.1	С	1.00%	1,100	0.10 0
2460	MAGNOLIA AV N	CR 200A	US 441	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	1,100	0.1	C	1.00%	1,100	0.10 0
2470 2510	MAGNOLIA AV N NE 1 AV	NE 1 AV SR 40	SR 40 N MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	18,252 18,252	1,836 2 1.836 2	18,252 18,252	1,836	Urban Urban	O COUNTY O COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted Not Counted	N/A N/A	N/A N/A	1.00%	Not Counted Not Counted	N/A N/
2545	SR 492	US 441	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED	2	38.430	1,030 2		1,830	Urban	D STATE	NHS - Non-Interstate Roadway	D	19.200	0.5	C	1.00%	20,200	0.53 (
	SR 492	N MAGNOLIA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901 4		1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C	1.00%	20,200	0.53 0
2570	NE 127 ST RD	CR 314	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999 2	17,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A N/
2590	SR 492	NE 8 AV	NE 19 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901 4	00/100	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	С	1.00%	20,200	0.53 0
2610 2620	SR 492 SR 492	NE 19 AV NE 25 AV	NE 25 AV NE 36 AV	4	ARTERIAL	INTERRUPTED		38,430 38,430	1,901 4 1,901 4		1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	19,600	0.51	C	1.00% 1.92%	20,600 21.000	0.54 0
2620	SR 492 SR 492	NE 25 AV	SR 40	4	ARTERIAL	INTERRUPTED		38,430	1,901 4	00/100	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	9.800	0.3	c	2.22%	11,000	0.29 0
2650.1	NE 160 AV RD	CR 316	NE 145 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999 2	19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A N/
2670	NE 175 ST	CR 200A	NE 70 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999 2		999	Rural	U COUNTY	Other CMP Network Roadway	D	2,600	0.14	В	3.55%	3,100	0.16 E
2700	NE 203 AV	NE 127 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999 2		999	Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A N/
2720	NE 24 ST NE 24 ST	CR 200A NE 25 AV	NE 25 AV NE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2 634 2	11,232	576 634	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36 0
2730	NE 25 AV	SR 40	SR 492	4	ARTERIAL	INTERRUPTED	1	35,820	1,800 4		1,800	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	6,900	0.10	c	1.00%	7,200	0.20 0
2760	NE 25 AV	SR 492	NE 24 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	10,700	0.95	E	1.00%	11,300	1.01 F
2770	NE 25 AV	NE 24 ST	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	8,000	0.71	D	1.00%	8,400	0.75 E
2780	NE 25 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	5,100	0.45	C	1.00%	5,300	0.47 E
2790 2800	NE 25 AV NE 28 ST	NE 49 ST US 441	SR 326 CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576 576	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	F	3,500 2,300	0.31	C C	1.00%	3,700 2,400	0.33 0
2800	NE 28 ST NE 3 ST	N MAGNOLIA AV	NE 1 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2		576	Urban	U COUNTY	Other CMP Network Roadway	E	2,300 Not Counted	0.2 N/A	N/A	1.00%	2,400 Not Counted	N/A N/
2840	NE 3 ST	NE 1 AV	NE 8 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A N/
2850	NE 3 ST	NE 8 AV	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2		576	Urban	U COUNTY	Other CMP Network Roadway	E	4,000	0.36	C	4.16%	4,900	0.44 0
	NE 3 ST	NE 25 AV CR 200A	SR 40 NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2 576 2		576	Urban	U COUNTY	Other CMP Network Roadway	E	1,800	0.16	C D	1.00%	1,900	0.17 C
2870 2880.1		NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232 11,232		11,232	576 576	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	10,100 8,000	0.9	D	3.38% 1.00%	12,000 8,400	0.75 E
	NE 35 ST	NE 36 AV	CR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	7,200	0.64	D	2.10%	8,000	0.71 E
	NE 36 AV	NE 97 ST	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999 2	19 170	999	Rural	U COUNTY	Other CMP Network Roadway	D	1,900	0.1	В	1.09%	2,000	0.10 E
2020	NE 36 AV	NE 14 ST	NE 21 ST	1 2	ADTEDIAL										r	12,200	0.96	D	1.00%	12,800	1.00 F
2920				2	ARTERIAL	INTERRUPTED	1	12,744	634 2	12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E			~ 1			1.10 F
2930	NE 36 AV	NE 21 ST	NE 35 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634 2	12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	12,700	1	D	1.86%	14,000	
				2 2 2 2 2 2			1 1 1 1			12,744 12,744 12,744				,	E		1 0.72 0.41	D C B	1.86% 1.00% 1.00%	9,700 4,000	0.76 C
2930 2940 2950	NE 36 AV NE 36 AV	NE 21 ST NE 35 ST NE 49 ST CR 329	NE 35 ST NE 49 ST SR 326 CR 316	2 2 2 2 2 2	ARTERIAL COLLECTOR	INTERRUPTED	1 1 1	12,744 12,744	634 2 634 2	12,744 12,744 12,744	634 634	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E B D	12,700 9,200	0.72	c	1.00%	9,700	0.76 0 0.43 E N/A N
2930 2940 2950 2990 3040	NE 36 AV NE 36 AV NE 36 AV NE 47 AV CR 314	NE 21 ST NE 35 ST NE 49 ST CR 329 SR 40 (W)	NE 35 ST NE 49 ST SR 326 CR 316 NE 36 AV	2 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED	1 1 1 1	12,744 12,744 9,270 19,170 12,744	634 2 634 2 486 2 999 2 634 2	12,744 12,744 12,744 9,270 19,170 12,744	634 634 486 999 634	Urban Urban Rural Rural Urban	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	DE	12,700 9,200 3,800 Not Counted Not Counted	0.72 0.41 N/A N/A	C B N/A N/A	1.00% 1.00% 1.00% 1.00%	9,700 4,000 Not Counted Not Counted	0.76 C 0.43 E N/A N/ N/A N/
2930 2940 2950 2990 3040 3050.1	NE 36 AV NE 36 AV NE 36 AV NE 37 AV CR 314 CR 314 CR 314	NE 21 ST NE 35 ST NE 49 ST CR 329 SR 40 (W) NE 36 AV	NE 35 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 35	2 2 2 2 2 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED	1 1 1 1 1 1	12,744 12,744 9,270 19,170 12,744 12,744	634 2 634 2 486 2 999 2 634 2 634 2 634 2	12,744 12,744 12,744 9,270 19,170 12,744 12,744	634 634 486 999 634 634	Urban Urban Rural Rural Urban Urban	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E E B D E E	12,700 9,200 3,800 Not Counted Not Counted 5,800	0.72 0.41 N/A N/A 0.46	C B N/A N/A C	1.00% 1.00% 1.00% 1.00% 1.00%	9,700 4,000 Not Counted Not Counted 6,100	0.76 C 0.43 E N/A N/ N/A N/ 0.48 C
2930 2940 2950 2990 3040 3050.1 3060	NE 36 AV NE 36 AV NE 36 AV NE 47 AV CR 314 CR 314 CR 314 CR 314	NE 21 ST NE 35 ST NE 49 ST CR 329 SR 40 (W) NE 36 AV SR 35	NE 35 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 325 URBAN AREA BOUNDARY	2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED	1 1 1 1 1 1	12,744 12,744 9,270 19,170 12,744 12,744 29,340	634 2 634 2 486 2 999 2 634 2 634 2 1,449 2	12,744 12,744 9,270 19,170 12,744 12,744 29,340	634 634 486 999 634 634 1,449	Urban Urban Rural Rural Urban Urban Urban	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA U CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D E E E	12,700 9,200 3,800 Not Counted Not Counted 5,800 7,600	0.72 0.41 N/A N/A 0.46 0.26	C B N/A N/A C B	1.00% 1.00% 1.00% 1.00% 1.00% 3.66%	9,700 4,000 Not Counted Not Counted 6,100 9,100	0.76 00 0.43 E N/A N/ N/A N/ 0.48 00 0.31 E
2930 2940 2950 2990 3040 3050.1 3060 3070.2	NE 36AV NE 36AV NE 36AV NE 37AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314	NE 21 ST NE 49 ST CR 329 SR 40 VW NE 36 AV SR 35 UWBAN AREA BOUNDARY	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 25 URBAN AREA BOUNDARY NE 75	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED	1 1 1 1 1 1	12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170	634 2 634 2 486 2 999 2 634 2 634 2 1,449 2 999 2	12,744 12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170	634 634 486 999 634 634	Urban Urban Rural Rural Urban Urban Urban Rural	U COUNTY U CTY OF OCALA U CTY OF OCALA U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	DE	12,700 9,200 3,800 Not Counted 5,800 7,600 7,600	0.72 0.41 N/A N/A 0.46 0.26 0.4	C B N/A N/A C	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66%	9,700 4,000 Not Counted 6,100 9,100 9,100	0.76 00 0.43 E N/A N/A N/A N/A 0.48 00 0.31 E 0.47 E
2930 2940 2950 2990 3040 3050.1 3060	NE 36 AV NE 36 AV NE 36 AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314	NE 21 ST NE 35 ST NE 49 ST CR 329 SR 40 (W) NE 36 AV SR 35	NE 35 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 325 URBAN AREA BOUNDARY	2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED	1 1 1 1 1 1	12,744 12,744 9,270 19,170 12,744 12,744 29,340	634 2 634 2 486 2 999 2 634 2 634 2 1,449 2 999 2	12,744 12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170	634 634 486 999 634 634 1,449 999	Urban Urban Rural Rural Urban Urban Urban	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA U CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D E E E	12,700 9,200 3,800 Not Counted Not Counted 5,800 7,600	0.72 0.41 N/A N/A 0.46 0.26	C B N/A N/A C B B B	1.00% 1.00% 1.00% 1.00% 1.00% 3.66%	9,700 4,000 Not Counted Not Counted 6,100 9,100	0.76 00 0.43 E N/A N/ N/A N/ 0.48 00 0.31 E
2930 2940 2950 2990 3040 3050.1 3060 3070.2 3080 3090.1 3100	NE 36AV NE 36AV NE 36AV NE 36AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 SR 326 SR 326 SR 326	NE 21 5T NE 49 5T CR 329 SR 40 (W) NE 36 AV URBAN AREA BOUNDARY NE NE 15 ST UBAN AREA BOUNDARY NE NE 15 ST US 441 WANTHOWY RD	NE 39 ST NE 49 ST SR 326 CR 316 NE 26 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A	2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED	1 1 1 1 1	12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170 19,170	634 2 634 2 486 2 999 2 634 2 634 2 1,449 2 999 2 999 2 999 2 999 2 999 2 999 2 999 2 999 2 999 2 999 2 999 2	12,744 12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170 19,170 19,170 17,920	634 634 486 999 634 634 1,449 999 999	Urban Rural Rural Urban Urban Urban Rural Rural	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D E E E	12,700 9,200 8,800 Not Counted 5,800 7,600 7,600 2,500 2,500 11,500	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.4 0.13	C B N/A N/A C B B B	1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00%	9,700 4,000 Not Counted 6,100 9,100 9,100 2,700	0.76 0 0.43 E N/A Nv N/A Nu 0.48 C 0.31 E 0.47 E 0.47 E 0.48 C 0.47 E 0.68 C 0.68 C
