OCALA MARION TPO

Congestion Management Plan Appendix





October 2021

Appendix A

Identifying Congested Corridors and Hot Spots

CONGESTED CORRIDORS AND HOT SPOTS

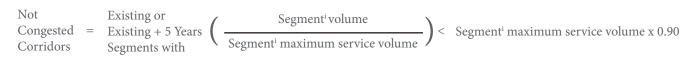
Various criteria that primarily use traffic volume and capacity are used to select and categorize the congested corridors in Marion County. The methodology using these criteria to select congested corridors within the CMP application area is presented below. Thereafter, criteria used to identify congestion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

Selection Methodology

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

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

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



(i = 1, 2, 3, ... n)

(i = 1, 2, 3, ..., n)

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

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

CorridorsExisting orSegment' volumeApproaching =Existing + 5 Years
$$1.00 > \left(\frac{\text{Segment' volume}}{\text{Segments with}}\right) > 0.90$$
CongestionsSegments with

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

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

Extremely
Congested
$$=$$
 Existing or
Corridors $=$ Existing + 5 Years $\left(\frac{\text{Segment}^{i} \text{ volume}}{\text{Segment}^{i} \text{ capacity}}\right) > 1.08$
 $(i = 1, 2, 3, ... n)$

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

Appendix B

Congestion Mitigation Strategies Matrix

Corric	lor	From To	An			naly	′st_		C	Date			
			i				tion		ір Ту	vpes			
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Regional	Traffic	Regional	Access		LUCAI ACCESS	Local	Circulation	Potential Effectiveness	Recommendations/ Comments
Traveled	LT	1.01 Congestion Pricing: Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, the higher the cost to travel on the road. Dynamic congestion pricing works best when coupled with real-time information on the availability of other routes.	Low	\$ \$ \$		¢ \$						LOW MEDIUM HIGH	
Person Trips or Vehicle Miles Traveled	ST/LT	1.02 Alternative Work Hours: There are three main variations: staggered hours, flex-time, and compressed work weeks. Staggered hours require employees in different work groups to start at different times to spread out their arrival/departure times. Flex-time allows employees to arrive and leave outside of the traditional commute period. Compressed work weeks involve reducing the number of days per week worked while increasing the number of hours worked per day.	Low	\$ \$	Ë	¢.						0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
Reduce	ST/LT	1.03 Telecommuting: Telecommuting policies allow employees to work at home or a regional telecommute center instead of going into the office, all the time or only one or more days per week.	Med	ት វ	₽ ₽ ₽	~						LOW MEDIUM HIGH	
Tier 1: Strategies to	ST/LT	1.04 Emergency Ride Home Programs: These programs provide a safety net to those people who carpool or use transit to work so that they can get to their destination if unexpected work demands or an emergency arises.	Med									LOW MEDIUM HIGH	
Tie	ST/LT	1.05 Alternative Mode Marketing and Education: Providing education on alternative modes of transportation can be an effective way of increasing demand for alternative modes. This strategy can include mapping websites that compute directions and travel times for multiple modes of travel.	Med	\$ \$		\$		\$ 9 \$		()		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	

			O Distribution of Trip Types				ір Ту	pes				
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Regional	Traffic	Regional	Access			Local	Circulation	Potential Effectiveness Recommendations/ Comments
	ST/LT	1.06 Safe Routes to Schools Program: This program provides funding to communities to invest in pedestrian and bicycle infrastructure surrounding schools.	High	ۍ ئ ا		ئ پ		វ្ ភា វ្វិរ		ئ الله الله الم		LOW MEDIUM HIGH EXISTING N/A
e Miles Traveled	ST/LT	1.07 Preferential for Free Parking for HOVs: This program provides an incentive for employees to carpool with preferred of free-of-charge parking for HOVs.	Low	\$ን \$ን \$ን		ي ه يه ال		វ្វា វ្វា វ្ វា		ئ ئ		LOW MEDIUM HIGH EXISTING N/A
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	ST/LT	1.08 Negotiated Demand Management Agreements: As a condition of development approval, local governments require the private sector to contribute to traffic mitigation agreements. The agreements typically set a traffic reduction goal (often expressed as a minimum level of ridesharing participation or a stipulated reduction in the number of automobile trips).	Low	\$ \$				\$ \$	Ĥ	ئ ئ	₿₿	0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A
s to Reduce Per	ST/LT	1.09 Trip Reduction Ordinance: These ordinances use a locality's regulatory authority to limit trip generation from a development. They spread the burden of reducing trip generation among existing and future developments better than Negotiated Demand Management Agreements.	Low	3) 3)			₽ E	ئ ه گ				LOW MEDIUM HIGH EXISTING N/A
Tier 1: Strategie	ST	1.10 Infill developments: This strategy takes advantage of infrastructure that already exists, rather than building new infrastructure on the fringes of the urban area.	High	4				() ()		\$ \$		LOW MEDIUM HIGH
	ST/LT	1.11 Design Guidelines for Pedestrian-Oriented Development: Maximum block lengths, building setback restrictions, and streetscape enhancements are examples of design guidelines that can be codified in zoning ordinances to encourage pedestrian activity.	High					~		ئ ه ئ		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HICH EXISTING N/A

			ဝ Distrib	ribu	tion	of Tr	rip Ty	vpes					
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Regional	Traffic	Regional	Access		Local Access	Local	Circulation	Potential Effectiveness	Recommendations/ Comments
Tier One	ST/LT	1.12 Mixed-Use Development: This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.	High					¢ ¢ ¢		~		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
lodes	ST/LT	2.01 Transit Capacity Expansion: This strategy adds new vehicles to expand transit services.	Med	~								0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
Trips to Other N	ST/LT	2.02 Increasing Bus Route Coverage or Frequencies: This strategy provides better accessibility to transit to a greater share of the population. Increasing frequency makes transit more attractive to use.	Med	~		æ	ËË	1) 1) 1) (~		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
Shift Automobile Trips to Other Modes	LT	2.03 Implementing Regional Premium Transit: Premium transit such as Bus Rapid Transit (BRT) best serves dense urban centers where travelers can walk to their destinations. Premium transit from suburban areas can sometimes be enhanced by providing park-and-ride lots.	Low	\$ \$				\$ \$		¢		LOW MEDIUM HIGH EXISTING N/A	
Strategies to	ST/LT	2.04 Providing Real-Time Information on Transit Routes: Providing real-time information on bus progress either at bus stops, terminals, and/or personal wireless devices makes bus travel more attractive.	Low						₽. ₽. ₽.			D I 2 3 4 5 6 7 8 9 10 LOW MEDIUM HICH EXISTING N/A	
Tier 2:	ST	2.05 Reducing Transit Fares: This relatively easy-to- implement strategy encourages additional transit use, to the extent that high fares are a real barrier to transit. However, due to the direct financial impact on the transit system operating budgets, reductions in selected fare categories may be a more feasible strategy to implement.	Low		,,							0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	



			우 Distribution	tion	of Tr	ip Ty	vpes						
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TP	Regional	Traffic	Regional	Access	Local Access		Local	Circulation	Potential Effectiveness	Recommendations/ Comments
	ц	2.06 Provide Exclusive Bus Right-Of-Way: Exclusive right-of-way includes bus ways, bus-only lanes, and bus bypass ramps. This strategy is applied to freeways and major highways that have routes with high ridership.	Low									LOW MEDIUM HICH EXISTING N/A	
Other Modes	ST/LT	2.07 New Sidewalk Connections: Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Med					\$ \$		~		LOW MEDIUM HIGH	
mobile Trips to	ST/LT	2.08 Designated Bicycle Lanes on Facilities or Routes: Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing roadways through restriping.	Med	?		600	Ē	3) 3) 3)		🎝 🎝 🎝		LOW MEDIUM HIGH	
Tier 2: Strategies to Shift Automobile Trips to Other Modes	ST	2.09 Improved Bicycle Facilities at Transit Stations and Other Trip Destinations: Bicycle racks and bicycle lockers at transit stations and other trip destinations increase security. Additional amenities such as locker rooms with showers at workplaces provide further incentives for using bicycles.	Low					~		~		LOW MEDIUM HIGH	
Tier 2: Strateç	ST	2.10 Improved Safety of Existing Bicycle and Pedestrian Facilities: Maintaining lighting, signage, striping, traffic control devices, and pavement quality and installing curb cuts, curb extensions, median refuges, and raised crosswalks can increase bicycle and pedestrian safety.	High	\$ \$				\$ \$ \$		~		LOW MEDIUM HIGH	
	Ц	2.11 Exclusive Non-Motorized ROW: Abandoned rail rights-of-way and existing parkland can be used for medium- to long-distance bicycle trails, improving safety and reducing travel times.	Med	.		¢	I.	\$ \$ \$		ئ گ		0 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	

			°G	Distribution of Trip Types		pes							
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Regional	Traffic	Regional	Access		LUCAI ACCESS	Local	Circulation	Potential Effectiveness	Recommendations/ Comments
Tier 2	ST/LT	2.12 Intermodal Enhancements: Coordinating modes makes movement from one mode to the other easier. These enhancements typically includes schedule modification to reduce layover time or increase the opportunity for transfers, creation of multi-modal facilities, informational kiosks, and improved amenities at transfer locations.	Med	~		â		\sim				0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HICH EXISTING N/A	
cy	ц	3.01 Ridesharing (Carpools, Vanpools, Lyft, Uber): In ridesharing programs, participants are matched with potential candidates for sharing rides. This is typically arranged/encouraged through employers or transportation management agencies, which provide ride-matching services. These programs are more effective if combined with HOV lanes, parking management, guaranteed ride home policies, and employer-based incentive programs.	Med	\$	Ē		Ē	6		?		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
Vehicle Occupancy	ST/LT	3.02 High Occupancy Vehicle Lanes: This increases corridor capacity while at the same time providing an incentive for single-occupant drivers to shift to ridesharing. These lanes are most effective as part of a comprehensive effort to encourage HOVs, including publicity, outreach, park-and-ride lots, rideshare matching services, and employer incentives.	Low	()		a		~		~		LOW MEDIUM HIGH EXISTING N/A	
to Increase	ST/LT	3.03 Park-and-Ride Lots: These lots can be used in conjunction with HOV lanes and/or express bus services. They are particularly helpful when coupled with other commute alternatives such as carpool/vanpool programs, transit, and/or HOV lanes.	Low	\$ \$ \$		~		~	Ē		₽ ₽ ₽	O I Z MEDIUM HICH EXISTING N/A EXISTING N/A	
ier 3: Strategies	ST/LT	3.04 Employer-Landlord Parking Agreements: Employers can negotiate leases so that they pay only for parking spaces used by employees. In turn, employers can pass along parking savings by purchasing transit passes or reimbursing non-driving employees with the cash equivalent of a parking space.	Low	(; (;		¢.		¢ \$				O I Z I I I I I I I I I I I I I I I I I	
Тіе	ST/LT	3.05 Parking Management: This strategy reduces the instance of free parking to encourage other modes of transportation. Options include reducing the minimum number of parking spaces required per development, increasing the share of parking spaces for HOVs, introducing or raising parking fees, providing cash-out options for employees not using subsidized parking spaces, and expanding parking at transit stations or park-and-ride lots.	Low	\$.		¢ ¢	III III			LOW MEDIUM HIGH EXISTING N/A	



			° 6		Dist	ribu	tion	of Tri	ір Ту	pes			
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Regional	Traffic	Regional	Regional Access		LOCAI ACCESS	Local Circulation		Potential Effectiveness	Recommendations/ Comments
Tier 3	LT	3.06 Managed Lanes: The Federal Highway Administration (FHWA) defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include the following: high-occupancy toll (HOT) lanes with tolls that vary based on demand; exclusive bus-only lanes; HOV and clean air and/ or energy-efficient vehicle lanes; and HOV lanes that could be changed into HOT lanes in response to changing levels of traffic and roadway conditions.	Low	\$ \$ \$		~		ఫి ఫి	Ë	¢	÷	LOW MEDIUM HIGH EXISTING N/A	
	ST/LT	4.01 Dynamic Messaging: Dynamic messaging uses changeable message signs to warn motorists of downstream queues; it provides travel time estimates, alternate route information, and information on special events, weather, or accidents.	High	\$ \$ \$		\$) \$)	ËËË	ት ት		~		O I 2 3 4 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6	
Operations	ST/LT	4.02 Advanced Traveler Information Systems (ATIS): ATIS provide an extensive amount of data to travelers, such as real-time speed estimates on the web or over wireless devices and transit vehicle schedule progress. It also provides information on alternative route options.	High	\$ \$ \$		\$ \$ \$	₽ ₽ ₽ ₽	A				LOW MEDIUM HIGH	
rategies to Improve Roadway C	ST/LT	4.03 Integrated Corridor Management (ICM): This strategy, built on an ITS platform, provides for the coordination of the individual network operations between parallel facilities creating an interconnected system. A coordinated effort between networks along a corridor can effectively manage the total capacity in a way that will result in reduced congestion.	High	\$P \$P		\$ \$ \$		ۍ ()		÷		LOW MEDIUM HIGH	
gies to Impr	ST	4.04 Transit Signal Priority (TSP): This strategy uses technology located onboard transit vehicles or at signalized intersections to temporarily extend green time, allowing the transit vehicle to proceed without stopping at a red light.	Low	•		.						CONTRACTOR	
Tier 4: Strate	ST	4.05 Truck Signal Priority: This strategy gives priority to a traffic signal approach when trucks are detected. This can reduce truck travel times and potentially increases safety by reducing the number of trucks arriving at the end of the green phase, which may reduce red light running.	Med	\$				•••				LOW MEDIUM HIGH	
	ST	4.06 Traffic Signal Coordination: Signals can be pre-timed and isolated, pre-timed and synchronized, actuated by events (such as the arrival of a vehicle, pedestrian, bus or emergency vehicle), set to adopt one of several pre-defined phasing plans based on current traffic conditions, or set to calculate an optimal phasing plan based on current conditions.	High	\$ \$ \$		\$ 7 \$ \$				(Ditigation Strategie	

			to TPO		Dist	tribu	tion	of Tri	ір Ту	ypes			
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TP	Regional	Regional Traffic Regional		Regional Access		Local Access		Circulation	Potential Effectiveness	Recommendations/ Comments
	ST/LT	4.07 Channelization: This strategy is used to optimize the flow of traffic for making left or right turns usually using concrete islands or pavement markings.	High	~		\$ \$ \$		ې پې پې		\$ \$ \$		LOW MEDIUM HIGH EXISTING N/A	
tions	ST/LT	4.08 Intersection Improvements: Intersections can be widened and lanes restriped to increase intersection capacity and safety. This may include auxiliary turn lanes (right or left) and widened shoulders.	High	\$		\$ \$ \$						0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
adway Operat	ST/LT	4.09 Bottleneck Removal: This strategy removes or corrects short, isolated, and temporary lane reductions, substandard design elements, and other physical limitations that form a capacity constraint that results in a traffic bottleneck.	High	\$ \$ \$		L'O OL		\$,,	~		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
to Improve Ro	LT	4.10 Vehicle Use Limitations and Restrictions: This strategy includes all-day or selected time-of-day restrictions of vehicles, typically trucks, to increase roadway capacity.	Low	\$		- 				~		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
4: Strategies t	ST	4.11 Improved Signage: Improving or removing signage to clearly communicate location and direction information can improve traffic flow.	Med	\$ \$ \$		\$ \$ \$		¢		a	,,	0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
Tier	ST/LT	4.12 Geometric Improvements for Transit: This strategy includes providing for transit stop locations that do not affect the flow of traffic, improve sight lines, and improve merging and diverging of buses and cars.	Low	?		~		~		~		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	
	ST/LT	4.13 Goods Movement Management: This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.	Low					ئ ه په د		به به		0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A	



			to TPO		Dis	stril	buti	ion d	of Tr	ір Ту	/pes		
Tier	Short- Term/ Long- Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TP	Regional Traffic Regional		Regional Access		Local Access		Local	Circulation	Potential Effectiveness Recommendations/ Comments	
	ST/LT	4.14 Freeway Incident Detection and Management Systems: This strategy addresses primarily non-recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.	N/A	\$) \$)					.				0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A
/ Operations	ST/LT	4.15 Access Management Policies: This strategy includes adoption of policies to regulate driveways and limit curb cuts and/or policies that require continuity of sidewalk, bicycle, and trail networks.	High	\$ \$ \$									0 LOW MEDIUM HIGH EXISTING N/A
rove Roadway	ST/LT	4.16 Corridor Preservation: This strategy includes implementing, where applicable, land acquisition techniques such as full title purchases of future rights-of-way and purchase of easements to plan proactively in anticipation of future roadway capacity demands.	Med	\$ \$						11		₿₿	0 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A
: Strategies to Improve Roadway Operations	ST/LT	4.17 Corridor Management: This strategy is applicable primarily in moderate- to high-density areas and includes strategies to manage corridor rights-of-way. The strategies range from land-use regulations to landowner agreements such as subdivision reservations, which are mandatory dedications of portions of subdivided lots that lie in the future right-of-way.	Med	¢.						Ë		₽ ₽	- - - - - - - - - - - - - -
Tier 4:	ST/LT	4.18 Complete Streets: Routinely design and operate the entire right of way to enable safe access for all users including pedestrians, bicyclists, motorists, and transit Element that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.	High	~		。 			~			1 1 1 1 1 1 1	LOW MEDIUM HIGH EXISTING N/A
Tier 5: Strategies to Add Capacity	LT	5.01 Add General Purpose Travel Lanes: Increase the capacity of congested roadways through additional general purpose travel lanes (or passing lanes on rural two-lane facilities).	High										0 1 2 3 4 5 6 7 8 9 10 LOW MEDIUM HIGH EXISTING N/A

