OCALA MARION TPO

Congestion Management Plan

Appendix

OCALA MARION TRANSPORTATION PLANNING ORGANIZATION

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:

$$\text{Not Congested Corridors} = \text{Existing or Existing + 5 Years Segments with} \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) < \text{Segment}^i \text{ maximum service volume x } 0.90$$

$$(i = 1, 2, 3, \ldots n)$$

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.

$$\text{Corridors Approaching Congestions} = \text{Existing or Existing + 5 Years Segments with } 1.00 > \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}} \right) > 0.90$$

$$(i = 1, 2, 3, \ldots n)$$

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

$$\text{Corridors Congested Today} = \text{Existing Segments with } 1.08 > \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}}\right) \& \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ maximum service volume}}\right) > 1.00$$

$$(i = 1, 2, 3, \ldots n)$$

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

$$\text{Extremely Congested Corridors} = \text{Existing or Existing + 5 Years Segments with } \left(\frac{\text{Segment}^i \text{ volume}}{\text{Segment}^i \text{ capacity}}\right) > 1.08$$

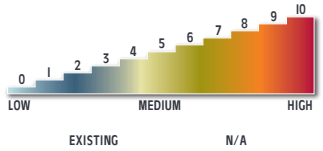
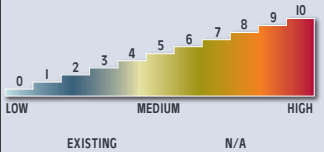
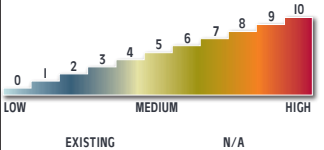
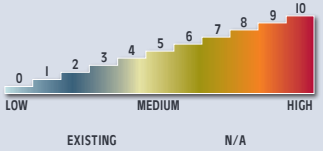
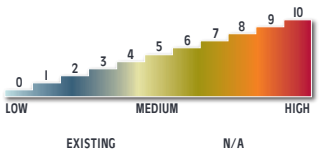
$$(i = 1, 2, 3, \ldots n)$$

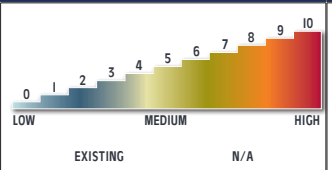
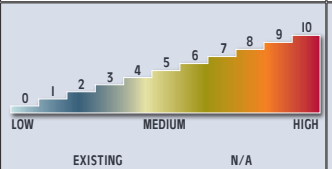
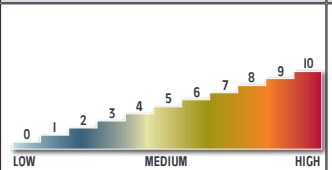
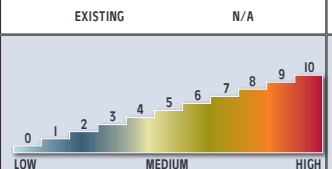
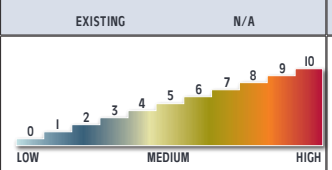
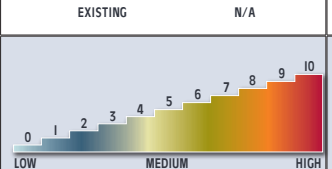
In addition to the congested roadways selected using the criteria presented above, high crash locations identified in crash data analysis reports and Mobility Management Systems Task Force recommendations of congested intersections are used to identify the congestion “Hot Spots.”

Appendix B

Congestion Mitigation Strategies Matrix

Corridor _____ From _____ To _____ Analyst _____ Date _____

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles 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										
	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										
	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										
	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										
	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										

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 1: Strategies to Reduce Person Trips or Vehicle Miles Traveled	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										
	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										
	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										
	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										
	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										
	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										

