

Technical Advisory Committee (TAC) Meeting

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

August 8, 2023 3:30 PM

AGENDA

- 1. CALL TO ORDER AND ROLL CALL
- 2. PROOF OF PUBLICATION
- 3. CONSENT AGENDA
 - A. June 13, 2023 Meeting Minutes
- 4. ACTION ITEMS
 - **A.** Congestion Management Plan (CMP), State of the System Update Kimley-Horn will present the 2023 update to the CMP Report for approval
- 5. COMMENTS BY FDOT
 - A. Construction Report
- 6. COMMENTS BY TPO STAFF
 - A. 2050 Long Range Transportation Plan (LRTP) Update
 - **B.** Apportionment Plan Schedule
 - C. Commitment to Zero Safety Dashboard and Annual Report
- 7. COMMENTS BY TAC MEMBERS
- 8. PUBLIC COMMENT (Limited to 2 minutes)
- 9. ADJOURNMENT

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

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



Technical Advisory Committee (TAC) Meeting

Marion County – Library Headquarters, Meeting Room B 2720 E. Silver Springs Blvd., Ocala, FL 34470 3:30 PM

MINUTES

Members Present:

Ji Li
Bob Titterington (arrived at 3:42pm)
Kenneth Odom
Mickey Thomason
Noel Cooper
Eric Smith
Elton Holland
Rakinya Hinson

Members Not Present:

Dave Herlihy Loretta Shaffer Chad Ward

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

Chairman Kenneth Odom called the meeting to order at 3:30pm 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. Holland made a motion to approve the Consent Agenda. Mr. Smith seconded, and the motion passed unanimously.

Item 4a. Functional Classification Process, Marion County

Mr. Jason Learned and Ms. Alice Giuliani with FDOT presented.

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. Learned said no comments had been received from Marion County or the Cities.

Mr. Odom asked inquired about a roadway, 44th Avenue within the City of Ocala that was under construction and planned to be finished in the Spring of the coming year and if it qualified for functional classification.

Mr. Learned said that Mr. Odom had mentioned the roadway however, no further information had been provided so the roadway was not added to the map. Mr. Learned said, FDOT could do an addendum to the map. He suggested doing a conditional approval with the understanding that FDOT would add the roadway to the functional classification map.

Mr. Holland said there was also another roadway at the south end of 49th Avenue that effectively tied into to CR 484.

Mr. Cooper said the southern section was under construction and the northern section was expected to be starting construction soon.

Mr. Learned said that the map could be conditionally approved with the two projects appended or the changes could be processed as necessary. Amendments to the map would not take a long time to do.

TAC Meeting Minutes – June 13, 2023 Approved –

Mr. Odom said it would be best to do all of the amendments at one time so the process would stay on point and he would contact Mr. Learned to provide him with all of the necessary information.

The segments to be included were:

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

Mr. Holland made a motion to conditionally approve the Functional Classification Map for Marion County subject to future amendments. Mr. Cooper seconded, and the motion passed unanimously.

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

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

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

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

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

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

• Public Comments:

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

• FDOT Comments:

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

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

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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.

The committee engaged in discussion with the outcome of deciding on Option A, projects to be listed/ranked in order based on the four primary criteria's.

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

Item 5. 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.

Item 6. Comments by TPO Staff

Mr. Balmes gave the following comments:

2023 Traffic Counts Report

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

Apportionment Process

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

Apportionment Plan

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

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

PROTECT Grant Cycle

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

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

Stop on Red Event

• The FDOT Office of Safety had been in the process of planning a Stop on Red event in Ocala Marion on August 9, 2023. More details to come.

CMP State of the System Update

• There was a meeting scheduled for June 28, 2023 to go over the FDOT Context Class as it related to the level of service. Amber Gartner would be in attendance for the meeting.

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. Odom said it was engaging to have both committees together and thought it would be a good idea to have both committees joint from time to time.

Mr. Balmes said the CAC would like to see if the TAC could slow down a little so they could understand more of the technical side.

Mr. Odom said that he would encourage the CAC to ask any questions and the TAC would be glad to expound.

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Mr. Smith said there should be a liaison between the two committees because it was a complicated going back and forth between chair persons.

Item 7. Comments by TAC Members

Chairman Odom announced that it would be Mr. Elton Holland's last meeting with the TAC as he would be leaving Marion County to pursue new endeavors. Chairman Odom thanked Mr. Holland for his dedication and service to the TPO.

Item 8. Public Comment

There was no public comment.

Item 9. Adjournment

Chairman Kenneth Odom adjourned the meeting at 4:16pm.

Respectfully Submitted By:
GI I I I I TIPO I I I I I I I I I I I I I I I I I I
Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Rob Balmes, Director

RE: Congestion Management Plan, 2023 State of the System

Summary

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

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

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

Attachment(s)

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

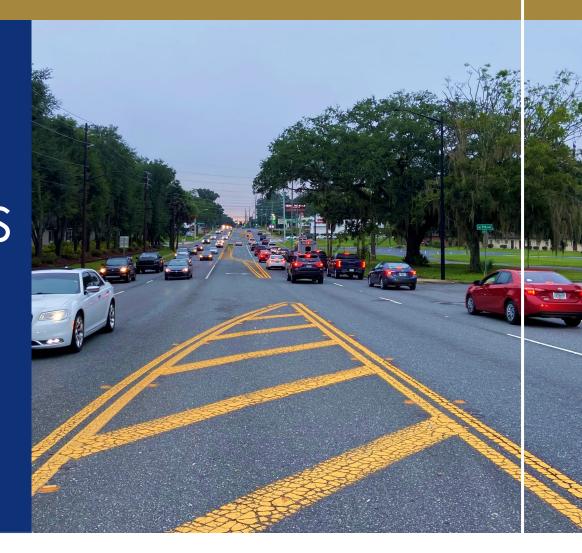
Recommendation(s)

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

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

Congestion Management Process

2023 System Performance Evaluation





Ocala Marion CMP Process

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



COLLECT DATA/
MONITOR SYSTEM

PERFORMANCE

There must be a plan with regards to collecting data and analyzing that data to evaluate the defined performance measures

evaluating potential benefits

PROBLEMS

& NEEDS

and congested locations.

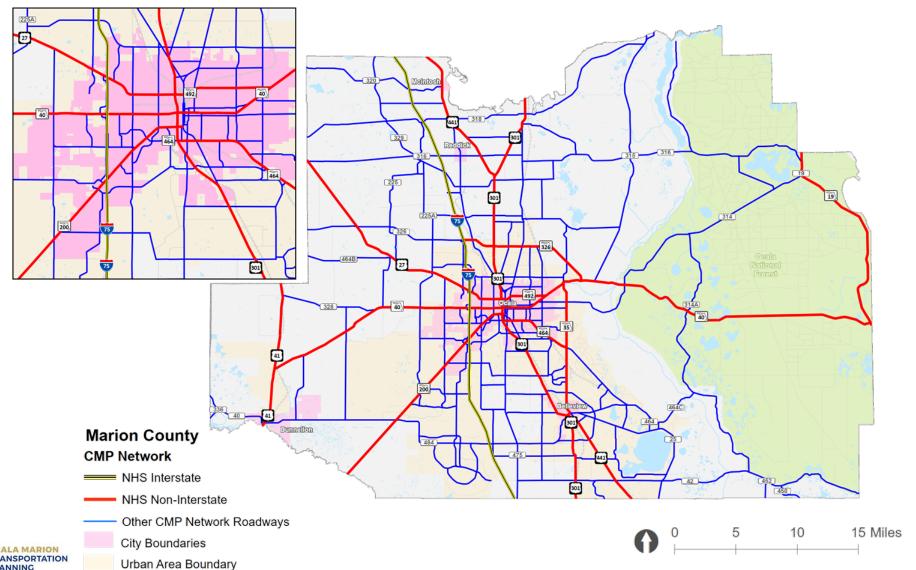
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measure congestion on a

regional and local scale

Congestion Management Network



Roadway Level of Service

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



C3C-Suburban

Commercial

C4-Urban

General

C5-Urban

C2-Rural

C2T-Rural

C3R-Suburban

Residential

FDOT

2023

HANDBOOK

MULTIMODAL QUALITY

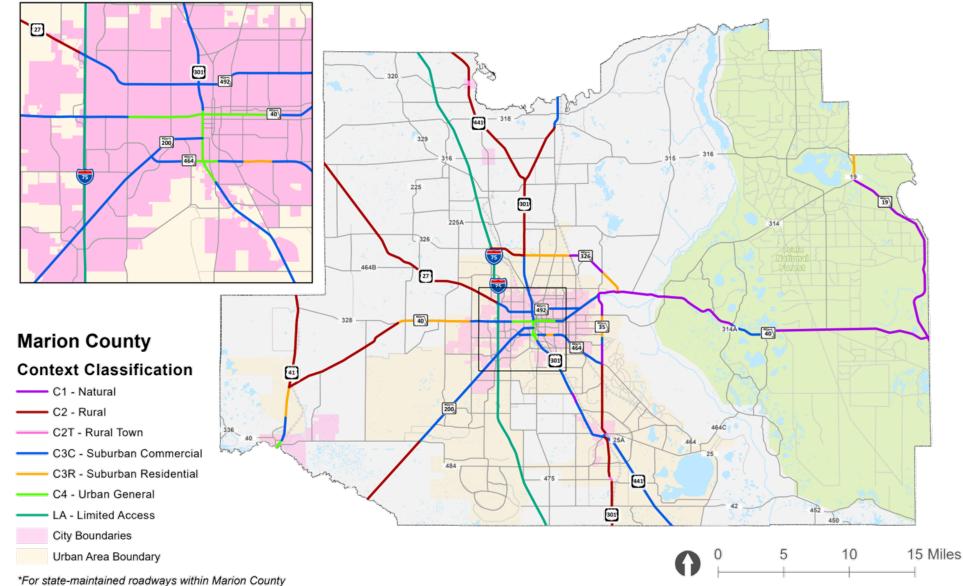
LEVEL OF SERVICE



C6-Urban

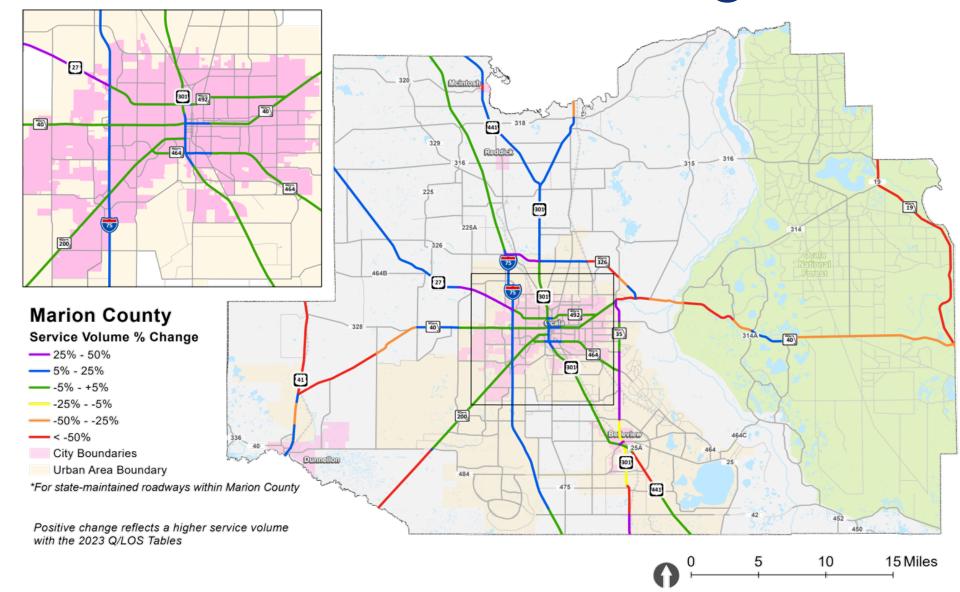
Core

FDOT Context Classification



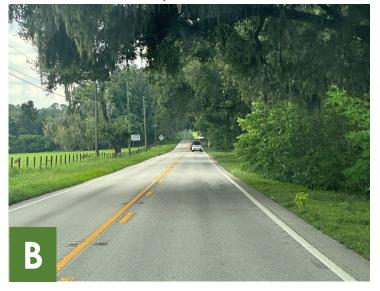


Service Volume Percent Change



Level of Service

CR 475A, S of SW 66th St



NW 27th Ave, S of US 27



SR 40, W of SE 25th Ave





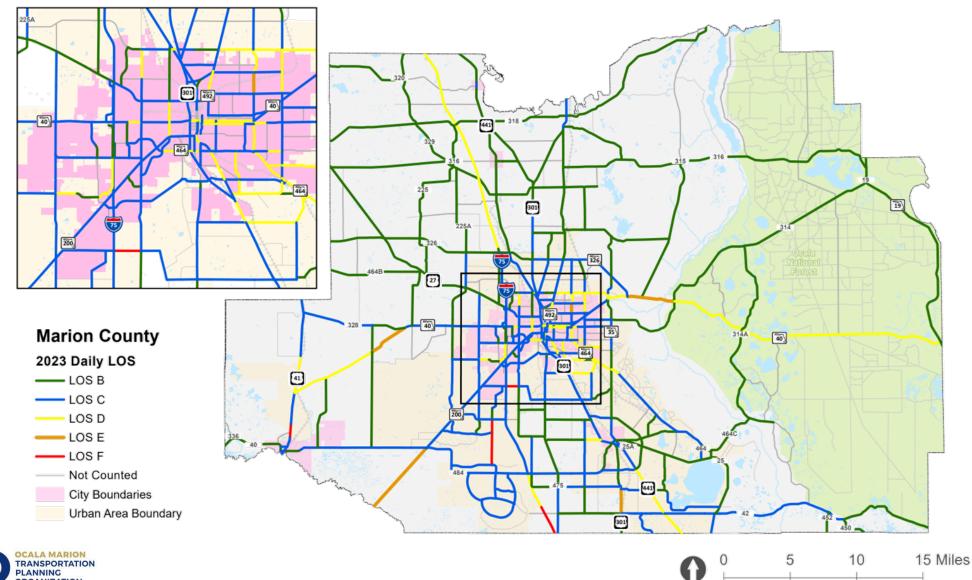




SW 49th Ave, S of SW 95th St

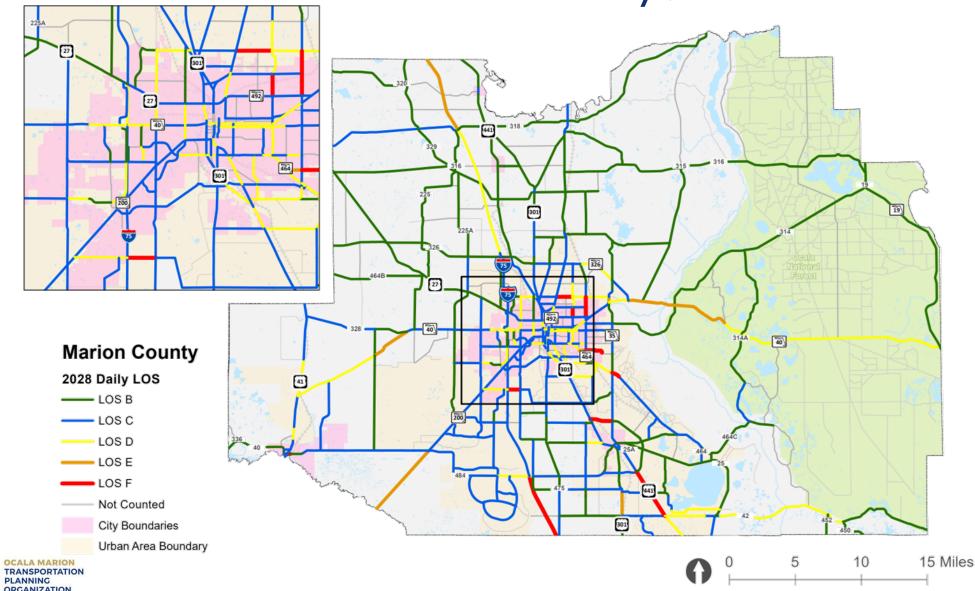


Level of Service Summary, 2023





Level of Service Summary, 2028



Systemwide Performance

Level of Service (LOS) Summary, 2023

	LOS B	LOS C	LOS D	LOS E	LOS F
Domely 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%