Appendix C

Safety Mitigation Matrix

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



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

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



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

Appendix D CMP Database

SEGMENT ID	ROAD NAME	FROM	то	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS DAILY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVI VOLUME (2021)	CE LANES DAILY (2026) VOLUME	PEAK HOUR DIRECTIONAL SERVIC VOLUME (2026)	E URBAN / DIVIDED / RURAL UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV 2021 I	DAILY LOS GROWTH RAT	2026 AADT	2026 DAILY VIMSV	2026 DAILY LOS
	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED	67,770	3,357	4 67,770	3,357	Urban D	COUNTY	Other CMP Network Roadway	E	Not Counted		N/A 1.00%	Not Counted	N/A	N/A
1020	CR 21 CR 25	CR 315 US 27	COUNTY LINE CR 326	2	COLLECTOR	UNINTERRUPTED UNINTERRUPTED	19,170	999	2 19,170	999 486	Rusi U Rusi U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	Not Counted 1.200	N/A 0.13	N/A 1.00% B 1.00%	Not Counted 1.300	N/A 0.14	N/A B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	485	Rusi U	COUNTY	Other CMP Network Roadway	8	1,200	0.13	B 1.00%	1,300	0.14	8
1040.1 1050	CR 225	CR 316 US 27	CR 318 CR 326	2	COLLECTOR	UNINTERRUPTED INTERRUPTED	9,270 10,224	486	2 9,270 2 10,224	486	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	8	1,200	0.13 0.73	B 1.00% C 1.00%	1,300	0.14	B C
1050		CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rural U	COUNTY	Other CMP Network Roadway	8	3,100	0.33	B 1.00%	3,200	0.35	8
1070	CR 25	COUNTY LINE CR 42	CR 42 SE 128 PL RD	2	COLLECTOR	INTERRUPTED	1 12,744 29,340	634 1,449	2 12,744 2 29,340	634 1,449	Urban U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	11,500 8,500	0.9	C 1.00% B 3.44%	12,100	0.95	D
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B 3.44%	10,000	0.34	8
1090.1 1100.1	CR 25 CR 25	SE 135 AV CR 464	CR 464 SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED	29,340 29,340	1,449	2 29,340 2 29,340	1,449 1,449	Urban U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,500	0.29 0.22	B 3.44% B 2.09%	10,000	0.34	8
1100.4		SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340 2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	5,600		B 2.09%	5,900	0.25	B
1110.4 1120	CR 25 US 441	SE 92 PL LOOP NE 28 ST	SE 110 ST CR 25A (S)	2 4	COLLECTOR	UNINTERRUPTED INTERRUPTED	29,340 1 41,790	1,449 2,100	2 29,340 4 41,790	1,449 2,100	Urban U	COUNTY STATE	Other CMP Network Roadway NHS - Non-Interstate Roadway	E	11,900 22,700	0.41	C 1.00%	12,500	0.43	c
1130	CR 25A	US 441 (S)	SR 326	2	COLLECTOR	INTERRUPTED	1 12,744	634	2 12,744	634	Urban D Urban U	COUNTY	Other CMP Network Roadway	E	5,100	0.4	C 1.66% C 1.00%	24,700 5,400	0.42	c
1150.1		SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	8,900		B 1.00%	9,300	0.32	8
1150.2 1160.2	CR 25A CR 25A	URBAN AREA BOUNDARY CR 316	CR 329 US 441	2	COLLECTOR	UNINTERRUPTED	19,170	999 486	2 19,170 2 9,270	999 485	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	8	8,900 2,400	0.46	B 1.00% B 1.00%	9,300 2,600	0.49 0.28	C B
1160.3		CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED	14,130	738	2 14,130	738	Rural U	COUNTY	Other CMP Network Roedway	с	2,400	0.17	B 1.00%	2,600	0.18	8
1170 1180	CR 25A CR 314	US 441 NE 7 ST	CR 25 SE 1 ST	2	COLLECTOR	UNINTERRUPTED	29,340 19,170	1,449 999	2 29,340 2 19,170	1,449 999	Urban U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	Not Counted 2,000		N/A 1.00% B 1.00%	Not Counted 2,100	N/A 0.11	N/A B
1190.1	CR 314	SE 1 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B 6.48%	2,800	0.15	в
1200 1210.2	CR 314	SR 40 (E) CR 314A	CR 314A SR 19	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170 2 19,170	999	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	3,200 Not Counted	0.17 N/A	B 1.00% N/A 1.00%	3,300 Not Counted	0.17 N/A	B N/A
1220	CR 314A	CR 464C	SE 180 AV	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B 1.00%	2,800	0.15	8
1230.1 1240		SE 180 AV SR 40	SR 40 CR 314	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170 2 19,170	999	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,600	0.29	B 1.00% B 11.28%	5,900	0.31	B
1250.2	CR 315	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Roral U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
	CR 315	SR 40 NE 90 ST	NE 90 ST CR 316	2	COLLECTOR COLLECTOR	UNINTERRUPTED	19,170	999 929	2 19,170 2 19,170	999 919	Roral U Roral U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	3,700 4,000	0.19	8 1.00% 8 1.00%	3,900 4,200	0.20	8
1260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Roral U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B 1.00%	3,200	0.17	8
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B 1.00%	3,200	0.17	8
1280.1 1280.2		US 27 E OF CR 225	CR 329 1-75	2	COLLECTOR	UNINTERRUPTED	9,270	486 486	2 9,270 2 9,270	485	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	800 Not Counted		B 1.00% N/A 1.00%	900 Not Counted	0.10 N/A	B N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rural U	COUNTY	Other CMP Network Roadway	в	900	0.1	8 1.00%	1,000	0.11	в
1280.4 1290.1	CR 316	1-75 CR 25A	CR 25A NW 38TH AVE	2	COLLECTOR COLLECTOR	UNINTERRUPTED	9,270 9,270	486	2 9,270 2 9,270	485	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	8	Not Counted 1,300		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 9,270	486	Rural U	COUNTY	Other CMP Network Roadway	В	1,800	0.19	8 1.00%	1,900	0.20	В
1290.4	CR 316	US 441 JACKSONVILLE RD	JACKSONVILLE RD NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270 2 19,170	485	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	в	Not Counted 2.900		N/A 1.00% 8 8.56%	Not Counted 4.400	N/A 0.23	N/A B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural U	COUNTY	Other CMP Network Roadway	D	2,800		8 1.00%	2,900	0.15	8
1310.1 1320.1	CR 316	CR 315 NE 203 AV	NE 203 AV SR 19	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170 2 19,170	909	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	3,500 2,700	0.18	B 3.28% B 12.74%	4,100	0.21	B
	CR 318	COUNTY LINE	1.75	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	8	2,000	0.22	B 2.82%	2,300	0.25	8
	CR 318	1-75	NW 60 AVE	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	939	Rural U	COUNTY	Other CMP Network Roadway	D	4,800	0.25	8 4.43%	6,000	0.31	B
1340.2 1350.1	CR 318 CR 318	NW 60 AVE US 441	US 441 NE 10 AVE	2	COLLECTOR COLLECTOR	INTERRUPTED UNINTERRUPTED	10,224 9,270	533 486	2 10,224 2 9,270	533 486	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	4,200	0.41 0.45	C 1.00% B 1.00%	4,400	0.43	C B
1350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rural U	COUNTY	Other CMP Network Roadway	в	4,200	0.45	B 6.28%	5,700	0.61	в
1360.1 1380	CR 318 CR 320	US 301 COUNTY LINE	CR 315 CR 329	2	COLLECTOR	UNINTERRUPTED	19,170 9,270	999	2 19,170 2 9,270	999	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	4,200 400	0.22	8 6.28% 8 1.00%	5,700	0.30	8
1390.1	CR 320	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rural U	COUNTY	Other CMP Network Roadway	8	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
1400	CR 328 CR 328	US 41 SW 140 AV	SW 140 AV E OF NW 125 AV	2	COLLECTOR	INTERRUPTED UNINTERRUPTED	9,288 14,130	482 738	2 9,288 2 14,130	482	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c	2,900		C 1.00%	3,000	0.32	СВ
1410.1		E OF NW 125 AV	SR 40	2	COLLECTOR	UNINTERRUPTED	14,130	738	2 14,130	738	Rural U	COUNTY	Other CMP Network Roadway	c	2,900 3,200	0.21 0.23	B 1.00% B 1.00%	3,300	0.21	8
	CR 329	COUNTY LINE	HWY 318	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	485	Rural U	COUNTY	Other CMP Network Roadway	В	1,400		8 1.00%	1,500	0.16	в
	CR 329 CR 329	HWY 318 CR 316	CR 316 CR 25A	2	COLLECTOR	UNINTERRUPTED	9,270 9,270	486	2 9,270 2 9,270	486	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	8	2,100 2,100	0.23 0.23	B 1.00% B 1.00%	2,300	0.25	8
1440.1		CR 25A	US 441	2	COLLECTOR	UNINTERRUPTED	9,270	486	2 9,270	486	Rusi U	COUNTY	Other CMP Network Roadway	8	1,800	0.19	B 3.18%	2,100	0.23	8
1450 1460	CR 329 CR 329	US 441 JACKSONVILLE RD	JACKSONVILLE RD NE 47 AV	2	COLLECTOR	UNINTERRUPTED	9,270 19,170	486	2 9,270 2 19,170	485	Rusi U Rusi U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	5,800	0.63	B 1.00% B 8.22%	6,100 8,300	0.66	8
1470	CR 336	COUNTY LINE	CR 40	2	COLLECTOR	UNINTERRUPTED	19,170	939	2 19,170	999	Rusi 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	2 11,232 1 12,744	576 634	2 11,232 2 12,744	576	Urban U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	9,100 4,900	0.81 0.38	D 3.14% C 1.00%	10,700	0.95	E
1500	CR 35	NE 58 AV	SR 326	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	B 1.00%	5,500	0.19	8
	CR 35 CR 40	SR 326 COUNTY LINE (W)	NE 97TH ST RD CR 336	2	COLLECTOR	UNINTERRUPTED	25,650	1,341	2 25,650 2 19,170	1,341	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,600 2,200		B 2.11% B 1.00%	2,900	0.11	8
1520.2	CR 40	CR 336	URBAN AREA BOUNDRY	2	COLLECTOR	UNINTERRUPTED	19,170	939	2 19,170	999	Rural U	COUNTY	Other CMP Network Roadway	D	3,500	0.11	B 1.00%	3,600	0.13	8
1540.1		URBAN AREA BOUNDRY	SW ROLLING HILLS RD	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
1550.1 1560	CR 42	CR 475 US 301	US 301 SE 77 AV	2 4	COLLECTOR ARTERIAL	UNINTERRUPTED	19,170 1 35,820	999 1,800	2 19,170 4 35,820	999 1,800	Rural U Urban D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,400 14,300	0.4	B 1.00% C 1.00%	5,700	0.30	B C
1570	CR 42	SE 77 AV	US 441	4	ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban D	COUNTY	Other CMP Network Roadway	E	9,000	0.25	C 1.00%	9,400	0.26	c
	CR 42 CR 42	US 441 SE 130 AVE	SE 130 AVE CR 25	2	COLLECTOR COLLECTOR	UNINTERRUPTED	29,340 29,340	1,449	2 29,340 2 29,340	1,449	Urban U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	11,300	0.39	C 4.92% B 1.00%	14,400	0.49	c
1620.1	CR 42	CR 25	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	9,400	0.32	B 1.00%	9,900	0.34	в
1620.3 1630	CR 42 CR 42	URBAN AREA BOUNDARY CR 450	CR 450 COUNTY LINE	2	COLLECTOR	UNINTERRUPTED	19,170	999 929	2 19,170 2 19,170	999 999	Rural U Rural U	COUNTY	Other CMP Network Roedway Other CMP Network Roedway	D	7,500		B 3.03% B 1.00%	8,700	0.45	8
1640	CR 450	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED	19,170	999	2 19,170	999	Rural U	COUNTY	Other CMP Network Roadway	D	1,400	0.07	B 1.00%	1,400	0.07	В
	CR 452 SR 464	COUNTY LINE SE 25 AV	CR 42 SE 44 AV	2	COLLECTOR	UNINTERRUPTED	19,170 1 39,800	999 2.000	2 19,170 4 39,800	999 2,000	Rural U Urban D	COUNTY STATE	Other CMP Network Roadway Other CMP Network Roadway	D	5,800 37,900	0.3	B 1.00% C 2.10%	6,100 42,100	0.32	B
1690	SR 464	SE 44 AV	SR 35	4	ARTERIAL	INTERRUPTED	1 39,800	2,000	4 39,800	2,000	Urban D	STATE	Other CMP Network Roadway	D	31,800	0.8	C 1.00%	33,400	0.84	c
	CR 464 CR 464	SR 35 EMERALD RD (N)	EMERALD RD (N) OAK RD	4	ARTERIAL	INTERRUPTED	1 35,820 1 35,820	1,800	4 35,820 4 35,820	1,800	Urban D Urban D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	42,700	1.19	F 3.56% C 5.05%	50,800	1.42	F
1780	CR 464	GAK RD	EMERALD RD (S)	4	ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban D Urban D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,300	0.2	C 5.05%	7,700	0.21	c
1790	CR 464 CR 464	EMERALD RD (S) SE 110 ST	SE 110 ST CR 25	4	ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban D	COUNTY	Other CMP Network Roadway	E	9,100	0.25	C 3.14%	10,700	0.30	c
1800.2 1810		SE 110 ST US 441	CR 25 SE 31 ST	2 4	ARTERIAL COLLECTOR	INTERRUPTED	2 11,232 1 35,820	576	2 11,232 4 35,820	576	Urban U Urban D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	4,600 6,800	0.41 0.19	C 8.64% C 2.45%	7,000	0.62	C
1830	CR 464A	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	1 16,727	832	2 16,727	832	Urban D	COUNTY	Other CMP Network Roadway	£	Not Counted	N/A	N/A 1.00%	Not Counted	N/A	N/A
	CR 4648 SE 114TH ST RD	COUNTY LINE CR 464	US 27 SE 135 AV	2	COLLECTOR	UNINTERRUPTED	9,270 29,340	486 1,449	2 9,270 2 29,340	486	Rural U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	B	Not Counted 3,900		N/A 1.00% B 3.81%	Not Counted 4,700	N/A 0.16	N/A B
1860.1	CR 464C	SE 114TH ST RD	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	5,200	0.18	8 5.46%	6,800	0.23	8
1860.4 1870.1	CR 464C	URBAN AREA BOUNDARY	CR 314A CR 4754	2	COLLECTOR	UNINTERRUPTED	19,170 14,130	999 788	2 19,170 2 14,130	999 738	Roral U Roral U	COUNTY	Other CMP Network Roedway Other CMP Network Roedway	D	5,200 9,400	0.27	B 5.46% C 5.35%	6,800	0.35	в
1870.3	CR 475	CR 475A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED	14,130	738 738	2 14,130 2 14,130	738 738	Rural U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c	9,400 6,300	0.45	6.21%	8,500	0.60	B
	CR 475	URBAN AREA BOUNDARY	CR 484	2	COLLECTOR	UNINTERRUPTED	16,200	801	2 16,200	801	Urban U	COUNTY	Other CMP Network Roadway	c	6,300		8 6.21%	8,500	0.52	в
	CR 475 CR 475	CR 484 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY SE 90 ST	2	ARTERIAL	UNINTERRUPTED	16,200 14,130	801 738	2 16,200 2 14,130	801 738	Urban U Rural U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c	5,400 5,400	0.33 0.38	8 1.00% 8 1.00%	5,700 5,700	0.35	B
		SE 90 ST	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED	14,130	738	2 14,130	738	Rural U	COUNTY	Other CMP Network Roadway	с	6,600		B 1.63%	7,200	0.51	в
	CR 475 CR 475	URBAN AREA BOUNDARY SE 80 ST	SE 80 ST SE 52 ST	2	ARTERIAL	UNINTERRUPTED INTERRUPTED	16,200 1 12,096	801 598	2 16,200 2 12,096	801 598	Urban U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c	6,600	0.41	B 1.63% C 1.00%	7,200	0.44	B C
1910.1	CR 475	SE 52 ST	SE 35 ST	2	ARTERIAL	INTERRUPTED	1 12,096	598	2 12,096	598	Urban U	COUNTY	Other CMP Network Roadway	c	8,300	0.69	C 3.11%	9,700	0.80	c
1910.3 1910.5	CR 475 CR 475	SE 35 ST SE 31 ST	SE 31 ST N OF SW 29TH ST RD	2	ARTERIAL	UNINTERRUPTED	16,200 29,340	801 1,449	2 16,200 2 29,340	801 1,449	Urban U Urban U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	C	8,300	0.51 0.26	8 3.11% 8 1.00%	9,700 7,900	0.60	8
1910.6	CR 475	N OF SW 29TH ST RD	US 441	2	ARTERIAL	INTERRUPTED	2 11,232	576	2 11,232	576	Urban U	COUNTY	Other CMP Network Roadway	E	7,500	0.67	D 1.00%	7,900	0.70	D
1920	SE 23 PL	US 441	SE 3 AV	2	LOCAL	INTERRUPTED	2 11,794	605	2 11,794	605	Urban U	COUNTY	Other CMP Network Roadway	E	7,500		D 1.00%	7,900	0.67	D
1930.1	CR 475A	CR 4758	CR 484	1 2	ARTERIAL	INTERRUPTED	1 12,744	634	2 12,744	634	Urban U	COUNTY	Other CMP Network Roadway	E	7,600	0.6	C 4.89%	9,600	0.75	C