2930 2940 2950 2990 3040 3050.1 3060 3070.2 3080 3090.1 3100 3110	NE 36 AV NE 36 AV NE 36 AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 SR 326 SR 326 SR 326	NE 21 ST NE 49 ST CR 29 P SR 40 (W) NE 36 AV SR 35 LIRBAN AREA BOUNDARY NE NE 75 ST US 441 W ANTHONY RD CR 200 A	NE 89 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 75 URBAN AREA BOUNDARY NE 7 ST CR 316 CR 317 WANTHONY RD CR 200A NE 200A	2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL	INTERRUPTED INTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED	1 1 1 1 1 1	12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 19,600	634 2 634 2 486 2 999 2 634 2 939 2 634 2 939 2 934 2 999 2 988 2 970 2	12,744 12,744 9,270 19,170 12,744 12,744 12,744 12,744 19,170 19,170 19,170 19,170 17,920 19,600	624 634 486 999 634 634 634 1,449 999 999 888 888 888 888 970	Urban Rural Rural Urban Urban Urban Rural Rural Urban Urban Rural	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA U CITY OF OCALA U COUNTY U COUNTY U COUNTY U COUNTY U STATE U STATE U STATE	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D E E E	12,700 9,200 3,800 Not Counted 5,800 7,600 7,600 2,500 11,500 11,500 12,200	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.4 0.4 0.4 0.64 0.64 0.64	C B N/A N/A C B B B	1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00%	9,700 4,000 Not Counted 0,100 9,100 9,100 2,700 12,100 12,100 12,800	0.76 C 0.43 E N/A N/ N/A N/ 0.48 C 0.31 E 0.47 E 0.14 E 0.68 C 0.68 C 0.65 C
2930 2940 2950 3040 3050.1 3060 3070.2 3080 3090.1 3100 3110 3130	NE 36 AV NE 36 AV NE 36 AV NE 37 AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 SR 326 SR 326 SR 326 SR 326	NE 21 ST NE 35 ST NE 49 ST C R 329 SR 40 (W) NE 36 AV UREAN AREA BOUNDARY UREAN AREA BOUNDARY UREAN AREA BOUNDARY US 441 US 441 VW ANTHONY RD C R 200A NE 36 AV	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 26 AV NE 40 AV	2 2 2 2 2 2 2 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL ARTERIAL	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED		12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 17,920 17,920 19,600 8,200	634 2 634 2 486 2 999 2 634 2 634 2 634 2 634 2 634 2 634 2 634 2 999 2 999 2 988 2 888 2 970 2 430 2	12,744 12,744 9,270 19,170 12,744 29,340 19,170 19,170 19,170 19,170 17,920 17,920 17,920 17,920 19,600 8,200	634 634 486 999 634 634 1,449 999 999 888 888 888 970 430	Urban Rural Rural Urban Urban Urban Rural Rural Urban Rural Rural Rural Rural	U COUNTY U STATE U STATE U STATE U STATE	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D E E E	12,700 9,200 3,800 Not Counted Not Counted 5,800 7,600 7,600 7,600 2,500 11,500 11,500 11,500 11,500 8,100	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.13 0.64 0.64 0.62 0.99	C B N/A N/A C B B B B C C C C C C	1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 2.45%	9,700 4,000 Not Counted 0,100 9,100 9,100 2,700 12,100 12,100 12,800 9,100	0.76 C 0.43 E N/A N N/A N 0.48 C 0.31 E 0.47 E 0.14 E 0.68 C 0.68 C 0.65 C
2930 2940 2950 3040 3050.1 3060 3070.2 3080 3090.1 3100 3110 3110 3130	NE 36 AV NE 36 AV E 36 AV NE 36 AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 SR 326 SR	NE 21 5T NE 49 5T CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY NE 175 5T US 441 W ANTHONY RD CR 200A NE 26 AV SR 40	NE 89 ST NE 49 ST SR 326 CR 316 NE 26 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 26 AV NE 40 AV NE 35 T	2	APTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR APTERIAL APTERIAL APTERIAL APTERIAL COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED		12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170 19,170 19,170 17,920 17,920 17,920 17,920 19,600 8,200 28,899	634 2 634 2 486 2 999 2 634 2 634 2 1,449 2 999 2 999 2 999 2 999 2 888 2 970 2 430 2 720 4	12,744 12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 17,920 17,920 19,600 8,200 2,8,899	634 634 486 999 634 1,449 999 999 999 999 888 888 888 888 970 430 720	Urban Rural Rural Urban Urban Urban Rural Rural Urban Rural Rural Rural Rural Rural	U COUNTY U SCOUNTY U STATE	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D E E E	12,700 9,200 3,800 Not Counted 5,800 7,600 7,600 2,500 11,500 11,500 11,500 8,100 8,100	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.13 0.64 0.64 0.64 0.62 0.99 N/A	C B N/A N/A C B B B	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	9,700 4,000 Not Counted Not Counted 6,100 9,100 2,700 12,100 12,100 12,100 12,00 12,00 12,00 12,00 12,00 12,00 12,00 12,00 12,00 12,00 10 10 10 10 10 10 10 10 10 10 10 10 1	0.76 C 0.43 E N/A N N/A N 0.48 C 0.31 E 0.47 E 0.47 E 0.68 C 0.68 C 0.68 C 0.68 C 0.65 C 0.65 C 0.711 E
2930 2940 2950 2990 3040 3050.1 3060 3070.2 3080 3090.1 3100 3110 3110 3130 3140	NE 36 AV NE 36 AV NE 36 AV NE 37 AV CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 CR 314 SR 326 SR 326 SR 326 SR 326	NE 21 ST NE 35 ST NE 49 ST C R 329 SR 40 (W) NE 36 AV UREAN AREA BOUNDARY UREAN AREA BOUNDARY UREAN AREA BOUNDARY US 441 US 441 VW ANTHONY RD C R 200A NE 36 AV	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 26 AV NE 40 AV	2 2 2 2 2 2 2 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL ARTERIAL	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED	1 1 1 1 1 1 2 2 2	12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 17,920 17,920 19,600 8,200	634 2 634 2 486 2 999 2 634 2 999 2 634 2 999 2 888 2 999 2 888 2 970 2 430 2 720 4	12,744 12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 17,920 17,920 19,600 8,200 2,8,899	634 634 486 999 634 634 1,449 999 999 888 888 888 970 430	Urban Rural Rural Urban Urban Urban Rural Rural Urban Urban Rural Rural Rural	U COUNTY U STATE U STATE U STATE U STATE	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway Other CMP Network Roadway	D E E E	12,700 9,200 3,800 Not Counted Not Counted 5,800 7,600 7,600 7,600 2,500 11,500 11,500 11,500 11,500 8,100	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.13 0.64 0.64 0.62 0.99	C B N/A N/A C B B B B C C C C C C	1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	9,700 4,000 Not Counted 0,100 9,100 9,100 2,700 12,100 12,100 12,800 9,100	0.76 C 0.43 E N/A N N/A N 0.48 C 0.31 E 0.47 E 0.14 E 0.68 C 0.68 C 0.65 C
2930 2940 2950 2950 3040 3050.1 3060 3070.2 3080 3090.1 3100 3110 3130 3140 3140 3170	NE 36 AV NE 36 AV NE 36 AV NE 47 AV CR 314 CR 326 SR 326	NE 21 ST NE 49 ST CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY NE NE 75 ST US 441 W ANTHONY RD CR CR 200A NE 36 AV SR 40 NE 35 T	NE 39 ST NE 49 ST SR 326 CR 316 NE 30 AV SR 35 UBBAN AREA BOUNDARY NE 7 ST CR 316 CR 316 NE 7 ST CR 316 CR 300A NE 7 ST CR 300A NE 400AV NE 36 AV NE 40 AV NE 35T SR 492	2 2 2 2 2 2 2 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL ARTERIAL COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	1 1 1 1 1 1 1 1 2 2 2 2	12,744 12,744 9,270 19,170 12,744 29,340 19,170 19,170 19,170 17,920 17,920 17,920 19,600 8,200 28,899 28,899	634 2 634 2 486 2 999 2 634 2 634 2 1,449 2 999 2 999 2 999 2 999 2 888 2 970 2 430 2 720 4	12,744 12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 19,170 19,930 17,920 17,920 19,660 8,200 28,899 28,899 28,899 11,232	634 634 486 999 634 634 1,449 999 888 888 888 970 430 720 720	Urban Urban Rural Urban Urban Urban Rural Rural Urban Rural Rural Rural Rural Urban Urban Urban	U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U COUNTY U CITY OF OCALA U COUNTY U COUNTY U COUNTY U COUNTY U STATE U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D E E E	12,700 9,200 3,800 Not Counted 5,800 7,600 2,500 11,500 11,500 11,500 12,200 8,100 Not Counted 7,200	0.72 0.41 N/A 0.46 0.26 0.4 0.26 0.4 0.64 0.64 0.64 0.62 0.99 N/A 0.25	C B N/A N/A C B B B B C C C C C C	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	9,700 4,000 Not Counted Not Counted 6,100 9,100 9,100 2,700 12,100 12,100 12,800 9,100 9,100 9,100 Not Counted 7,500	0.76 0 0.43 E N/A N N/A N 0.48 0 0.47 E 0.68 0 0.68 0 0.60 0 0.71 0 0.71 0 0.68 0 0.68 0 0.68 0 0.60 0 0.71 0 0.68 0 0.68 0 0.71 0 0.71 0 0.71 0 0.71 0 0.71 0 0.71 0 0.71 0 0.71 0 0.75 0
2930 2940 2950 3040 30501 30501 30501 3070.2 3080 3070.2 3080 3100 3110 3110 3140 3140 3140 3140 3170 3180	NE 36 AV NE 36 AV NE 36 AV NE 37 AV CR 314 CR 315 CR 326 CR 326	NE 21 ST NE 35 ST NE 49 ST CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY URBAN AREA BOUNDARY URBAN AREA BOUNDARY URBAN AREA BOUNDARY URBAN AREA BOUNDARY URBAN AREA BOUNDARY NE 35 AV SR 40 SR 4	NE 35 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 326 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 3 ST SR 492 CR 200A CR 315 CR 200A	2 2 2 2 2 2 2 2 2 2 2 2 2 2	APTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR APTERIAL APTERIAL APTERIAL APTERIAL COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED UNTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED		12,744 12,744 9,270 19,170 12,744 12,744 12,744 12,744 19,170 19,170 17,920 17,920 17,920 17,920 17,920 28,899 28,899 28,899 11,232	634 2 634 2 486 2 999 2 634 2 634 2 634 2 999 2 999 2 988 2 988 2 970 2 430 2 720 4 7576 2	12,744 12,744 12,744 9,270 19,170 12,744 12,744 12,744 12,744 19,170 19,170 17,920 17,920 17,920 17,920 19,000 8,2809 28,899 11,232 19,170	634 634 486 634 634 634 634 634 999 999 999 888 888 970 430 720 720 720 576	Urban Urban Rural Rural Urban Urban Rural Rural Urban Rural Rural Rural Urban Urban Urban	U COUNTY U STATE U STATE U STATE U STATE U STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	D E E D D D C C C E E E	12,200 9,200 3,8000 Not Counted 5,800 7,600 7,600 11,500 11,500 11,500 11,500 11,500 11,500 11,500 11,500 11,500 11,500 11,200 8,100 Not Counted 7,200 7,000	0.72 0.41 N/A 0.46 0.26 0.4 0.13 0.64 0.62 0.99 N/A 0.62 0.99 N/A 0.69	C B N/A C B B B C C C C C C C C C D	1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 2.45% 1.00% 3.22%	9 700 4.000 Not Counted Not Counted 9 100 9 100 2 700 12,100 12,100 12,000 12,000 12,000 12,000 9 100 Not Counted 7 500 9 100	0.76 C 0.43 E N/A N N/A N 0.48 C 0.31 E 0.47 E 0.14 E 0.68 C 0.68 C 1.11 C N/A N 0.26 C 0.81 C 0.081 C 0.05 E 0.07