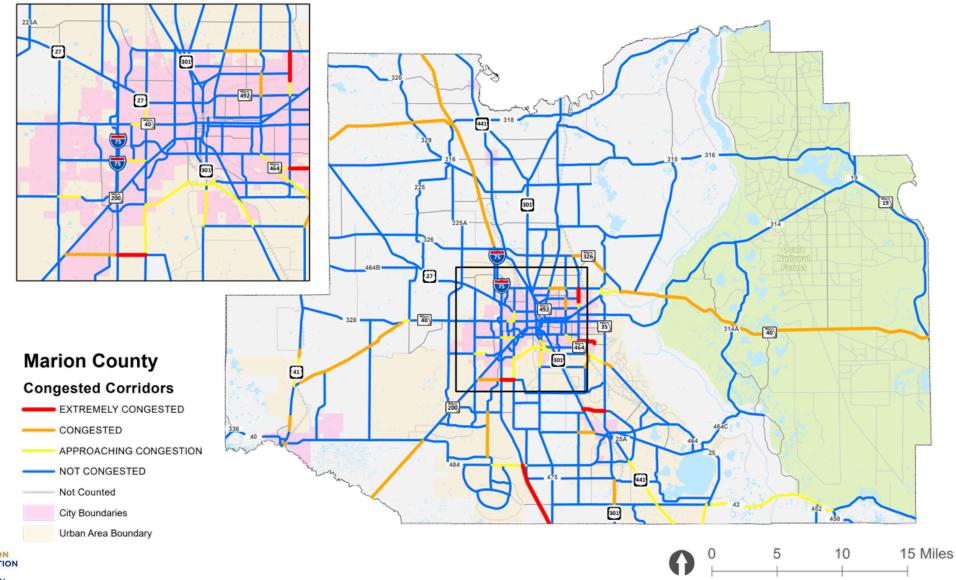


Congested Corridors Identification

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



Congested Corridors Identification





Changes in Congestion Ratings

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

Examples of Different Congestion Rating Changes

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

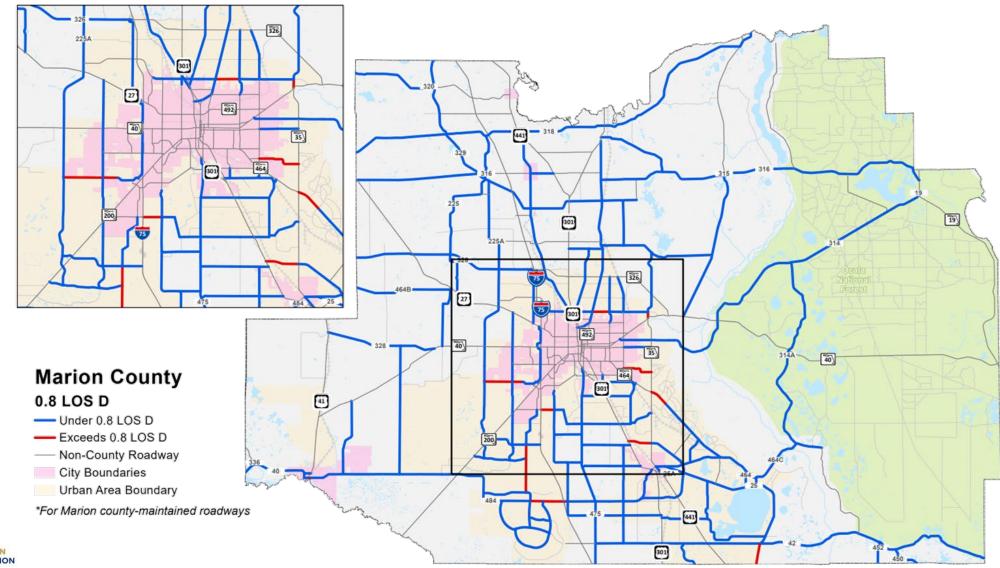
Marion County Roadway Performance

County-Maintained Roadways Exceeding 80% LOS D

ROADWAY	FROM	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?



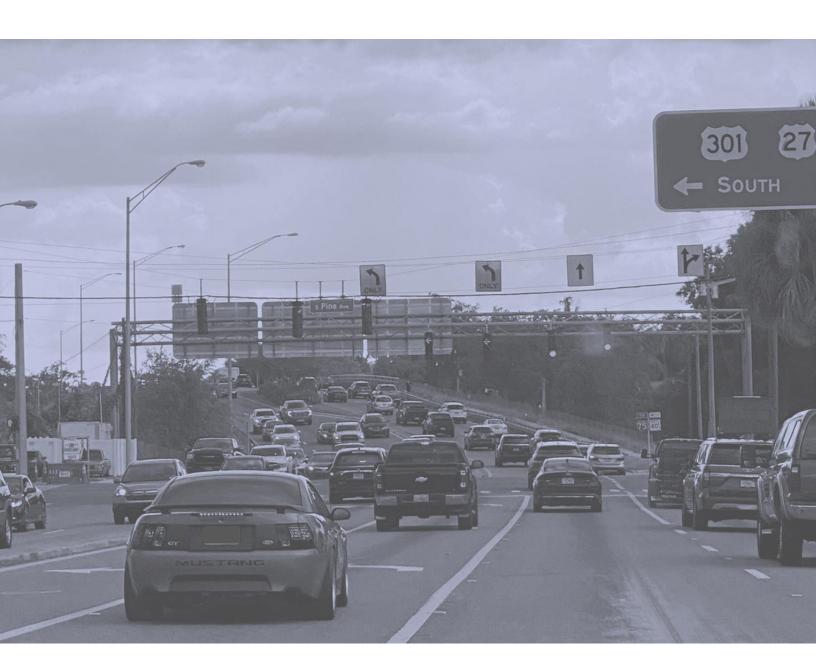
Congestion Management Process

2023 STATE OF THE SYSTEM REPORT





August 2023



Prepared For:

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

Prepared By:



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APPENDICES

APPENDIX A: 2023 Congestion Management Process Database

INTRODUCTION

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

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

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

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

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



BACKGROUND

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

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

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



CHANGES IN FDOT Q/LOS HANDBOOK

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

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

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



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



Source: FDOT 2023 Q/LOS Handbook

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

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

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



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

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

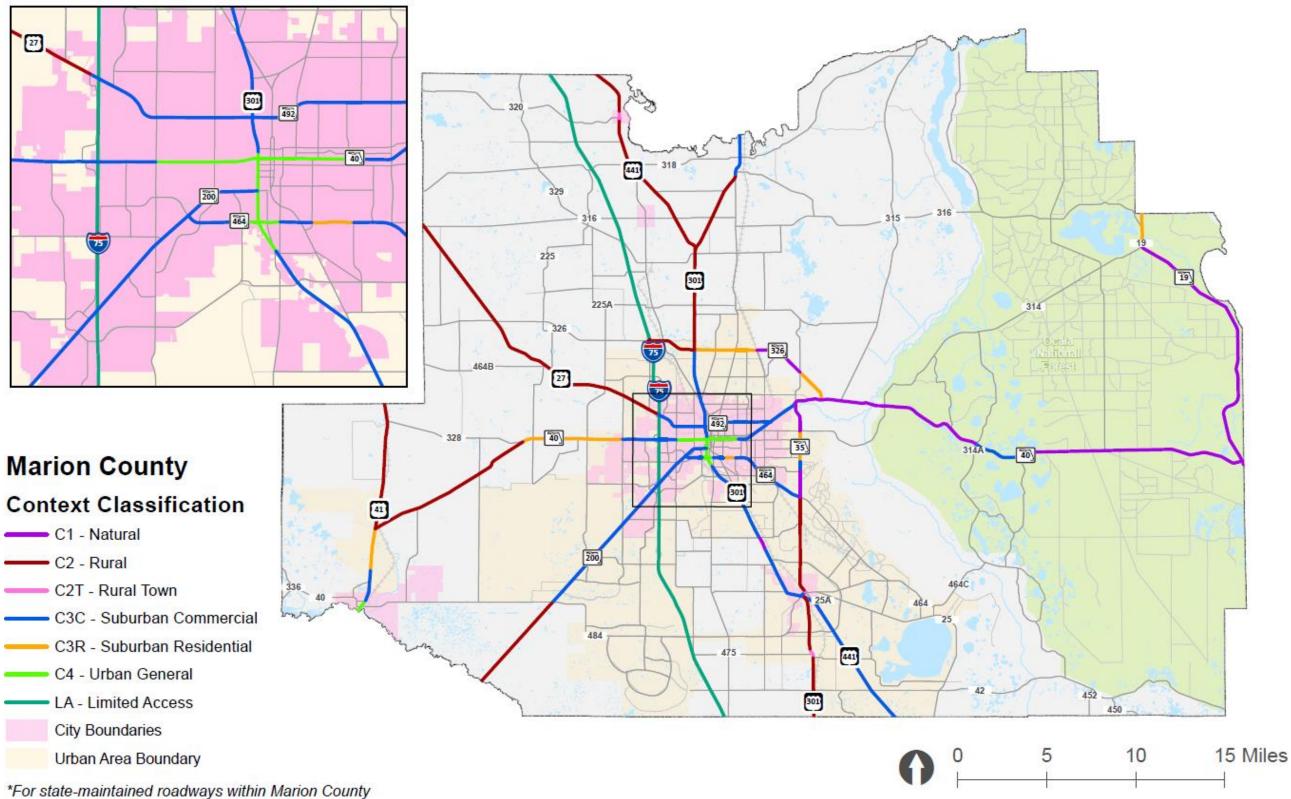
Some degradation of LOS occurred due to increases in traffic volumes between 2021 and 2023, such as I-75 south of CR 484 and SR 464.

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

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

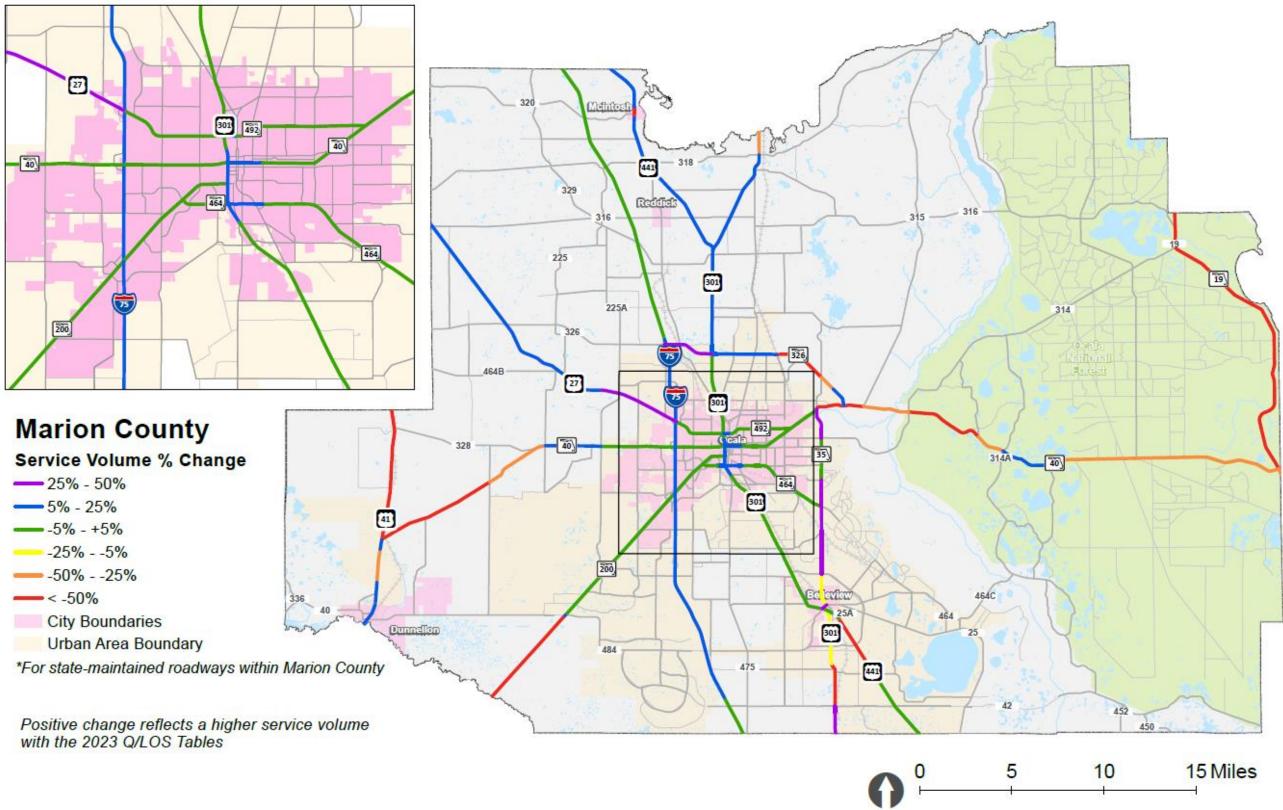




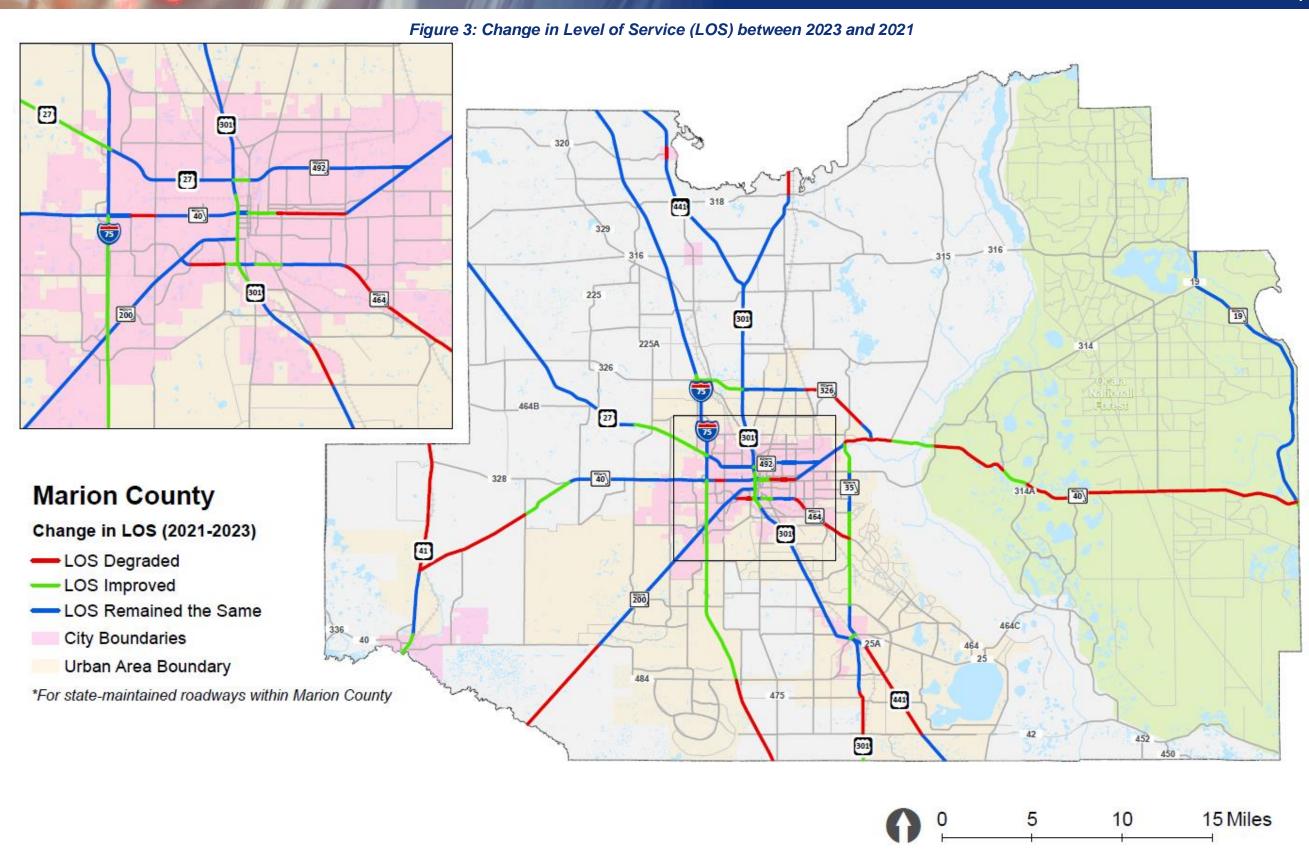














FUNDED CAPACITY IMPROVEMENT PROJECTS

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

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



NEW ROADWAYS

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

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

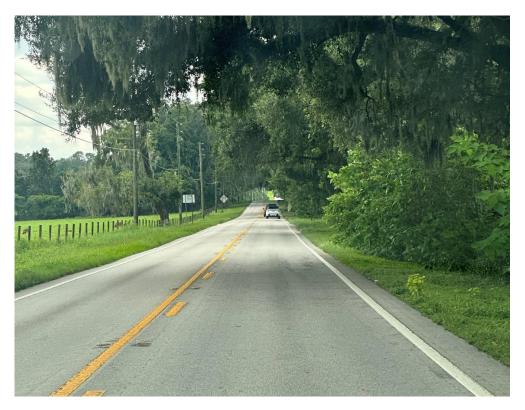


LEVEL OF SERVICE (LOS)

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

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

Representative images for each LOS category are provided below.