| SEGMENT ID | ROAD NAME

 | FROM

 | то

 | LANES
(2021) | FUNCTIONAL
CLASSIFICATION | FLOW | FDOT CLASS DAILY SERVIC | E
DIRECTIONAL SERVIN
VOLUME (2021)

 | CE LANES SERVICE
(2026) VOLUME
 | PEAK HOUR
DIRECTIONAL SERVICE
VOLUME (2026)
 | URBAN / DIVIDED / UNDIVIDED /
 | MAINTAINING AGENCY | NHS | ADOPTED LOS
STANDARD | 2021 AADT
 | 2021 DAILY
VIMSV 2021 | DALY LOS GROWTH RATE | 2026 A4DT
 | 2026 DAILY
VIMSV | 2026 DAILY LOS |
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| 1940.1 | CR 475A

 | CR 484

 | URBAN AREA BOUNDARY

 | 2 | ARTERIAL | UNINTERRUPTED | 29,340 | 1,449

 | 2 29,340
 |
 | Urban U
 | COUNTY | Other CMP Network Roadway | E | 6,500
 | 0.22 | 8 2.12% | 7,200
 | 0.25 | 8 |
| | CR 475A
CR 475A

 | URBAN AREA BOUNDARY
CR 475

 | CR 475
SE 25 AV

 | 2 | COLLECTOR | UNINTERRUPTED | 14,130 | 738

 | 2 14,130
 | 738 482
 | Rusi U
Rusi U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | c | 6,500
 | 0.46 | B 2.12%
C 13.98% | 7,200
 | 0.51 | 8 |
| 1960 | CR 475A

 | SE 25 AV

 | SE 36 AV

 | 2 | COLLECTOR | INTERRUPTED | 1 12,744 | 634

 | 2 12,744
 | 634
 | Urban U
 | COUNTY | Other CMP Network Roadway | E | 3,500
 | 0.27 | C 13.98% | 6,700
 | 0.53 | c |
| | CR 475A

 | SE 36 AV
CR 4754

 | US 301
(8.475

 | 2 | COLLECTOR | INTERRUPTED
UNINTERRUPTED | 1 12,744 | 634

 | 2 12,744
 | 634
 | Urban U
Rural U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 2,400
 | 0.19 | C 1.00% | 2,600
 | 0.20 | c |
| 1990.3 | 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 | 10,400
 | 0.35 | B 3.36% | 12,200
 | 0.42 | c |
| | CR 484

 | E OF HENDRIX DR

 | SW 140 AVE

 | 2 | ARTERIAL | UNINTERRUPTED | 19,170 | 999

 | 2 19,170
 |
 | Rural U
 | COUNTY | Other CMP Network Roadway | D | 10,400
 | 0.54 | C 3.36% | 12,200
 | 0.64 | c |
| 1990.6
2010 | CR 484
CR 484

 | SW 140 AVE
SW 105 AV

 | SW 105 AV
SR 200

 | 2 | ARTERIAL | UNINTERRUPTED | 29,340
29,340 | 1,449
1,449

 | 2 29,340
2 29,340
 | 1,449
1,449
 | Urban U
Urban U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 10,400
 | 0.35 | B 3.36%
B 3.36% | 12,200
 | 0.42 | c |
| | CR 484

 | SR 200

 | SW 45 AV

 | 2 | ARTERIAL | INTERRUPTED | 1 12,744 | 634

 | 2 12,744
 |
 | Urban U
 | COUNTY | Other CMP Network Roadway | E | 9,000
 | 0.71 | C 3.18% | 10,600
 | 0.83 | c |
| | CR 484
CR 484

 | SW 45 AV
1-75 RAMP (W)

 | 1-75 RAMP (W)
1-75 RAMP (E)

 | 6 | ARTERIAL | INTERRUPTED | 1 35,820
1 53,910 | 1,800
2,718

 | 4 35,820
6 53,910
 | 1,800 2,718
 | Urban D
Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E
D | 35,100
35,100
 | 0.98 | D 3.93%
C 3.93% | 42,600
42,600
 | 1.19 | F
C |
| | CR 484
CR 484

 | 1-75 RAMP (E)
CR 475A

 | CR 475A
CR 475

 | 4 | ARTERIAL | INTERRUPTED | 1 35,820
1 35,820 | 1,800

 | 4 35,820
4 35,820
 |
 | Urban D
Urban D
 | COUNTY | Other CMP Network Roadway | D | 36,200
27,900
 | 1.01
0.78 | F 6.37%
C 4.34% | 49,300
 | 1.38 | F |
| | CR 484

 | CR 475

 | CR 4/5
CR 467

 | 4 | ARTERIAL | INTERRUPTED | 1 35,820 | 1,800

 | 4 35,820
 | 1,800
 | Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | D | 21,800
 | 0.61 | C 4.57% | 34,500
 | 0.96 | c |
| 2110 |

 | CR 467

 | SE 132 ST RD

 | 4 | ARTERIAL | INTERRUPTED | 1 35,820 | 1,800

 | 4 35,820
 | 1,800
 | Urban D
 | COUNTY | Other CMP Network Roadway | D | 23,300
 | 0.65 | C 6.56% | 32,000
 | 0.89 | с |
| | CR 484
E FORT KING ST

 | SE 132 ST RD
NE 1 AV

 | US 441
SE WATULA AVE

 | 2 | COLLECTOR | UNINTERRUPTED
INTERRUPTED | 29,340
2 11,232 | 1,449
576

 | 2 29,340
2 11,232
 |
 | Urban U
Urban U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | Not Counted
Not Counted
 | N/A
N/A | N/A 1.00% | Not Counted
Not Counted
 | N/A
N/A | N/A
N/A |
| 2160 | E FORT KING ST

 | SE WATULA AVE

 | SE 11 AV

 | 2 | COLLECTOR | INTERRUPTED | 2 11,232 | 576

 | 2 11,232
 | 576
 | Urban U
 | COUNTY | Other CMP Network Roadway | E | 5,600
 | 0.5 | D 1.00% | 5,900
 | 0.53 | D |
| 2170
2180 | E FORT KING ST
E FORT KING ST

 | SE 11 AV
SE 16 AV

 | SE 16 AV
SE 22 AV

 | 2 | COLLECTOR
COLLECTOR | INTERRUPTED | 2 11,232
2 14,742 | 576
756

 | 2 11,232
2 14,742
 | 576
756
 | Urban U
Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 6,900
9,400
 | 0.61 | D 1.00%
D 3.02% | 7,300
 | 0.65 | D |
| 2190 | E FORT KING ST

 | SE 22 AV

 | SW 25 AV

 | 2 | COLLECTOR | INTERRUPTED | 2 14,742 | 756

 | 2 14,742
 | 756
 | Urban D
 | COUNTY | Other CMP Network Roadway | E | 9,600
 | 0.65 | D 2.64% | 10,900
 | 0.74 | D |
| 2200
2210.4 | E FORT KING ST
E FORT KING ST

 | SW 25 AV
SE 30TH AVE

 | SE 30TH AVE
SE 36 AV

 | 2 | COLLECTOR
COLLECTOR | INTERRUPTED | 2 14,742
1 16,727 | 756

 | 2 14,742
2 16,727
 | 756 832
 | Urban D
Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 9,800
6,800
 | 0.66 | D 2.58%
C 1.00% | 11,100 7,200
 | 0.75 | D
C |
| 2220 | E FORT KING ST

 | SE 36 AV

 | SR 35

 | 2 | COLLECTOR | INTERRUPTED | 1 12,744 | 634

 | 2 12,744
 | 634
 | Urban U
 | COUNTY | Other CMP Network Roadway | £ | 8,000
 | 0.63 | C 1.00% | 8,400
 | 0.66 | с |
| | CR 484
SR 25

 | US 41
US 441

 | LAKESHORE DR
BASELINE RD

 | 2 | ARTERIAL | INTERRUPTED | 2 11,232
2 15,540 | 576
788

 | 2 11,232
2 15,540
 | 576
788
 | Urban U
Urban D
 | COUNTY
STATE | Other CMP Network Roadway
Other CMP Network Roadway | E
D | 12,100 10,300
 | 1.08 | F 1.79%
D 1.00% | 13,200 10,800
 | 1.18 | F
D |
| 2260.1 | 1-75

 | COUNTY LINE (S)

 | URBAN AREA BOUNDARY

 | 6 | INTERSTATE | FREEWAY | 69,000 | 3,990

 | 6 69,000
 | 3,990
 | Rural F
 | STATE | NHS Interstate | с | 83,900
 | 1.22 | E 1.77% | 91,600
 | 1.33 | E |
| 2260.2
2280 | I-75
I-75

 | URBAN AREA BOUNDARY
CR 484

 | CR 484
SR 200

 | 6 | INTERSTATE | FREEWAY | 113,600
113,600 | 5,780
5,780

 | 6 113,600
6 113,600
 | 5,780
5,780
 | Urban F
Urban F
 | STATE | NHS Interstate
NHS Interstate | D | 83,900
102,700
 | 0.74 | C 1.77%
D 2.81% | 91,600
118,000
 | 0.81 | E |
| 2290 | 1-75

 | SR 200

 | SR 40

 | 6 | INTERSTATE | FREEWAY | 113,600 | 5,780

 | 6 113,600
 | 5,780
 | Urban F
 | STATE | NHS Interstate | D | 106,100
 | 0.93 | D 3.82% | 127,900
 | 1.13 | E |
| |

 | SR 40
US 27

 | US 27
SR 326

 | 6 | INTERSTATE | FREEWAY | 113,600
113,600 | 5,780

 | 6 113,600
6 113,600
 |
 | Urban F
Urban F
 | STATE | NHS Interstate
NHS Interstate | D | 92,200
85,300
 | 0.81 | C 4.82%
C 6.70% | 116,600
117,900
 | 1.03 | E |
| 2320.1 | 1-75

 | SR 326

 | URBAN AREA BOUNDARY

 | 6 | INTERSTATE | FREEWAY | 113,600 | 5,780

 | 6 113,600
 | 5,780
 | Urban F
 | STATE | NHS Interstate | D | 77,800
 | 0.68 | C 8.57% | 117,400
 | 1.03 | E |
| 2320.2 | 1-75
1-75

 | URBAN AREA BOUNDARY
CR 318

 | CR 318
COUNTY LINE (N)

 | 6 | INTERSTATE | FREEWAY | 69,000 | 3,990

 | 6 69,000
 |
 | Rural F
 | STATE | NHS Interstate
NHS Interstate | с
С | 77,800
 | 1.13 | D 8.57% | 117,400
 | 1.70 | F |
| 2340.1 | CR 200A

 | NE 20 ST

 | NE 8 AV

 | 4 | ARTERIAL | INTERRUPTED | 2 30,420 | 1,530

 | 4 30,420
 | 1,530
 | Urban D
 | COUNTY | Other CMP Network Roadway | ε | 5,300
 | 0.17 | C 1.00% | 5,600
 | 0.18 | c |
| | CR 200A / JACKSONVILLE RD
CR 200A / JACKSONVILLE RD

 | NE 8 AV
NE 28 ST

 | NE 28 ST
NE 35 ST

 | 4 | ARTERIAL
ARTERIAL | INTERRUPTED | 1 37,611
1 35,820 | 1,890

 | 4 37,611
4 35.820
 | 1,890
 | Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 9,200
 | 0.24 | C 1.00% | 9,600
 | 0.26 | c |
| 2370 | CR 200A / JACKSONVILLE RD

 | NW 35 ST

 | NE 49 ST

 | 2 | ARTERIAL | INTERRUPTED | 1 12,744 | 634

 | 2 12,744
 | 634
 | Urban D
Urban U
 | COUNTY | Other CMP Network Roadway | E | 9,000
 | 0.71 | C 1.17% | 9,500
 | 0.75 | c |
| |

 | NE 49 ST
SR 326

 | SR 326
URBAN AREA BOUNDARY

 | 2 | ARTERIAL
ARTERIAL | INTERRUPTED | 1 12,744 29,340 | 634
1.449

 | 2 12,744
 | 634
1.449
 | Urban U
Urban U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 7,700
 | 0.6 | C 1.00% | 8,000
 | 0.63 | c |
| | CR 200A / JACKSONVILLE RD
CR 200A / JACKSONVILLE RD

 | URBAN AREA BOUNDARY

 | NE 101 ST

 | 2 | ARTERIAL | UNINTERRUPTED | 29,340 | 1,449

 | 2 29,340
 |
 | Rural U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | D | 10,500
 | 0.55 | B 2.39%
C 2.39% | 11,800
 | 0.40 | c |
| 2410
2420 | CR 200A / JACKSONVILLE RD

 | NE 101 ST
NE 1 AV

 | US 301
S8 492

 | 2 | ARTERIAL | UNINTERRUPTED | 19,170
2 14,742 | 999
756

 | 2 19,170
 | 999
 | Rural U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | D | 5,600
 | 0.29 | 8 1.00%
C 1.00% | 5,900
 | 0.31 | 8 |
| | MAGNOLIA AV N
MAGNOLIA AV N

 | NE 1 AV
SR 492

 | SR 492
NE JACKSONVILLE RD

 | 2 | COLLECTOR | INTERRUPTED | 2 14,742
2 15,479 | 756

 | 2 14,742
 | 730
 | Urban D
Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 4,100
 | 0.28 | C 1.00% | 4,300
 | 0.29 | c |
| 2450 | MAGNOLIA AV N

 | NE JACKSONVILLE RD

 | CR 200A

 | 2 | COLLECTOR | INTERRUPTED | 2 14,742 | 756

 | 2 14,742
 | 756
 | Urban D
 | COUNTY | Other CMP Network Roadway | E | Not Counted
 | N/A | N/A 1.00% | Not Counted
 | N/A | N/A |
| 2460
2470 | MAGNOLIA AV N
MAGNOLIA AV N