2930 2940 2950 2950 3040 3050.1 3060 3070.2 3080 3090.1 3100 3110 3130 3140 3170 3180.1 3170 3180.1 3190	NE 56 AV NE 56 AV E 56 AV NE 56 AV NE 57 AV CR 314 CR 326 SR 326	NE 21 5T NE 49 5T CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY NE 175 ST US 411 W ANTHONY RD CR 200A SR 40 NE 36 AV SR 40 SR 40 SR 40 SR 42 CR 35 W ANTHONY RD CR 35 W ANTHONY RD CR 300A	NE 39 ST NE 49 ST SR 326 CR 316 NE 26 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 40 AV NE 40 AV NE 7 ST CR 200A NE 40 AV NE 40 AV NE 40 AV RE 3 ST SR 492 CR 200A CR 315 CR 200A URBAN AREA BOUNDARY	2 2 2 2 2 2 2 2 2 2 2 2 2 2	APTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED INTERRUPTED INTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED UNINTERRUPTED	1 1 1 1 1 1 1 1 2 2 2 2 2	12,744 12,744 9,270 12,744 12,744 12,744 12,744 19,170 19,170 19,170 19,170 19,600 8,899 28,899 28,899 28,899 11,232 19,170 9,270 9,270 9,270	634 2 634 2 636 2 999 2 634 2 634 2 634 2 634 2 634 2 999 2 999 2 888 2 970 2 888 2 720 4 720 4 756 2 999 2 486 2 1,449 2	12,744 12,744 12,744 9,270 19,170 12,744 29,340 19,170 19,170 19,070 19,070 19,060 8,200 28,899 28,899 28,899 11,232 19,170 19,170 2,270 2,270 2,2340	634 634 486 999 634 634 634 1,449 999 999 999 888 888 970 430 720 720 720 720 720 720 720 720 720 72	Urban Rural Rural Urban Urban Rural Rural Rural Urban Rural Urban Rural Urban Urban Urban Urban Urban Urban	U COUNTY U STATE U STATE U STATE U STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway	D E E D D D C C E E E E B B E	12,200 9,200 3,800 Net Counted 5,800 7,600 2,500 11,500 11,500 11,500 11,500 11,500 8,100 Net Counted 7,200 7,700 900 1,600 2,900	0.72 0.41 N/A 0.46 0.26 0.4 0.43 0.64 0.64 0.62 0.99 N/A 0.25 0.69 0.05 0.17 0.1	C B N/A N/A C B B B C C C C C C C C C C D B B B B B	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	9 700 4 .000 Not Counted 0.000 9 100 9 100 2.700 12.100 12.00 12.00 9 100 9 100 9 100 Not Counted 7.500 9 100 9 00 1 .600 3.100	0.76 C 0.43 E N/A N N/A N N/A N 0.48 C 0.31 E 0.47 E 0.44 E 0.68 C 0.68 C 0.65 C 0.77 E 0.077 E 0.017 E 0.011 0.011 E
2930 2940 2950 2950 3060 3050.1 3060 3070.2 3080 3070.2 3080 3100 3110 3130 3140 3140 3140 3180.1 3190 3180.1 3190 3200.3	NE 56 AV NE 56 AV NE 56 AV NE 56 AV NE 47 AV CR 314 CR 326 SR 326	NE 21 5T NE 35 5T NE 49 5T CR 209 SR 40 (W) NE 36 AV SR 35 UBBAN AREA BOUNDARY NE 17 5T US 41 W ANTHONY RD CR 200A NE 3 ST SR 40 NE 3 ST SR 402 CR 200A NE 3 ST SR 402 CR 200A UBRAN AREA BOUNDARY	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 32 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 35 T SR 492 CR 200A CR 200A CR 200A CR 200A CR 200A CR 200A CR 30 CR 35	2 2 2 2 2 2 2 2 2 2 4 4 4 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED UNITERRUPTED	1 1 1 1 1 1 1 1 2 2 2 2 2	12,744 12,744 9,270 19,170 12,744 12,744 29,340 19,170 19,170 19,170 19,600 8,200 8,200 8,200 28,899 28,899 28,899 11,232 28,899 11,232 19,170 9,270 9	634 2 634 2 486 2 999 2 634 2 999 2 634 2 919 2 934 2 999 2 888 2 970 2 888 2 970 2 430 2 720 4 576 2 999 2 486 2 1,449 2 999 2	12,744 12,744 12,744 9,270 19,170 12,744 22,340 19,170 19,170 17,920 17,920 17,920 17,920 17,920 19,600 8,809 28,899 11,232 19,170 9,270 29,340 19,170	634 634 486 999 634 1,449 999 888 888 970 430 720 720 720 720 720 576 999 486 1,449 999	Urban Urban Rural Urban Urban Rural Urban Urban Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Rural	U COUNTY U STATE U STATE U STATE U STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway	D E E D D D C C E E E E B B	12,700 9,200 3,800 Not Counted 5,600 7,600 2,500 11,500 11,500 11,500 11,200 8,100 8,100 Not Counted 7,200 7,700 900 1,600 2,900 900	0.72 0.41 N/A 0.46 0.26 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.64 0.64	C B N/A N/A C B B B B C C C C C C C N/A C C D B B B B B B B B B B B B B B B B B	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	9 700 4 .000 Not Counted Not Counted 0 100 9 .100 2 .700 1 2 .100 1 2 .100 1 2 .000 1 2 .800 9 .100 Not Counted 7 .500 9 .100 9 .00 1 .600 3 .100 9 00	0.76 0 0.43 E N/A N N/A N 0.48 0 0.41 E 0.42 E 0.44 E 0.44 E 0.46 0 0.68 0 0.68 0 0.68 0 0.41 E 0.68 0 0.65 0 0.11 E 0.05 E 0.17 E 0.17 E 0.11 E
2930 2940 2950 2950 3050.1 3050.1 3050.1 3050.3 3070.2 3060 3070.2 3060 3070.2 3100 3110 3130 3140 3140 3170 3180 3170 3180 3180 3180 3200.1 3200.1	NE 36 AV NE 47 AV CR 314 CR 3	NE 21 5T NE 35 5T NE 49 5T CR 229 SR 40 W0 NE 36 AV SR 35 URBAN AREA BOUNDARY NE 36 AV SR 35 URBAN AREA BOUNDARY NE 36 AV SS 40 NE 36 AV SR 40 NE 35 AV SR 492 CR 35 W ANTHONY RD CR 200A NA MARNORD CR 200A NA MARNA REA BOUNDARY N MAGNOLIA AV	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 25 URBAN AREA BOUNDARY NE 7 ST CR 316 WANTHON RD CR 200A NE 3 ST SR 492 CR 315 CR 200A R 492 CR 200A CR 315 CR 200A CR 30A UBBAN AREA BOUNDARY CR 200A CR 200A	2 2 2 2 2 2 2 2 2 2 4 4 4 2 2 2 2 2 2 2	APTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED		12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 29,340 19,170 29,340 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,270 29,340 19,170 19,270 19,340 19,170	634 2 634 2 486 2 999 2 634 2 634 2 634 2 634 2 999 2 999 2 988 2 888 2 970 2 720 4 576 2 999 2 989 2 1449 2 1449 2 1449 2	12,744 12,744 12,744 9,270 19,170 12,774 12,744 29,340 19,170 19,170 19,170 19,170 19,600 8,200 28,899 11,232 19,170 19,600 8,200 28,899 11,232 19,170 19,700 29,340 19,170 19,170 19,170 19,270 29,340 19,170 29,340 19,170 29,340 19,170 29,340 19,170 19,270 28,899 11,232 19,170 19,170 19,170 19,270 19,270 19,170 19,170 19,270 19,270 19,170 19,170 19,270 19,270 19,270 19,270 19,270 29,340 19,170 19,170 19,170 19,270 19,270 19,270 29,340 19,170 1	634 634 486 999 634 634 634 634 634 999 999 888 888 970 720 720 720 720 576 576 999 486 1,449	Urban Urban Rural Urban Urban Urban Rural Urban Rural Urban Rural Urban Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural	U COUNTY U CITY OF OCALA U COUNTY U COUNTY U COUNTY U COUNTY U STATE U STATE U STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway	D E E D D D C C E E E E B B E	12,200 9,200 3,800 Not Counted 5,800 7,600 7,600 11,500 11,500 11,500 11,500 8,100 Not Counted 7,200 7,700 900 1,600 2,900 9,000 9,700	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.4 0.42 0.42 0.44 0.64 0.64 0.64 0.64 0.64 0.64 0.65 0.69 0.67 0.17 0.1 0.03 3.3	C B N/A N/A C B B C C C C C C D B B B B B B B B B B B B B	1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 2.45% 1.00% 3.22% 1.00% 3.22% 1.00% 1.00% 1.00% 1.00%	9 700 4.000 Not Counted Not Counted 0 100 9 100 2 700 12 100 12 100 12 200 9 100 12 800 9 100 Not Counted 7.500 9 100 900 1600 3 100 900 100 900 100 900 900 900	0.76 0 0.43 E N/A N N/A N 0.48 0 0.31 E 0.47 E 0.47 E 0.68 0 0.68 0 0.68 0 0.68 0 0.68 0 0.68 0 0.68 0 0.65 E 0.065 E 0.11 E 0.05 E 0.31 E 0.35 E
2930 2940 2950 2990 3040 3050 1 3050 1 3050 1 3070 2 3080 3070 2 3080 1 3100 3110 3110 3110 3140 3140 3180 1 3180 1 3190 3200 3 3200 3 3220	NE 36 AV NE 47 AV CR 314 RE 70 AV SR 326 SR	NE 21 5T NE 25 5T NE 49 5T CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY NE 175 ST US 441 W ANTHONY RD CR 26 AV SR 40 NE 36 AV SR 40 CR 200A NE 36 AV SR 40 CR 35 W ANTHONY RD CR 20A UBRAN AREA BOUNDARY N MAGNOLIA AV SR 40	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 WATHONY RD CR 200A NE 35 ST CR 300A NE 40 AV NE 35 ST CR 200A CR 200A CR 200A CR 200A CR 315 CR 200A CR 35 CR 200A RBAN AREA BOUNDARY CR 200A CR 35 CR 200A NE 35 T	2 2 2 2 2 2 2 2 2 2 4 4 4 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED	1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 19,700 19,600 8,200 8,200 28,899 11,232 19,170 9,270 9,270 9,270 9,270 9,270 9,270 9,270 11,232 19,170 10,170 11,232 10,170 11,232	634 2 634 2 486 2 999 2 634 2 999 2 634 2 919 2 934 2 999 2 888 2 970 2 888 2 970 2 430 2 720 4 576 2 999 2 486 2 1,449 2 999 2	12,744 12,744 12,744 9,270 19,170 12,744 22,340 19,170 19,170 19,170 19,070 19,060 8,200 28,899 28,899 11,232 19,170 9,2	634 634 486 999 634 1,449 999 888 888 970 430 720 720 720 720 720 576 999 486 1,449 999	Urban Urban Rural Urban Urban Rural Urban Urban Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Rural	U COUNTY U STATE U STATE U STATE U STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway	D E E D D D C C E E E E B B E	12.200 9.200 3.800 Not Counted 5.800 7.600 7.600 11.500 11.500 11.500 12.200 8.100 Not Counted 7.200 9.00 1.600 1.600 9.00 1.600 9.00 1.600 9.00 9.00 9.00 9.00 9.00 9.00 9.00	0.72 0.41 N/A 0.46 0.26 0.4 0.4 0.4 0.4 0.4 0.4 0.4 0.64 0.62 0.99 0.99 0.99 0.99 0.92 0.90 0.95	C B N/A N/A C B B B B C C C C C C C N/A C C D B B B B B B B B B B B B B B B B B	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	9 700 4 000 Not Counted Not Counted 0 100 9 100 9 100 2 700 12,00 12,00 12,00 12,00 12,00 12,00 12,00 12,00 9 100 9 100 9 100 9 100 9 100 9 100 10,000 10,000	0.76 0 0.43 E N/A N N/A N 0.48 0 0.31 E 0.47 E 0.47 E 0.68 0 0.68 0 0.65 0 0.65 0 0.65 0 0.65 0 0.65 0 0.65 0 0.65 0 0.71 E 0.05 E 0.11 E 0.05 E 0.36 0 0.05 E 0.05 0 0 0.05 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