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





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



LOS D – SR 40, west of SE 25th Avenue





LOS E - SR 200 west of CR 484



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

Percent of Miles and Vehicle Miles Traveled by LOS

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



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

	LOS B	LOS C	LOS D	LOS E	LOS F
Pondway Milos	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%

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

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

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

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

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



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

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

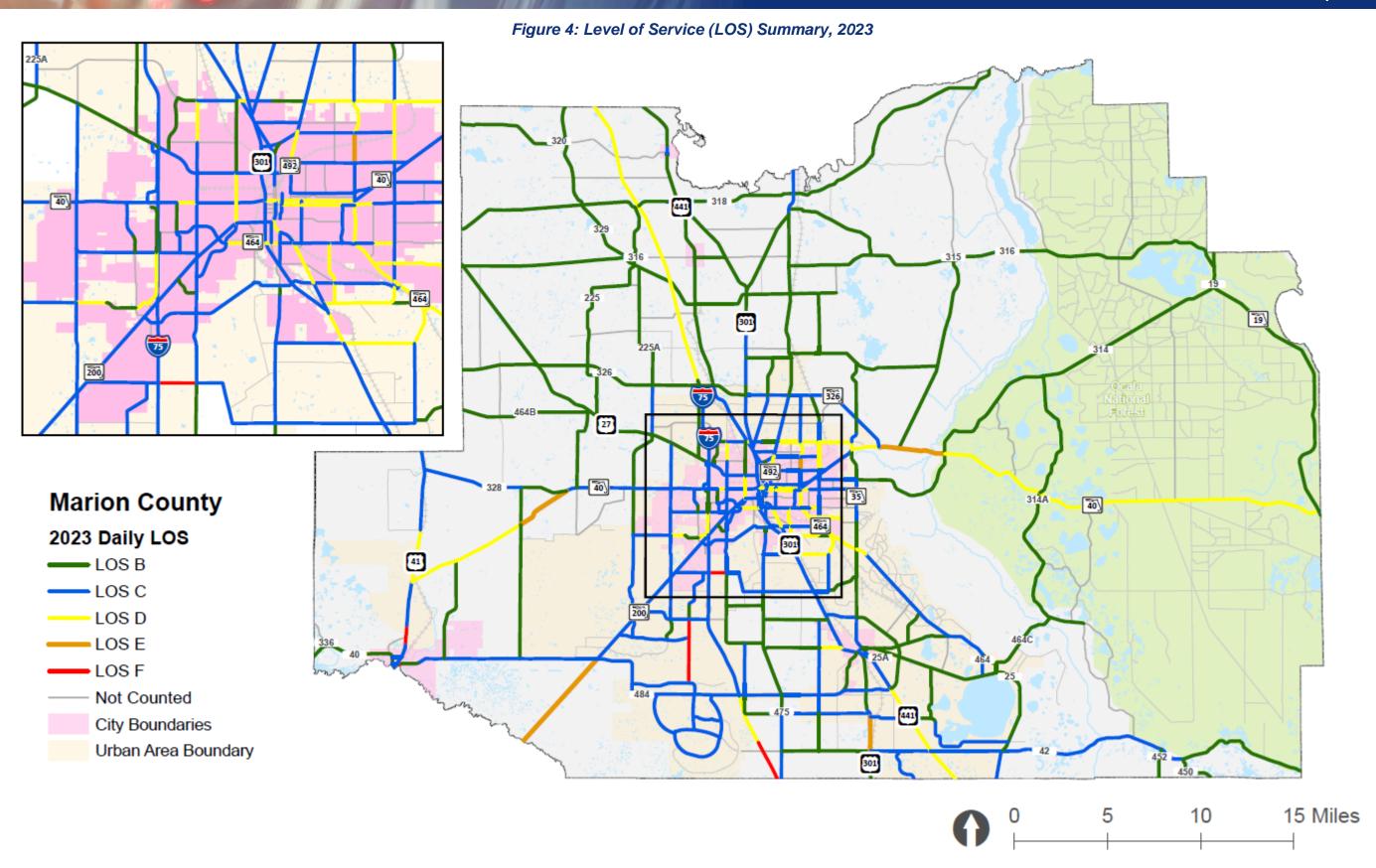
Figures 4 and **Figure 5** illustrate the operating level of service for each roadway within the CMP network in Marion County.

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

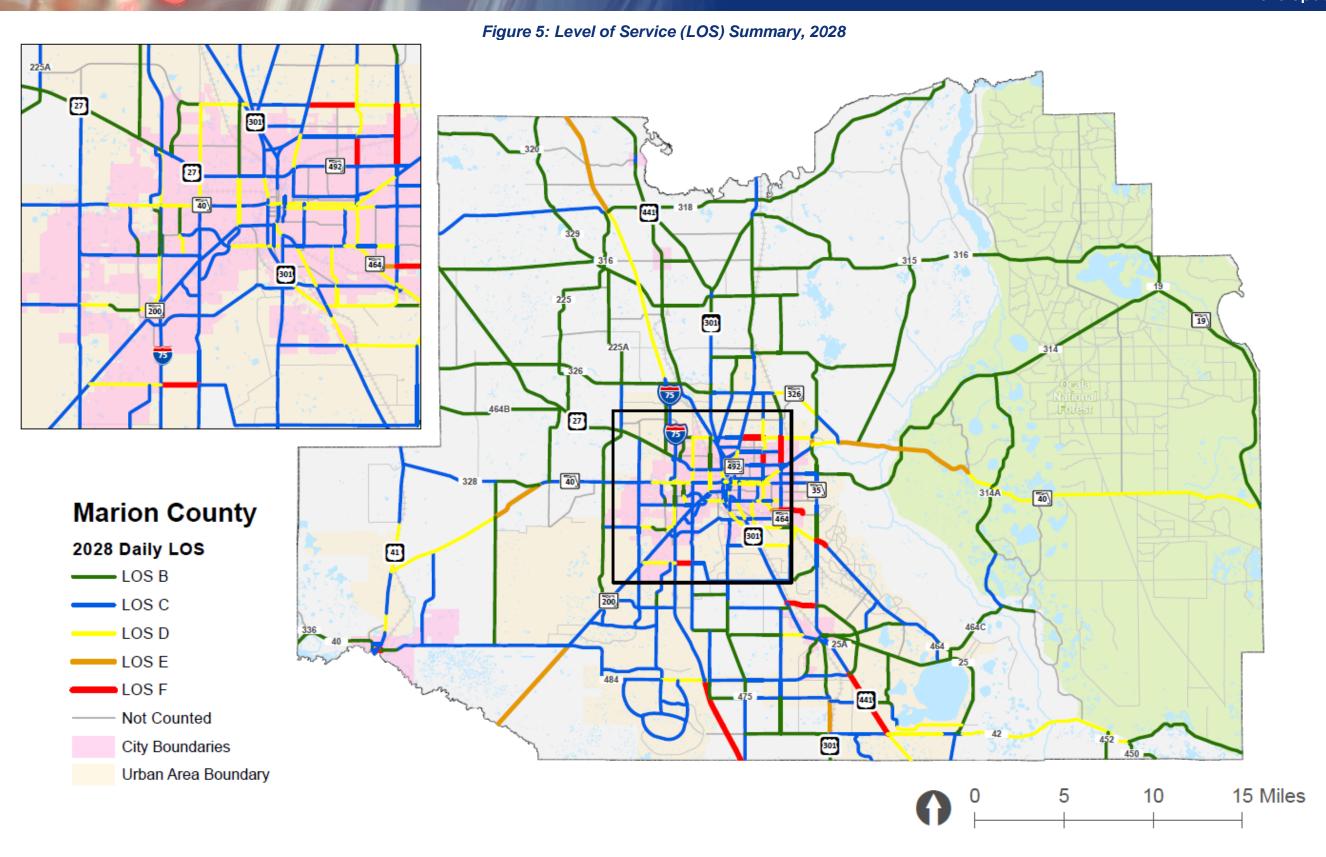
Table 3: Roadway Evaluation, County-Maintained Roadways Exceeding 80% LOS D

ROADWAY	FROM	ТО
CR 25	CR 42	COUTNY LINE(S)
CR 35	SR 40	NE 35 ST
CR 464	SR 35	SE PINE RD
CR 484	CR 475A	MARION OAKS BLVD
NE 35 ST	CR 200A	NE 25 AV
SE 24 ST	SE 36 AV	SR 35
SE 92 PL RD	US 301	SR 35
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

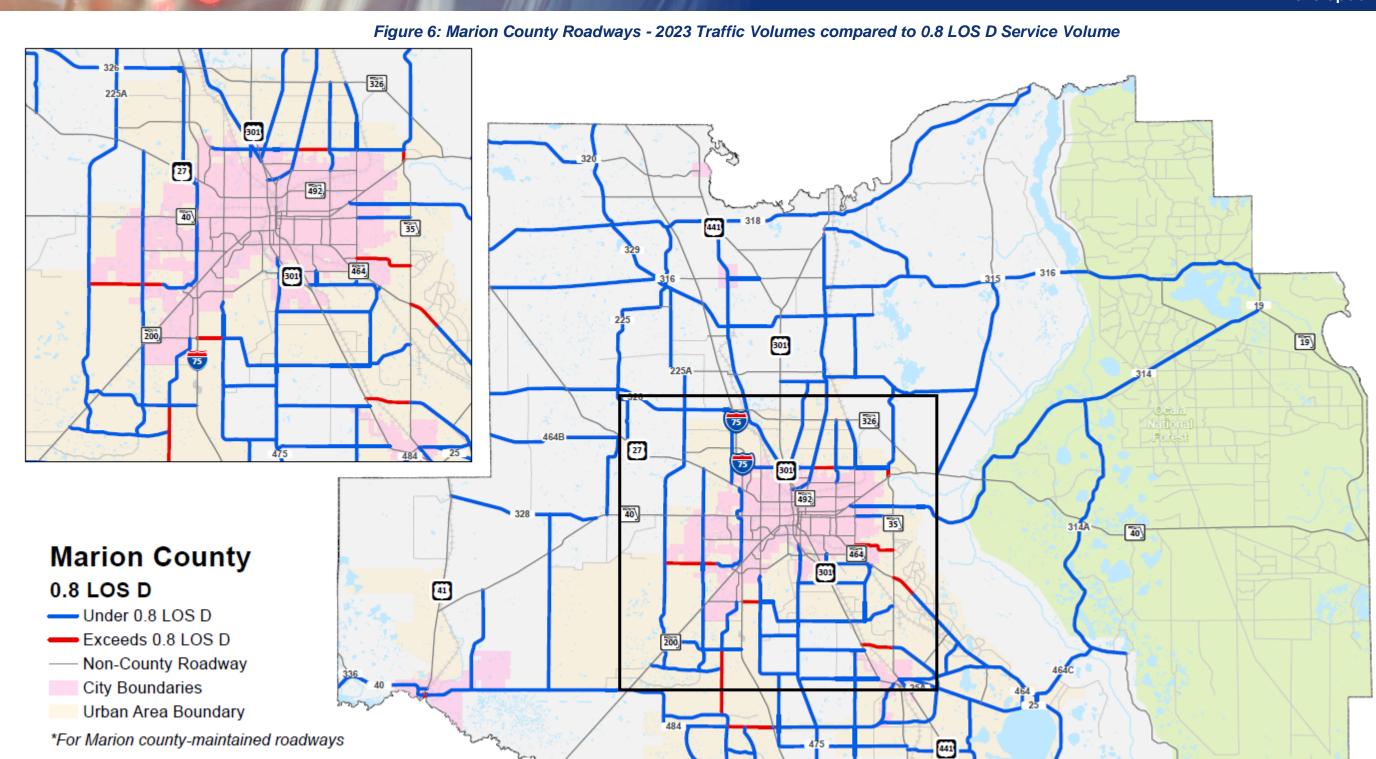














Volume-to-Adopted Service Volume Ratio

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

The adopted LOS standard in Marion County is based on the Transportation Elements of the Comprehensive Plan for Marion County and the incorporated cities. The LOS standard for State maintained roadways is D for urban areas and C for rural areas. The LOS standard for non-State maintained roadways is E for urban areas and D for rural areas. Roadways within the Farmland Preservation Area have a LOS B standard and scenic roadways have a LOS C standard, unless otherwise specifically designated in the Marion County Comprehensive Plan. **Table 4** summarizes the total miles and million vehicle-miles traveled (MVMT) operating below the adopted LOS standard within the CMP area.