 | CR 200A
NE 1 AV

 | US 441
SR 40

 | 2 | COLLECTOR
COLLECTOR | INTERRUPTED | 2 11,232
2 18,252 | 576

 | 2 11,232
2 18,252
 | 576
1,836
 | Urban U
Urban O
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 1,900 4,400
 | 0.17 | C 1.00% | 2,000 4,600
 | 0.18 | c |
| | NE 1 AV

 | SR 40
US 441

 | N MAGNOLIA AV

 | 2 | COLLECTOR
ARTERIAL | INTERRUPTED | 2 18,252 | 1,836

 | 2 18,252
 | 1,836
 | Urban O
 | COUNTY | Other CMP Network Roadway | E | 3,400
 | 0.19 | C 1.00% | 3,500
 | 0.19 | с |
| 2545 | SR 492

 |

 |

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 | | |
 | | |
| | \$8.492

 |

 | N MAGNOLIA AV
NE 8 AV

 | 4 | ARTERIAL | INTERRUPTED | 2 32,400 | 1,630

 | 4 32,400
 | 1,630
 | Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | 21,000
 | 0.65 | D 1.26% | 22,400
 | 0.69 | D
C |
| 2550
2570 | NE 127 ST RD

 | N MAGNOLIA AV
CR 314

 | NE 8 AV
NE 203 AV

 | 2 | ARTERIAL
COLLECTOR | INTERRUPTED
UNINTERRUPTED | 1 39,800
19,170 | 1,630
2,000
999

 | 4 32,400
4 39,800
2 19,170
 | 1,630
2,000
999
 | Urban D
Urban D
Rural U
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
Other CMP Network Roadway | D
D
D | 21,400
700
 | 0.54 | C 1.00%
B 1.00% | 22,400
22,500
800
 | 0.57 | C
B |
| 2550
2570
2590 | NE 127 ST RD
SR 492

 | N MAGNOLIA AV

 | NE 8 AV

 | | ARTERIAL | INTERRUPTED | 1 39,800
19,170
1 39,800 | 999
2,000

 | 4 32,400
4 39,800
2 19,170
4 39,800
 | 1,630
2,000
999
2,000
 | Urban D
Urban D
Rural U
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
Other CMP Network Roadway
NHS - Non-Interstate Roadway | D
D
D
D | 21,400
700
21,300
 | 0.54
0.04
0.54 | C 1.00%
B 1.00%
C 1.92% | 800
23,400
 | 0.57
0.04
0.59 | - |
| 2550
2570
2590
2610
2620 | NE 127 ST RD
SR 492
SR 492
SR 492
SR 492

 | N MAGNOLIA AV
CR 314
NE 8 AV
NE 19 AV
NE 25 AV

 | NE 8 AV
NE 203 AV
NE 19 AV
NE 25 AV
NE 36 AV

 | 2
4
4
4 | ARTERIAL
COLLECTOR
ARTERIAL
ARTERIAL
ARTERIAL | INTERRUPTED
UNINTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED | 1 39,800
19,170
1 39,800
1 39,800
1 39,800 | 999
2,000
2,000
2,000

 | 4 32,400
4 39,800
2 19,170
4 39,800
4 39,800
4 39,800
 | 1,630
2,000
999
2,000
2,000
2,000
 | Urban D
Urban D
Rural U
Urban D
Urban D
Urban D
 | STATE
COUNTY
STATE
STATE
STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
Other CMP Network Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D
D
D
D
D
D | 21,400
700
21,300
20,200
16,900
 | 0.54
0.04
0.54
0.51
0.42 | C 1.00%
B 1.00%
C 1.92%
C 1.00%
C 1.00% | 800
23,400
21,200
17,800
 | 0.57
0.04
0.59
0.53
0.45 | - |
| 2550
2570
2590
2610
2620
2630 | NE 127 ST RD
SR 492
SR 492

 | N MAGNOLIA AV
CR 314
NE 8 AV
NE 19 AV
NE 25 AV
NE 25 AV

 | NE 8 AV
NE 203 AV
NE 19 AV
NE 25 AV
NE 25 AV
NE 36 AV
SR 40

 | 2
4
4 | ARTERIAL
COLLECTOR
ARTERIAL
ARTERIAL
ARTERIAL
ARTERIAL | INTERRUPTED
UNINTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED | 1 30,800
19,170
1 39,800
1 39,800
1 39,800
1 39,800 | 999
2,000
2,000

 | 4 32,400
4 39,800
2 19,170
4 39,800
4 39,800
4 39,800
4 39,800
 | 1,630
2,000
999
2,000
2,000
2,000
 | Urban D
Rural U
Urban D
Urban D
Urban D
Urban D
Urban D
 | STATE
COUNTY
STATE
STATE
STATE
STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
Other CAB Notwork Roadway
NHS - Non-Interstate Roadway | | 21,400
700
21,300
20,200
16,900
10,500
 | 0.54
0.04
0.54
0.51
0.42
0.26 | C 1.00%
B 1.00%
C 1.92%
C 1.00%
C 1.00%
C 5.05% | 800
23,400
21,200
 | 0.57
0.04
0.59
0.53
0.45
0.34 | - |
| 2550
2570
2610
2620
2630
2630
2650.1
2670 | NE 127 ST 80
SR 402
SR 402
SR 402
SR 402
SR 402
NE 160 AV RD
NE 175 ST

 | N MAGNOLIA AV
CR 154
NE 3 AV
NE 19 AV
NE 25 AV
NE 25 AV
CR 156
CR 156
CR 200A

 | NE 8 AV
NE 203 AV
NE 203 AV
NE 25 AV
NE 36 AV
SB 40
NE 36 AV
NE 36 AV
NE 70 AV

 | 2
4
4
4
4
2
2 | ARTERIAL
COLLECTOR
ARTERIAL
ARTERIAL
ARTERIAL
COLLECTOR
COLLECTOR | INTERRUPTED
UNITERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED
UNITERRUPTED
UNINTERRUPTED | 1 39,800
19,770
1 39,800
1 39,800
1 39,800
1 39,800
1 39,800
1 39,800
1 39,800
1 39,800 | 999
2,000
2,000
2,000
2,000
999
999

 | 4 32,400 4 39,600 2 19,170 4 39,600 4 39,600 4 39,600 4 39,600 2 19,170 2 19,170 2 19,170
 | 1,630
2,000
999
2,000
2,000
2,000
2,000
999
999
 | Utban D Utban D Rural U Urban D Urban D Urban D Urban D Rural U Rural U
 | STATE
COUNTY
STATE
STATE
STATE
STATE
COUNTY
COUNTY | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
Other CLMP Network Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
Other CLMP Network Roadway
Other CLMP Network Roadway | D
D
D
D
D
D
D
D
D
D
D
D
D | 21,400
700
21,300
20,200
16,900
10,500
1,300
2,200
 | 0.54
0.04
0.54
0.51
0.42
0.26
0.07
0.11 | C 1.00% B 1.00% C 1.92% C 1.00% C 1.00% C 1.00% B 10.00% B 1.23% | 800
23,400
21,200
17,800
13,400
2,000
2,300
 | 0.57
0.04
0.59
0.53
0.45
0.34
0.10
0.12 | 8
C
C
C
C
8
8 |
| 2550
2570
2610
2620
2630
2650.1
2670
2670 | NE 127 ST RD
SR 432
SR 432
SR 432
SR 432
NE 160 NR D
NE 175 ST
NE 201 AV

 | N MAGNOLIA AV
CR 334
NE 84
NE 19 AV
NE 19 AV
NE 50 AV
CR 316
CR 200A
CR 200A
E 22 ST

 | NE 8 AV
NE 201 AV
NE 19 AV
NE 19 AV
NE 25 AV
NE 25 AV
NE 26 AV
NE 26 AV
NE 26 AV
CO AV
CR 316

 | 2
4
4
4
2
2
2
2 | ARTERIAL
COLLECTOR
ARTERIAL
ARTERIAL
ARTERIAL
ARTERIAL
COLLECTOR
COLLECTOR
COLLECTOR | INTERRUPTED
UNNTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED
UNNTERRUPTED
UNNTERRUPTED
UNNTERRUPTED | 1 39,800
19,170
1 39,800
1 39,800
1 39,800
1 39,800
1 39,800
1 39,200
1 39,200
19,170
19,170 | 999
2,000
2,000
2,000
2,000
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999
999