2930 2940 2950 2950 3050.1 3050.1 3050.1 3050.1 3050.1 3070.2 3070.2 3070.2 3070.2 3100 3110 3130 3140 3140 3170 3180 3170 3180 3180 3180 3180 3200.1	NE 36 AV NE 47 AV CR 314 CR 3	NE 21 5T NE 35 5T NE 49 5T CR 229 SR 40 W0 NE 36 AV SR 35 URBAN AREA BOUNDARY NE 36 AV SR 35 URBAN AREA BOUNDARY NE 36 AV SS 40 NE 36 AV SR 40 NE 35 AV SR 492 CR 35 W ANTHONY RD CR 200A NA MARNORD CR 200A NA MARNA REA BOUNDARY N MAGNOLIA AV	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 25 URBAN AREA BOUNDARY NE 7 ST CR 316 WANTHON RD CR 200A NE 3 ST SR 492 CR 315 CR 200A R 492 CR 200A CR 315 CR 200A CR 30A UBBAN AREA BOUNDARY CR 200A CR 200A	2 2 2 2 2 2 2 2 2 2 4 4 4 2 2 2 2 2 2 2	APTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR APTERIAL APTERIAL APTERIAL APTERIAL APTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED		12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 17,920 29,340 19,170 29,340 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,170 19,270 29,340 19,170 19,270 19,340 19,170	634 2 634 2 636 2 999 2 634 2 634 2 634 2 634 2 1,449 2 999 2 999 2 988 2 970 2 230 2 430 2 720 4 7576 2 999 2 486 2 999 2 486 2 999 2 1,449 2 1,449 2 576 2	12,744 12,744 12,744 9,270 19,170 12,774 12,744 29,340 19,170 19,170 19,170 19,170 19,600 8,200 28,899 11,232 19,170 19,600 8,200 28,899 11,232 19,170 19,700 29,340 19,170 19,170 19,170 19,270 29,340 19,170 29,340 19,170 29,340 19,170 29,340 19,170 19,270 28,899 11,232 19,170 19,170 19,170 19,270 19,270 19,170 19,170 19,270 19,270 19,170 19,170 19,270 19,270 19,270 19,270 29,340 19,170 19,170 19,170 19,270 19,270 29,340 19,170 1	634 634 634 486 999 634 634 634 1,449 999 999 888 888 970 720 720 720 720 720 720 720 720 720 7	Urban Urban Rural Rural Urban Urban Urban Rural Urban Rural Rural Rural Rural Urban Urban Urban Urban Urban Urban Urban Urban	U COUNTY U STATE U STATE U STATE U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway	D E E D D D C C E E E E B B E	12,200 9,200 3,800 Not Counted 5,800 7,600 7,600 11,500 11,500 11,500 11,500 8,100 Not Counted 7,200 7,700 900 1,600 2,900 9,000 9,700	0.72 0.41 N/A N/A 0.46 0.26 0.4 0.4 0.64 0.64 0.64 0.64 0.64 0.64	C B N/A N/A C B B B B C C C C C C C C C C C C C C	1.00% 1.00% 1.00% 1.00% 1.00% 3.66% 3.66% 1.00% 1.	9 700 4.000 Not Counted Not Counted 0 100 9 100 2 700 12 100 12 100 12 200 9 100 12 800 9 100 Not Counted 7.500 9 100 900 1600 3 100 900 100 900 100 900 900 900	0.76 0 0.43 E N/A N N/A N 0.48 0 0.31 E 0.47 E 0.47 E 0.68 0 0.68 0 0.68 0 0.68 0 0.68 0 0.68 0 0.68 0 0.65 E 0.065 E 0.11 E 0.05 E 0.31 E 0.35 E
2930 2940 2950 2950 2950 3040 3050 3050 3070 2 3060 3070 2 3060 3100 3110 3130 3130 3130 3140 3170 3180 3190 3190 3200 1 3200 3220 3220 3220 3240 1 220 3240 3240 3240 3240 3240 3240 3240	NE 36 AV NE 47 AV CR 314 CR 326 SR 325 SR 3	NE 21 ST NE 25 ST NE 49 ST CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY NE 175 ST US 441 W ANTHONY RD CR 200A NE 3 ST SR 40 NE 3 ST SR 40 NE 3 ST SR 40 LIBBAN AREA BOUNDARY NE 3 ST SR 40 SR 42 SR 40 NM XHTHONY RD CR 200A URBAN AREA BOUNDARY N MACNOLIA AV SR 40 HWY 225A US 441 NW 55 CT	NE 35 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 326 UBBAN AREA BOUNDARY NE 75 CR 316 WATHOW RD CR 200A NE 3 ST SR 492 CR 200A CR 201A SR 492 CR 200A CR 315 CR 200A URRAW AREA BOUNDARY CR 35 CR 200A URSAN AREA BOUNDARY CR 35 CR 200A URSAN AREA BOUNDARY URSAN AREA BOUNDARY CR 35 CR 200A URSANCHLE RD CR 20A	2 2 2 2 2 2 2 2 2 2 4 4 4 2 2 2 2 2 2 2	ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR ARTERIAL ARTERIAL ARTERIAL ARTERIAL COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED		12,744 12,744 9,270 19,170 12,744 12,744 12,744 19,170 19,170 19,170 19,000 8,	634 2 634 2 634 2 999 2 634 2 634 2 634 2 634 2 634 2 634 2 634 2 634 2 999 2 999 2 888 2 970 2 430 2 720 4 576 2 999 2 486 2 999 2 1,449 2 999 2 1,449 2 999 2 1,449 2 999 2 486 2 486 2 486 2 486 2	12,744 12,744 12,744 9,270 19,170 12,744 22,340 19,170 19,170 17,720 17,720 17,720 17,720 17,720 17,720 17,720 17,720 17,720 17,720 17,720 19,600 8,200 28,899 11,232 19,170 29,340 19,170 29,270 29,340 19,170 29,340 19,170 29,340 19,170 29,270 29,340 19,170 29,340 19,170 29,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,340 19,170 20,270 20,340 19,170 20,270 20,340 19,170 20,270 20,340 19,170 20,2	634 634 634 634 634 634 634 1,449 999 999 888 888 970 430 720 720 720 720 576 999 486 1,449 999 1,449 999 1,449 576 486 486	Urban Urban Rural Urban Urban Urban Rural Urban Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural	U COUNTY U STATE U STATE U STATE U STATE U STATE U COUNTY U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Inters tate Roadway NHS - Non-Inters tate Roadway NHS - Non-Inters tate Roadway Other CMP Network Roadway	D E E D D D C C E E E E B B E	12,200 9,200 3,800 Not Counted 5,800 7,600 7,600 2,500 11,500 10,000	0.12 0.11 N/A N/A N/A 0.26 0.26 0.4 0.26 0.4 0.64 0.64 0.64 0.64 0.64 0.64 0.62 0.99 N/A 0.25 0.05 0.05 0.05 0.03 0.05 0.03 0.05 0.03 0.05 0.03 0.05 0.04 0.05 0.05 0.05 0.05 0.05 0.05	C B N/A N/A C B B B C C C C C C C N/A B B B B B B B B C C N/A N/A N/A N/A N/A N/A N/A N/A	1.00% 1.00%	9 700 4 000 4 000 Not Counted Not Counted 0 100 9 100 9 100 2 700 12 100 12 100 12 100 12 100 12 800 9 100 Not Counted 7 550 9 100 1600 1 600 1 600 1 600 1 0,600 2 800 Not Counted	0.76 0 0.43 E N/A N N/A N 0.43 E 0.43 E 0.43 E 0.44 N 0.43 E 0.44 E 0.47 E 0.68 C 0.68 C 0.66 C 0.41 E 0.65 C 0.11 C 0.05 E 0.17 E 0.05 E 0.36 C 0.36 C 0.36 C N/A N
2930 2940 2950 2950 3040 3050 1 3050 1 3060 1 3070 2 3080 1 3070 2 3080 1 3100 3110 3140 3140 3140 3140 3140 314	NE 36 AV NE 36 AV NE 36 AV NE 36 AV NE 47 AV CR 314 CR 3	NE 21 5T NE 25 5T NE 49 5T CR 329 SR 40 (W) NE 36 AV SR 35 URBAN AREA BOUNDARY NE 175 ST US 441 W ANTHONY RD CR 200A NE 36 AV SR 40 NE 35 ST SR 40 CR 35 W ANTHONY RD CR 200A NM ARNHONY RD CR 200A NM ANTHONY RD CR 200A W ANTHONY RD CR 200A W ANTHONY RD CR 200A UBRAN AREA BOUNDARY W ANTHONY RD CR 200A UBRAN AREA BOUNDARY W ANTHONY RD CR 200A UBRAN AREA BOUNDARY WARTHON RD CR 200A UBRAN AREA BOUNDARY UBRAN AREA	NE 39 ST NE 49 ST SR 326 CR 316 NE 36 AV SR 35 URBAN AREA BOUNDARY NE 7 ST CR 316 W ANTHONY RD CR 200A NE 4 SA V SR 442 CR 200A NE 4 ST SR 442 CR 200A CR 200A NE 40 AV NE 3 ST SR 442 CR 200A CR 200A CR 200A CR 35 CR 200A CR 200A CR 35 CR 200A NE 3 ST US411 JACKSONVILLE RD	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	APTERIAL COLLECTOR	INTERRUPTED INTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED INTERRUPTED INTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED UNNTERRUPTED		12,744 12,744 9,270 12,744 12,744 12,744 12,744 19,170 19,170 19,170 17,920 17,920 17,920 18,200 28,899 28,899 28,899 28,899 11,232 19,170 9,270 29,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,340 11,232 12,270 22,780 12,270 22,780 12,270	634 2 634 2 634 2 999 2 634 2 634 2 634 2 634 2 634 2 999 2 988 2 970 2 888 2 720 4 720 4 757 2 999 2 1,449 2 1,449 2 1,449 2 576 2 486 2 486 2	12,744 12,744 12,744 9,270 19,170 12,744 12,744 12,744 12,744 19,170 19,170 19,170 19,170 19,170 19,020 17,920 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340 11,322 12,340	634 634 634 86 999 634 634 634 1,449 999 999 999 888 888 970 720 720 720 720 720 720 720 720 720 7	Urban Urban Rural Urban Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Urban Rural Rural Urban Rural	U COUNTY U STATE U STATE U STATE U COUNTY U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway Other CMP Network Roadway	D E E D D D C C C E E E E E E B B B B B B B B B B B	12,200 9,200 3,800 Not Counted 5,800 7,600 7,600 11,500 11,500 11,500 11,500 8,100 Not Counted 7,200 9,00 1,000 9,700 900 1,00	0.72 0.41 N/A 0.46 0.26 0.4 0.43 0.44 0.44 0.44 0.62 0.44 0.64 0.64 0.64 0.64 0.64 0.64 0.65 0.17 0.05 0.17 0.05 0.17 0.05 0.17 0.05 0.17 0.05 0.17 0.05 0.05 0.05 0.05 0.05 0.05 0.05 0.0	C B N/A C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	9 700 4 .000 4 .000 Not Counted Not Counted 0 100 9 100 9 100 2 .700 12.100 12.100 12.100 12.00 9 100 9 100 9 100 0 Not Counted 7 .500 9 100 9 00 1 .600 2 .100 9 00 1 .000 2 .100 10.000 2 .800 Not Counted	0.76 C 0.43 E N/A N N/A N N/A N 0.48 C 0.31 E 0.47 E 0.44 E 0.68 C 0.65 C 0.65 C 0.65 C 0.65 C 0.65 C 0.65 C 0.71 E 0.05 E 0.071 E 0.075 E 0.071 E 0.075 E 0.071 E 0.075 E 0.07

b c c c c c	SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	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
D D D D D D <					4 ARTERIAL		2	30,420	1,530	4			Urban	D		Other CMP Network Roadway	E		0.31	С	5.34%	12,300	
matrix matrix A Matrix A A A A <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td>4</td><td></td><td></td><td></td><td>-</td><td></td><td></td><td>E</td><td></td><td></td><td>с</td><td></td><td></td><td></td></t<>							1			4				-			E			с			
Desc Desc <thdesc< th=""> Desc Desc Desc</thdesc<>	3380	NW 27 AV	NW 21 ST	NW 35 ST	2 COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D	1.00%	5,800	0.52 D
Image Str Str Str Str Str Str Str Str							2			2 4				U D			E			C B			
Dial Dial Dial Dial D							2							D			E			C			
bb bb< b< b< b<	3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2 COLLECTOR	UNINTERRUPTED	-	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	В	2.79%	11,900	0.41 C
Image Image <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>2</td><td></td><td>-1</td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td>E</td><td></td><td></td><td>C C</td><td></td><td></td><td></td></th<>							2		-1					-			E			C C			
D D D D D D							2			2				U			E			С			
Image Math Math Math Math	3470.1	NW 44 AV	US 27	NW 63RD ST	4 COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,900	0.15	В	1.74%	10,800	0.16 B
bit bit bit bit bit <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td>2 4</td> <td></td> <td></td> <td></td> <td>U</td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>B C</td> <td></td> <td></td> <td></td>							1			2 4				U			E			B C			
b b								211212		4				U		ould own network housing)	E			B	1.00%		
Image Image <th< td=""><td>3540</td><td>NW MARTIN L KING AV</td><td>SR 40</td><td>US 27</td><td>4 ARTERIAL</td><td></td><td>2</td><td>22,815</td><td></td><td></td><td>22,815</td><td></td><td>Urban</td><td>U</td><td>CITY OF OCALA</td><td></td><td>E</td><td></td><td>0.6</td><td>D</td><td>1.00%</td><td></td><td>0.63 D</td></th<>	3540	NW MARTIN L KING AV	SR 40	US 27	4 ARTERIAL		2	22,815			22,815		Urban	U	CITY OF OCALA		E		0.6	D	1.00%		0.63 D
Image Part Part Part Part Part Pa										4				DU			E			B			
Displan Displan <t< td=""><td></td><td>NW MARTIN L KING AV</td><td>NW 35 ST</td><td>CR 25A</td><td></td><td></td><td>1</td><td></td><td></td><td>2</td><td>13,381</td><td>665</td><td></td><td>U</td><td>COUNTY</td><td></td><td>E</td><td></td><td></td><td>С</td><td></td><td></td><td>0.61 C</td></t<>		NW MARTIN L KING AV	NW 35 ST	CR 25A			1			2	13,381	665		U	COUNTY		E			С			0.61 C
Norm Norm Norm Norm No							2			2				U			E			C			
Desc Desc Desc Desc Desc Desc Desc Desc Desc Desc Desc <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td>0</td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>N/A D</td> <td></td> <td></td> <td></td>							2			4				0			E			N/A D			