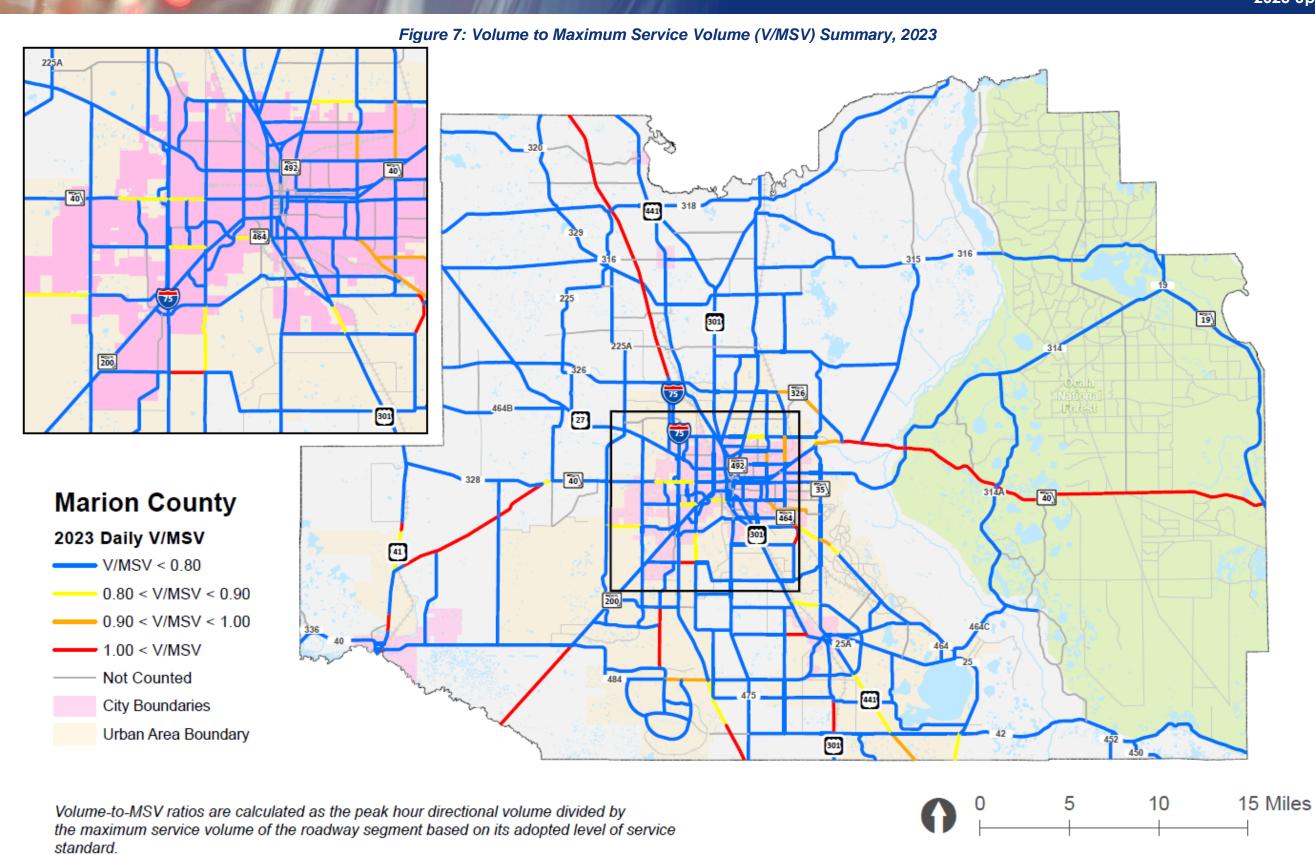
Table 4: Roadways with Volumes Exceeding Adopted LOS

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

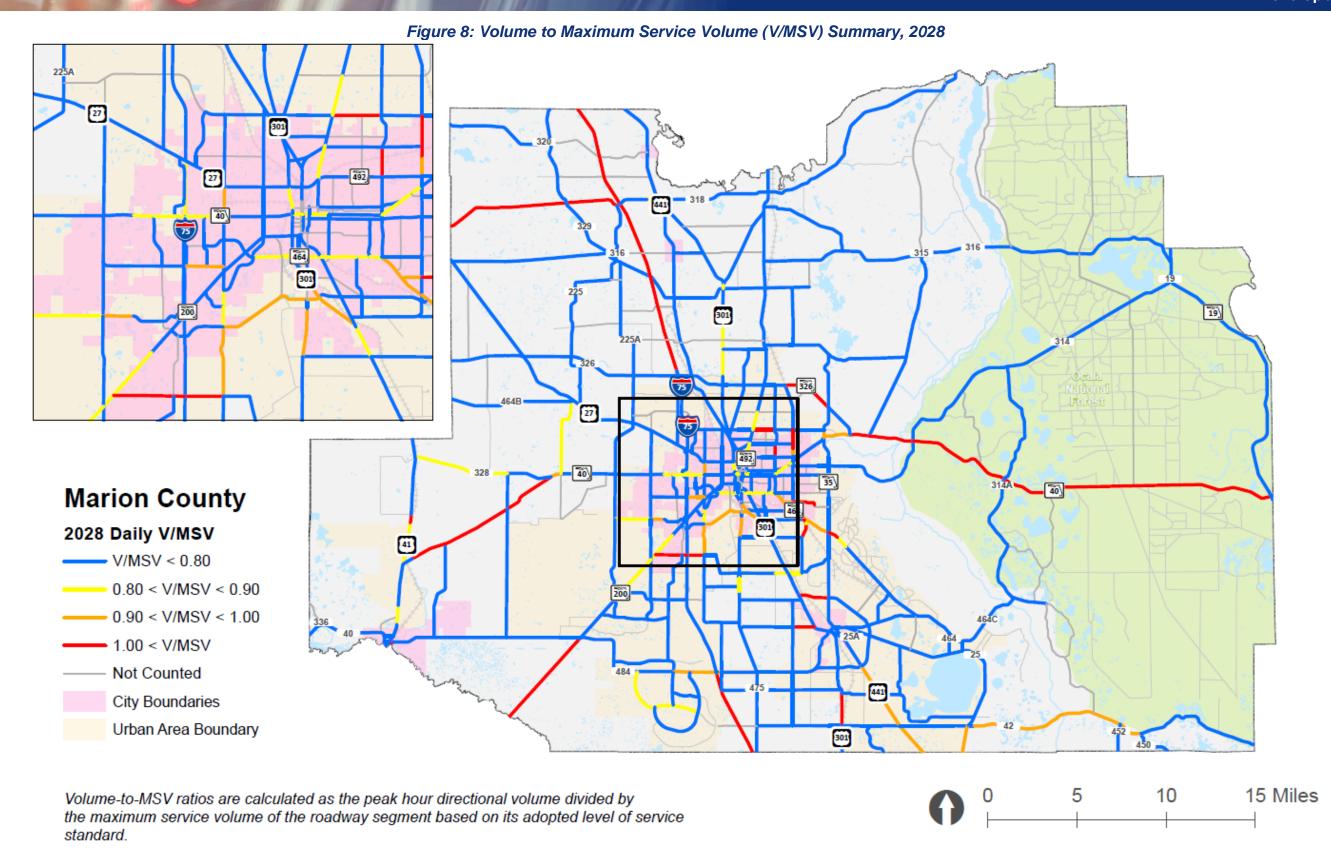
Approximately 8% of roadway centerline miles in Marion County exceed their adopted LOS service volume in 2023 with that percentage increasing to 11% in year 2028. These roadway segments result in 16% of MVMT occurring on segments exceeding their adopted LOS service capacity in 2023 and increasing to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

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





TRANSPORTATION PLANNING ORGANIZATION





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)

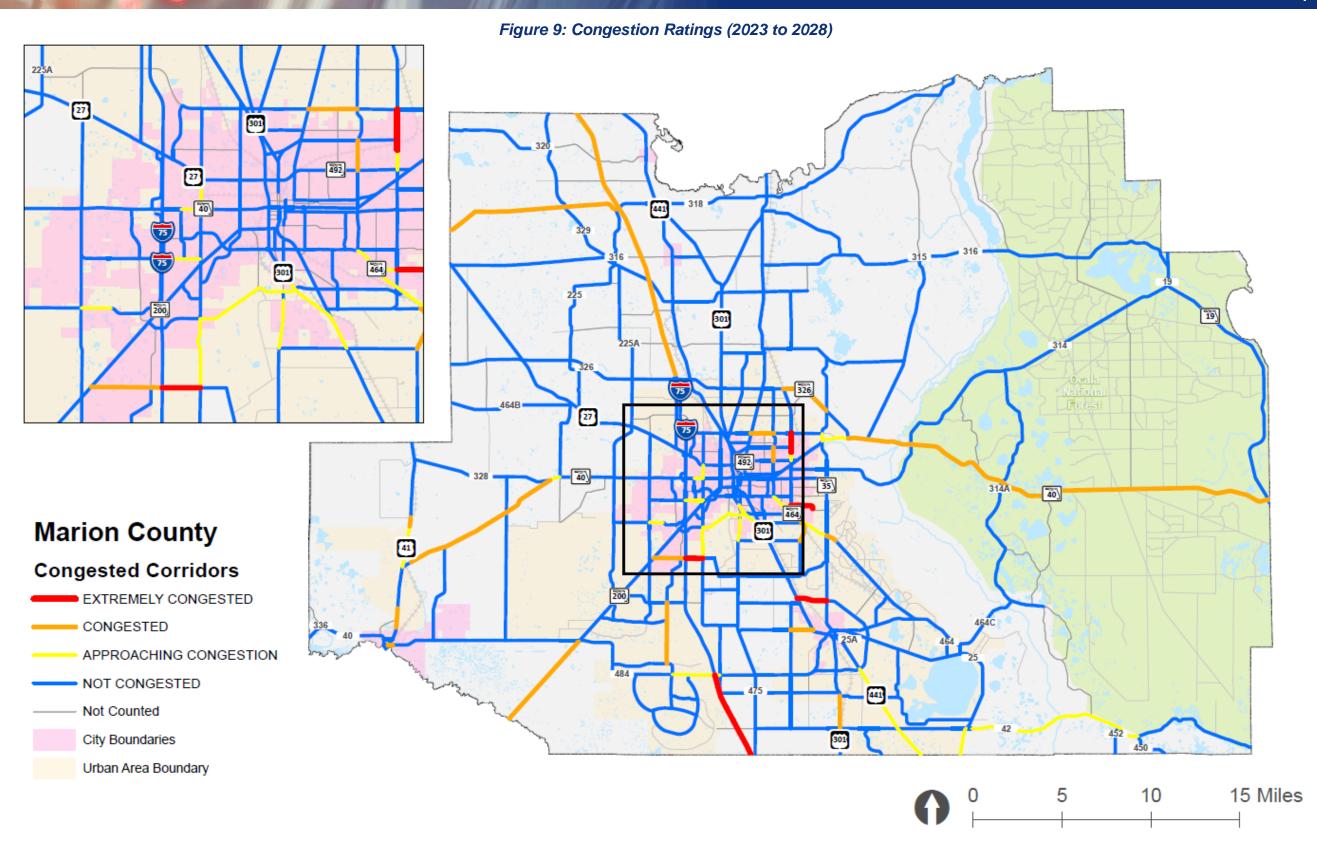
Figure 9 illustrates the levels of congestion on each roadway within the CMP network. **Table 5** presents a tabulated summary of every "Congested" and "Extremely Congested" corridor in the CMP network.



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.