 | 4 32,403 4 39,800 2 19,170 4 39,800 4 39,800 4 39,800 4 39,800 2 19,170 2 19,170 2 19,170 2 19,170 2 19,170 2 19,170 2 19,170
 | 1,630
2,000
999
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 | Ubban D Ubban D Rural U Urban D Urban D Urban D Urban D Urban D Rural U Rural U Rural U Rural U
 | STATE
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COUNTY | NHS- Non-Herstale Roudway
NHS- Non-Herstale Roudway
Other CAM Sotrack Roudway
NHS- Non-Herstale Roudway
NHS- Non-Herstale Roudway
NHS- Non-Herstale Roudway
Other CAM Network Roudway
Other CAM Network Roudway
Other CAM Network Roudway | D
D
D
D
D
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D
D
D
D
C
C
C
C
C
C
C
C
C | 21,400
700
21,300
20,000
16,900
10,500
1,300
2,200
Not Counted
 | 0.54
0.04
0.54
0.51
0.42
0.26
0.07
0.11
N/A | C 1.00%
B 1.00%
C 1.92%
C 1.00%
C 1.00%
C 5.05%
B 10.00%
B 12.3%
N/A 1.00% | 800
23,400
21,200
17,800
2,000
2,000
2,300
Not Counted
 | 0.57
0.04
0.59
0.53
0.45
0.34
0.10
0.12
N/A | 8
C
C
C
S
8
N/A |
| 2550
2570
2610
2620
2630
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2670
2700
2720
2730 | NE 127 180
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SEGMENT ID	ROAD NAME	FROM	то	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY SERVICE VOLUME (2021)	PEAK HOUR IRECTIONAL SERVICE VOLUME (2021)	LANES SERVICE (2026) VOLUME	PEAK HOUR DIRECTIONAL SERVIC VOLUME (2026)	CE URBAN / RURAL		MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 A4DT	2026 DAILY VIMSV	2026 DAILY LOS
	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4 30,420		Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.26	с	1.00%	8,300	0.27	с
3360 3370	NW 27 AV NW 27 AV	SR 40 US 27	US 27 NW 21 ST	4	ARTERIAL COLLECTOR	INTERRUPTED	2	35,820 14,040	1,800	4 35,820 2 14,040	1,800	Urban Urban	D U	COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	21,000 7,400	0.59	C D	1.13% 9.58%	22,200 11,800	0.62	C D
3380	NW 27 AV	NW 21 ST	NW 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	6,100	0.54	D	8.16%	9,000	0.80	D
3390 3400	NW 3 ST NW 35 AV	NW 40 AV US 27	NW 38 AV NW 21 ST	2 4	LOCAL	INTERRUPTED UNINTERRUPTED	2	11,232 67,770	576 3,357	2 11,232 4 67,770	576 3,357	Urban Urban	D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	2,400 Not Counted	0.21 N/A	C N/A	1.00%	2,600 Not Counted	0.23 N/A	C N/A
3410	NW 35 ST	NW 27 AV	NW MARTIN L KING AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4 30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.25	c	1.00%	8,000	0.26	с
3430.2	NW 35 ST NW 35 ST	NW MARTIN L KING AV NE 2ND AVE	US 441 CR 200A	4	COLLECTOR	INTERRUPTED UNINTERRUPTED	1	30,420 29,340	1,530 1,449	4 30,420 2 29,340	1,530 1,449	Urban Urban	D U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	14,100	0.46	B	1.00%	14,800 10,500	0.49 0.36	D 8
3430.3	NW 35 ST	US 441 NW 3 ST	NE 2ND AVE US 27	4	COLLECTOR	INTERRUPTED	2	30,420	1,530 576	4 30,420 2 11,232	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,000	0.33	c	1.00%	10,500	0.35	c
3450	NW 38 AV NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232 11,232	576	2 11,232 2 11,232	576 576	Urban Urban	UUU	CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,300 1,600	0.14	c	1.00%	3,400	0.30	c
3460.1 3470.1	SW 46 AV NW 44 AV	SW 13 ST US 27	SR 40 NW 63RD ST	2	ARTERIAL	INTERRUPTED	1	16,727 67,770	832 3,357	2 16,727 4 67,770	832 3,357	Urban	D	COUNTY CITY OF OCALA	Other CMP Network Roedway Other CMP Network Roedway	E	9,100	0.54	c	1.00%	9,500 9,500	0.57	c
3470.1 3470.4	NW 44 AV NW 44 AV	NW 63RD ST	NW 63RD ST SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	3,357	2 29,340	3,357	Urban Urban	D U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	9,100 9,100	0.13	8 8	1.00%	9,500	0.14	8
3480 3510	NW 60 AV CR 225A	SR 40 SR 40	US 27 US 27	4	ARTERIAL COLLECTOR	INTERRUPTED	1	35,820 29,340	1,800	4 35,820 4 35,820	1,800 2,518	Urban Urban	D	COUNTY	Other CMP Network Roedway Other CMP Network Roedway	E	9,900 5,500	0.28	C	1.00%	10,400 5,800	0.29	C B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	4 35,420 2 9,270	486	Rual	U	COUNTY	Other CMP Network Roadway	8	1,500	0.19	8	1.00%	1,600	0.17	8
3540 3560	NW MARTIN L KING AV NW MARTIN L KING AV	SR 40	US 27 NW 22 ST	4	ARTERIAL COLLECTOR	INTERRUPTED UNINTERRUPTED	2	22,815 67,770	540 3,357	4 22,815 4 67,770	540 3,357	Urban Urban	U	CITY OF OCALA CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	13,600 9,600	0.6	D	1.00%	14,300 13,700	0.63	B
	NW MARTIN L KING AV	NW 22 ST	NW 22 51 NW 35 5T	2	COLLECTOR	UNINTERRUPTED		29,340	3,357	2 29,340	3,357	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.14	8	1.00%	3,500	0.12	8
3580 3590.1	NW MARTIN L KING AV OAK RD	NW 35 ST SE 110 ST	CR 25A CR 464	2	COLLECTOR	INTERRUPTED	1	13,381 29,340	665 1,449	2 13,381 2 29,340	665 1,449	Urban Urban	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,400 3,600	0.25	СВ	1.00%	3,500 3,800	0.26	C B
3610	POWELL RD	CR 40	US 41	2	COLLECTOR	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,600	0.41	C	4.66%	5,800	0.52	D
3620	MAGNOLIA AV S SE MAGNOLIA EXT	58:40 SE 3 AV	SW 10 ST SW 10TH ST	4	COLLECTOR	INTERRUPTED	2	36,774 11,232	3,694	4 36,774 2 11,232	3,694 576	Urban Urban	0	CITY OF OCALA COUNTY	Other CMP Network Roedway Other CMP Network Roedway	E	4,100 9,000	0.11	C P	1.00%	4,300 9,400	0.12	C D
3690	SE MAGNOLIA EXT	SR 464	SE 3 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2 12,744	634	Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	9,000	0.8	c	1.00%	9,400	0.84	c
3700	SE 1 AV SE 1 AV	SW 10 ST E FORT KING ST	E FORT KING ST SR 40	2	COLLECTOR	INTERRUPTED	2	18,252 18,252	1,836	2 18,252 2 18,252	1,836	Urban Urban	0	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 2.300	N/A 0.13	N/A	1.00%	Not Counted 2.500	N/A 0.14	N/A C
3760.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	8	9.91%	10,500	0.36	в
3770 3790	SE 108 TER RD SE 11 AV	CR 25 SR 464	SE 110 ST RD E FT KING ST	2	COLLECTOR	UNINTERRUPTED INTERRUPTED	2	29,340 11,232	1,449	2 29,340 2 11,232	1,449	Urban Urban	U	COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted 3,800	N/A 0.34	N/A	1.00%	Not Counted 4.000	N/A 0.36	N/A C
3800	SE 11 AV	E FT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,000	0.27	c	1.00%	3,100	0.28	c
3810.1	SE 110 ST SE 110 ST	CR 475 CR 467	CR 467 US 441	2	COLLECTOR	UNINTERRUPTED	2	14,130 5,256	738	2 14,130 2 5,256	738	Roral Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	с С	Not Counted 6,100	N/A 1.16	N/A	1.00%	Not Counted 7.000	N/A 1.33	N/A D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED	1	30,807	1,521	2 30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	11,900	0.39	c	1.00%	12,500	0.41	c
3840.1 3850.1	SE 110 ST RD SE 110 ST RD	CR 25 OAK RD	CAK RD CR 464	2	COLLECTOR	UNINTERRUPTED		29,340 29,340	1,449	2 29,340 2 29,340	1,449	Urban Urban	UU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	5,700	0.19	8	1.00%	6,000	0.20	B
3860	CR 464C	CR 25	SE 114TH ST RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	Ē	4,400	0.15	8	1.00%	4,600	0.16	B
3880 3900.1	SE 147 PL SE SUNSET HARBOR RD	US 301	US 441 SE 99TH AVE	2	COLLECTOR	INTERRUPTED UNINTERRUPTED	1	12,744 29,340	634	2 12,744 2 29,340	634 1,449	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	4,700 4,500	0.37	C 8	3.06%	5,400	0.42	C B
3900.2	SE SUNSET HARBOR RD	SE 99TH AVE	SE 150 LN	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2 29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,100	0.24	ß	3.73%	8,500	0.29	B
3910 3930.1	SR 464 SR 464	SE 3 AV SE 11 AV	SE 11 AV SE 22 AV	4	ARTERIAL ARTERIAL	INTERRUPTED INTERRUPTED	2	32,400 39,800	1,630 2,000	4 32,400 4 39,800	1,630	Urban Urban	D	STATE	Other CMP Network Roadway Other CMP Network Roadway	D	31,600 30,100	0.98	D C	1.00%	33,200 31,600	1.02	E
3950	SR 464	SE 22 AV	SE 25 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4 39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	37,900	0.95	с	2.10%	42,100	1.05	F
3960 4020	SE 17 ST CR 334A	SE 25 AV CR 42	SE 36 AV SE 183 AV RD	2	COLLECTOR	INTERRUPTED UNINTERRUPTED	2	11,232 19,170	576 999	2 11,232 2 19,170	576 999	Urban Rural	U U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	4,000 Not Counted	0.36 N/A	C N/A	1.00%	4,200 Not Counted	0.37 N/A	C N/A
4040	SE 19 AV	SE 38 ST	SE 31 ST	2	LOCAL	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,500	0.85	D	4.91%	12,000	1.07	F
4050 4060	SE 19 AV SE 22 AV	SE 31 ST SR 464	SR 464 E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	14,040	720 576	2 14,040 2 11,232	720	Urban Urban	UUU	CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	9,500 2,200	0.68	C D	4.91% 4.15%	12,000 2,700	0.85	C
4070	SE 24 ST SE 24 ST	SR 464 SE 36 AV	SE 36 AV SE 28 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576 576	2 11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	0.96	E	6.27% 6.27%	14,700	1.31	F
4080 4110	SE 24 ST SE 25 AV	SE 36 AV SR 464	SE 28 ST E FORT KING	2 4	COLLECTOR	INTERRUPTED	2	11,232 30,420	1,530	2 11,232 4 30,420	1,530	Urban Urban	D	COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	10,800	0.96	D	6.27%	14,700	1.31	D
4130 4140	SE 25 AV SE 28 ST	E FORT KING SE 24 ST	58.40 58.35	4	ARTERIAL COLLECTOR	INTERRUPTED INTERRUPTED	2	30,420 11,232	1,530	4 30,420 2 11,232	1,530 576	Urban	D	CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	Not Counted Not Counted	N/A N/A	N/A N/A	1.00%	Not Counted	N/A N/A	N/A N/A
4140	54 28 51 SE 3 AV	SE 24 ST US 441	58 35 58 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2 11,232	576	Urban Urban	U	COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	3,700	N/A 0.33	N/A C	1.00%	3,900	N/A 0.35	C N/A
4160 4170	SE 3 AV SE 3 AV	SR 464	S MAGNOLIA AV SE 8 ST	2	COLLECTOR	INTERRUPTED	2	11,232 11,232	576	2 11,232 2 11,232	576	Urban Urban	U	CITY OF OCALA CITY OF OCALA	Other CMP Network Roadway	E	5,800 4,900	0.52	D	1.00%	6,100 5,100	0.54	D
4200.1	SE 31 ST	S MADNULIA AV	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	21,900	0.61	c	1.00%	23,100	0.45	c
4200.2 4210	SE 31 ST SE 31 ST	CR 475 US 441	US 441 CR 464A	4	ARTERIAL	INTERRUPTED	1	35,820 30,420	1,800	4 35,820 4 30,420	1,800	Urban	D	COUNTY CITY OF OCALA	Other CMP Network Roadway	E	21,900 18,300	0.61	c	1.00%	23,100	0.64	c
4220	SE 31 ST	CR 464A	SE 19 AV	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4 30,420	1,530 1,530	Urban Urban	D	CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	Ē	18,300	0.6	D	1.14%	19,400 19,400	0.64	0
4230.1 4240	SE 31 ST SE 31 ST	SE 19 AV SE 36 AV	SE 36 AV SR 464	4	ARTERIAL	INTERRUPTED	1	35,820 37,611	1,800	4 35,820 4 37,611	1,800	Urban Urban	D	CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	14,800 14,800	0.41	C	1.00%	15,500 15,500	0.43	c
4250	CR 467	CR 42	CR 475A	2	COLLECTOR	UNINTERRUPTED	•	29,340	1,449	2 29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.15	в	1.00%	4,500	0.15	8
4270 4280	CR 467 CR 467	CR 475A CR 484	CR 484 SE 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634 634	2 12,744 2 12,744	634 634	Urban Urban	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	4,300 4,800	0.34	c	1.00%	4,500	0.35	c
4290	SE 36 AV	SE 38 ST	SE 31 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.67	D	1.00%	7,900	0.70	0
4300	SE 36 AV SE 36 AV	SE 31 ST SR 464	SR 464 SE 24 ST	4	COLLECTOR	INTERRUPTED	2	31,941 35.820	1,607	4 31,941 4 35,820	1,607	Urban Urban	D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	8,000	0.25	c	1.00%	8,400	0.26	c C
4320	SE 36 AV	SE 24 ST	SE 17 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 35,820	1,800	Urban	D	COUNTY	Other CMP Network Roedway	E	16,900	0.47	с	1.00%	17,800	0.50	c
4330 4340.2	SE 36 AV NE 36 AV	SE 17 ST E FORT KING ST	E FORT KING ST CR 314	4	ARTERIAL ARTERIAL	INTERRUPTED	1	35,820 35,820	1,800	4 35,820 4 35,820	1,800	Urban Urban	D	COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	16,900 16,900	0.47	c	1.00%	17,800 17,800	0.50	c
4350	NE 36 AV	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4 35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.51	с	1.00%	19,200	0.54	c
4350 4370	NE 36 AV SE 38 ST	SR 40 CR 464A	NE 14 ST SE 36 AV	4	ARTERIAL COLLECTOR	INTERRUPTED	2	35,820 11,232	1,800 576	4 35,820 2 11,232	1,800	Urban Urban	D U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	15,400 5,000	0.43	c	1.01%	16,200 5,300	0.45	D
4380	SE 38 ST	SE 36 AV	SE 44 AV	2	COLLECTOR	UNINTERRUPTED		16,200	801	2 16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	c	7,900	0.49	в	2.48%	8,900	0.55	В
4400 4420	SE 41 CT SE 44 AV	SE 80 ST SE 52 ST	SE 52 ST SE 38 ST	2	COLLECTOR	INTERRUPTED	1 2	12,744 5,256	634 266	2 12,744 2 5,256	634 266	Urban Urban	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E C	2,600 7,900	0.2	C D	2.48%	2,700 8,900	0.21	D
4425	SE 44 AV RD	SE 44 AV	SR 464	2	COLLECTOR	INTERRUPTED	2	11,794	605	2 11,794	605	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.72	D	4.66%	10,700	0.91	D
4450 4460	SE 52 ST SE 52 ST	CR 475 US 441	US 441 SE 44 AV RD	2	COLLECTOR	INTERRUPTED	1	12,744 11,232	634 576	2 12,744 2 11,232	634 576	Urban Urban	UUU	CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	5,300 6,200	0.42	C D	1.00%	5,600 6,500	0.44	D
4470	SE 8 ST	S MAGNOLIA AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2 11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,900	0.26	с	1.00%	3,000	0.27	с
4510.1 4510.2	SE 80 ST SE 80 ST	CR 475 SE 25 AV	SE 25 AV US 441 (E)	2	COLLECTOR COLLECTOR	INTERRUPTED		10,224 10,224	533 533	2 10,224 2 10,224	533 533	Rural	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	5,500 5,100	0.54	c c	1.00%	5,800 5,400	0.57	c
4530	SE 80 ST SE 92 PL RD	US 441 (E) US 441	SE 41 CT SR 35	2	COLLECTOR	INTERRUPTED		10,224 12,744	533 634	2 10,224	533 634	Rural Urban	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	4,700	0.46	c	3.06%	5,400	0.53	c
4550	SE 92 PL RD CR 314A	US 441 SE 183 AV RD	SR 35 CR 464C	2	COLLECTOR	UNINTERRUPTED		12,744 19,170	634 999	2 12,744 2 19,170	634	Urban Rural	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	6,200 4,300	0.49	C B	2.24%	6,900 5,500	0.54	C B
4590.2	SE 95 ST SE 95 ST	URBAN AREA BOUNDARY CR 475	CR 467 URBAN AREA BOUNDARY	2	COLLECTOR	INTERRUPTED	2	11,232 19,170	576 999	2 11,232 2 19,170	576 999	Urban Rural	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	6,000	0.53	D B	2.32%	6,700	0.60	D
4590.3 4600	SE 95 ST	CR 475 CR 467	URBAN AREA BOUNDARY US 441 (N)	2	COLLECTOR	UNINTERRUPTED		19,170 29,340	999 1,449	2 19,170 2 29,340	999 1,449	Rural Urban	UUU	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	U E	6,000	0.31	8	2.32%	6,700	0.35	B
4620 4630	SE JUNIPER CIR SE SUNSET HARBOR RD	SE 41 CT SE 150 LN	SE 58 AV SE 105 AV	2	COLLECTOR	UNINTERRUPTED	2	29,340 11,232	1,449	2 29,340 2 11,232	1,449	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,200	0.25	8	1.00%	7,600 8,500	0.26	8
4630 4640	SE SUNSET HARBOR RD SE SUNSET HARBOR RD	SE 105 AV	CR 25	2	COLLECTOR	INTERRUPTED	2	11,232 11,232	576	2 11,232 2 11,232	576	Urban Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	7,100 3,700	0.63	c	3.73%	8,500 3,900	0.76	c
4650 4660	SE WATULA AVE SE WATULA AVE	SE 8 ST E FORT KING ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232 11,232	576	2 11,232 2 11,232	576 576	Urban Urban	U	CITY OF OCALA CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E	4,400 400	0.39	c	1.18%	4,700 400	0.42	c
4670.1	SR 19	COUNTY LINE (S)	SR 40 SR 40	2	ARTERIAL	INTERRUPTED	4	10,320	576	2 10,320	536	Rural	U	STATE	Other CMP Network Roadway	c	1,900	0.18	c	1.00%	2,400	0.23	c
	SR 19	SR 40 COUNTY LINE	COUNTY LINE (N) 1/4 MI SW OF CR 484	2	ARTERIAL	UNINTERRUPTED		15,700 15,700	820	2 15,700 2 15,700	820	Rural	U	STATE	Other CMP Network Roadway NHS - Non-Interstate Roadway	c	1,900	0.12	8	4.97%	2,400	0.15	8
4690.1 4690.2	SR 200 SR 200	1/4 MI SW OF CR 484	CR 484	2 4	ARTERIAL	UNINTERRUPTED INTERRUPTED		30,765	820 1,607	4 30,765	820 1,607	Rural Rural	D	STATE	NHS - Non-Interstate Roadway	c	17,600	1.12 0.57	c	3.67% 3.67%	21,100 21,100	1.34 0.69	D C
4700 4710	SR 200 SR 200	CR 484 SE 95 TH CIR	SE 95 TH CIR SW 80 AV	6	ARTERIAL	INTERRUPTED	1	59,900 59,900	3,020	6 59,900 6 59,900	3,020	Urban Urban	D	STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	21,400 36,700	0.36	c	1.00%	22,500 38,600	0.38	c
	SR 200 SR 200	SE 95 TH CIR SW 80 AV	SW 80 AV SW 60 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6 59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	36,700 31,300	0.52	c	1.00%	38,600 32,900	0.55	c
4770																							
4770 4800 4810.2	SR 200 SR 200	SW 60 AV SW 48TH AVE	SW 48TH AVE SW 44 CT	6	ARTERIAL	INTERRUPTED	1	59,900 59,900	3,020 3,020	6 59,900 6 59,900	3,020	Urban Urban	D	STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	51,600 43,900	0.86	c	3.70%	61,900 48,900	1.03	F