Disploy Target biol Disploy	3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2 COLLECTOR	INTERRUPTED		12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	c	1.00%	5,500	0.43 C
Desc Desc Desc Desc Desc Desc Desc Desc Desc Desc Desc <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>C C</td> <td></td> <td></td> <td></td>							2			2				-			E			C C			
No. No. No. No. No.										2		1,447		U			E	01100	0.17	B		6/000	
Image Image <t< td=""><td>3790</td><td>SE 11 AV</td><td>SR 464</td><td>E FT KING ST</td><td>2 COLLECTOR</td><td>INTERRUPTED</td><td>2</td><td>11,232</td><td>576</td><td>2</td><td>11,232</td><td>576</td><td>Urban</td><td>U</td><td>CITY OF OCALA</td><td>Other CMP Network Roadway</td><td>E</td><td>3,100</td><td>0.28</td><td>C N/A</td><td>1.00%</td><td>3,300</td><td>0.29 C</td></t<>	3790	SE 11 AV	SR 464	E FT KING ST	2 COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,100	0.28	C N/A	1.00%	3,300	0.29 C
bit bit <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>UU</td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>CB</td> <td></td> <td></td> <td></td>							2			2				UU			E			CB			
Displan Displan <t< td=""><td>3820</td><td>SE 110 ST</td><td>CR 467</td><td>US 441</td><td>2 COLLECTOR</td><td>INTERRUPTED</td><td>2</td><td>5,256</td><td>266</td><td>2</td><td>5,256</td><td>266</td><td>Urban</td><td>U</td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>C</td><td>6,900</td><td>1.31</td><td>D</td><td>4.10%</td><td>8,400</td><td>1.60 D</td></t<>	3820	SE 110 ST	CR 467	US 441	2 COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,900	1.31	D	4.10%	8,400	1.60 D
b b														D			E			B			
ball ball <th< td=""><td>3850.1</td><td></td><td>OAK RD</td><td></td><td>2 COLLECTOR</td><td></td><td></td><td>29,340</td><td></td><td>2</td><td></td><td></td><td>Urban</td><td>U</td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>E</td><td>3,400</td><td></td><td>B</td><td></td><td></td><td>0.12 B</td></th<>	3850.1		OAK RD		2 COLLECTOR			29,340		2			Urban	U	COUNTY	Other CMP Network Roadway	E	3,400		B			0.12 B
Normat State State <t< td=""><td>3880</td><td>SE 147 PL</td><td>US 301</td><td>US 441</td><td>2 COLLECTOR</td><td>INTERRUPTED</td><td>1</td><td>12,744</td><td></td><td>2</td><td>12,744</td><td>634</td><td></td><td>U</td><td>COUNTY</td><td></td><td>E</td><td></td><td>0.47</td><td>C</td><td>6.96%</td><td></td><td>0.66 C</td></t<>	3880	SE 147 PL	US 301	US 441	2 COLLECTOR	INTERRUPTED	1	12,744		2	12,744	634		U	COUNTY		E		0.47	C	6.96%		0.66 C
No. Support Log										2				U			E	-1		B			
bb bb< b bb< bb< bb	3910	SR 464	SE 3 AV	SE 11 AV	4 ARTERIAL	INTERRUPTED		38,430	1,901	4	38,430	1,901	Urban	D	STATE	Other CMP Network Roadway	D	30,300	0.79	c	1.00%	31,800	0.83 C
Bit Bit <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td>D</td> <td></td> <td></td> <td>D</td> <td></td> <td></td> <td>C C</td> <td></td> <td></td> <td></td>										4				D			D			C C			
10 10 10 10 10 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>U</td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>C</td> <td></td> <td></td> <td></td>							2			2				U			E			C			
50% 50% 50% 50% 50%							2			2				U			E			D			
D D							2							-			E						
42.0 43.0 4.0 </td <td>4070</td> <td>SE 24 ST</td> <td>SR 464</td> <td></td> <td>2 COLLECTOR</td> <td>INTERRUPTED</td> <td>2</td> <td>11,232</td> <td>576</td> <td>2</td> <td>11,232</td> <td>576</td> <td>Urban</td> <td></td> <td>COUNTY</td> <td>Other CMP Network Roadway</td> <td>E</td> <td>10,300</td> <td>0.92</td> <td></td> <td>1.71%</td> <td>11,200</td> <td>1.00 E</td>	4070	SE 24 ST	SR 464		2 COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban		COUNTY	Other CMP Network Roadway	E	10,300	0.92		1.71%	11,200	1.00 E
							2			2 4				D			E			-			
10 10 10 10 10 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td>-1</td> <td>4</td> <td></td> <td></td> <td></td> <td>D</td> <td></td> <td>1</td> <td>E</td> <td>. ele es</td> <td></td> <td>D</td> <td></td> <td></td> <td></td>							2		-1	4				D		1	E	. ele es		D			
10 10 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 1000 <td>4150</td> <td>SE 3 AV</td> <td>US 441</td> <td>SR 464</td> <td>2 COLLECTOR</td> <td>INTERRUPTED</td> <td>2</td> <td>11,232</td> <td>576</td> <td>2</td> <td>11,232</td> <td>576</td> <td>Urban</td> <td>U</td> <td>CITY OF OCALA</td> <td>Other CMP Network Roadway</td> <td>E</td> <td>2,700</td> <td>0.24</td> <td>C</td> <td>1.00%</td> <td>2,900</td> <td>0.26 C</td>	4150	SE 3 AV	US 441	SR 464	2 COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	2,700	0.24	C	1.00%	2,900	0.26 C
bit bit <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>UU</td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>C N/A</td> <td></td> <td></td> <td></td>							2			2				UU			E			C N/A			
No. Symbol Symbol Symbol Symbol							1							-			E			c			
1 1							1		-1					-		Other CMP Network Roadway	E			c			
1 1 1 1 1 0							1							D			E			C C			
N N	4240	SE 31 ST	SE 36 AV	SR 464	4 ARTERIAL	INTERRUPTED	1	37,611	1,890		37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.21	с	1.00%	8,300	0.22 C
AddA							1		41.02	2				UU			E			B C			
Serie Serie <t< td=""><td></td><td></td><td></td><td></td><td>2 COLLECTOR</td><td>INTERRUPTED</td><td>1</td><td>12,744</td><td>634</td><td>2</td><td>12,744</td><td>634</td><td>Urban</td><td>U</td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>E</td><td>6,000</td><td>0.47</td><td>C</td><td>5.80%</td><td>8,000</td><td>0.63 C</td></t<>					2 COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.47	C	5.80%	8,000	0.63 C
ADSupportSu							2			4				D			E			c			
black leade leade <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>E</td><td></td><td></td><td>c</td><td></td><td></td><td></td></th<>							1										E			c			
1 1	4330	SE 36 AV	SE 17 ST	E FORT KING ST			1				35,820		Urban		COUNTY	Other CMP Network Roadway	E						0.51 C
A S	4350	NE 36 AV	CR 314	SR 40	4 ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	С	1.00%	13,900	0.39 C
Net Static Static <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							2										E						
14444480549549540540750 <th< td=""><td>4380</td><td>SE 38 ST</td><td>SE 36 AV</td><td>SE 44 AV</td><td>2 COLLECTOR</td><td>UNINTERRUPTED</td><td>1</td><td>16,200</td><td>801</td><td>2</td><td>16,200</td><td>801</td><td>Urban</td><td>U</td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>C</td><td>5,500</td><td>0.34</td><td>В</td><td>1.00%</td><td>5,700</td><td>0.35 B</td></th<>	4380	SE 38 ST	SE 36 AV	SE 44 AV	2 COLLECTOR	UNINTERRUPTED	1	16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	5,500	0.34	В	1.00%	5,700	0.35 B
111 <th< td=""><td>4420</td><td>SE 44 AV</td><td>SE 52 ST</td><td>SE 38 ST</td><td>2 COLLECTOR</td><td>INTERRUPTED</td><td>2</td><td>5,256</td><td>266</td><td>2</td><td>5,256</td><td>266</td><td>Urban</td><td>U</td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>C</td><td>8,500</td><td>1.62</td><td>D</td><td>2.88%</td><td>9,800</td><td>1.86 D</td></th<>	4420	SE 44 AV	SE 52 ST	SE 38 ST	2 COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	8,500	1.62	D	2.88%	9,800	1.86 D
ASS <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>2</td><td></td><td></td><td>2</td><td></td><td></td><td></td><td>UU</td><td></td><td></td><td>E</td><td></td><td></td><td>5</td><td></td><td></td><td></td></th<>							2			2				UU			E			5			
1 1	4460	SE 52 ST	US 441	SE 44 AV RD	2 COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,100	0.54	D	1.00%	6,400	0.57 D
9699799799749749709							2										E D			N/A C			
59999999111 <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>D</td><td></td><td></td><td>с</td><td></td><td></td><td></td></th<>																	D			с			
1999000 <th< td=""><td>4550</td><td>SE 92 PL RD</td><td>US 441</td><td>SR 35</td><td>2 ARTERIAL</td><td>INTERRUPTED</td><td>1</td><td>12,744</td><td>634</td><td></td><td>12,744</td><td>634</td><td>Urban</td><td></td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>E</td><td>10,900</td><td>0.86</td><td>С</td><td>5.00%</td><td>13,900</td><td>1.09 F</td></th<>	4550	SE 92 PL RD	US 441	SR 35	2 ARTERIAL	INTERRUPTED	1	12,744	634		12,744	634	Urban		COUNTY	Other CMP Network Roadway	E	10,900	0.86	С	5.00%	13,900	1.09 F
9633 957 0476 0476 0470							2			2				U			E						
54.10054.1400 <th< td=""><td></td><td>SE 95 ST</td><td>CR 475</td><td>URBAN AREA BOUNDARY</td><td>2 COLLECTOR</td><td></td><td></td><td>19,170</td><td></td><td>2</td><td>19,170</td><td></td><td>Rural</td><td>U</td><td></td><td>Other CMP Network Roadway</td><td>D</td><td>7,200</td><td>0.38</td><td></td><td>5.51%</td><td></td><td>0.49 C</td></th<>		SE 95 ST	CR 475	URBAN AREA BOUNDARY	2 COLLECTOR			19,170		2	19,170		Rural	U		Other CMP Network Roadway	D	7,200	0.38		5.51%		0.49 C
4409x87H4980R96x1946x1946x20x10cm0x101x20x101x20x101x10 <td>4620</td> <td>SE JUNIPER CIR</td> <td>SE 41 CT</td> <td>SE 58 AV</td> <td>2 COLLECTOR</td> <td>UNINTERRUPTED</td> <td></td> <td>29,340</td> <td>1,449</td> <td>2</td> <td>29,340</td> <td>1,449</td> <td>Urban</td> <td>U</td> <td>COUNTY</td> <td>Other CMP Network Roadway</td> <td>E</td> <td>7,200</td> <td>0.25</td> <td>В</td> <td>1.00%</td> <td>7,500</td> <td>0.26 B</td>	4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2 COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	В	1.00%	7,500	0.26 B
4540 5470400 5470400 5470400 5470 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td>U</td> <td></td> <td></td> <td>F</td> <td></td> <td></td> <td>C C</td> <td></td> <td></td> <td></td>							2			2				U			F			C C			
Index OutPrediction State	4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2 COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	Ŭ	CITY OF OCALA	Other CMP Network Roadway	E	4,600	0.41	c	1.39%	4,900	0.44 C
4M202 SPACT SPACT COUNTY UNE OP 2 ARTERAL UNINTERPUFED 6 620 4300 2 8.20 4.00 State Other AMendees C 2.40 3.200 5.40							2			2				U			E C			B			