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

1940.2 1950	CR 475A					VOLUME (2023	VOLUME (2023)	(2028) VOLUM (2028)	DIRECTIONAL SERVICE VOLUME (2028)	RURAL	UNDIVIDED	NHS	STANDARD	2023 AADT	V/MSV	2023 DAILY LOS GROWTH RATE	2028 AADT	V/MSV	2028 DAILY LOS
1950		CR 484	URBAN AREA BOUNDARY	2 ARTERIAL	UNINTERRUPTED	29,340	1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	5,800	0.2	B 1.00%	6,100	0.21	В
	CR 475A CR 475A	URBAN AREA BOUNDARY CR 475	CR 475 SE 25 AV	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	14,130 9,288	738 482	2 14,130 2 9,288		Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C C	5,800 2,000	0.41	B 1.00% C 1.00%	6,100 2,100	0.43	B C
		SE 25 AV	SE 36 AV	2 COLLECTOR	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	2,000	0.16	C 1.00%	2,100	0.16	С
	CR 475A CR 475B	SE 36 AV CR 475A	US 301 CR 475	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	1 12,744 14.130	634 738	2 12,744		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,100 5.300	0.16	C 1.00% B 7.58%	2,200 7.600	0.17	C B
	CR 484	LAKESHORE DR	E OF HENDRIX DR	2 ARTERIAL	UNINTERRUPTED	29,340	1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	9,500	0.32	B 1.10%	10,000	0.34	В
	CR 484	E OF HENDRIX DR	SW 140 AVE	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED	19,170	999	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	9,500	0.5	C 1.10%	10,000	0.52	C
	CR 484 CR 484	SW 140 AVE SW 105 AV	SW 105 AV SR 200	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	29,340 29,340	1,449	2 29,340 2 29,340		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	12,000 12,000	0.41	C 5.08%	15,300 15,300	0.52 0.52	C
2020.1	CR 484	SR 200	SW 45 AV	2 ARTERIAL	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	8,000	0.63	C 1.00%	8,400	0.66	С
	CR 484 CR 484	SW 45 AV I-75 RAMP (W)	I-75 RAMP (W)	4 ARTERIAL 6 ARTERIAL	INTERRUPTED	1 35,820 1 53,910	1,800 2.718	4 35,820 6 53,910		Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	33,000 33,500	0.92	C 1.00%	34,700 35,200	0.97	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	-,	Urban	D COUNTY	Other CMP Network Roadway	D	33,500	0.94	C 1.00%	35,200	0.98	D
		CR 475A CR 475	CR 475 CR 467	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 35,820 1 35,820	1,800 1,800	4 35,820 4 35.820		Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	19,900 19,000	0.56	C 1.00%	20,900	0.58	С
		CR 467	SE 132 ST RD	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820		Urban	D COUNTY	Other CMP Network Roadway	D	17,900	0.5	C 1.00%	18,800	0.52	c
		SE 132 ST RD NE 1 AV	US 441	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	8,400	0.29	B 1.00% N/A 1.00%	8,800	0.30	В
		SE WATULA AVE	SE WATULA AVE SE 11 AV	2 COLLECTOR	INTERRUPTED	2 11,232 2 11,232	576	2 11,232 2 11,232		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 6,000	N/A 0.53	N/A 1.00% D 1.41%	Not Counted 6,400	N/A 0.57	N/A D
2170		SE 11 AV	SE 16 AV	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	5,800	0.52	D 1.00%	6,100	0.54	D
2180 2190		SE 16 AV SE 22 AV	SE 22 AV SW 25 AV	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 14,742 2 14,742	756 756	2 14,742 2 14,742		Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,700 6,800	0.52	D 1.00% C 1.00%	8,100 7,100	0.55 0.48	D D
2200	E FORT KING ST	SW 25 AV	SE 30TH AVE	2 COLLECTOR	INTERRUPTED	2 14,742	756	2 14,742	2 756	Urban	D COUNTY	Other CMP Network Roadway	E	7,800	0.53	D 1.00%	8,200	0.56	D
2210.4 2220	E FORT KING ST F FORT KING ST	SE 30TH AVE SE 36 AV	SE 36 AV SR 35	2 COLLECTOR 2 COLLECTOR	INTERRUPTED	1 16,727 1 12,744	832 634	2 16,727 2 12,744		Urban	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,000 7,800	0.48	C 3.77% C 1.00%	9,600 8,200	0.57	C
	CR 484	US 41	LAKESHORE DR	2 ARTERIAL	INTERRUPTED	2 11,232	576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	11,400	1.01	F 1.00%	12,000	1.07	F
		US 441	BASELINE RD	2 ARTERIAL	INTERRUPTED	22,785	1,124	2 22,785		Urban	D STATE	Other CMP Network Roadway	D	10,500	0.46	C 1.00%	11,000	0.48	C
	I-75 I-75	COUNTY LINE (S) URBAN AREA BOUNDARY	URBAN AREA BOUNDARY CR 484	6 INTERSTATE 6 INTERSTATE	FREEWAY FREEWAY	69,000 122,800	3,990 6,080	6 69,000 6 122,800		Rural Urban	0% STATE 0% STATE	NHS Interstate NHS Interstate	D	110,800 110,800	1.61 0.9	F 6.02% D 6.02%	148,400 148,400	2.15 1.21	F F
2280	1-75	CR 484	SR 200	6 INTERSTATE	FREEWAY	122,800	6,080	6 122,800	0 6,080	Urban	0% STATE	NHS Interstate	D	84,000	0.68	C 1.00%	88,300	0.72	C
		SR 200 SR 40	SR 40 US 27	6 INTERSTATE 6 INTERSTATE	FREEWAY FREEWAY	122,800 122,800	6,080 6,080	6 122,800 6 122,800		Urban Urban	0% STATE 0% STATE	NHS Interstate NHS Interstate	D D	90,900	0.74	C 1.00% C 3.13%	95,500 105.300	0.78	C D
2310	1-75	US 27	SR 326	6 INTERSTATE	FREEWAY	122,800	6,080	6 122,800	0 6,080	Urban	0% STATE	NHS Interstate	D	81,400	0.66	C 1.16%	86,300	0.70	C
	I-75	SR 326 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY CR 318	6 INTERSTATE 6 INTERSTATE	FREEWAY FREEWAY	122,800 69,000	6,080 3,990	6 122,800 6 69,000		Urban Rural	0% STATE 0% STATE	NHS Interstate NHS Interstate	D	69,400 69,400	0.57 1.01	B 1.25% D 1.25%	73,800 73,800	0.60 1.07	C D
2320.2	1-75	CR 318	COUNTY LINE (N)	6 INTERSTATE	FREEWAY	69,000	3,990	6 69,000		Rural	0% STATE	NHS Interstate NHS Interstate	C	74,200	1.01	D 1.25% D 2.41%	73,800 83,600	1.07	E
2340.1	CR 200A	NE 20 ST	NE 8 AV	4 ARTERIAL	INTERRUPTED	2 30,420	1,530	4 30,420		Urban	D COUNTY	Other CMP Network Roadway	E	9,100	0.3	C 1.00%	9,600	0.32	C
		NE 8 AV NE 28 ST	NE 28 ST NE 35 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 37,611 1 35,820	1,890 1,800	4 37,611 4 35,820	- 10.0	Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	11,200 10,700	0.3	C 5.61%	14,700 11,300	0.39	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2 ARTERIAL	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	9,500	0.75	C 1.56%	10,300	0.81	С
		NE 49 ST SR 326	SR 326 URBAN AREA BOUNDARY	2 ARTERIAL 2 ARTERIAL	INTERRUPTED UNINTERRUPTED	1 12,744 29,340	634	2 12,744		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,900 10.100	0.62	C 1.00% B 1.00%	8,300 10.600	0.65	C
	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 101 ST	2 ARTERIAL	UNINTERRUPTED	19,170	999	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	6,900	0.36	B 4.10%	8,400	0.44	В
		NE 101 ST	US 301	2 ARTERIAL	UNINTERRUPTED	19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	5,700	0.3	B 1.00%	5,900	0.31	B
		NE 1 AV SR 492	SR 492 NE JACKSONVILLE RD	2 COLLECTOR 2 COLLECTOR	INTERRUPTED	2 14,742 2 15,479	794	2 14,742 2 15,479	700	Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,600 4,000	0.24	C 1.00% C 3.67%	3,800 4,800	0.26	C
2450		NE JACKSONVILLE RD	CR 200A	2 COLLECTOR	INTERRUPTED	2 14,742	756	2 14,742		Urban	D COUNTY	Other CMP Network Roadway	E	1,100	0.1	C 1.00%	1,100	0.10	С
	MAGNOLIA AV N MAGNOLIA AV N	CR 200A NE 1 AV	US 441 SR 40	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 18,252	576 1.836	2 11,232 2 18,252		Urban	O COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	1,100 Not Counted	0.1 N/A	C 1.00% N/A 1.00%	1,100 Not Counted	0.10 N/A	C N/A
		SR 40	N MAGNOLIA AV	2 COLLECTOR	INTERRUPTED	2 18,252	1,836	2 18,252		Urban	O COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
		US 441 N MAGNOLIA AV	N MAGNOLIA AV NE 8 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 38,430	1,901 1,901	4 38,430 4 38,430		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	19,200 19,200	0.5 0.5	C 1.00%	20,200 20,200	0.53 0.53	C
		CR 314	NE 203 AV	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
		NE 8 AV	NE 19 AV	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430		Urban	D STATE	NHS - Non-Interstate Roadway	D	19,200	0.5	C 1.00%	20,200	0.53	C
		NE 19 AV NE 25 AV	NE 25 AV NE 36 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 38,430	1,901 1,901	4 38,430 4 38,430	-	Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	19,600 19,100	0.51	C 1.00% C 1.92%	20,600	0.54	C
		NE 36 AV	SR 40	4 ARTERIAL	INTERRUPTED	38,430	1,901	4 38,430		Urban	D STATE	NHS - Non-Interstate Roadway	D	9,800	0.26	C 2.22%	11,000	0.29	С
	NE 160 AV RD NE 175 ST	CR 316 CR 200A	NE 145 AV NE 70 AV	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	19,170 19,170	999 999	2 19,170 2 19,170		Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	Not Counted 2,600	N/A 0.14	N/A 1.00% B 3.55%	Not Counted 3,100	N/A 0.16	N/A p
	NE 203 AV	NE 127 ST	CR 316	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
	NE 24 ST	CR 200A	NE 25 AV	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	3,800	0.34	C 1.00%	4,000	0.36	C
	NE 24 ST NE 25 AV	NE 25 AV SR 40	NE 36 AV SR 492	2 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 12,744 1 35,820	634 1,800	2 12,744 4 35,820		Urban	D COUNTY D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	2,300 6,900	0.18	C 1.00% C 1.00%	2,400 7,200	0.19	C
		SR 492	NE 24 ST	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	2 576	Urban	U COUNTY	Other CMP Network Roadway	E	10,700	0.95	E 1.00%	11,300	1.01	F
		NE 24 ST NE 35 ST	NE 35 ST NE 49 ST	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232	576 576	2 11,232 2 11,232		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	8,000 5,100	0.71	D 1.00% C 1.00%	8,400 5.300	0.75	D D
2790	NE 25 AV	NE 49 ST	SR 326	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	2 576	Urban	U COUNTY	Other CMP Network Roadway	E	3,500	0.31	C 1.00%	3,700	0.33	С
		US 441 N MAGNOLIA AV	CR 200A NF 1 AV	2 COLLECTOR 2 COLLECTOR	INTERRUPTED	2 11,232 2 11,232	576 576	2 11,232 2 11,232	2 576 576	Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,300 Not Counted	0.2 N/A	C 1.00% N/A 1.00%	2,400 Not Counted	0.21 N/A	C N/A
		NE 1 AV	NE 8 AV	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted Not Counted	N/A	N/A
		NE 8 AV	NE 25 AV	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	4,000	0.36	C 4.16%	4,900	0.44	C
	NE 3 ST NE 35 ST	NE 25 AV CR 200A	SR 40 NE 25 AV	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232	576 576	2 11,232 2 11,232		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	1,800 10,100	0.16	C 1.00% D 3.38%	1,900 12,000	0.17 1.07	F F
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	2 576	Urban	U COUNTY	Other CMP Network Roadway	E	8,000	0.71	D 1.00%	8,400	0.75	D
		NE 36 AV NE 97 ST	CR 35 CR 329	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	2 11,232 19,170	576 999	2 11,232 2 19,170		Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	7,200 1,900	0.64	D 2.10% B 1.09%	8,000 2,000	0.71	D B
2920	NE 36 AV	NE 14 ST	NE 21 ST	2 ARTERIAL	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	12,200	0.96	D 1.00%	12,800	1.00	F
		NE 21 ST NE 35 ST	NE 35 ST NE 49 ST	2 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 12,744 1 12,744	634 634	2 12,744 2 12,744		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	12,700 9,200	0.72	D 1.86% C 1.00%	14,000 9,700	1.10 0.76	F C
		NE 35 ST NE 49 ST	NE 49 ST SR 326	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	1 12,744 9,270	634 486	2 12,744 2 9,270		Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E B	9,200 3,800	0.72	C 1.00% B 1.00%	9,700 4,000	0.76	C B
2990	NE 47 AV	CR 329	CR 316	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
		SR 40 (W) NE 36 AV	NE 36 AV SR 35	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 12,744 1 12,744	634 634	2 12,744 2 12,744		Urban Urban	U CITY OF OCALA U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 5,800	N/A 0.46	N/A 1.00% C 1.00%	Not Counted 6.100	N/A 0.48	N/A C
3060	CR 314	SR 35	URBAN AREA BOUNDARY	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	7,600	0.26	B 3.66%	9,100	0.31	В
3070.2	CR 314	URBAN AREA BOUNDARY	NE 7 ST	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	7,600	0.4	B 3.66%	9,100	0.47	В
	NE 70 AV SR 326	NE 175 ST US 441	CR 316 W ANTHONY RD	2 COLLECTOR 2 ARTERIAL	UNINTERRUPTED INTERRUPTED	19,170 17,920	999 888	2 19,170 2 17,920		Rural Urban	U COUNTY U STATE	Other CMP Network Roadway NHS - Non-Interstate Roadway	D	2,500 11,500	0.13	B 1.00% C 1.00%	2,700 12,100	0.14	B C
3100	SR 326	W ANTHONY RD	CR 200A	2 ARTERIAL	INTERRUPTED	17,920	888	2 17,920	888	Urban	U STATE	NHS - Non-Interstate Roadway	D	11,500	0.64	C 1.00%	12,100	0.68	С
		CR 200A NE 36 AV	NE 36 AV NE 40 AV	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	19,600 8,200	970 430	2 19,600 2 8,200		Rural Rural	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	12,200 8,100	0.62	C 1.00% C 2.45%	12,800 9,100	0.65	C n
		NE 36 AV SR 40	NE 3 ST	4 COLLECTOR	INTERRUPTED	2 28,899	430 720	2 8,200 4 28,899		Urban	U STATE U COUNTY	Other CMP Network Roadway	E	8,100 Not Counted	0.99 N/A	N/A 1.00%	9,100 Not Counted	1.11 N/A	N/A
3160	NE 8 AV	NE 3 ST	SR 492	4 COLLECTOR	INTERRUPTED	2 28,899	720	4 28,899	720	Urban	U COUNTY	Other CMP Network Roadway	E	7,200	0.25	C 1.00%	7,500	0.26	C
		SR 492 CR 35	CR 200A CR 315	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	2 11,232 19,170	576 999	2 11,232 2 19,170		Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	7,700 900	0.69	D 3.22% B 1.00%	9,100 900	0.81	D B
3190	NE 95 ST	W ANTHONY RD	CR 200A	2 COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rural	U COUNTY	Other CMP Network Roadway	В	1,600	0.17	B 1.00%	1,600	0.17	В
		CR 200A	URBAN AREA BOUNDARY CR 35	2 COLLECTOR	UNINTERRUPTED	29,340 19,170	1,449	2 29,340 2 19,170		Urban	U COUNTY U COUNTY	Other CMP Network Roadway	E.	2,900 900	0.1	B 1.00% B 1.00%	3,100	0.11	B B
	NE 97 ST NE JACKSONVILLE RD	URBAN AREA BOUNDARY N MAGNOLIA AV	CR 200A	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	19,170 29,340	1,449	2 19,170 2 29,340		Rural Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	900	0.05	B 1.00% B 1.77%	900	0.05	C
3230	NE WATULA AVE	SR 40	NE 3 ST	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	2 576	Urban	U CITY OF OCALA	Other CMP Network Roadway	E	900	0.08	C 25.99%	2,800	0.25	С
	NW 100 ST NW 100 ST	HWY 225A US 441	US 441 JACKSONVILLE RD	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	9,270 9,270	486 486	2 9,270 2 9,270		Rural Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B B	Not Counted Not Counted	N/A N/A	N/A 1.00% N/A 1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
		NW 55 CT	CR 25A	2 COLLECTOR 2 LOCAL	UNINTERRUPTED	9,270	486 486	2 9,270 2 9,270		Rural	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	Not Counted Not Counted	N/A N/A	N/A 1.00% N/A 1.00%	Not Counted Not Counted	N/A N/A	N/A
				2 COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270		Rural	U COUNTY	Other CMP Network Roadway	В	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
3280 3290		CR 225 US 441	CR 225A US 301	2 COLLECTOR	UNINTERRUPTED	9.270	486	2 9,270	486	Rural	U COUNTY	Other CMP Network Roadway		Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A

SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS DAILY SER VOLUME (DAILY LANES SERVICE (2028) VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4 ARTERIAL	INTERRUPTED	2 30,420		4 30,420	1,530	Urban	D COUNTY	Other CMP Network Roadway	E	9,500	0.31	C 5.34%	12,300	0.40	С
3360 3370	NW 27 AV NW 27 AV	SR 40 US 27	US 27 NW 21 ST	4 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 35,820 2 14,040		4 35,820 2 14,040	1,800 720	Urban Urban	D COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E E	27,200 6,300	0.76 0.45	C 5.44% C 1.00%	35,500 6,600	0.99	D D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2 COLLECTOR	INTERRUPTED	2 11,233		2 11,232	576	Urban	U CITY OF OCALA	Other CMP Network Roadway	E	5,600	0.5	D 1.00%	5,800	0.52	D
3390 3400	NW 3 ST NW 35 AV	NW 40 AV US 27	NW 38 AV NW 21 ST	2 COLLECTOR 4 LOCAL	INTERRUPTED UNINTERRUPTED	2 11,232 67,770		2 11,232 4 67,770	576 3,357	Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	2,500 9,200	0.22	C 1.37% B 1.00%	2,700 9,700	0.24	C B
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4 COLLECTOR	INTERRUPTED	2 30,420		4 30,420	1,530	Urban	D COUNTY	Other CMP Network Roadway	E	11,500	0.38	C 8.35%	17,200	0.57	D
3420 3430.2	NW 35 ST NW 35 ST	NW MARTIN L KING AV NE 2ND AVE	US 441 CR 200A	4 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	2 30,420 29,340		4 30,420 2 29,340	1,530	Urban Urban	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	17,800 10,400	0.59	D 4.87% B 2.79%	22,600 11,900	0.74	D C
3430.3	NW 35 ST	US 441	NE 2ND AVE	4 COLLECTOR	INTERRUPTED	2 30,420	1,530	4 30,420	1,530	Urban	D COUNTY	Other CMP Network Roadway	E	10,400	0.34	C 2.79%	11,900	0.39	С
3440 3450	NW 38 AV NW 40 AV	NW 3 ST SR 40	US 27 NW 3 ST	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232		2 11,232 2 11,232	576 576	Urban	U CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,500 2,700	0.22	C 1.00% C 9.34%	2,700 4.300	0.24	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2 ARTERIAL	INTERRUPTED	1 16,72		2 16,727	832	Urban	D COUNTY	Other CMP Network Roadway	E	9,900	0.59	C 9.34%	10,800	0.65	C
3470.1 3470.4	NW 44 AV	US 27	NW 63RD ST	4 COLLECTOR	UNINTERRUPTED	67,770		4 67,770	3,357	Urban	D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	9,900	0.15	B 1.74% B 1.74%	10,800	0.16	В
3470.4	NW 44 AV NW 60 AV	NW 63RD ST SR 40	SR 326 US 27	2 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED	29,340		2 29,340 4 35,820	1,800	Urban Urban	D COUNTY	Other CMP Network Roadway	E	9,900 11,100	0.34	C 2.38%	10,800 12,400	0.37	C
3510	CR 225A	SR 40	US 27	2 COLLECTOR	UNINTERRUPTED	29,340		4 35,820	2,518	Urban	U COUNTY	Other CMP Network Roadway	E	7,400	0.25	B 1.00%	7,700	0.15	В
3530 3540	NW 95 ST NW MARTIN L KING AV	US 441 SR 40	W ANTHONY RD US 27	2 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED	9,270		2 9,270 4 22,815	486 540	Rural Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	B	1,600	0.17	B 1.00% D 1.00%	1,600	0.17	B
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4 COLLECTOR	UNINTERRUPTED	67,770		4 67,770	3,357	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	8,200	0.12	B 1.00%	8,600	0.13	В
3570.1 3580	NW MARTIN L KING AV NW MARTIN L KING AV	NW 22 ST NW 35 ST	NW 35 ST CR 25A	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	29,340		2 29,340 2 13,381	1,449	Urban Urban	U CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,800 7,700	0.27 0.58	B 3.18% C 1.00%	9,200 8,100	0.31	B
3590.1	OAK RD	SE 110 ST	CR 464	2 COLLECTOR	UNINTERRUPTED	29,340		2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	6,000	0.2	B 12.82%	10,900	0.37	c
3610	POWELL RD	CR 40	US 41	2 COLLECTOR	INTERRUPTED	2 11,233		2 11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	3,600	0.32	C 1.00%	3,800	0.34	С
3620 3680	MAGNOLIA AV S SE MAGNOLIA EXT	SR 40 SE 3 AV	SW 10 ST SW 10TH ST	4 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 36,774 2 11,232		4 36,774 2 11,232	3,694 576	Urban	O CITY OF OCALA U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 5,300	N/A 0.47	N/A 1.00% D 1.00%	Not Counted 5,500	N/A 0.49	N/A D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2 COLLECTOR	INTERRUPTED	1 12,744		2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	5,300	0.42	C 1.00%	5,500	0.43	С
3700 3740	SE 1 AV	SW 10 ST E FORT KING ST	E FORT KING ST SR 40	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 18,252 2 18,252		2 18,252 2 18,252	1,836 1,836	Urban Urban	O COUNTY O COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	1,700 1,700	0.09	C 1.00% C 1.00%	1,800 1,800	0.10	C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2 COLLECTOR	UNINTERRUPTED	29,340		2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	5,100	0.17	B 1.00%	5,300	0.18	В
3770 3790	SE 108 TER RD SE 11 AV	CR 25 SR 464	SE 110 ST RD E FT KING ST	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED	29,340		2 29,340 2 11,232	1,449	Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 3.100	N/A 0.28	N/A 1.00% C 1.00%	Not Counted 3 300	N/A 0.29	N/A
3790 3800	SE 11 AV SE 11 AV	SR 464 E FT KING ST	SR 40	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232		2 11,232 2 11,232	576 576	Urban Urban	U CITY OF OCALA U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	3,100 2,400	0.28	C 1.00% C 1.00%	3,300 2,500	0.29	C
3810.1	SE 110 ST	CR 475	CR 467	2 COLLECTOR	UNINTERRUPTED	14,130	738	2 14,130	738	Rural	U COUNTY	Other CMP Network Roadway	C	6,700	0.47	B 1.00%	7,000	0.50	В
3820 3830.1	SE 110 ST CR 25	CR 467 SE 110 ST	US 441 SR 35	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	2 5,256 30,80		2 5,256 2 30,807	266 1,521	Urban Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C E	6,900 9,900	1.31 0.32	D 4.10% B 1.00%	8,400 10,400	1.60 0.34	D B
3840.1	SE 110 ST RD	CR 25	OAK RD	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	3,400	0.12	B 1.00%	3,600	0.12	В
3850.1 3860	SE 110 ST RD CR 464C	OAK RD CR 25	CR 464 SE 114TH ST RD	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED	29,340		2 29,340 2 29,340	1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,400 4.400	0.12	B 1.00%	3,600 4,700	0.12	B B
3880	SE 147 PL	US 301	US 441	2 COLLECTOR 2	INTERRUPTED	1 12,74		2 29,340	634	Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	6,000	0.15	C 6.96%	8,400	0.16	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2 COLLECTOR	UNINTERRUPTED	29,340		2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	6,900	0.24	B 7.78%	10,000	0.34	В
3900.2 3910	SE SUNSET HARBOR RD SR 464	SE 99TH AVE SE 3 AV	SE 150 LN SE 11 AV	2 COLLECTOR 4 ARTERIAL	UNINTERRUPTED INTERRUPTED	29,340		2 29,340 4 38,430	1,449	Urban	U COUNTY D STATE	Other CMP Network Roadway Other CMP Network Roadway	E D	6,500 30.300	0.22	B 1.00% C 1.00%	6,800 31.800	0.23	B C
3930.1	SR 464	SE 11 AV	SE 22 AV	4 ARTERIAL	INTERRUPTED	39,165	7,1.10	4 39,165	1,943	Urban	D STATE	Other CMP Network Roadway	D	30,800	0.79	C 1.00%	32,400	0.83	С
3950 3960	SR 464 SE 17 ST	SE 22 AV SE 25 AV	SE 25 AV SE 36 AV	4 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED	38,430 2 11,23		4 38,430 2 11,232	1,901 576	Urban	D STATE U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D F	30,800 3.400	0.8	C 1.00% C 1.00%	32,400 3.600	0.84	D
4020	CR 314A	CR 42	SE 183 AV RD	2 COLLECTOR	UNINTERRUPTED	19,170		2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
4040 4050	SE 19 AV SE 19 AV	SE 38 ST SE 31 ST	SE 31 ST SR 464	2 LOCAL	INTERRUPTED INTERRUPTED	2 11,232		2 11,232 2 14,040	576 720	Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway	E	8,400	0.75	D 1.00% D 1.00%	8,800 8.800	0.78	D
4060	SE 22 AV	SR 464	E FORT KING ST	2 COLLECTOR 2 COLLECTOR	INTERRUPTED	2 11,23		2 11,232	576	Urban Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,400 2,400	0.6	C 5.02%	3,100	0.63	C
4070	SE 24 ST	SR 464	SE 36 AV	2 COLLECTOR	INTERRUPTED	2 11,23		2 11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	10,300	0.92	D 1.71%	11,200	1.00	E
4080 4110	SE 24 ST SE 25 AV	SE 36 AV SR 464	SE 28 ST E FORT KING	2 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED	2 11,232 2 30,420		2 11,232 4 30,420	576 1,530	Urban Urban	D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E E	10,500 18,300	0.93	D 3.51% D 1.00%	12,400 19,200	1.10 0.63	F D
4130	NE 25 AV	E FORT KING	SR 40	4 ARTERIAL	INTERRUPTED	2 30,420	1,530	4 30,420	1,530	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.44	D 1.00%	14,200	0.47	D
4140 4150	SE 28 ST SE 3 AV	SE 24 ST US 441	SR 35 SR 464	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232		2 11,232 2 11,232	576 576	Urban	U COUNTY U CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E F	Not Counted 2.700	N/A 0.24	N/A 1.00% C 1.00%	Not Counted 2.900	N/A 0.26	N/A C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2 COLLECTOR	INTERRUPTED	2 11,233	2 576	2 11,232	576	Urban	U CITY OF OCALA	Other CMP Network Roadway	E	3,500	0.31	C 1.00%	3,700	0.33	С
4170 4200.1	SE 3 AV SE 31 ST	S MAGNOLIA AV SW 7 AV	SE 8 ST CR 475	2 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED	2 11,232 1 35,820		2 11,232 4 35,820	576 1,800	Urban Urban	U CITY OF OCALA D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 27,000	N/A 0.75	N/A 1.00% C 4.18%	Not Counted 33,100	N/A 0.92	N/A
4200.1	SE 31 ST	CR 475	US 441	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	1 35,820		4 35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	27,000	0.75	C 4.18%	33,100	0.92	C
4210	SE 31 ST	US 441	CR 464A	4 ARTERIAL	INTERRUPTED	1 35,820		4 35,820	1,800	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	18,100	0.51	C 1.00%	19,000	0.53	C
4220 4230.1	SE 31 ST SE 31 ST	CR 464A SE 19 AV	SE 19 AV SE 36 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 35,820 1 35,820		4 35,820 4 35,820	1,800	Urban Urban	D CITY OF OCALA D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	18,100 13,000	0.51	C 1.00% C 1.00%	19,000 13,700	0.53	C
4240	SE 31 ST	SE 36 AV	SR 464	4 ARTERIAL	INTERRUPTED	1 37,61	1,890	4 37,611	1,890	Urban	D COUNTY	Other CMP Network Roadway	E	7,900	0.21	C 1.00%	8,300	0.22	С
4250 4270	CR 467	CR 42 CR 475A	CR 475A CR 484	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	29,340		2 29,340 2 12.744	1,449	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,200 5,200	0.18	B 5.22% C 5.22%	6,600	0.22	В С
4280	CR 467	CR 484	SE 95 ST	2 COLLECTOR	INTERRUPTED	1 12,74		2 12,744	634	Urban	U COUNTY	Other CMP Network Roadway	E	6,000	0.47	C 5.80%	8,000	0.63	С
4290 4300	SE 36 AV	SE 38 ST SE 31 ST	SE 31 ST SR 464	2 COLLECTOR	INTERRUPTED	2 11,23		2 11,232 4 31,941	576	Urban	U COUNTY	Other CMP Network Roadway	E	6,100 7,000	0.54	D 1.00%	6,400	0.57	D
4300 4310	SE 36 AV	SE 31 ST SR 464	SR 464 SE 24 ST	4 COLLECTOR 4 ARTERIAL	INTERRUPTED INTERRUPTED	2 31,94° 1 35,820	1,000	4 31,941 4 35,820	1,607 1,800	Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,000 18,700	0.22	C 1.00% C 2.61%	7,300 21,200	0.23	C
4320	SE 36 AV	SE 24 ST	SE 17 ST	4 ARTERIAL	INTERRUPTED	1 35,820		4 35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	15,600	0.44	C 1.00%	16,300	0.46	С
4330 4340.2	SE 36 AV NE 36 AV	SE 17 ST E FORT KING ST	E FORT KING ST CR 314	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 35,820 1 35,820		4 35,820 4 35,820	1,800 1,800	Urban Urban	D COUNTY D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	17,400 13,200	0.49	C 1.00% C 1.00%	18,300 13,900	0.51	C
4350	NE 36 AV	CR 314	SR 40	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	13,200	0.37	C 1.00%	13,900	0.39	С
4360 4370	NE 36 AV SE 38 ST	SR 40 CR 464A	NE 14 ST SE 36 AV	4 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 35,820 2 11,232		4 35,820 2 11,232	1,800 576	Urban	D COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	15,200 5,600	0.42	C 1.00% D 3.29%	15,900 6,600	0.44	C D
4370	SE 38 ST	SE 36 AV	SE 44 AV	2 COLLECTOR	UNINTERRUPTED	2 11,23.		2 11,232 2 16,200	801	Urban Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	5,500	0.34	B 1.00%	5,700	0.35	В
4400	SE 41 CT	SE 80 ST	SE 52 ST	2 COLLECTOR	INTERRUPTED	1 12,744		2 12,744		Urban	U COUNTY	Other CMP Network Roadway	E C	5,200	0.41	C 1.00%	5,400	0.42	C
4420 4425	SE 44 AV RD	SE 52 ST SE 44 AV	SE 38 ST SR 464	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 5,256 2 11,794		2 5,256 2 11,794	266 605	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,500 8,600	1.62 0.73	D 2.88% D 3.76%	9,800 10,400	1.86 0.88	D D
4450	SE 52 ST	CR 475	US 441	2 COLLECTOR	INTERRUPTED	1 12,744	634	2 12,744	634	Urban	U CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.27	C 1.00%	3,600	0.28	С
4460 4470	SE 52 ST SE 8 ST	US 441 S MAGNOLIA AV	SE 44 AV RD SE WATULA AVE	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232		2 11,232 2 11,232	576 576	Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	6,100 Not Counted	0.54 N/A	D 1.00% N/A 1.00%	6,400 Not Counted	0.57 N/A	D N/A
4510.1	SE 80 ST	CR 475	SE 25 AV	2 COLLECTOR	INTERRUPTED	10,224	533	2 10,224	533	Rural	U COUNTY	Other CMP Network Roadway	D	6,600	0.65	C 3.46%	7,800	0.76	C
4510.2	SE 80 ST	SE 25 AV	US 441 (E)	2 COLLECTOR	INTERRUPTED	10,224		2 10,224	533	Rural	U COUNTY	Other CMP Network Roadway	D	6,800	0.67	C 5.49%	8,800	0.86	c
4530 4550	SE 90 ST SE 92 PL RD	US 441 (E) US 441	SE 41 CT SR 35	2 COLLECTOR 2 ARTERIAL	INTERRUPTED INTERRUPTED	1 12,744		2 10,224 2 12,744	533 634	Rural Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	6,200 10,900	0.61 0.86	C 6.17% C 5.00%	8,300 13,900	0.81 1.09	F
4570	CR 314A	SE 183 AV RD	CR 464C	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	5,300	0.28	B 6.21%	7,200	0.38	В
4590.2 4590.3	SE 95 ST SE 95 ST	URBAN AREA BOUNDARY CR 475	CR 467 URBAN AREA BOUNDARY	2 COLLECTOR 2 COLLECTOR	INTERRUPTED UNINTERRUPTED	2 11,232 19,170		2 11,232 2 19,170	1,341	Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	7,200 7,200	0.28	B 5.51% B 5.51%	9,400 9,400	0.37	C C
4600	SE 95 ST	CR 467	US 441 (N)	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	7,200	0.25	B 5.51%	9,400	0.32	В
4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	7,200	0.25	B 1.00%	7,500	0.26	В
4630 4640	SE SUNSET HARBOR RD SE SUNSET HARBOR RD	SE 150 LN SE 105 AV	SE 105 AV CR 25	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 2 11,232		2 11,232 2 11,232	576 576	Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,400 5,200	0.3	C 1.00% C 6.96%	3,600 7,300	0.32	D
4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2 COLLECTOR	INTERRUPTED	2 11,23	2 576	2 11,232	576	Urban	U CITY OF OCALA	Other CMP Network Roadway	E	4,600	0.41	C 1.39%	4,900	0.44	c
4660 4670.1	SE WATULA AVE SR 19	E FORT KING ST COUNTY LINE (S)	SR 40 SR 40	2 COLLECTOR 2 ARTERIAL	INTERRUPTED INTERRUPTED	2 11,232 8,200		2 11,232 2 8,200	576 430	Urban Rural	U CITY OF OCALA U STATE	Other CMP Network Roadway Other CMP Network Roadway	E C	3,400 2,400	0.3	C 1.39% B 7.96%	3,700 3,500	0.33	C B
4670.1	SR 19	SR 40	COUNTY LINE (N)	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED	8,200 8,200		2 8,200	430	Rural	U STATE	Other CMP Network Roadway Other CMP Network Roadway	c	2,400	0.29	B 7.96%	3,500	0.43	В
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2 ARTERIAL	UNINTERRUPTED	8,200	430	2 8,200	430	Rural	U STATE	NHS - Non-Interstate Roadway	C	15,800	1.93	E 1.00%	16,600	2.02	E
4690.2 4700	SR 200 SR 200	1/4 MI SW OF CR 484 CR 484	CR 484 SE 95 TH CIR	4 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED	33,841 56.801		4 33,847 6 56,805	1,676 2,814	Rural Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C D	15,800 27,600	0.47	C 1.00% C 4.27%	16,600 34,100	0.49	- c
		SE 95 TH CIR	SW 80 AV	6 ARTERIAL	INTERRUPTED	56,809	2,814	6 56,805	2,814	Urban	D STATE	NHS - Non-Interstate Roadway	D	31,300	0.55	C 1.00%	32,900	0.58	c
4710	SR 200																		С
4710 4770	SR 200	SW 80 AV	SW 60 AV	6 ARTERIAL	INTERRUPTED	56,805		6 56,805	2,814	Urban	D STATE	NHS - Non-Interstate Roadway	D	44,600	0.79	C 1.42%	47,900	0.84	
4710 4770 4800		SW 80 AV SW 60 AV SW 48TH AVE	SW 60 AV SW 48TH AVE SW 44 CT	6 ARTERIAL 6 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED INTERRUPTED	56,809 56,809 56,809	5 2,814	6 56,805 6 56,805 6 56,805	2,814 2,814 2,814	Urban Urban Urban	D STATE D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	44,600 42,400 41,200	0.79 0.75 0.73	C 1.42% C 1.00% C 1.00%	47,900 44,600 43,300	0.84 0.79 0.76	C C