	SEGMENT ID ROAD NAME	FROM	то	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS DAILY SERVICE VOLUME (2021	PEAK HOUR DIRECTIONAL SERVICE	E LANES SERVICE (2026) VOLUME	PEAK HOUR DIRECTIONAL SERVICE	URBAN / DIVIDED / RURAL UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	021 DAILY LOS	GROWTH RATE	2026 A4DT	2026 DAILY VIMSV 2	026 DAILY LOS
	4850 SR 200							3,020		3,020				D	44,400	0.74	с	1.00%		0.78	с
10 10 10 <														D			c				c
>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>	4910 SR 200	SW 20 ST	SR 464		ARTERIAL	INTERRUPTED	1 59,900	3,020	6 59,900	3,020	Urban D	STATE	NHS - Non-Interstate Roadway	D	39,300	0.66	c	1.00%	41,300	0.69	c
				6										D			c				c
	4950 SR 200										Urban D		NHS - Non-Interstate Roadway	D			c				с
B B B B B B <							2 32,400			1,630				D		N/A N/A		1.00%			
m m </td <td></td> <td></td> <td>US 27</td> <td></td> <td></td> <td></td> <td></td> <td>486</td> <td></td> <td></td> <td>Rural U</td> <td></td> <td>Other CMP Network Roadway</td> <td>8</td> <td>4,500</td> <td></td> <td></td> <td></td> <td>4,700</td> <td></td> <td></td>			US 27					486			Rural U		Other CMP Network Roadway	8	4,500				4,700		
D D D D D D D D D D D D <t< td=""><td>4990 CR 326 5000.1 CR 326</td><td>US 27 CR 225A</td><td></td><td>2</td><td></td><td>UNINTERRUPTED</td><td></td><td>485 999</td><td></td><td>485</td><td></td><td></td><td></td><td>D</td><td>Not Counted Not Counted</td><td></td><td></td><td></td><td>Not Counted</td><td></td><td></td></t<>	4990 CR 326 5000.1 CR 326	US 27 CR 225A		2		UNINTERRUPTED		485 999		485				D	Not Counted Not Counted				Not Counted		
														E							
	5020 SR 326	1-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED	1 39,800	2,000	4 39,800	2,000	Urban D	STATE	NHS - Non-Interstate Roadway	D	7,400	0.19	c	1.44%	8,000	0.20	- C
														D			c				c
	5050 SR 326	NE 40 AV	CR 35	2	ARTERIAL	UNINTERRUPTED	15,700	820	2 15,700	820	Rural U	STATE	NHS - Non-Interstate Roadway	c	7,300	0.46	8	1.00%	7,700	0.49	8
30 9<													NHS - Non-Interstate Roadway	D			B				B
D D D D D D <	5080.1 SR 35	SR 25	SE 92ND PL	4	ARTERIAL	INTERRUPTED	1 39,800	2,000	4 39,800	2,000	Urban D	STATE	Other CMP Network Roadway	D	12,000	0.3	c	1.00%	12,700	0.32	c
														D		0.63	c				c
	5110 SR 35	SR 464	SE 28 ST	4	ARTERIAL	INTERRUPTED	1 39,800	2,000	4 39,800	2,000	Urban D	STATE	Other CMP Network Roadway	D	22,500	0.57	c	3.50%	26,700	0.67	c
	5120 SR 35 5130 SR 35			4			1 39,800							D	22,500	0.57	c	3.50%			c c
Disp Disp< Disp Disp< Disp< Disp< Disp Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< Disp< <td></td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td>2,000</td> <td></td> <td></td> <td>Urban D</td> <td></td> <td></td> <td>D</td> <td></td> <td></td> <td>с</td> <td>2.81%</td> <td></td> <td></td> <td>с</td>				4				2,000			Urban D			D			с	2.81%			с
	5150 SR 35 5170.1 SR 40			4										D D			C B				св
	5170.2 SR 40	URBAN AREA BOUNDARY	SW 140 AV		ARTERIAL	UNINTERRUPTED	15,700	820	2 15,700	820	Rural U	STATE	NHS - Non-Interstate Roadway	c	9,300	0.59		2.73%	10,600	0.68	c
				2										c			F C				E C
	5200.1 SR 40	SW 110 AV	SW 85 AV		ARTERIAL	INTERRUPTED	29,300	1,530	4 29,300	1,530	Rural D	STATE	NHS - Non-Interstate Roadway	c	22,200	0.76	c	4.03%	27,000	0.92	
	5210 SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED	1 39,800		4 39,800			STATE	NHS - Non-Interstate Roadway	C D	21,900	0.55	c	1.00%		0.58	C
	5220 SR 40	SW 60 AV	SW 52 AV		ARTERIAL	INTERRUPTED	1 39,800	2,000	4 39,800	2,000	Urben D	STATE	NHS - Non-Interstate Roadway	D	28,400	0.71	c	1.00%	29,800	0.75	c
10 <td>5240 SR 40</td> <td>1-75 RAMP (WEST)</td> <td>1-75 RAMP (EAST)</td> <td></td> <td>ARTERIAL</td> <td>INTERRUPTED</td> <td>1 41,790</td> <td></td> <td>4 41,790</td> <td></td> <td></td> <td>STATE</td> <td>NHS - Non-Interstate Roadway</td> <td>D</td> <td>34,400</td> <td>0.82</td> <td>c</td> <td>2.89%</td> <td>39,700</td> <td>0.95</td> <td>c</td>	5240 SR 40	1-75 RAMP (WEST)	1-75 RAMP (EAST)		ARTERIAL	INTERRUPTED	1 41,790		4 41,790			STATE	NHS - Non-Interstate Roadway	D	34,400	0.82	c	2.89%	39,700	0.95	c
	5250 SR 40	1-75 RAMP (EAST)	SW 33 AV	4	ARTERIAL	INTERRUPTED	1 39,800	2,000	4 39,800	2,000	Urban D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.86	c	2.89%	39,700	1.00	D
1 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>D</td><td></td><td></td><td>c</td><td></td><td></td><td></td><td>E C</td></td<>														D			c				E C
3 3 5 <td< td=""><td>5280 SR 40</td><td>SW MARTIN L KING AVE</td><td>US 441</td><td></td><td>ARTERIAL</td><td>INTERRUPTED</td><td>1 39,800</td><td></td><td>4 39,800</td><td></td><td></td><td></td><td>NHS - Non-Interstate Roadway</td><td>D</td><td>19,700</td><td>0.49</td><td>c</td><td>1.00%</td><td>20,700</td><td>0.52</td><td>c</td></td<>	5280 SR 40	SW MARTIN L KING AVE	US 441		ARTERIAL	INTERRUPTED	1 39,800		4 39,800				NHS - Non-Interstate Roadway	D	19,700	0.49	c	1.00%	20,700	0.52	c
1 <td< td=""><td></td><td></td><td></td><td></td><td>ARTERIAL</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>NHS - Non-Interstate Roadway</td><td>D</td><td></td><td></td><td>D</td><td></td><td></td><td></td><td>D</td></td<>					ARTERIAL								NHS - Non-Interstate Roadway	D			D				D
1111 9 0 0 0 0 0 0 0 0 0 0 0		N MAGNOLIA AV		4	ARTERIAL						Urban D		NHS - Non-Interstate Roadway	D			E				F
····································		NE 8 AV		4										D			E				F
D D				4										D			c				c
Shi Shi <td>5370 5840 5410 SR 40</td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td>1 39,800</td> <td></td> <td>4 39,800</td> <td></td> <td>Urban D</td> <td></td> <td></td> <td>D</td> <td>25,000</td> <td>0.63</td> <td>c</td> <td>1.00%</td> <td></td> <td>0.66</td> <td>c</td>	5370 5840 5410 SR 40			4			1 39,800		4 39,800		Urban D			D	25,000	0.63	c	1.00%		0.66	c
Dist Dist <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>D</td><td></td><td></td><td>c</td><td></td><td></td><td></td><td>c</td></th<>														D			c				c
····································	5440.2 SR 40	NE 49 CT	NE 49 TER	4	ARTERIAL	INTERRUPTED	1 41,790	2,100	4 41,790	2,100	Urban D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.54	c	1.00%	23,700	0.57	c
····································														D			c				c
····································	5470 SR 40	SR 326	CR 315	2	ARTERIAL	UNINTERRUPTED	15,700		2 15,700		Rural U	STATE	NHS - Non-Interstate Roadway	c	15,200	0.97	c	2.79%	17,500	1.11	D
····································														c			F				F
11 11 12 14 <td>5490.2 SR 40</td> <td>NE 145 AV</td> <td>CR 314A</td> <td></td> <td>ARTERIAL</td> <td>INTERRUPTED</td> <td>10,320</td> <td>536</td> <td>2 10,320</td> <td>536</td> <td>Rural U</td> <td>STATE</td> <td>NHS - Non-Interstate Roadway</td> <td>c</td> <td>14,700</td> <td>1.42</td> <td>F</td> <td>4.82%</td> <td>18,600</td> <td>1.80</td> <td>F</td>	5490.2 SR 40	NE 145 AV	CR 314A		ARTERIAL	INTERRUPTED	10,320	536	2 10,320	536	Rural U	STATE	NHS - Non-Interstate Roadway	c	14,700	1.42	F	4.82%	18,600	1.80	F
N N N N N N N N N N N N N N N N N N N N N N N N N N N N N <				2									NHS - Non-Interstate Roadway NHS - Non-Interstate Broadway	c			c				F
100 <td>5520 SR 40</td> <td>SR 19</td> <td>COUNTY LINE (E)</td> <td>2</td> <td>ARTERIAL</td> <td>INTERRUPTED</td> <td>10,836</td> <td>563</td> <td>2 10,836</td> <td>563</td> <td>Rural U</td> <td>STATE</td> <td>NHS - Non-Interstate Roadway</td> <td>c</td> <td>Not Counted</td> <td>N/A</td> <td>N/A</td> <td>1.00%</td> <td>Not Counted</td> <td>N/A</td> <td></td>	5520 SR 40	SR 19	COUNTY LINE (E)	2	ARTERIAL	INTERRUPTED	10,836	563	2 10,836	563	Rural U	STATE	NHS - Non-Interstate Roadway	c	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	
Image Symbol Symbol Symbol Symbol <td></td> <td></td> <td></td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>N/A</td> <td></td> <td></td> <td></td> <td></td>				2										E			N/A				
1 <td< td=""><td>5560 CR 475A</td><td>CR 4758</td><td>SW 27 AV</td><td></td><td>ARTERIAL</td><td>UNINTERRUPTED</td><td>16,200</td><td></td><td>2 16,200</td><td></td><td>Urban U</td><td>COUNTY</td><td>Other CMP Network Roadway</td><td>c</td><td>6,400</td><td>0.4</td><td>8</td><td>2.62%</td><td>7,300</td><td>0.45</td><td></td></td<>	5560 CR 475A	CR 4758	SW 27 AV		ARTERIAL	UNINTERRUPTED	16,200		2 16,200		Urban U	COUNTY	Other CMP Network Roadway	c	6,400	0.4	8	2.62%	7,300	0.45	
1 <td< td=""><td></td><td></td><td></td><td>2</td><td></td><td></td><td></td><td>485</td><td></td><td>486</td><td></td><td></td><td></td><td>B</td><td></td><td></td><td>B</td><td></td><td></td><td></td><td>B</td></td<>				2				485		486				B			B				B
111 12 12 12 12 12 12 13 <td>5610 SW 140 AV</td> <td>CR 484</td> <td>SR 40</td> <td></td> <td>COLLECTOR</td> <td>UNINTERRUPTED</td> <td>19,170</td> <td></td> <td>2 19,170</td> <td></td> <td>Rural U</td> <td>COUNTY</td> <td>Other CMP Network Roadway</td> <td>D</td> <td>2,700</td> <td>0.14</td> <td>8</td> <td>1.00%</td> <td>2,800</td> <td>0.15</td> <td></td>	5610 SW 140 AV	CR 484	SR 40		COLLECTOR	UNINTERRUPTED	19,170		2 19,170		Rural U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	8	1.00%	2,800	0.15	
10 10 <	5630 SW 140 AV 5650 SW 17 ST	58.40 SN 27.4V		2	COLLECTOR		1 35.820		2 19,170					D F							
100 101 101 101	5660 SR 464	SR 200	SW 19 AV RD		ARTERIAL	INTERRUPTED	1 41,790	2,100	4 41,790	2,100	Urban D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.62	c	1.00%	27,300	0.65	
100 104 104 110 110 110 10														D			C F				D F
100 1000<	5690 SR 464	US 441	SE 3 AV	4	ARTERIAL	INTERRUPTED	2 32,400	1,630	4 32,400	1,630	Urban D	STATE	Other CMP Network Roadway	D	31,600	0.98	D	1.00%	33,200	1.02	
101 11000 10000														D			8				
100 101 <td>5740 SW 19 AV</td> <td>SW 80 ST</td> <td>SW 66 ST</td> <td>2</td> <td>COLLECTOR</td> <td>INTERRUPTED</td> <td>9,288</td> <td>482</td> <td>2 9,288</td> <td>482</td> <td>Rural U</td> <td>COUNTY</td> <td>Other CMP Network Roadway</td> <td>c -</td> <td>5,400</td> <td>0.58</td> <td>c</td> <td>1.00%</td> <td>5,700</td> <td>0.61</td> <td>c</td>	5740 SW 19 AV	SW 80 ST	SW 66 ST	2	COLLECTOR	INTERRUPTED	9,288	482	2 9,288	482	Rural U	COUNTY	Other CMP Network Roadway	c -	5,400	0.58	c	1.00%	5,700	0.61	c
11112 </td <td></td> <td>E</td> <td></td> <td></td> <td>c</td> <td></td> <td></td> <td></td> <td>c</td>														E			c				c
Sample seriesSample seriesSampl	5780 SW 20 ST	SW 38 AV	SW 27 AV	2	COLLECTOR	INTERRUPTED	1 16,727	832	2 16,727	832	Urban D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	1.03	F	4.10%	21,100	1.26	F
1000100010001000100010000100001000010000100000100000100000100000100000100000100000100000100000100000100000100000100000100000100000010000001000000100000010000001000000100000001000000001000000000100000000010000000000100000000000100000000000000001000000000000000000000000000000000000	5810.1 CR 475A	SW 107 PL	SW 66 ST		ARTERIAL	UNINTERRUPTED	16,200		2 16,200		Urban U	COUNTY	Other CMP Network Roadway	E	9,700	0.6	с 8	1.00%	10,200	0.63	
Image Image <t< td=""><td></td><td></td><td></td><td>2</td><td>ARTERIAL</td><td></td><td>16,200</td><td>801</td><td></td><td>801</td><td></td><td></td><td></td><td>c</td><td>12,600</td><td></td><td>c</td><td>1.00%</td><td></td><td></td><td>c</td></t<>				2	ARTERIAL		16,200	801		801				c	12,600		c	1.00%			c
Matrix Matrix<	5850 SW 27 AV	SW 19 AV RD	SR 200		ARTERIAL	INTERRUPTED	1 35,820		4 35,820			COUNTY	Other CMP Network Roadway	E		0.53	c	1.00%		0.55	c
912 912 <td></td> <td></td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>E</td> <td></td> <td></td> <td>c</td> <td></td> <td></td> <td></td> <td>c</td>				4										E			c				c
910 910 910 910 910	5900 SW 31 AV	SW 20 ST	SW 13 ST		COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	576		COUNTY	Other CMP Network Roadway	E	2,700	0.24	c	1.00%		0.25	c
Symbol Symbol<					COLLECTOR									E			8				8
913 943 944 <td>5940.1 SW 38 AV</td> <td>SW 20 ST</td> <td>SW 40 ST</td> <td>2</td> <td>COLLECTOR</td> <td>UNINTERRUPTED</td> <td>29,340</td> <td>1,449</td> <td>2 29,340</td> <td>1,449</td> <td>Urban U</td> <td>COUNTY</td> <td>Other CMP Network Roadway</td> <td>E</td> <td>1,500</td> <td>0.05</td> <td>B</td> <td>1.00%</td> <td>1,600</td> <td>0.05</td> <td>8</td>	5940.1 SW 38 AV	SW 20 ST	SW 40 ST	2	COLLECTOR	UNINTERRUPTED	29,340	1,449	2 29,340	1,449	Urban U	COUNTY	Other CMP Network Roadway	E	1,500	0.05	B	1.00%	1,600	0.05	8
913 9143	5950 SW 38 AV 5020 SW 88 ST	SW 40 AV		2		INTERRUPTED	2 11,232							E		0.64	0				0
90 <	5980 SW 38 ST	SW 60 AV	SW 51 TER	2	COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	576	Urban U	COUNTY	Other CMP Network Roadway	E	7,300	0.65	D	1.00%	7,700	0.69	D
960 967 9640 9														E			c				
900 901 918 / 910 918 / 910 2 11200 11200 11200	6020 SW 40 ST	SW 43 CT	SW 38 AV	2	COLLECTOR	INTERRUPTED	2 11,232	576	2 11,232	576	Urban U	COUNTY	Other CMP Network Roadway	E	7,800	0.69	D	1.00%	8,100	0.72	D
600 94/37 92/07 97/7 4 M1804 91.800 5.500	6030 SW 40 ST	SW 38 AV	SR 200	2	ARTERIAL	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	N/A	N/A
6484 9474 9474 9474 9474 9474 9484 948 948 948 948 948 948 948 948 948 948 948 948 949 948	6050 SW 42 ST	SR 200	SW 7 AV		ARTERIAL	INTERRUPTED	1 35,820	1,800	4 35,820	1,800	Urban D	COUNTY	Other CMP Network Roadway	E	18,800	0.52	c	1.00%	19,700	0.55	c
6400 9400.045 940											Urban U			E			B				-
101 104 m / 40 9857 40 m / 40 40.000 m / 40 40.	6100 SW 49 AV	MARION OAKS	SW 95 ST	4	COLLECTOR		1 12,744	1,800	4 35,820			COUNTY		E		0.8	c			0.30	c
	6110 SW 49 AV	SW 95 ST	SW 85 ST	4	COLLECTOR					3,357	Urban D	COUNTY		E	10,200	0.15	B	1.00%		0.16	8
				4										E			c				c

| SEGMENT ID | ROAD NAME

 | FROM

 | то

 | LANES
(2021) | FUNCTIONAL
CLASSIFICATION

 | FLOW | FOOT CLASS | DAILY SERVICE
VOLUME (2021)
 | PEAK HOUR
DIRECTIONAL SERVICE
VOLUME (2021)
 | LANES SERVICE
(2026) VOLUME
(2026)
 | PEAK HOUR
DIRECTIONAL SERVICE
VOLUME (2026) | URBAN / DIVIDED /
RURAL UNDIVIDED
 | MAINTAINING AGENCY | NHS | ADOPTED LOS
STANDARD | 2021 AADT
 | 2021 DAILY
VMSV 2
 | 1021 DAILY LOS | | 2026 A4DT | 2026 DAILY
VIMSV
 | 2026 DAILY LOS |
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6170.1		

 | SR 200

 | SW 38 ST

 | 4 |

 | INTERRUPTED | 1 | 35,820
 | 1,800
 | 4 35,820
 | | Urban D
 | COUNTY | Other CMP Network Roadway | E | 15,100
 | 0.42
 | с | 1.00% | 15,900 | 0.44
 | с |
| 6180 | SW 60 AV
SW 60 AV

 | SW 38 ST
SW 20 ST

 | SW 20 ST
SR 40

 | 4 | ARTERIAL
ARTERIAL

 | INTERRUPTED | 1 | 35,820
35,820
 | 1,800
 | 4 35,820
4 35,820
 | 1,800 | Urban D
Urban D
 | CITY OF OCALA
COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 18,800 24,300
 | 0.52
 | c | 1.00% | 19,700
31,000 | 0.55
 | c |
| 6200 | SW 66 ST