44802 5400	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	C	2,400	0.29	В	7.96%	3,500	0.43 B
47.00 58.00 <th< td=""><td>4690.2</td><td>SR 200</td><td>1/4 MI SW OF CR 484</td><td>CR 484</td><td>4 ARTERIAL</td><td>INTERRUPTED</td><td></td><td>33,847</td><td>1,676</td><td>4</td><td>33,847</td><td>1,676</td><td>Rural</td><td>D</td><td>STATE</td><td>NHS - Non-Interstate Roadway</td><td>С</td><td>15,800</td><td>0.47</td><td>C</td><td>1.00%</td><td>16,600</td><td>0.49 C</td></th<>	4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4 ARTERIAL	INTERRUPTED		33,847	1,676	4	33,847	1,676	Rural	D	STATE	NHS - Non-Interstate Roadway	С	15,800	0.47	C	1.00%	16,600	0.49 C
470 5000																	D						
48102 SR 200 SW 48TH AVE SW 44 CT 6 ARTERAL 56,805 2,814 U tan D STATE HS-Non-Interstate Roadway D 41,200 0.73 C 1,00% 43,300 0.76	4770	SR 200	SW 80 AV	SW 60 AV	6 ARTERIAL	INTERRUPTED		56,805	2,814	6	56,805	2,814	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,600	0.79	-	1.42%	47,900	0.84 C
										6				D			D			C C			
										6				D			D			C			

SEGMENT ID	ROAD NAME	FROM	то	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	DAILY S SERVICE) 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	28 DAILY LOS
4850		I-75	SW 32 AV	6	ARTERIAL	INTERRUPTED		56,805	2,814 6	56,805	2,814	Urban	D STATE	NHS - Non-Interstate Roadway	D	43,400	0.76	С	1.00%	45,600	0.80	с
4880 4900		SW 32 AV SW 27 AV	SW 27 AV SW 20 ST	6	ARTERIAL	INTERRUPTED		56,805 56,805	2,814 6 2,814 6		2,814	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	37,900 37,900	0.67	C	1.00%	39,800 39,800	0.70	C C
4910	SR 200	SW 20 ST	SR 464	6	ARTERIAL	INTERRUPTED		56,805	2,814 6	56,805	2,814	Urban	D STATE	NHS - Non-Interstate Roadway	D	33,300	0.59	c	1.00%	35,000	0.62	c
	SR 200 SR 200	SR 464 SW MARTIN L KING AV	SW MARTIN L KING AV SW 7 RD	6	ARTERIAL	INTERRUPTED		56,805 56,805	2,814 6 2,814 6	00,000	2,814	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	22,200 25.300	0.39	C C	1.00%	23,400 26,500	0.41	C C
4950	SR 200	SW 7 RD	US 441	4	ARTERIAL	INTERRUPTED		38,430	1,901 4	00/100	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	25,300	0.66	С	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	INTERRUPTED	2	29,160 29,160	1,467 4 1,467 4	2.11.00	1,467	Urban Urban	D CITY OF OCALA D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	D	11,200 11,200	0.38	C C	1.00%	11,800	0.40	C C
4980	CR 326	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486 2	9,270	486	Rural	U COUNTY	Other CMP Network Roadway	В	5,500	0.59	В	5.73%	7,300	0.79	В
4990 5000.1	CR 326 CR 326	US 27 CR 225A	CR 225A NW 49TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486 2 999 2	9,270	486	Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	5,300	0.57	B	1.00%	5,500	0.59	B
5000.2	CR 326	NW 49TH AVE	NW 44 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449 2	29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	7,500	0.26	В	1.00%	7,900	0.27	В
5010 5020		NW 44 AV I-75 RAMP (WEST)	I-75 RAMP (WEST) I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED	1	35,820 55,700	1,800 4 2,910 4		1,800	Urban Urban	D COUNTY D STATE	Other CMP Network Roadway NHS - Non-Interstate Roadway	E	7,500	0.21 0.13	C	1.41%	8,000	0.22	CB
5030	SR 326	I-75 RAMP (EAST)	CR 25A	4	ARTERIAL	INTERRUPTED		55,700	2,910 4	55,700	2,910	Urban	D STATE	NHS - Non-Interstate Roadway	D	20,700	0.37	B	1.00%	21,800	0.39	B
5040 5050	SR 326 SR 326	CR 25A NE 40 AV	US 441 CR 35	4	ARTERIAL	INTERRUPTED		55,700 8.200	2,910 4 430 2	55,700 8,200	2,910	Urban Rural	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	11,500	0.21	B	1.09% 2.45%	12,200	0.22	B
5060	SR 326	CR 35	NE 64 AV	2	ARTERIAL	UNINTERRUPTED		17,920	888 2	17,920	888	Urban	U STATE	NHS - Non-Interstate Roadway	D	3,600	0.99	c	1.00%	3,800	0.21	c
5070 5080.1	SR 326 SR 35	NE 64 AV SR 25	SR 40 SE 92ND PL	2	ARTERIAL	INTERRUPTED		17,920	888 2 1,722 4		888	Urban	U STATE D STATE	NHS - Non-Interstate Roadway	D	3,600	0.2	C	1.00%	3,800	0.21	С
5090.1	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED		32,970 58,485	3,056 4		1,722 3,056	Urban Urban	D STATE	Other CMP Network Roadway Other CMP Network Roadway	D	12,700 27,600	0.39	В	1.00% 4.27%	13,400 34,100	0.41 0.58	c
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED		55,700	2,910 4		2,910	Urban	D STATE	Other CMP Network Roadway	D	27,600	0.5	В	4.27%	34,100	0.61	С
5110 5120	SR 35 SR 35	SR 464 SE 28 ST	SE 28 ST CHERRY RD	4	ARTERIAL	INTERRUPTED		55,700 38,430	2,910 4 1,901 4	000,000	2,910	Urban Urban	D STATE D STATE	Other CMP Network Roadway Other CMP Network Roadway	D	20,700 20,700	0.37	B	1.00%	21,800 21,800	0.39	B C
5130		CHERRY RD	E FORT KING ST	4	ARTERIAL	INTERRUPTED		39,165	1,943 4		1,943	Urban	D STATE	Other CMP Network Roadway	D	20,700	0.53	C	1.21%	22,000	0.56	С
5140 5150	SR 35 SR 35	E FORT KING ST CR 314	CR 314 SR 40	4	ARTERIAL	INTERRUPTED		39,165 55,700	1,943 4 2,910 4		1,943 2,910	Urban Urban	D STATE D STATE	Other CMP Network Roadway Other CMP Network Roadway	D	20,700 16,100	0.53	CB	1.21%	22,000	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
	SR 40 SR 40	URBAN AREA BOUNDARY SW 140 AV	SW 140 AV CR 328	2	ARTERIAL	UNINTERRUPTED		8,200 8,200	430 2 430 2	8,200 8,200	430 430	Rural	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C C	8,500 17.500	2.13	D	1.00%	8,900 19.300	1.09 2.35	D
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED	1	19,600	970 4	19,600	970	Rural	D STATE	NHS - Non-Interstate Roadway	c	17,500	0.89	C	1.97%	19,300	0.98	C
5200.1 5200.2	SR 40 SR 40	SW 110 AV SW 85 AV	SW 85 AV SW 80 AV	4	ARTERIAL	INTERRUPTED	1	36,015 36,015	1,785 4 1,785 4	001010	1,785	Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	19,300 19,300	0.54	c	1.00%	20,300 20,300	0.56	C
5210	SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED		39,165	1,943 4	39,165	1,943	Urban	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	22,800	0.58	c	1.39%	24,400	0.62	c
5220	SR 40	SW 60 AV	SW 52 AV I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED		38,430	1,901 4		1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	27,100	0.71	C	1.00%	28,400	0.74	C
5230.1 5240	SR 40 SR 40	SW 52 AV I-75 RAMP (WEST)	I-75 RAMP (WEST) I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED		38,430 40,352	1,901 4 1,996 4		1,901 1,996	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	31,500 32,200	0.82	C C	1.70%	34,300 34,100	0.89	D
5250	SR 40	I-75 RAMP (EAST)	SW 33 AV	4	ARTERIAL	INTERRUPTED		38,430	1,901 4		1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	32,200	0.84	C	1.17%	34,100	0.89	D
	SR 40 SR 40	SW 33 AV SW 27 AV	SW 27 AV SW MARTIN L KING AVE	4	ARTERIAL	INTERRUPTED		38,430 37,905	1,901 4 1.880 4		1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	32,800 23.200	0.85	C	1.00%	34,500	0.90	D C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	ARTERIAL	INTERRUPTED		37,905	1,880 4		1,880	Urban	D STATE	NHS - Non-Interstate Roadway	D	20,900	0.55	С	2.03%	23,100	0.61	C
5300 5310	SR 40 SR 40	US 441 NW 2 AV	NW 2 AV N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880 4		1,880	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	29,300 29.300	0.77	D	1.00%	30,800	0.81	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	ARTERIAL	INTERRUPTED		37,905	1,880 4	37,905	1,880	Urban	D STATE	NHS - Non-Interstate Roadway	D	29,300	0.77	D	1.00%	30,800	0.81	D
5350 5360.1	SR 40 SR 40	NE WATULA AV NE 8 AV	NE 8 AV NE 10TH ST	4	ARTERIAL	INTERRUPTED		37,905 37,905	1,880 4 1,880 4	01,100	1,880	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	29,300 29,300	0.77	D	1.00%	30,800 30,800	0.81	D
	SR 40	NE 10TH ST	NE 11 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880 4		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	NE 11 AV NE 25 AV	NE 25 AV NE 36 AV	4	ARTERIAL	INTERRUPTED		37,905 38.430	1,880 4 1.901 4		1,880	Urban	D STATE D STATE	NHS - Non-Interstate Roadway	D	28,300	0.75	D	1.00%	29,700 32.600	0.78	D
5410		NE 36 AV	NE 36 AV SR 492	4	ARTERIAL	INTERRUPTED		38,430	1,901 4		1,901	Urban Urban	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	29,100 22,300	0.76	C	2.25%	23,500	0.85	C
5430	SR 40	SR 492	NE 49 CT	4	ARTERIAL	INTERRUPTED		38,430	1,901 4		1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	22,300	0.58	С	1.00%	23,500	0.61	c
5440.2 5450	SR 40 SR 40	NE 49 CT NE 49 TER	NE 49 TER SR 35	4	ARTERIAL	INTERRUPTED		40,352 38.430	1,996 4 1.901 4		1,996	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	22,300 22.300	0.55	C C	1.00%	23,500 23,500	0.58	C C
5460.1	SR 40	SR 35	SR 326	2	ARTERIAL	UNINTERRUPTED		14,000	730 2	14,000	730	Urban	U STATE	NHS - Non-Interstate Roadway	D	13,100	0.94	D	1.00%	13,800	0.99	D
5470 5480	SR 40 SR 40	SR 326 CR 315	CR 315 CR 314	2	ARTERIAL	UNINTERRUPTED		8,200 8,200	430 2 430 2	8,200 8,200	430	Rural	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	17,700	2.16	E	1.00%	18,600	2.27	E
5490.1	SR 40	CR 314	NE 145 AV	2	ARTERIAL	UNINTERRUPTED		8,200	430 2	8,200	430	Rural	U STATE	NHS - Non-Interstate Roadway	C	13,200	1.61	D	1.61%	14,300	1.74	E
5490.2 5500	SR 40 SR 40	NE 145 AV CR 314A	CR 314A SE 183 AV	2	ARTERIAL	INTERRUPTED		8,200 12,240	430 2 608 2	8,200 12,240	430 608	Rural	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	С	13,100 13.100	1.6	D	1.11%	13,900	1.70	D
5510	SR 40	SE 183 AV	SR 19	2	ARTERIAL	INTERRUPTED		8,200	430 2		430	Rural	U STATE	NHS - Non-Interstate Roadway	c	8,400	1.02	D	1.00%	8,800	1.07	D
5520 5540	SR 40	SR 19 SR 464	COUNTY LINE (E) SW 10 ST	2	ARTERIAL COLLECTOR	INTERRUPTED	2	8,610 11,232	452 2 576 2	8,610 11,232	452 576	Rural Urban	U STATE U CITY OF OCALA	NHS - Non-Interstate Roadway Other CMP Network Roadway	C	5,300 4,700	0.62	С	1.00%	5,500	0.64	c
	SW 103 ST RD	SR 484 SR 200	SW 49 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634 2		634	Urban	U COUNTY	Other CMP Network Roadway	E	5,700	0.42	c	1.00%	5,900	0.45	c
5560	CR 475A	CR 475B	SW 27 AV	2	ARTERIAL	UNINTERRUPTED		16,200	801 2	16,200	801	Urban	U COUNTY	Other CMP Network Roadway	с	7,400	0.46	В	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	4	COLLECTOR	UNINTERRUPTED	2	9,270 30,420	486 2 1,530 4	9,270 30,420	486 1,530	Rural Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,700 12,200	0.61	С	6.19% 1.00%	7,700	0.83	C