Margin M	SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS DAILY SERVICE VOLUME (2023)	PEAK HOUR LECTIONAL SERVICE VOLUME (2023)	DAILY LANES SERVIC (2028) VOLUM	PEAK HOUR E DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	123 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
Fig. Control														D						С
1. 1. 1. 1. 1. 1. 1. 1.														D D						C
Decomposition Column Col	4910	SR 200	SW 20 ST		6 ARTERIAL		56,805	2,814	6 56,805	2,814		D STATE	NHS - Non-Interstate Roadway	D	33,300	0.59	C 1.00%	35,000	0.62	С
March Marc														D D						C
Second Column														D						c
March								-1						ь				,		С
1					4 GOLLEGION			-1				D GITT OF OWNER		В			0 1.00%			В
Second Column														В						В
Street														E						B B
March Marc								.,	4 35,820	1,800				E				0,000		С
100				- · · · ·										D D						B
Second Column Second Colum														D						В
Column C														C						D
Section Sect									,					D	0,000					C
Column					4 Justicianic			-1						D						С
A					4 JULIERUSE							D SIMIL		D D						C
The column The	5110		SR 464	SE 28 ST	4 ARTERIAL	INTERRUPTED	55,700	2,910	4 55,700	2,910		D STATE	Other CMP Network Roadway	D	20,700	0.37	B 1.00%	21,800	0.39	В
Fig. 19														D						C
Column														D						c
The column Section S														-				•		В
March Marc														С						D D
Section Column	5180	SR 40	SW 140 AV	CR 328								U STATE		C		2.13			2.35	E
Second Column							,		,					C	,					C
Column C	5200.2	SR 40	SW 85 AV	SW 80 AV	4 ARTERIAL	INTERRUPTED	36,015	1,785	4 36,015	1,785	Rural	D STATE	NHS - Non-Interstate Roadway	c	19,300	0.54	C 1.00%	20,300	0.56	C
Fig. Section Consistent					4 Justicianic									D						C
Second			SW 52 AV											D						D
March Marc	5240			I-75 RAMP (EAST)				1,110			Urban	D STATE	NHS - Non-Interstate Roadway	D						D
10. 10. 10. 10. 10. 10. 10. 10. 10. 10.								-111		.,				D D				- 1,100		D D
March Marc	5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4 ARTERIAL	INTERRUPTED	37,905	1,880	4 37,905	1,880	Urban	D STATE	NHS - Non-Interstate Roadway	D	23,200	0.61	C 1.00%	24,400	0.64	С
14 1														D						C
ST														D						D
Color Colo								-,000	,					D			D 1.00%			D
1. 1. 1. 1. 1. 1. 1. 1.					4 Justicianic									D						D
1.00					7 FREEZING						Urban		NHS - Non-Interstate Roadway	D			D 1.00%			D
Section Sect														D D						D D
Sect														D						С
100 100														D D						C
Section Sect														-						c
Second Column									,					D						D F
Second Column Second Colum														C						E
Sect					Z 74CTERINE				- 0,000					С	,			,		E
Section Sect														C						D D
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Mail														С						В
STOCK Color Colo														B E						B C
Section Sect	5610	SW 140 AV	CR 484	SR 40	2 COLLECTOR	UNINTERRUPTED		999	,			U COUNTY	Other CMP Network Roadway	D	2,500	2.1.2	B 1.00%	2,700		В
Sept							,		,					D	-1			-,		B
Sect								-,						D						C
Second Content			***************************************		4 JULIERUSE						Urban	D SIMIL		ь						D
1909 1909														D						D
1971 1971	5710	SW 180 AV RD	CR 484	SW 180 AV	2 COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural	U COUNTY	Other CMP Network Roadway	D	6,100	0.32	B 17.72%	13,800	0.72	С
Post Sept Sept Sept Sept Sept Sept Sept Sept														D C						C C
500 50 50 50 50 50 50 5	5750.1	SW 19 AV RD	SW 27 AV	SR 464	4 COLLECTOR	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D CITY OF OCALA	Other CMP Network Roadway	E	15,200	0.42	C 1.86%	16,600	0.46	C
Mail														E						С
Second Control Contr														E						C N/A
Second S	5810.1	CR 475A	SW 107 PL		2 ARTERIAL			801	2 16,200	801		U COUNTY		С	,		B 1.86%	,	0.70	С
550 597 N 59 S 20							,							C F	,			10,100		C
Section Sect	5850	SW 27 AV	SW 19 AV RD	SR 200	4 ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	18,000	0.5	C 1.00%	18,900	0.53	c
590.0 \$93.9 M \$97.05T														E						C
\$971 \$973 AV \$973 AV														E						D D
5940 5970	5910.1	SW 33 AV	SW 13 ST	SR 40	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	5,100	0.17	B 5.92%	6,800	0.23	В
5990 SW 38 AV SW 60 AV SW 50 ST 2 COLLECTOR INTERRIPTED 2 11,232 576 2 11,232 576 Urban U COUNTY Other CMP Network Readway E 6,100 0.54 D 1,00% 6,400 0.57 1,00% 5,400 0.57 1,00%														E F						B B
5980 SW 38ST SW 60AV SW 51TER 2 COLLECTOR INTERCUPTED 2 11,232 576 Utan U COUNTY Other CMP Network Roadway E 8,900 0,79 D 3,62% 10,600 0,94 0,000 0,94 0,95	5950	SW 38 AV	SW 40 AV	SW 20 ST	2 COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	576		U COUNTY	Other CMP Network Roadway	E	6,100	0.54	D 1.00%	6,400	0.57	D
6000 SW 40 AV SW 38 AV SR 40 2 COLLECTOR INTERRUPTED 2 11,232 576 Ubtan U COUNTY Other CMP Network Roadway E Not Counted N/A N/A 1.00% Not Counted N/A 6010 SW 40 ST SW 38 CT SW 38 AV 2 COLLECTOR UNINTERRUPTED 2 11,232 576 Ubtan U COUNTY Other CMP Network Roadway E 8,300 0.28 B 1.00% 8,700 0.30 D 1														E						
6020 SW 40 ST SW 36 AT SW 36 AT SW 36 AV SR 200 COLLECTOR INTERRUPTED 2 11,232 576 Lb Lb Lb Lb Lb Lb Lb L							,		,===					E				,		D N/A
6630 SW 40ST SW 88AV SR 200 2 ARTERAL INTERRUPED 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 6404 SW 42ST SW 43CT SR 200 SW 7 AV 4 ARTERAL INTERRUPED 1 35,820 1,800 4 35,820 1,800 Urban D COUNTY Other CMP Network Roadway E Not Counted N/A N/A 1,00% N/A 1,00% Not Counted N/A N/A 1,00% N/A N/A N/A 1,00% N/A N/A N/A 1,00% N/A														E						В
600 SW 42 ST SW 43 CT SR 200 SW 74 NV ARTENIAL INTERRUPTED 2 11,232 576 Lyban U COUNTY Other CMP Network Roadway E Not Counted N/A N/A 1.00% Not Counted N/A N/A N/A 1.00% Not Counted N/A N/A N/A 1.00% Not Counted N/A N/A 1.00% Not Counted N/A					2 GOLLEGION							0 0001111		E F						D N/A
6/50 SW 42 ST SR 200 SW 74 V 4 ARTERIAL INTERRUPTED 1 35,820 1,800 Urban D COUNTY Other CMP Network Roadway E 2,000 0.56 C 2.04% 22,400 0.63 C 6/80	6040	SW 42 ST	SW 43 CT	SR 200					,===			U COUNTY		E					N/A	N/A N/A
6090 MARION OAKS CR 484 SW 9AV 4 COLLECTOR INTERRUPTED 1 35,820 1,800 Ubtan D COUNTY Other CMP Network Roadway E 12,900 0.36 C 5,58% 16,900 0.47 6100 SW 9AV MARION OAKS SW 95 T 2 COLLECTOR INTERRUPTED 1 12,744 634 4 35,820 1,800 Ubtan U COUNTY Other CMP Network Roadway E 15,200 1.19 F 12,47% 27,300 0.76 6110 SW 9AV SW 95 T SW 95											Urban		Other CMP Network Roadway	E				22,400		C
6100 SW 49 AV MARION CAKS SW 95 ST 2 COLLECTOR INTERRUPTED 1 12,744 6.54 4 38,820 1,800 Urban U COUNTY Other CMP Network Roadway E 15,200 1.19 F 12,47% 27,300 0.76 C 14,000 C								.,,						E						B C
6140.1 SW 60 AV SW 103 ST SW 95 ST RD 2 COLLECTOR UNINTERRUPTED 30,807 1,521 Urban D COUNTY Other CMP Network Roadway E 8,500 0.28 B 6,28% 11,500 0.37	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	c
														E						B C
טוט אייט אייט אייט אייט אייט אייט אייט א	6140.1	SW 60 AV	SW 103 ST SW 95 ST RD	SR 200	4 COLLECTOR	INTERRUPTED	1 35,820		2 30,807 4 35,820		Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,500 19,400	0.28	C 2.25%	11,500 21,700	0.37	C