 | SR 200

 | 1-75

 | 2 | COLLECTOR

 | INTERRUPTED | 1 | 12,095
 | 598
 | 2 12,096
 | 598 | Urban U
 | CITY OF OCALA | Other CMP Network Roadway | c | 5,600
 | 0.46
 | c | 1.94% | 6,200 | 0.51
 | c |
| 6210
6220 | SW 66 ST
SW 66 ST

 | 1-75
SW 27 AV

 | SW 27 AV
SW 19 AV

 | 2 | COLLECTOR

 | INTERRUPTED | 1 | 12,096
9,288
 | 598
482
 | 2 12,096
2 9,288
 | 598
482 | Urban U
Rusal U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | c | 7,100
 | 0.59
 | c | 1.00% | 7,500 | 0.62
 | c |
| 6230.1 | SW 7 AV

 | SW 32 ST

 | SR 464

 | 2 | LOCAL

 | UNINTERRUPTED | | 29,340
 | 1,449
 | 2 29,340
 | 1,449 | Urban U
 | COUNTY | Other CMP Network Roadway | E | 4,000
 | 0.14
 | 8 | 1.00% | 4,200 | 0.14
 | 8 |
| | SW 7 RD
SW 80 AV

 | SR 464
SW 103 ST

 | SW 10 ST
SR 200

 | 2 | LOCAL
COLLECTOR

 | UNINTERRUPTED | | 29,340
12,744
 | 1,449 634
 | 2 29,340
2 12,744
 | 1,449
634 | Urban U
Urban U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 4,000
 | 0.14
 | B | 1.00% | 4,200 | 0.14
 | B
C |
| 6260.1 | SW 80 AV

 | SR 200

 | SW 90 ST

 | 4 | COLLECTOR

 | INTERRUPTED | 2 | 30,420
 | 1,530
 | 4 30,420
 | 1,530 | Urban D
 | COUNTY | Other CMP Network Roadway | E | 11,700
 | 0.38
 | c | 1.00% | 12,300 | 0.30
 | c |
| 6260.3 |

 | SW 90 ST

 | SW 38 ST

 | 2 |

 | UNINTERRUPTED | | 29,340
 | 1,449
 | 4 30,420
 | 2,518 | Urban U
 | COUNTY | Other CMP Network Roadway | E | 8,400
 | 0.29
 | B | 1.00% | 8,800 | 0.17
 | В |
| 6260.4 6290 | SW 80 AV
SW 80 ST

 | SW 38 ST
SW 19 AV

 | SR 40
CR 475

 | 2 | COLLECTOR

 | UNINTERRUPTED
INTERRUPTED | | 29,340
9,288
 | 1,449
482
 | 2 29,340
2 9,288
 | 1,449
482 | Urban U
Rural U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E
C | 8,400
3,800
 | 0.29
 | B
C | 1.00% | 8,800 | 0.30
 | B
C |
| 6300 | CR 312

 | CR 475A

 | CR 475

 | 2 | COLLECTOR

 | UNINTERRUPTED | | 19,170
 | 999
 | 2 19,170
 | 999 | Rural U
 | COUNTY | Other CMP Network Roadway | D | 2,700
 | 0.14
 | ß | 1.00% | 2,800 | 0.15
 | В |
| 6330
6340 | SW 95 ST
SW 95 ST

 | SW 80 AV
SR 200

 | SR 200
SW 60 AV

 | 4 | COLLECTOR

 | INTERRUPTED | 1 | 35,820
35,820
 | 1,800
 | 4 35,820
4 35,820
 | 1,800 | Urban D
Urban D
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 4,000
 | 0.11
0.34
 | c | 1.00% | 4,200 | 0.12
 | c |
| 6350 | SW 95 ST

 | SW 60 AV

 | SW 49 AV

 | 4 | COLLECTOR

 | INTERRUPTED | 1 | 35,820
 | 1,800
 | 4 35,820
 | 1,800 | Urban D
 | COUNTY | Other CMP Network Roadway | ε | 12,000
 | 0.34
 | c | 4.57% | 15,000 | 0.42
 | c |
| 6360
6370 | SW 95 ST

 | SW 49 AV
SW ROLLING HILLS RD

 | 1-75 SB
PENNSYLVANIA AV

 | 2 | COLLECTOR

 | UNINTERRUPTED | | 29,340
29,340
 | 1,449
1,449
 | 2 29,340
2 29,340
 | 1,449 | Urban U
Urban U
 | COUNTY | Other CMP Network Roadway
Other CMP Network Roadway | E | 12,000
 | 0.41
 | C
B | 4.57% | 15,000
3,600 | 0.51
 | C
B |
| 6380 | SW MARTIN L KING AVE

 | SR 464

 | SR 200

 | 4 | COLLECTOR

 | INTERRUPTED | 2 | 30,420
 | 1,530
 | 4 30,420
 | 1,530 | Urban D
 | CITY OF OCALA | Other CMP Network Roadway | E | 7,400
 | 0.24
 | c | 1.00% | 7,800 | 0.26
 | C |
| 6390 | SW MARTIN L KING AVE

 | SR 200
COUNTY LINE (W)

 | SR 40
CR 4648

 | 4 | ARTERIAL

 | INTERRUPTED | 2 | 28,899
42,300
 | 720
 | 4 28,899
4 42,300
 | 720 | Urban U
Rural D
 | CITY OF OCALA
STATE | Other CMP Network Roadway
NHS - Non-Interstate Roadway | E | 14,500
 | 0.5
 | D | 3.18% | 16,900
8,700 | 0.58
 | B |
| 6410 | US 27

 | CR 4648

 | NW 80 AV

 | 4 | ARTERIAL

 | UNINTERRUPTED | | 42,300
 | 2,210
 | 4 42,300
 | 2,210 | Roral D
 | STATE | NHS - Non-Interstate Roadway | c | 14,700
 | 0.35
 | ß | 4.06% | 18,000 | 0.43
 | 8 |
| 6420
6430 | US 27
US 27

 | NW 80 AV
CR 225A

 | CR 225A
NW 60 AV

 | 4 | ARTERIAL

 | INTERRUPTED | | 29,300
39,800
 | 1,530
 | 4 29,300
4 39,800
 | 1,530 2,000 | Rural D
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | c | 14,700 17,200
 | 0.5
 | с | 4.05% | 18,000 | 0.61
 | c |
| 6440 | US 27

 | CR 225A
NW 60 AV

 | NW 60 AV
NW 49 AV

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | B | 17,200
 | 0.43
 | c | 1.00% | 18,100 | 0.45
 | c |
| 6450 | US 27

 | NW 49 AV

 | NW 44 AV

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | 23,200
 | 0.58
 | с | 3.67% | 27,800 | 0.70
 | с |
| 6460
6490 | US 27
US 27

 | NW 44 AV

 | 1-75
NW 27 AV

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
39,800
 | 2,000
 | 4 39,800
4 39,800
 | 2,000 2,000 | Urban D
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | Not Counted
23,000
 | N/A
0.58
 | N/A
C | 1.00% | Not Counted
24,100 | N/A
0.61
 | N/A
C |
| 6500 | US 27

 | NW 27 AV

 | NW MARTIN L KING AV

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | 23,900
 | 0.6
 | с | 1.00% | 25,100 | 0.63
 | с |
| 6510
6530.1 | US 27
US 301

 | NW MARTIN L KING AV
COUNTY LINE (S)

 | US 441
CR 42

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
39,800
 | 2,000
 | 4 39,800
4 39,800
 | 2,000 2,000 | Urban D
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | 28,600 20,300
 | 0.72
 | c | 1.00% | 30,000
21,300 | 0.75
 | c |
| 6540 | US 301

 | CR 42

 | SE 147 ST

 | 2 | ARTERIAL

 | UNINTERRUPTED | | 24,200
 | 1,200
 | 2 24,200
 | 1,200 | Urban U
 | STATE | NHS - Non-Interstate Roadway | D | 17,600
 | 0.73
 | c | 1.00% | 18,500 | 0.76
 | D |
| 6550.1 | US 301
US 301

 | SE 147 ST
US 441

 | US 441
NE JACKSONVILLE RD

 | 4 | ARTERIAL

 | UNINTERRUPTED | | 66,200
42,300
 | 3,280
 | 4 66,200
4 42,300
 | 3,280 | Urban D
Rural D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | 0 | 14,300
 | 0.22
 | 8 | 1.00% | 15,000 | 0.23
 | B |
| 6570 | US 301
US 301

 | NE JACKSONVILLE RD

 | CR 318

 | 4 | ARTERIAL

 | INTERRUPTED | | 29,300
 | 2,210
 | 4 29,300
 | 1,530 | Rural D
 | STATE | NHS - Non-Interstate Roadway | c | 15,700
 | 0.63
 | C C | 2.69% | 26,700 | 0.42
 | C C |
| 6580 | US 301

 | CR 318
COUNTY LINE (S)

 | COUNTY LINE (N)

 | 4 | ARTERIAL

 | UNINTERRUPTED | | 42,300
 | 2,210
 | 4 42,300
4 0
 | 2,210 | Rural D
 | STATE | NHS - Non-Interstate Roadway | c | 18,400
 | 0.43
 | 8 | 7.80% | 26,700 | 0.63
 | 8 |
| 6590
6600 |

 | COUNTY LINE (S)
CR 484

 | CR 484
SW ROBINSON RD

 | 4 | ARTERIAL

 | INTERRUPTED | 2 | 0
32,400
 | 1,630
1,630
 | 4 0
4 32,400
 | 1,630
1,630 | Urban D
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | 22,500
27,100
 | 0.69
 | D | 2.34% | 25,300
29,900 | 0.78
 | D |
| | US 41

 | SW ROBINSON RD

 | SW 111 PL LN

 | 4 | ARTERIAL

 | INTERRUPTED | 2 | 32,400
 | 1,630
 | 4 32,400
 | 1,630 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | 22,200
 | 0.69
 | D | 2.52% | 25,100 | 0.77
 | D |
| 6640 | US 41
US 41

 | SW 111 PL LN
SW 110 ST

 | SW 110 ST
SW 99 PL

 | 2 | ARTERIAL
ARTERIAL

 | INTERRUPTED | 1 | 41,790
 | 2,100
 | 4 41,790
4 41,790
 | 2,100 | Urban D
Urban U
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | P | 22,200
 | 0.53
 | E | 2.52% | 25,100 | 0.60
 | c |
| 6660 | US 41

 | SW 99 PL

 | SW 80 PL

 | 2 | ARTERIAL

 | UNINTERRUPTED | | 24,200
 | 1,200
 | 4 29,850
 | 2,460 | Urban U
 | STATE | NHS - Non-Interstate Roadway | D | 12,200
 | 0.5
 | с | 2.79% | 13,900 | 0.28
 | ß |
| 6670
6680.1 | US 41

 | SW 80 PL
SR 40

 | SR 40
URBAN AREA BOUNDARY

 | 2 | ARTERIAL

 | INTERRUPTED
UNINTERRUPTED | 1 | 14,160
24,200
 | 704
 | 4 49,650
2 24,200
 | 1,500 | Urban U
Urban U
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | 12,200
 | 0.86
 | c | 2.79% | 13,900
13,900 | 0.47
 | c |
| 6680.2 | US 41

 | URBAN AREA BOUNDARY

 | SW 36 ST

 | 2 | ARTERIAL

 | UNINTERRUPTED | | 15,700
 | 820
 | 2 15,700
 | 820 | Rural U
 | STATE | NHS - Non-Interstate Roadway | c | 12,200
 | 0.78
 | c | 2.79% | 13,900 | 0.89
 | c |
| 6690 | US 41
US 441

 | SW 36 ST
COUNTY LINE (S)

 | COUNTY LINE (N)
CR 42

 | 2 | ARTERIAL

 | UNINTERRUPTED
INTERRUPTED | | 15,700
41,790
 | 820
2,100
 | 2 15,700
4 41,790
 | 820
2,100 | Rural U
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | c | 5,200 40,300
 | 0.33
 | в | 1.00% | 5,500
42,300 | 0.35
 | в |
| 6700
6730 | US 441

 | CR 42

 | SE 147 PL

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | 30,900
 | 0.78
 | c | 1.00% | 42,500 | 0.82
 | c |
| 6740 |

 | SE 147 PL

 | SE 92 PLACE LOOP

 | 4 |

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | Not Counted
 | N/A
 | N/A | 1.00% | Not Counted | N/A
 | N/A |
| 6750.2 | US 441
US 441

 | CR 25A
SE 92 PLACE LOOP

 | US 301
CR 25A

 | 4 | ARTERIAL

 | INTERRUPTED
UNINTERRUPTED | 1 | 39,800
66,200
 | 2,000 3,280
 | 4 39,800
4 66,200
 | 2,000 3,280 | Urban D
Urban D
 | STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | 17,300 17,900
 | 0.43
 | C
B | 1.88% | 19,000 | 0.48
 | с
8 |
| 6770 | US 441

 | US 301

 | CR 484

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | Not Counted
 | N/A
 | N/A | 1.00% | Not Counted | N/A
 | N/A |
| |

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 | |
| 6780 | US 441

 | CR 484

 | SE 110 ST

 | 4 | ARTERIAL

 | INTERRUPTED | 1 | 39,800
 | 2,000
 | 4 39,800
 | 2,000 | Urban D
 | STATE | NHS - Non-Interstate Roadway | D | 28,100
 | 0.71
 | c | 1.00% | 29,500 | 0.74
 | c |
| 6790
6840 | US 441
US 441

 | CR 484
SE 110 ST
SE 92 PL RD

 | SE 110 ST
SE 92 PL RD
SE 73 ST

 | 4 4 4 | ARTERIAL
ARTERIAL
ARTERIAL

 | INTERRUPTED
INTERRUPTED
INTERRUPTED | 1 1 1 | 39,800
39,800
39,800
 |
 | 4 39,800
4 39,800
4 39,800
 | 2,000
2,000
2,000 |
 | STATE
STATE
STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D | 28,100
30,600
28,300
 | 0.71
0.77
0.71
 | c
c
c | 1.77% | 29,500
33,400
30,900 | 0.84
0.78
 | c
c |
| 6790
6840
6880 | US 441
US 441
US 441

 | CR 484
SE 110 ST
SE 92 PL RD
SE 73 ST

 | SE 110 ST
SE 92 PL RD
SE 73 ST
SE 52 ST

 | 4 | ARTERIAL
ARTERIAL
ARTERIAL
ARTERIAL

 | INTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED | 1 | 39,800
39,800
39,800
39,800
 | 2,000
2,000
2,000
2,000
 | 4 39,800
4 39,800
4 39,800
4 39,800
 | 2,000
2,000
2,000
2,000 | Urban D
Urban D
Urban D
Urban D
 | STATE
STATE
STATE
STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D
D
D
D | 28,100
30,600
28,300
27,000
 | 0.71
0.77
0.71
0.68
 | c
c | 1.77%
1.71%
1.00% | 29,500
33,400
30,900
28,400 | 0.84
0.78
0.71
 | c
c
c |
| 6790
6840 | US 441
US 441

 | CR 484
SE 110 ST
SE 92 PL RD

 | SE 110 ST
SE 92 PL RD
SE 73 ST

 | 4 4 4 | ARTERIAL
ARTERIAL
ARTERIAL

 | INTERRUPTED
INTERRUPTED
INTERRUPTED | 1
1
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1
1
1 | 39,800
39,800
39,800
 | 2,000
2,000
2,000
 | 4 39,800
4 39,800
4 39,800
 | 2,000
2,000
2,000 | Urban D
Urban D
Urban D
 | STATE
STATE
STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D
D
D
D
D
D | 28,100
30,600
28,300
 | 0.71
0.77
0.71
 | c
c | 1.77% | 29,500
33,400
30,900 | 0.84
0.78
 | c
c
c
c
c |
| 6790
6840
6880
6890
6900.1
6920 | 155 445
155 445
155 445
155 441
155 441
155 441
155 441

 | CR 484 St 105T St 20 P, 80 St 73 ST St 23 ST St 20 CR St 40 CR CR 475

 | 52 110 57
52 52 76 RD
52 73 57
52 52 57
52 60 CR
CR 475
53 464

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6 | ARTERIAL
ARTERIAL
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ARTERIAL
ARTERIAL

 | INTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED
INTERRUPTED | 1
1
1
1
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2 | 39,800
39,800
39,800
39,800
39,800
39,800
50,000
 | 2,000
2,000
2,000
2,000
2,000
2,000
2,520
 | 4 39,800
4 39,800
4 39,800
4 39,800
4 39,800
4 39,800
6 50,000
 | 2,000
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2,520 | Urban D
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STATE | NHS - Non-Interstate Boadway
NHS - Non-Interstate Boadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | D
D
D
D
D
D
D | 28,100
30,600
28,300
27,000
32,100
23,000
26,000
 | 0.71
0.77
0.71
0.68
0.81
0.58
0.52
 | C
C
C
C
C
C
D | 1.77%
1.71%
1.00%
1.00%
1.00%
1.00% | 29,500
33,400
30,900
28,400
33,800
24,100
27,300 | 0.84
0.78
0.71
0.85
0.61
0.55
 | C
C
D |
| 6790
6840
6880
6890
6900.1 | US 441
US 441
US 441
US 441
US 441
US 441

 | CR 484
SE 110 ST
SE 92 PL 80
SE 73 ST
SE 52 ST
SE 40 CIR

 | 5E 110 ST
5E 92 PL RD
5E 73 ST
5E 52 ST
5E 40 CR
CR 475

 | 4 4 4 4 4 4 4 | ARTERIAL
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 | INTERRUPTED
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STATE | NHS - Non-Interstate Roadway
NHS - Non-Interstate Roadway | | 28,100
30,600
28,300
27,000
32,100
23,000
 | 0.71
0.77
0.68
0.81
0.58
0.52
0.53 | c
c
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c
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c
 | 1.77%
1.71%
1.00%
1.00%
1.00% | 29,500
33,400
30,900
28,400
33,800
24,100 | 0.84
0.78
0.71
0.85
0.61
 | c
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c |
| 6790
6840
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6990.1
6920
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6940 | 15441
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 | CR 484 SE 110 5T SE 22 7R 480 SE 21 7R 7R 5D SE 23 5T SE 23 5T SE 40 CR 400 SE 400 CR 400 SE 400 CR 400 SE 404 CR 400 ST SE 404 ST SE 404 ST

 | 55 110 57
56 29 74 80
57 3 57
57 3 57
56 52 57
58 40 Cm
CR 475
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59 464
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 | Net5 - Non-Interstate Roadway
Net5 - Non-Interstate Roadway | | 28,100
30,600
28,300
27,000
33,100
23,000
23,000
26,000
26,000
36,800
30,100
 | 0.71
0.77
0.58
0.58
0.58
0.52
0.53
0.74
0.6 | C
C
C
C
C
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D
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D | 1.7%
1.71%
1.00%
1.00%
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1.00%
1.8%
1.8%
 | 29,500
33,400
30,900
28,400
33,800
24,100
27,300
27,900
40,300
31,600 | 0.84
0.78
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0.56
0.81
0.63 | C
C
D |
| 6790
6840
6880
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6970.1 | 0.641
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 | C # 84
St 1057
St 2057
St 2527
St 40 C(th
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St 464
St 464
St 40
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 | 52 110 5T
52 212, R4D
52 73 5T
52 52 5T
52 42 02, R
54 40 02, CR
58 464
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1956 - Anni-Instrukte Rockeny
1967 - Anni-Instrukte Rockeny | | 28,100
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28,300
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26,000
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 | 0.71
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D | 1.7%
1.71%
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1.00%
 | 29,500
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31,600 | 0.84
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| 6780
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 | CR 484 57 1107 SF 10 FR 100 57 107 SF 10 FR 100 57 157 SF 20 FR 57 267 SF 40 FR 57 27 SF 40 597

 | M 1007 M 1007 M 10 FB M 1007

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D | 28,100
28,300
27,000
27,000
24,000
26,000
26,500
36,800
30,100
30,100
30,100
30,200
28,100
 | 0.71
0.77
0.71
0.58
0.52
0.52
0.53
0.74
0.6
0.93
0.76
0.71 | C
C
C
C
C
D
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D
D
D | 1.77%
1.71%
1.00%
1.00%
1.00%
1.00%
1.00%
1.8%
1.00%
1.00%
1.00%
 | 29,500
33,400
39,900
28,400
24,400
27,100
27,100
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31,600
31,600
31,600
20,500 | 0.84
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0.63
0.98
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0.74 | C
C
D
D
D |
| 6790
6840
6880
6900.1
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6930
6950
6970.1
6970.2
6980
6990 | 07440
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 | C 8 44 C 8 44 S 10.07 S 8 0 74 S 9 73 S 9 73 S 9 73 S 9 73 S 9 74 S 9 74 S 9 75 S 846 S 957 S 846 W 957 S 84 W 815 W 815 U577 W 8253

 | 31 107 32 107 32 70 70 32 70 37 70 37 30 38 00 70 38 40 50 20 70 38 44 50 30 70 38 40 50 30 70 38 40 50 30 70 38 40 50 70 38 44 50 70 38 40 50 70 50 70 50 70 50 70 50 70 50 70 50 70 50 70 50 70 50 70

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SEGMENT ID	ROAD NAME	FROM	то	LANES (2021)	FUNCTIONAL CLASSIFICATION		FOOT CLASS	DALLY SERVICE VOLUME (2021)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2021)	LANES (2026)	DAILY SERVICE VOLUME (2026)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2021 AADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY VIMSV	2026 DAILY LOS
	SW 49TH AVENUE	MARION OAKS TRL	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION GAIS 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 GAKS MINR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.13	8	1.00%	9,500	0.14	8
8200	BUENA VISTA BLVD	SUMTER CO LINE	CR 42	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	ε	16,200	0.53	D	6.84%	22,600	0.74	D

Appendix E

Federal Regulations and CMP Resources

FEDERAL REGULATIONS

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

- **a.** The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.
 - » Cooperatively developed and implemented
 - » Travel reduction strategies
 - » Operational management strategies
- **b.** The CMP should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the Transportation Improvement Plan (TIP).
- c. Acceptable levels of service may vary from area to area. Consider strategies that:
 - » Manage demand
 - » Reduce single occupant vehicle travel
 - » Improve transportation system management and operations
 - » Improve efficient service integration within and across the following modes:
 - i. Highway
 - ii. Transit
 - iii. Passenger and freight rail operations
 - iv. Non-motorized transport
 - » Where general purpose lanes are determined to be appropriate, must give explicit consideration to features that facilitate future demand management strategies.
- **d.** The CMP shall be developed, established, and implemented in coordination with Transportation Systems Management (TSM) and operations activities. The CMP shall include:
 - » Methods to monitor and evaluate the performance of the multimodal transportation system
 - i. Identify the causes of congestion
 - ii. Identify and evaluate alternative strategies
 - iii. Provide information supporting the implementation of actions
 - iv. Evaluate effectiveness of implemented actions
 - Definitions of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of strategies. Performance measures should be tailored to the specific needs of an area.
 - » Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion. To the extent possible, this program should be coordinated with existing sources, including public transportation providers.



- Identification and evaluation of the anticipated performance and expected benefits of congestion management strategies that will contribute to the more effective use and improved safety of the existing and future transportation system. Examples of strategies to consider include:
 - i. Demand management measures, including growth management and congestion pricing
 - ii. Traffic operational improvements
 - iii. Public transit improvements
 - iv. Intelligent Transportation Systems (ITS)
 - v. Where necessary, additional system capacity
- » Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies. Results of this assessment shall be provided to decision makers and the public to provide guidance on the selection of effective strategies for future implementation.
- f. A TMA designated nonattainment for ozone or carbon monoxide may not program federal funds for any project that will result in a significant increase in the carrying capacity of single occupant vehicles (SOVs), with the exception of safety improvements or the elimination of bottlenecks (within the limits of the appropriate projects that can be implemented).
- **g.** In TMAs designated nonattainment for ozone or carbon monoxide, the CMP shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for a corridor in which a project with a significant increase in SOV capacity is proposed to move forward with federal funds.
- **h.** State laws, rules, and regulations pertaining to congestion management systems or programs may constitute the congestion management process, if FHWA and FTA find that these are consistent with the intent of this process.
- i. Congestion management plan. An TPO serving a TMA may develop a plan that includes projects and strategies that will be considered in the TIP of such TPO. Such plan shall:
 - » Develop regional goals to reduce miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
 - Identify existing public transportation services, employer based commuter programs, and other existing transportation services that support access to jobs in the region; and
 - » Identify proposed projects and programs to reduce congestion and increase job access opportunities.

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

State of the System Report Tentative Schedule

January to May

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

May

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

May to June

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

July

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

July to August

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

September

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

October to November

• Finalize the CMP State of the System Report.

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



CMP ACTIONS/RECOMMENDATIONS

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

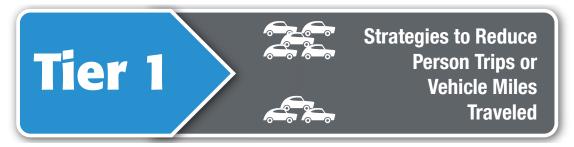
- Update the Ocala Marion TPO Congestion Management Process (CMP Steps 1 to 3) on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP. Additional updates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

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

CMP TOOLBOX OF STRATEGIES

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

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



Transportation Demand Management Strategies

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

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



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

Land Use/Growth Management Strategies

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

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



Public Transit Strategies

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

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

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

Non-Motorized Transportation Strategies

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

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

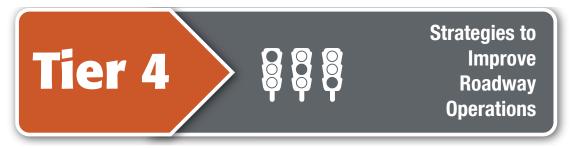




Transportation Demand Management Strategies

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

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



Intelligent Transportation Systems (ITS) Strategies

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

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

Transportation Systems Management Strategies

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

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



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

Freeway Incident Detection and Management Strategy

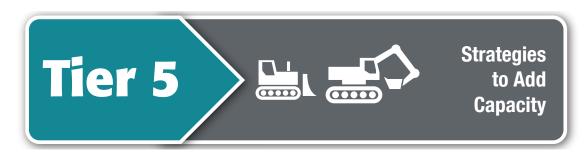
• Freeway Incident Detection and Management Systems: This strategy addresses primarily non- recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.

Access Management Strategy

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

Corridor Preservation/Management Strategies

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



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

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



Appendix F

CMP Public Survey Results Summary

Congestion Management Plan (CMP) Public Survey

Results Summary

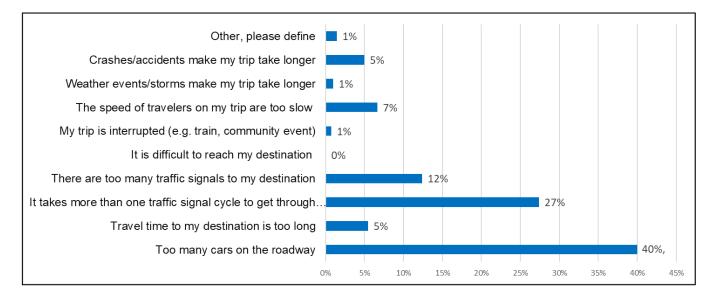
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses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

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

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

420 selections

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

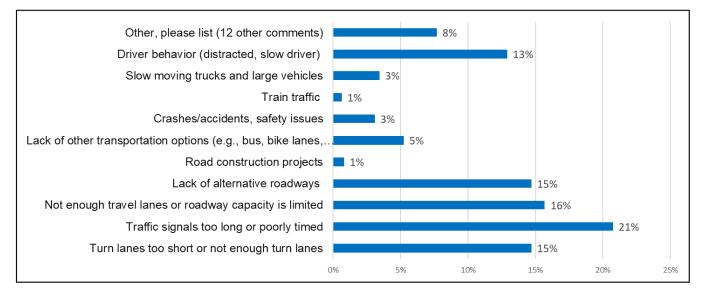


2. What do you think are the main causes of congestion in Marion County? (select up to 3)

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

612 selections

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



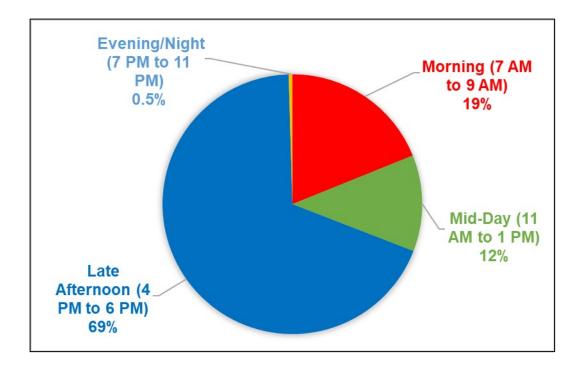
Other Comments include:

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

- Stop permitting major housing developments
- Speed limits reassessed
- Too many cars for available roadway capacity
- Too many homes/businesses in same area
- Too many people moving to Marion County; infrastructure not kept pace
- Too many vehicles on roads
- Traffic lights not synched in Dunnellon
- 3. What time of day do you experience congestion the most in Marion County? (select 1)

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

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



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

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

Top 10 Locations

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

Top 10 Corridors Mentioned

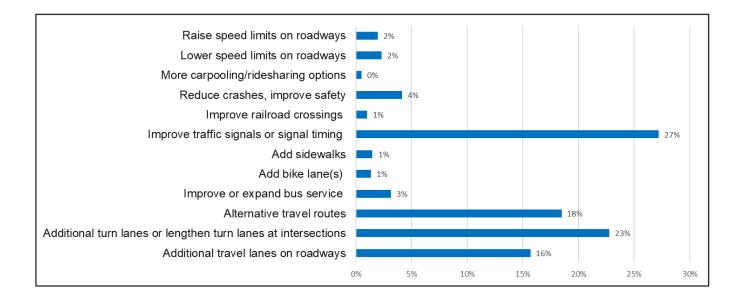
- 1. SR 200 (117)
- 2. U.S. 301/U.S. 441/Pine Avenue (61)
- 3. SR 40 (58)
- 4. SE 17th Avenue/Maricamp Road (SR 464) (47)
- 5. CR 484 (27)
- 6. U.S. 27 (23)
- 7. U.S. 441 (15)
- 8. Maricamp Road (10)
- 9. CR 475 (8)
- 10. I-75 (7)

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

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

606 selections

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



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

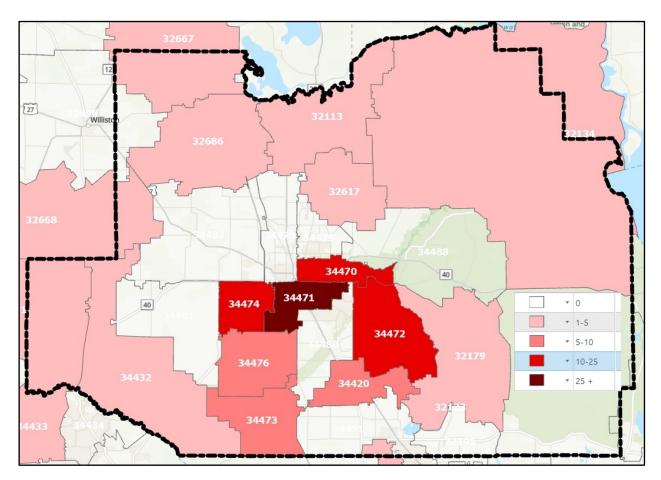
A total of 252 responses were received. The most frequent primary mode of transportation used by almost all participants is the personal automobile/truck. The three participants that selected 'other' use Marion Transit as their primary mode of transportation.

245 Personal automobile/truck

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

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

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

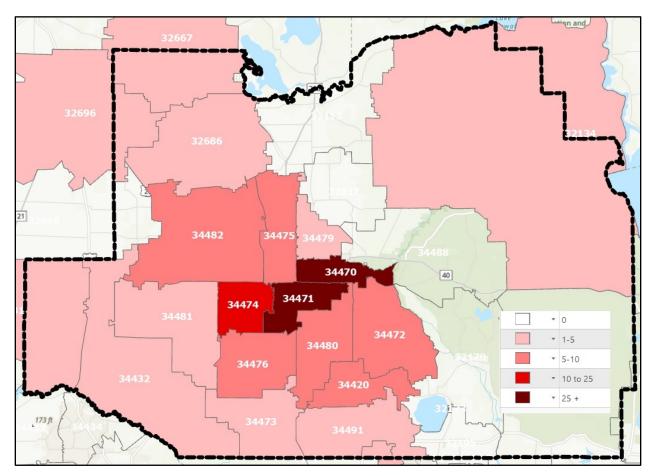


Participants by Zip Code:

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

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

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



Participants by Zip Code

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

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

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

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

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