5610	SW 140 AV	CR 484	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999 2	19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	2,500	0.13	В	1.00%	2,700	0.14	В
5630 5650	SW 140 AV SW 17 ST	SR 40 SW 27 AV	CR 328 SR 200	2 4	COLLECTOR	UNINTERRUPTED	1	19,170 35,820	999 2 1,800 4	19,170 35,820	999 1,800	Rural Urban	D COUNTY D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	2,200	0.11 0.34	B C	1.00%	2,300 12,800	0.12 0.36	B C
5660	SR 464	SR 200	SW 19 AV RD	4	ARTERIAL	INTERRUPTED		40,352	1,996 4	40,352	1,996	Urban	D STATE	NHS - Non-Interstate Roadway	D	23,700	0.59	С	1.00%	24,900	0.62	С
5670.1 5680.1	SR 464 SR 464	SW 19 AV RD SW 7 AV	SW 7 AV US 441	4	ARTERIAL	INTERRUPTED	+	38,430 39,800	1,901 4 1,973 4		1,901	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	32,300 32,300	0.84	D	1.00%	34,000 34,000	0.88	D
5690	SR 464	US 441	SE 3 AV	4	ARTERIAL	INTERRUPTED		37,905	1,880 4	37,905	1,880	Urban	D STATE	Other CMP Network Roadway	D	30,300	0.8	D	1.00%	31,800	0.84	D
	SW 180 AV RD SW 180 AV RD	CR 484 SW 180 AV	SW 180 AV SR 40	2	COLLECTOR	UNINTERRUPTED	+	19,170	999 2 999 2		999 999	Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	6,100 6,100	0.32	B	17.72% 17.72%	13,800 13,800	0.72	C C
5740	SW 19 AV	SW 80 ST	SW 66 ST	2	COLLECTOR	INTERRUPTED		9,288	482 2	9,288	482	Rural	U COUNTY	Other CMP Network Roadway	c	4,000	0.43	С	1.00%	4,200	0.45	С
5750.1 5760	SW 19 AV RD SW 20 ST	SW 27 AV SW 60 AV	SR 464 SW 38 AV	4	COLLECTOR	INTERRUPTED	1	35,820 35.820	1,800 4 1.800 4		1,800	Urban Urban	D CITY OF OCALA D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	F	15,200 12,500	0.42	C C	1.86%	16,600 13,200	0.46	C C
5780	SW 20 ST	SW 38 AV	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832 2	16,727	832	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	14,200	0.85	c	1.34%	15,200	0.91	c
5800	SW 20 ST	SW 27 AV SW 107 PL	SR 200	2	COLLECTOR	INTERRUPTED	1	16,727	832 2 801 2		832 801	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A P	1.00%	Not Counted	N/A 0.70	N/A
5810.1 5820.3	CR 475A CR 475A	SW 107 PL SW 66 ST	SW 66 ST CR 475C	2	ARTERIAL	UNINTERRUPTED		16,200 16,200	801 2 801 2		801 801	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C C	10,400 14,100	0.64	B C	1.86% 2.69%	11,400 16,100	0.70	C 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	С	5.01%	31,500	0.88	C
5850 5860	SW 27 AV SW 27 AV	SW 19 AV RD SR 200	SR 200 SR 464	4	ARTERIAL	INTERRUPTED	1	35,820 35,820	1,800 4 1,800 4		1,800	Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	18,000 19,000	0.5	C	1.00%	18,900 20,000	0.53	C
5870.2	SW 27 AV	SR 464	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800 4	001000	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	19,000	0.53	С	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	INTERRUPTED UNINTERRUPTED	2	11,232 29,340	576 2 1,449 2		576 1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,100 5,100	0.45	CB	5.92% 5.92%	6,800	0.61 0.23	D B
5920	SW 37 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449 2	29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	3,500	0.12	В	1.00%	3,700	0.13	В
	SW 38 AV SW 38 AV	SW 20 ST SW 40 AV	SW 40 ST SW 20 ST	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449 2 576 2	29,340 11.232	1,449 576	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	F	2,200	0.07	B	1.00%	2,300	0.08	B
5950	SW 36 AV SW 38 ST	SW 40 AV	SW 60 AV	2	COLLECTOR	INTERRUPTED	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	0.42	C
5980	SW 38 ST	SW 60 AV	SW 51 TER	2	COLLECTOR	INTERRUPTED	2	11,232	576 2 576 2	11,232	576 576	Urban	U COUNTY U COUNTY	Other CMP Network Roadway	E	8,900 Not Counted	0.79 N/A	D N/A	3.62%	10,600 Not Counted	0.94 N/A	D
6000 6010	SW 40 AV SW 40 ST	SW 38 AV SW 51 TER	SR 40 SW 43 CT	2	COLLECTOR	UNINTERRUPTED	2	11,232 29,340	576 2 1,449 2	11,232 29,340	576 1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 8,300	N/A 0.28	N/A B	1.00%	Not Counted 8,700	N/A 0.30	N/A B
6020	SW 40 ST	SW 43 CT	SW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576 2	11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	8,300	0.74	D	1.00%	8,700	0.77	D
	SW 40 ST SW 42 ST	SW 38 AV SW 43 CT	SR 200 SR 200	2	ARTERIAL COLLECTOR	INTERRUPTED	2	11,232 11,232	576 2 576 2	11,232 11,232	576 576	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted Not Counted	N/A N/A	N/A N/A	1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
6050	SW 42 ST	SR 200	SW 7 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800 4	35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	20,200	0.56	С	2.04%	22,400	0.63	С
6080.4 6090	SW 44 AV MARION OAKS	SW 20 ST CR 484	SW 13 ST SW 49 AV	2	COLLECTOR	UNINTERRUPTED	1	29,340 35,820	1,449 2 1,800 4		1,449	Urban Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	F	3,500	0.12	B	1.00%	3,700	0.13 0.47	B
6100	SW 49 AV	MARION OAKS	SW 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634 4	35,820	1,800	Urban	U COUNTY	Other CMP Network Roadway	E	15,200	1.19	F	12.47%	27,300	0.76	С
	SW 49 AV	SW 95 ST	SW 85 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357 4		3,357	Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	15,200	0.22	В	12.47%	27,300	0.40	В
6110	SIM 40 AV	SW 103 ST	SW 95 ST RD	-	COLLECTOR	UNINTERRUPTED			1.521 2	30.807	1.521	Urban							6.28%	11.500		

SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR RECTIONAL SERVICE VOLUME (2023)	LANES SERVICE (2028) VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVIC 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 20	028 DAILY LOS
6170.1		SR 200	SW 38 ST	4 ARTERIAL	INTERRUPTED	1	35,820	1,800	4 35,820	1,800	Urban	D COUNT		E	18,300	0.51	С	4.10%	22,400	0.63	С
6180 6190	SW 60 AV SW 60 AV	SW 38 ST SW 20 ST	SW 20 ST SR 40	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	1	35,820 35,820	1,800	4 35,820 4 35,820	1,800	Urban Urban	D CITY OF OC D COUNT		E	17,200 16,000	0.48	C C	4.10% 4.10%	21,000	0.59	C C
6200 6210	SW 66 ST SW 66 ST	SR 200	I-75 SW 27 AV	2 COLLECTOR 2 COLLECTOR	INTERRUPTED	1	12,096 12,096	598 598	2 12,096 2 12,096	598 598	Urban	U CITY OF OO U COUNT		с	8,500 13,400	0.7	C	8.45% 8.45%	12,700 20,200	1.05	D
6220	SW 66 ST	SW 27 AV	SW 19 AV	2 COLLECTOR	INTERRUPTED		9,288	482	2 9,288	482	Urban Rural	U COUNT	Y Other CMP Network Roadway	C	5,800	0.62	с	1.85%	6,400	0.69	С
6230.1 6240	SW 7 AV SW 7 RD	SW 32 ST SR 464	SR 464 SW 10 ST	2 LOCAL 2 LOCAL	UNINTERRUPTED		29,340 29,340	1,449	2 29,340 2 29,340	1,449	Urban Urban	U COUNT U COUNT		E	Not Counted Not Counted	N/A N/A	N/A N/A	1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
6250 6260.1	SW 80 AV	SW 103 ST SR 200	SR 200 SW 90 ST	2 COLLECTOR 4 COLLECTOR	INTERRUPTED	1	12,744 30.420	634 1.530	2 12,744 4 30,420	634 1.530	Urban Urban	U COUNT D COUNT	,	E	5,000	0.39	С	7.33%	7,200	0.56	C D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2 COLLECTOR	UNINTERRUPTED	2	29,340	634	4 30,420	1,800	Urban	U COUNT	Y Other CMP Network Roadway	E	11,100	0.43	с	2.52% 2.94%	12,900	0.36	c
6260.4 6290	SW 80 AV SW 80 ST	SW 38 ST SW 19 AV	SR 40 CR 475	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED		29,340 9,288	1,449 482	2 29,340 2 9,288	1,449 482	Urban Rural	U COUNT U COUNT		E C	8,900 4,100	0.3	B	1.67%	9,700 4,400	0.33	B
6300	CR 312	CR 475A	CR 475	2 COLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNT	Y Other CMP Network Roadway	D	3,000	0.16	B	2.21%	3,300	0.17	B
6330 6340	SW 95 ST SW 95 ST	SW 80 AV SR 200	SR 200 SW 60 AV	4 COLLECTOR 4 COLLECTOR	INTERRUPTED	1	35,820 35,820	1,800 1,800	4 35,820 4 35,820	1,800	Urban Urban	D COUNT D COUNT		E	10,200 11,300	0.28	c	21.29% 1.00%	26,700 11,900	0.75	C C
6350 6360	SW 95 ST SW 95 ST	SW 60 AV SW 49 AV	SW 49 AV 1-75 SB	4 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	1	35,820 29,340	1,800	4 35,820 2 29,340	1,800	Urban Urban	D COUNT U COUNT		E	11,300 11,300	0.32	C	1.00%	11,900	0.33	c
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2 COLLECTOR	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U COUNT	Y Other CMP Network Roadway	E	3,800	0.13	В	2.86%	4,400	0.15	B
6380 6390	SW MARTIN L KING AVE SW MARTIN L KING AVE	SR 464 SR 200	SR 200 SR 40	4 COLLECTOR 4 ARTERIAL	INTERRUPTED	2	30,420 28,899	1,530 720	4 30,420 4 28,899	1,530	Urban Urban	D CITY OF OC U CITY OF OC		E	7,500	0.25	C D	1.00%	7,900 21,000	0.26	C D
6400	US 27	COUNTY LINE (W)	CR 464B	4 ARTERIAL	UNINTERRUPTED		45,800	2,390	4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	C	8,500	0.19	В	1.00%	8,900	0.19	В
6410 6420	US 27 US 27	CR 464B NW 80 AV	NW 80 AV CR 225A	4 ARTERIAL 4 ARTERIAL	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	13,300 13,300	0.29	B	1.00%	14,000	0.31	B
6430 6440	US 27 US 27	CR 225A NW 60 AV	NW 60 AV NW 49 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		55,700 55,700	2,910 2,910	4 55,700 4 55,700	2,910 2,910	Urban Urban	D STATE D STATE		D	18,100 18,100	0.32	B	1.00%	19,000	0.34	B
6450	US 27	NW 49 AV	NW 44 AV	4 ARTERIAL	INTERRUPTED		55,700	2,910	4 55,700	2,910	Urban	D STATE	NHS - Non-Interstate Roadway	D	21,700	0.39	В	1.00%	22,800	0.41	В
6460 6490	US 27 US 27	NW 44 AV 1-75	1-75 NW 27 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		55,700 38.430	2,910	4 55,700 4 38,430	2,910	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	21,700 21,200	0.39	B	1.00%	22,800 22.300	0.41	B
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	23,700	0.62	c	1.00%	24,900	0.65	c
6510 6530.1	US 27 US 301	NW MARTIN L KING AV COUNTY LINE (S)	US 441 CR 42	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		38,430 55,700	1,901 2,910	4 38,430 4 55,700	1,901 2,910	Urban Urban	D STATE D STATE		D	26,300 24,100	0.68	C B	1.00%	27,600 30,700	0.72	B
6540 6550.1	US 301 US 301	CR 42 SE 147 ST	SE 147 ST US 441	2 ARTERIAL 4 ARTERIAL	UNINTERRUPTED	+	14,000 32,970	730 987	2 14,000 4 32,970	730	Urban Urban	U STATE D STATE	NHS - Non-Interstate Roadway	D	17,700 13,200	1.26	E	1.00%	18,600 13,900	1.33	E
6560	US 301	US 441	NE JACKSONVILLE RD	4 ARTERIAL	UNINTERRUPTED		45,800	2,390	4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	C	10,000	0.22	В	1.00%	10,500	0.23	B