SEGMENT ID	ROAD NAME	FROM	то	LANES FUNCTIONAL (2023) CLASSIFICATION	FLOW	FDOT CLASS DAILY SERVICE VOLUME (2023)		DAILY LANES SERVICE (2028) VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIVIDED / MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DAILY V/MSV	2023 DAILY LOS GROWTH RATE	2028 AADT	2028 DAILY V/MSV	2028 DAILY LOS
6170.1	SW 60 AV	SR 200	SW 38 ST	4 ARTERIAL	INTERRUPTED	1 35,820	1,000	4 35,820	1,000	Urban	D COUNTY	Other CMP Network Roadway	E	18,300	0.51	C 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 INTERRUPTED	1 35,820 1 35,820		4 35,820 4 35,820		Urban Urban	D CITY OF OCALA D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	17,200 16,000	0.48	C 4.10% C 4.10%	21,000 19,600	0.59	C
6200	SW 66 ST	SR 200	I-75	2 COLLECTOR	INTERRUPTED	1 12,096	598	2 12,096	598	Urban	U CITY OF OCALA	Other CMP Network Roadway	С	8,500	0.7	C 8.45%	12,700	1.05	D
6210 6220	SW 66 ST SW 66 ST	I-75 SW 27 AV	SW 27 AV SW 19 AV	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 12,096 9,288	598 482	2 12,096 2 9,288		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	13,400 5.800	1.11 0.62	F 8.45% C 1.85%	20,200	1.67 0.69	F C
6230.1	SW 7 AV	SW 32 ST	SR 464	2 LOCAL	UNINTERRUPTED	29,340	1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
6240 6250	SW 7 RD SW 80 AV	SR 464 SW 103 ST	SW 10 ST SR 200	2 LOCAL 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	29,340 1 12,744	7,111	2 29,340 2 12,744		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 5,000	N/A 0.39	N/A 1.00% C 7.33%	Not Counted 7,200	N/A 0.56	N/A
6260.1	SW 80 AV	SR 200	SW 90 ST	4 COLLECTOR	INTERRUPTED	2 30,420		4 30,420		Urban	D COUNTY	Other CMP Network Roadway	E	13,100	0.43	D 2.52%	14,900	0.49	D
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2 COLLECTOR	UNINTERRUPTED	29,340		4 30,420		Urban	U COUNTY	Other CMP Network Roadway	E	11,100	0.87	C 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 INTERRUPTED	29,340 9,288	1,449 482	2 29,340 2 9,288		Urban Rural	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	8,900 4,100	0.3	B 1.67% C 1.00%	9,700 4,400	0.33	B C
6300	CR 312	CR 475A	CR 475	2 COLLECTOR	UNINTERRUPTED	19,170		2 19,170		Rural	U COUNTY	Other CMP Network Roadway	D	3,000	0.16	B 2.21%	3,300	0.17	В
6330	SW 95 ST SW 95 ST	SW 80 AV SR 200	SR 200 SW 60 AV	4 COLLECTOR 4 COLLECTOR	INTERRUPTED	1 35,820 1 35.820		4 35,820 4 35.820		Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	10,200	0.28	C 21.29% C 1.00%	26,700 11,900	0.75	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4 COLLECTOR	INTERRUPTED	1 35,820		4 35,820		Urban	D COUNTY	Other CMP Network Roadway	E	11,300	0.32	C 1.00%	11,900	0.33	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban	U COUNTY	Other CMP Network Roadway	E	11,300	0.39	C 1.00%	11,900	0.41	С
6370 6380	CR 40 SW MARTIN L KING AVE	SW ROLLING HILLS RD SR 464	PENNSYLVANIA AV SR 200	2 COLLECTOR 4 COLLECTOR	UNINTERRUPTED INTERRUPTED	29,340 2 30,420	7	2 29,340 4 30,420	1,111	Urban Urban	D COUNTY D CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	3,800 7,500	0.13	B 2.86% C 1.00%	4,400 7,900	0.15	C
6390	SW MARTIN L KING AVE	SR 200	SR 40	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	2 28,899		4 28,899		Urban	U CITY OF OCALA	Other CMP Network Roadway	E	17,000	0.59	D 4.31%	21,000	0.73	D
6400 6410	US 27 US 27	COUNTY LINE (W) CR 464B	CR 464B NW 80 AV	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	45,800 45,800	2,390 2,390	4 45,800 4 45,800		Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	8,500 13,300	0.19	B 1.00% B 1.00%	8,900 14,000	0.19	B B
6420	US 27	NW 80 AV	CR 225A	4 ARTERIAL	INTERRUPTED	45,800		4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	С	13,300	0.29	B 1.00%	14,000	0.31	В
6430 6440	US 27	CR 225A NW 60 AV	NW 60 AV NW 49 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	55,700 55,700		4 55,700 4 55,700		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	18,100 18.100	0.32	B 1.00% B 1.00%	19,000 19,000	0.34	B 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	B 1.00%	22,800	0.41	В
6460 6490	US 27 US 27	NW 44 AV I-75	I-75 NW 27 AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	55,700 38,430		4 55,700 4 38,430		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	21,700 21,200	0.39	B 1.00% C 1.00%	22,800 22,300	0.41	B C
6500	US 27	NW 27 AV	NW MARTIN L KING AV	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	38,430 38,430		4 38,430		Urban	D STATE	NHS - Non-Interstate Roadway	D	21,200	0.62	C 1.00%	24,900	0.65	c
6510	US 27	NW MARTIN L KING AV	US 441	4 ARTERIAL	INTERRUPTED	38,430 55,700		4 38,430 4 55,700		Urban	D STATE	NHS - Non-Interstate Roadway	D	26,300 24,100	0.68	C 1.00%	27,600	0.72	C
6530.1 6540	US 301 US 301	COUNTY LINE (S) CR 42	CR 42 SE 147 ST	4 ARTERIAL 2 ARTERIAL	UNINTERRUPTED	55,700 14,000	2,1.12	4 55,700 2 14,000	2,111	Urban Urban	U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	24,100 17,700	0.43 1.26	B 4.94% E 1.00%	30,700 18,600	0.55 1.33	E
6550.1	US 301	SE 147 ST	US 441	4 ARTERIAL	UNINTERRUPTED	32,970		4 32,970		Urban	D STATE	NHS - Non-Interstate Roadway	D	13,200	0.7	C 1.00%	13,900	0.74	C
6560 6570	US 301 US 301	US 441 NE JACKSONVILLE RD	NE JACKSONVILLE RD CR 318	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED INTERRUPTED	45,800 32,235	2,390 1,596	4 45,800 4 32,235		Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	10,000 15,300	0.22	B 1.00% C 1.00%	10,500 16,000	0.23	B C
6580	US 301	CR 318	COUNTY LINE (N)	4 ARTERIAL	UNINTERRUPTED	32,235		4 32,235		Rural	D STATE	NHS - Non-Interstate Roadway	С	15,300	0.47	C 1.00%	16,000	0.50	С
6590 6600	US 41	COUNTY LINE (S)	CR 484 SW ROBINSON RD	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	36,100 37,905		4 36,100 4 37,905		Urban	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	21,700	0.6	C 1.00%	22,800 25,500	0.63	C C
6620	US 41	SW ROBINSON RD	SW 111 PL LN	4 ARTERIAL	INTERRUPTED	38,430	7,000	4 38,430	.,	Urban	D STATE	NHS - Non-Interstate Roadway	D	21,800	0.57	C 1.46%	23,500	0.61	C
6640	US 41	SW 111 PL LN	SW 110 ST	4 ARTERIAL	INTERRUPTED	40,352		4 40,352		Urban	D STATE	NHS - Non-Interstate Roadway	D D	21,800	0.54	C 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		4 40,352 4 27,450		Urban	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	21,800 11,800	1.26 0.66	F 1.46% C 1.24%	23,500 12,600	0.86	D C
6670	US 41	SW 80 PL	SR 40	2 ARTERIAL	INTERRUPTED	17,920		4 27,975	1,388	Urban	U STATE	NHS - Non-Interstate Roadway	D	11,800	0.66	C 1.24%	12,600	0.45	С
6680.1 6680.2	US 41 US 41	SR 40 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY SW 36 ST	2 ARTERIAL 2 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	14,000 8,200		2 14,000 2 8,200	730 430	Urban Rural	U STATE U STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	11,800 11.800	0.84 1.44	D 1.24% D 1.24%	12,600 12,600	0.90	D D
6690	US 41	SW 36 ST	COUNTY LINE (N)	2 ARTERIAL	UNINTERRUPTED	8,200	430	2 8,200	430	Rural	U STATE	NHS - Non-Interstate Roadway	c	5,400	0.66	C 1.00%	5,600	0.68	c
6700 6730	US 441 US 441	COUNTY LINE (S) CR 42	CR 42 SE 147 PL	4 ARTERIAL	INTERRUPTED	40,352 38.430	1,996 1,901	4 40,352 4 38,430		Urban	D STATE D STATE	NHS - Non-Interstate Roadway	D	38,400 33,900	0.95	D 1.00%	40,300	1.00	D
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	38,430		4 38,430		Urban Urban	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	33,300	0.88	D 2.62% D 1.00%	38,500 35,000	0.91	D
6750.2	US 441	CR 25A	US 301	4 ARTERIAL	INTERRUPTED	38,430		4 38,430		Urban	D STATE	NHS - Non-Interstate Roadway	D	18,300	0.48	C 1.00%	19,200	0.50	C
6750.4 6770	US 441 US 441	SE 92 PLACE LOOP US 301	CR 25A CR 484	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED INTERRUPTED	38,430 38,430		4 38,430 4 38,430		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	18,200 27,800	0.47	C 1.00% C 1.00%	19,100 29,200	0.50	C
6780	US 441	CR 484	SE 110 ST	4 ARTERIAL	INTERRUPTED	38,430		4 38,430	1,901	Urban	D STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C 1.00%	29,200	0.76	С
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 INTERRUPTED	38,430 38,430		4 38,430 4 38,430		Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	27,800 27,800	0.72	C 1.00% C 1.13%	29,200 29,400	0.76	C C
6880	US 441	SE 73 ST	SE 52 ST	4 ARTERIAL	INTERRUPTED	38,430		4 38,430		Urban	D STATE	NHS - Non-Interstate Roadway	D	27,800	0.72	C 1.00%	29,200	0.76	С
6890 6900.1	US 441 US 441	SE 52 ST SE 40 CIR	SE 40 CIR CR 475	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	38,430 38,430	.,,	4 38,430 4 38,430		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	32,800 29,500	0.85	D 1.00% C 3.50%	34,500 35,000	0.90	D D
6920	US 441	CR 475	SR 464	6 ARTERIAL	INTERRUPTED	59,640		6 59,640		Urban	D STATE	NHS - Non-Interstate Roadway	D	30,800	0.77	C 3.50%	34,800	0.58	C
6930	US 441	SR 464	SW 10 ST	6 ARTERIAL	INTERRUPTED	59,640		6 59,640		Urban	D STATE	NHS - Non-Interstate Roadway	D	32,500	0.54	C 1.64%	35,300	0.59	C
6940 6960	US 441	SW 10 ST SR 40	SR 40 NW 2 ST	6 ARTERIAL 6 ARTERIAL	INTERRUPTED INTERRUPTED	59,640 59,640		6 59,640 6 59,640		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	40,500 29,500	0.68	C 2.45% C 1.82%	45,700 32,300	0.77	C
6970.1	US 441	NW 2 ST	NW 6TH ST	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
6970.2 6980	US 441 US 441	NW 6TH ST US 27	US 27 NW 20 ST	4 ARTERIAL 4 ARTERIAL	INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430		Urban Urban	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D D	29,500 25,800	0.77	C 1.82% C 1.00%	32,300 27,100	0.84	D
6990	US 441	NW 20 ST	NW 35 ST	4 ARTERIAL	INTERRUPTED	38,430		4 38,430		Urban	D STATE	NHS - Non-Interstate Roadway	D	25,800	0.67	C 1.00%	27,100	0.71	c
7010 7020	US 441	NW 35 ST NW 57 ST	NW 57 ST SR 326	4 ARTERIAL 4 ARTERIAI	INTERRUPTED	38,430 38,430	1,901	4 38,430 4 38,430	1,141	Urban	D STATE	NHS - Non-Interstate Roadway	D	21,200 16,700	0.55	C 1.00%	22,300 17,500	0.58	C
7020	US 441	SR 326	NW 77 ST	4 ARTERIAL	UNINTERRUPTED	45,800	7,1-21	4 45,800	1,141	Urban Rural	D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	22,600	0.43	B 2.55%	25,600	0.46	В
7040.1	US 441	NW 77 ST	NW 117 ST	4 ARTERIAL	UNINTERRUPTED	45,800		4 45,800		Rural	D STATE	NHS - Non-Interstate Roadway	С	33,900	0.74	C 1.98%	37,300	0.81	С
7040.2 7050.1	US 441 US 441	NW 117 ST CR 329	CR 329 US 301	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	45,800 45,800		4 45,800 4 45,800		Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	28,700 29,900	0.63	B 0.72% B 5.03%	29,800 38,300	0.65	B C
7050.2	US 441	US 301	CR 25A (N)	4 ARTERIAL	UNINTERRUPTED	45,800	2,390	4 45,800	2,390	Rural	D STATE	NHS - Non-Interstate Roadway	С	8,500	0.19	B 1.00%	8,900	0.19	В
7060 7070.1	US 441 US 441	CR 25A (N) CR 318	CR 318 AVENUE I	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED UNINTERRUPTED	45,800 45,800		4 45,800 4 45,800		Rural Rural	D STATE D STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	C	8,500 8,500	0.19	B 1.00% B 1.00%	8,900 8,900	0.19	B B
7070.2	US 441	AVENUE I	CR 320	4 ARTERIAL	UNINTERRUPTED	16,350	855	4 16,350	855	Rural	U STATE	NHS - Non-Interstate Roadway	C	8,500	0.52	C 1.00%	8,900	0.54	С
7080.1 7080.2	US 441	CR 320 AVENUE B	AVENUE B COUNTY LINE (N)	4 ARTERIAL 4 ARTERIAL	UNINTERRUPTED	16,350 45,800		4 16,350 4 45,800		Rural	U STATE D STATE	NHS - Non-Interstate Roadway	C	5,500 5,500	0.34	C 1.00% B 1.00%	5,700 5,700	0.35	C B
7080.2 7090	US 441 W ANTHONY RD	AVENUE B US 441	COUNTY LINE (N) NW 35 ST	4 ARTERIAL 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	45,800 1 12,744		4 45,800 2 12,744		Rural Urban	D STATE U COUNTY	NHS - Non-Interstate Roadway Other CMP Network Roadway	E	5,500 1,300	0.12 0.1	B 1.00% C 1.00%	5,700 1,400	0.12 0.11	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2 COLLECTOR	INTERRUPTED	1 12,744		2 12,744		Urban	U COUNTY	Other CMP Network Roadway	E	5,800	0.46	C 1.85%	6,400	0.50	С
7110 7150	W ANTHONY RD CR 40	SR 326 CEDAR ST	NE 95 ST US 41	2 COLLECTOR 2 COLLECTOR	UNINTERRUPTED INTERRUPTED	19,170 2 11,232		2 19,170 2 11,232		Rural Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D E	5,800 3,700	0.3	B 1.00% C 1.00%	6,100 3,900	0.32	B C
7160	BASELINE RD EXT	US 441	SR 25	2 ARTERIAL	INTERRUPTED	2 11,232		2 11,232	576	Urban	U COUNTY	Other CMP Network Roadway	E	4,800	0.43	C 1.00%	5,100	0.45	С
7165 7170	SE 132 ST RD SE 132 ST RD	CR 484 US 301	US 301 US 441	4 ARTERIAL 4 ARTERIAL	INTERRUPTED INTERRUPTED	1 35,820 1 35,820		4 35,820 4 35,820		Urban Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	14,200 15,100	0.4	C 3.93% C 7.33%	17,300 21,600	0.48	C
77732.2	SE 132 ST RU EMERALD RD	EMERALD RD EXT	CR 464	2 COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340		Urban	U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted	0.42 N/A	N/A 1.00%	Not Counted	0.60 N/A	N/A
7742	SW 32 AV/SW 34 ST	SR 200	SW 27 AV	4 COLLECTOR	UNINTERRUPTED	67,770		4 67,770		Urban	D COUNTY	Other CMP Network Roadway	E	23,700 Not Counted	0.35	B 10.00%	38,100	0.56	C
7995 8000	NE 160 AV RD NW 35 ST	NE 145 AV NW 35 AVE	NE 245 ST RD NW 27 AVE	2 COLLECTOR 4 LOCAL	UNINTERRUPTED UNINTERRUPTED	19,170 67,770		2 19,170 4 67,770		Rural Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 10,700	N/A 0.16	N/A 1.00% B 1.00%	Not Counted 11,300	N/A 0.17	N/A B
8005	NW 35 AV	NW 21 ST	NW 35 ST	4 LOCAL	UNINTERRUPTED	67,770	3,357	4 67,770	3,357	Urban	D COUNTY	Other CMP Network Roadway	E	9,800	0.14	B 1.00%	10,300	0.15	В
8010 8015	SW 49 AV SW 49 AV	SW 85 ST SW 66 ST	SW 66 ST SW 40 AV	4 COLLECTOR 4 COLLECTOR	UNINTERRUPTED UNINTERRUPTED	67,770 67,770		4 67,770 4 67,770		Urban	D COUNTY D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted Not Counted	N/A N/A	N/A 1.00% N/A 1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
8020	SW 49 AV	SW 49 AV	SW 42 ST	4 COLLECTOR	UNINTERRUPTED	67,770	3,357	4 67,770		Urban	D COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted	N/A N/A	N/A 1.00%	Not Counted Not Counted	N/A	N/A
8030	SW 95 ST	I-75 SB	I-75 NB	4 COLLECTOR	INTERRUPTED	1 35,820	1,000	4 35,820 2 11,232		Urban	D COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
8080 8130	CHESNUT RD MARION OAKS MNR	JUNIPER RD SW 49 AV	SR 35 MARION OAKS BLVD	2 COLLECTOR 2 COLLECTOR	INTERRUPTED INTERRUPTED	2 11,232 1 15,930		2 11,232 2 15,930		Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	3,100 12,400	0.28	C 1.00% C 1.00%	3,300 13,100	0.29	C C
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4 COLLECTOR	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban	D COUNTY	Other CMP Network Roadway	E	12,400	0.35	C 1.00%	13,100	0.37	С
8150 8180	MARION OAKS TRL MARION OAKS TRL	CR 484 MARION OAKS CRSE	SW 49 AV W MARION OAKS TRL	2 ARTERIAL 2 COLLECTOR	INTERRUPTED INTERRUPTED	1 15,930 1 15,930	792 792	2 15,930 2 15,930		Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	Not Counted Not Counted	N/A N/A	N/A 1.00% N/A 1.00%	Not Counted Not Counted	N/A N/A	N/A N/A
5.00	JUNIPER RD	SR 35	CHESNUT RD	2	INTERNOTTED	11,232		2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	0	0	0 0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2		11,232		2 11,232		Urban	U COUNTY	Other CMP Network Roadway	E	0	0	0 0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2		15,930 15,930		2 15,930		Urban	U COUNTY	Other CMP Network Roadway	E	0	0	0 0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2		13,930		2 15,930		Urban	U COUNTY	Other CMP Network Roadway	E	0	0	0 0.00%	0	0.00	
	MARION OAKS BLVD MARION OAKS LN MARION OAKS LN	MARION OAKS MNR MARION OAKS TRL MARION OAKS TRL	SE 67 AVE RD MARION OAKS BLVD MARION OAKS BLVD	2 2 2		16,727 15,930		2 15,930 2 16,727 2 15,930		Urban Urban Urban	U COUNTY U COUNTY	Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	E E	0	0	0 0.00% 0 0.00% 0 0.00%	0 0	0.00	0

Ocala Marion TPO CMP Database - August 2023

SEGMENT ID	ROAD NAME	FROM			FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVIC VOLUME (2023)	E 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	C	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 www.cflroads.com. For questions, please contact Melissa S. McKinney at 386-943-5077 or via email at melissa.mckinney@dot.state.fl.us.

MARION COUNTY

Upcoming Projects:

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

Contract: D56B1

Contractor: RAM Construction Services
Estimated Start Date: Summer 2023
Estimated Completion Date: Late 2023
Construction Cost: \$ 285 Thousand

Description: The Florida Department of Transportation (FDOT) will be making improvements to the State Road (S.R.) 492 (Bonnie Heath Boulevard) bridge over the C.S.X Railroad in Marion County. Work includes concrete repair, joint rehabilitation, and applying a type of coating called an epoxy overlay to the bridge deck. The epoxy overlay seals the concrete surface, which helps to prolong the life of the bridge. The overlay also increases friction on the traveling surface, making it safer for motorists.

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

• Contract: T5782

Contractor: Anderson Columbia Co., Inc.

Estimated Start: August 2023
Estimated Completion: Late 2024
Construction Cost: \$22.3 Million

• Description: The Florida Department of Transportation (FDOT) is designing improvements along State Road (S.R. 464) from east of U.S. 301/U.S. 27 to S.R. 35. The purpose of the project is to extend the life of the existing roadway by repaving this segment of S.R. 464. Various operational and safety enhancements are also planned, including restriping a portion of the corridor to provide bicycle lanes, reconstructing pedestrian curb ramps and constructing new sidewalk to fill gaps, and realigning crosswalks at the signalized intersections to enhance pedestrian safety. Traffic signal adjustments and drainage upgrades are also included.

Current Projects:

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

• Contract: T5774

Contractor: Traffic Control DevicesEstimated 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 millionEstimated 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 2024Construction 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 ConstructionConstruction Cost: \$1.1 Million

• Start: March 6, 2023

• Estimated Completion: Fall 2023

- Description: The purpose of the project is to signalize the pedestrian crossing on U.S. 41
 (S. Williams Street) between Brittan Alexander Bridge and River Road, near Dunnellon
 City Hall. This will enhance pedestrian safety by installing a Midblock Pedestrian Signal
 (MPS) to replace the existing pedestrian crossing at this location.
- Update: 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 GroupConstruction 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 (prepunch 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 millionStart: November 28, 2022

• Estimated Completion: Fall 2023

- Description: The purpose of this project is to construct a Virtual Weigh-In-Motion System for the Wildwood Weigh Station on I-75. Electronic weigh sensors will be installed along 3 miles of the roadway and digital message boards will be added to direct traffic towards the station.
- Updates: The contractor is continuing to open trench/directional conduit and pull boxes installation. There are disconnects at CCTV poles, northbound and southbound.