6570 6580	US 301 US 301	NE JACKSONVILLE RD CR 318	CR 318 COUNTY LINE (N)	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		32,235 32,235	1,596 1,596	4 32,235 4 32,235	1,596	Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C C	15,300 15,300	0.47	C C	1.00%	16,000	0.50	c
6590	US 41	COUNTY LINE (S)	CR 484	4 ARTERIAL	INTERRUPTED		36,100	1,790	4 36,100	1,790	Urban	D STATE	NHS - Non-Interstate Roadway	D	21,700	0.6	c	1.00%	22,800	0.63	c
6600 6620	US 41 US 41	CR 484 SW ROBINSON RD	SW ROBINSON RD SW 111 PL LN	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		37,905 38,430	1,880	4 37,905 4 38,430	1,880	Urban Urban	D STATE D STATE		D	24,200 21,800	0.64	C C	1.00%	25,500 23,500	0.67	C C
6640	US 41	SW 111 PL LN SW 110 ST	SW 110 ST	4 ARTERIAL	INTERRUPTED		40,352	1,996	4 40,352	1,996	Urban	D STATE	NHS - Non-Interstate Roadway	D	21,800	0.54	с	1.46%	23,500	0.58	C
6650 6660	US 41 US 41	SW 110 ST SW 99 PL	SW 99 PL SW 80 PL	2 ARTERIAL 2 ARTERIAL	INTERRUPTED UNINTERRUPTED		17,360 17,920	856 888	4 40,352 4 27,450	1,358	Urban Urban	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	21,800 11,800	1.26	F	1.46%	23,500 12,600	0.86	C D
6670 6680.1	US 41 US 41	SW 80 PL SR 40	SR 40 URBAN AREA BOUNDARY	2 ARTERIAL 2 ARTERIAL	INTERRUPTED		17,920 14,000	888 730	4 27,975 2 14,000	1,388 730	Urban Urban	U STATE U STATE		D	11,800 11,800	0.66	C	1.24% 1.24%	12,600 12,600	0.45	C D
6680.2	US 41	URBAN AREA BOUNDARY	SW 36 ST	2 ARTERIAL	UNINTERRUPTED		8,200	430	2 8,200	430	Rural	U STATE	NHS - Non-Interstate Roadway	C	11,800	1.44	D	1.24%	12,600	1.54	D
6690 6700	US 41 US 441	SW 36 ST COUNTY LINE (S)	COUNTY LINE (N) CR 42	2 ARTERIAL 4 ARTERIAL	UNINTERRUPTED		8,200 40,352	430	2 8,200 4 40,352	430	Rural Urban	U STATE D STATE	,	C	5,400 38,400	0.66	C	1.00%	5,600 40,300	0.68	C D
6730	US 441	CR 42	SE 147 PL	4 ARTERIAL	INTERRUPTED		38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	33,900	0.88	D	2.62%	38,500	1.00	F
6740 6750.2	US 441 US 441	SE 147 PL CR 25A	SE 92 PLACE LOOP US 301	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		38,430 38,430	1,901 1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE		D	33,300 18,300	0.87	D C	1.00%	35,000 19,200	0.91	D C
6750.4 6770	US 441 US 441	SE 92 PLACE LOOP US 301	CR 25A CR 484	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED		38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE		D	18,200 27.800	0.47	c	1.00%	19,100	0.50	C C
6780	US 441	CR 484	SE 110 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		38,430	1,901	4 38,430	1,901	Urban	D STATE	,	D	27,800	0.72	c	1.00%	29,200	0.76	c
6790 6840	US 441 US 441	SE 110 ST SE 92 PL RD	SE 92 PL RD SE 73 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		38,430 38,430	1,901 1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE		D	27,800 27,800	0.72	C	1.00%	29,200 29,400	0.76	C C
6880	US 441	SE 73 ST	SE 52 ST	4 ARTERIAL	INTERRUPTED		38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	С	1.00%	29,200	0.76	C
6890 6900.1	US 441 US 441	SE 52 ST SE 40 CIR	SE 40 CIR CR 475	4 ARTERIAL 4 ARTERIAL	INTERRUPTED		38,430 38,430	1,901	4 38,430 4 38,430	1,901	Urban Urban	D STATE D STATE		D	32,800 29,500	0.85	C	1.00%	34,500 35,000	0.90	D
6920 6930	US 441	CR 475 SR 464	SR 464 SW 10 ST	6 ARTERIAL 6 ARTERIAL	INTERRUPTED		59,640 59,640	2,951	6 59,640 6 59,640	2,951	Urban	D STATE		D	30,800 32,500	0.52	c	2.51%	34,800 35,300	0.58	C C
6940	US 441	SW 10 ST	SR 40	6 ARTERIAL	INTERRUPTED		59,640	2,951	6 59,640	2,951	Urban Urban	D STATE		D	40,500	0.68	c	2.45%	45,700	0.39	c
6960 6970.1	US 441 US 441	SR 40 NW 2 ST	NW 2 ST NW 6TH ST	6 ARTERIAL 4 ARTERIAL	INTERRUPTED		59,640 38,430	2,951	6 59,640 4 38,430	2,951	Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	29,500 29,500	0.49	C	1.82%	32,300 32,300	0.54	C D
6970.2	US 441	NW 6TH ST	US 27	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	1.82%	32,300	0.84	D
6980 6990	US 441 US 441	US 27 NW 20 ST	NW 20 ST NW 35 ST	4 ARTERIAL 4 ARTERIAL	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	25,800 25,800	0.67	c	1.00%	27,100 27,100	0.71	C C
7010	US 441	NW 35 ST	NW 57 ST	4 ARTERIAL	INTERRUPTED		38,430	1,901	4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	21,200	0.55	C	1.00%	22,300	0.58	C
7020 7030	US 441 US 441	NW 57 ST SR 326	SR 326 NW 77 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED UNINTERRUPTED		38,430 45,800	1,901 2,390	4 38,430 4 45,800	1,901 2,390	Urban Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	16,700 22,600	0.43	B	1.00% 2.55%	17,500 25,600	0.46	B
7040.1 7040.2	US 441 US 441	NW 77 ST NW 117 ST	NW 117 ST CR 329	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED		45,800 45.800	2,390	4 45,800 4 45,800	2,390	Rural	D STATE D STATE		C	33,900 28,700	0.74	CB	1.98% 0.72%	37,300 29.800	0.81	CB
7050.1	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	В	5.03%	38,300	0.84	С
7050.2 7060	US 441 US 441	US 301 CR 25A (N)	CR 25A (N) CR 318	4 ARTERIAL 4 ARTERIAL	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		C	8,500 8,500	0.19	B	1.00%	8,900 8,900	0.19	B
7070.1 7070.2	US 441 US 441	CR 318 AVENUE I	AVENUE I CR 320	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED		45,800 16.350	2,390 855	4 45,800 4 16,350	2,390 855	Rural	D STATE	NHS - Non-Interstate Roadway	C	8,500 8,500	0.19	B	1.00%	8,900 8,900	0.19	B
7080.1	US 441	CR 320	AVENUE B	4 ARTERIAL	UNINTERRUPTED		16,350	855	4 16,350	855	Rural	U STATE	NHS - Non-Interstate Roadway	C	5,500	0.34	c	1.00%	5,700	0.35	С
7080.2 7090	US 441 W ANTHONY RD	AVENUE B US 441	COUNTY LINE (N) NW 35 ST	4 ARTERIAL 2 COLLECTOR	UNINTERRUPTED	1	45,800 12,744	2,390 634	4 45,800 2 12,744	2,390	Rural Urban	D STATE U COUNT	NHS - Non-Interstate Roadway Y Other CMP Network Roadway	C	5,500	0.12	BC	1.00%	5,700	0.12	B C
7100	W ANTHONY RD	NW 35 ST	SR 326	2 COLLECTOR	INTERRUPTED	1	12,744	634	2 12,744	634	Urban	U COUNT	Y Other CMP Network Roadway	E	5,800	0.46	c	1.85%	6,400	0.50	c
7110 7150	W ANTHONY RD CR 40	SR 326 CEDAR ST	NE 95 ST US 41	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED	2	19,170 11,232	999 576	2 19,170 2 11,232	999 576	Rural Urban	U COUNT U COUNT		E	5,800 3,700	0.3	C R	1.00% 1.00%	6,100 3,900	0.32	B C
7160	BASELINE RD EXT SE 132 ST RD	US 441 CR 484	SR 25 US 301	2 ARTERIAL 4 ARTERIAL	INTERRUPTED	2	11,232	576 1,800	2 11,232 4 35,820	576	Urban	U COUNT		E	4,800	0.43	C	1.00%	5,100	0.45	c
7165 7170	SE 132 ST RD	US 301	US 441	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	1	35,820 35,820	1,800	4 35,820	1,800	Urban Urban	D COUNT D COUNT	Y Other CMP Network Roadway	E	14,200 15,100	0.4	c	3.93% 7.33%	17,300 21,600	0.48	c
7732.2	EMERALD RD SW 32 AV/SW 34 ST	EMERALD RD EXT SR 200	CR 464 SW 27 AV	2 COLLECTOR 4 COLLECTOR	UNINTERRUPTED		29,340 67,770	1,449 3,357	2 29,340 4 67,770	1,449 3,357	Urban Urban	D COUNT		E	Not Counted 23,700	N/A 0.35	N/A B	1.00%	Not Counted 38,100	N/A 0.56	N/A C
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2 COLLECTOR	UNINTERRUPTED		19,170	999	2 19,170	999	Rural	U COUNT	Y Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000 8005	NW 35 ST NW 35 AV	NW 35 AVE NW 21 ST	NW 27 AVE NW 35 ST	4 LOCAL 4 LOCAL	UNINTERRUPTED		67,770 67,770	3,357 3,357	4 67,770 4 67,770	3,357 3,357	Urban Urban	D COUNT D COUNT		E	10,700 9,800	0.16	B	1.00%	11,300	0.17 0.15	B
8010	SW 49 AV	SW 85 ST	SW 66 ST	4 COLLECTOR 4 COLLECTOR	UNINTERRUPTED	-	67,770 67,770	3,357	4 67,770 4 67,770	3,357	Urban	D COUNT	Y Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015 8020	SW 49 AV SW 40 AV	SW 66 ST SW 49 AV	SW 40 AV SW 42 ST	4 COLLECTOR	UNINTERRUPTED		67,770	3,357	4 67,770	3,357	Urban Urban	D COUNT D COUNT	Y Other CMP Network Roadway	E	Not Counted Not Counted	N/A N/A	N/A N/A	1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
8030 8080	SW 95 ST CHESNUT RD	I-75 SB JUNIPER RD	I-75 NB SR 35	4 COLLECTOR 2 COLLECTOR	INTERRUPTED	1	35,820 11,232	1,800 576	4 35,820 2 11,232	1,800	Urban Urban	D COUNT U COUNT	Y 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
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2 COLLECTOR	INTERRUPTED	1	15,930	832	2 15,930	832	Urban	U COUNT	Y Other CMP Network Roadway	E	12,400	0.74	c	1.00%	13,100	0.78	c
8140 8150	MARION OAKS BLVD MARION OAKS TRL	CR 484 CR 484	MARION OAKS MNR SW 49 AV	4 COLLECTOR 2 ARTERIAL	INTERRUPTED	1	35,820 15,930	1,800 792	4 35,820 2 15,930	1,800	Urban Urban	D COUNT U COUNT		E	12,400 Not Counted	0.35 N/A	C N/A	1.00%	13,100 Not Counted	0.37 N/A	C N/A
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2 COLLECTOR	INTERRUPTED	1	15,930	792	2 15,930		Urban	U COUNT	Y Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
	JUNIPER RD JUNIPER RD	SR 35 CHESNUT RD	CHESNUT RD SR 35	2			11,232 11,232		2 11,232 2 11,232		Urban Urban	U COUNT U COUNT	Y Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD MARION OAKS BLVD	CR 484 MARION OAKS MNR	SW 49 AV SE 67 AVE RD	2		+	15,930 15,930		2 15,930 2 15,930		Urban Urban	U COUNT	Y Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2		1	16,727		2 16,727		Urban	U COUNT	Y Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2		1	15,930		2 15,930		Urban	U COUNT	Y Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0

SEGMENT ID	ROAD NAME	FROM	то		FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR IRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DAILY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
	SW 49TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS CRSE	CR 484	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.15	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



RON DESANTIS GOVERNOR 719 S. Woodland Boulevard DeLand, Florida 32720-6834 JARED W. PERDUE, P.E. SECRETARY

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

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

MARION COUNTY

Upcoming Projects:

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

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

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

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

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Current Projects:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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