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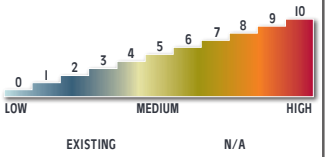
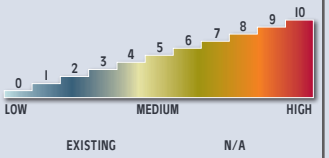
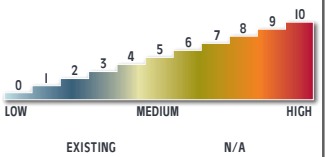
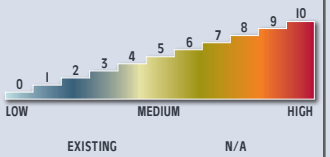
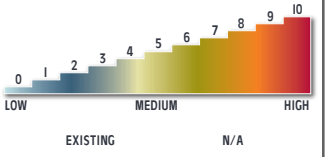
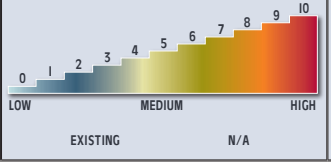
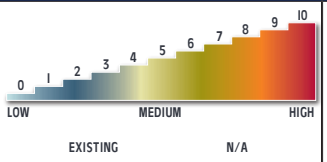
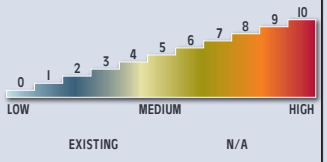
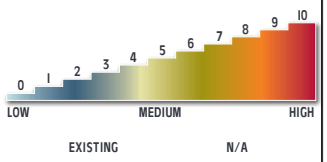
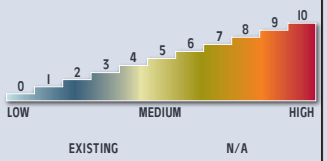
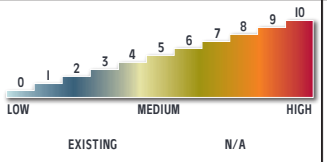
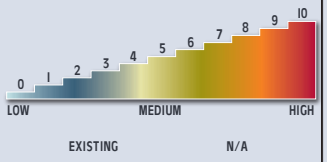
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier One	ST/LT	**1.12 Mixed-Use Development:** This strategy allows many trips to be made without automobiles. People can walk to restaurants and services rather than use their vehicles.	High										
Tier 2: Strategies to Shift Automobile Trips to Other Modes	ST/LT	**2.01 Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.	Med										
	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										
	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										
	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										
	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										

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types				Potential Effectiveness	Recommendations/ Comments
				Regional Traffic	Regional Access	Local Access	Local Circulation		
Tier 2: Strategies to Shift Automobile Trips to Other Modes	LT	**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						
	ST/LT	**2.07 New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.	Med						
	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						
	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						
	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						
	LT	**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						

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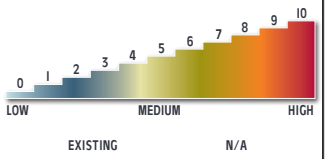
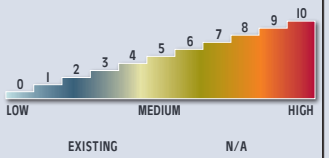
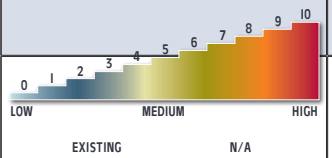
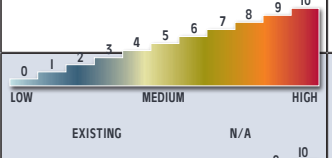
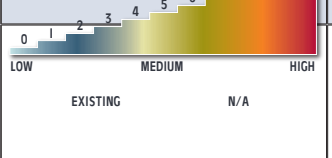
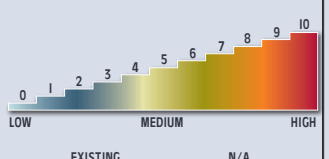
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 2	ST/LT	**2.12 Intermodal Enhancements:** Coordinating modes makes movement from one mode to the other easier. These enhancements typically includes schedule modification to reduce layover time or increase the opportunity for transfers, creation of multi-modal facilities, informational kiosks, and improved amenities at transfer locations.	Med										
Tier 3: Strategies to Increase Vehicle Occupancy	LT	**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										
	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										
	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										
	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										
	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										

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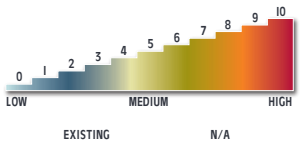
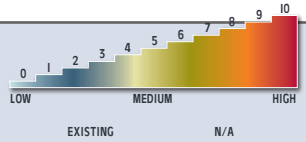
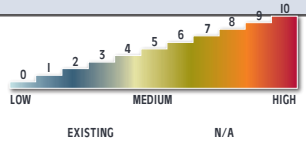
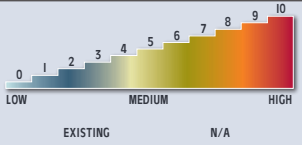
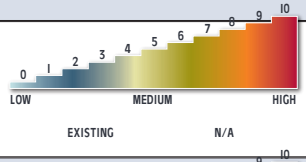
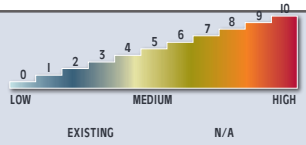
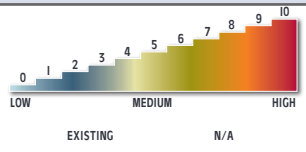
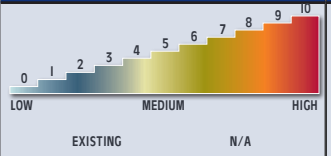
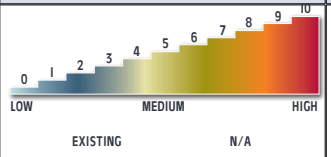
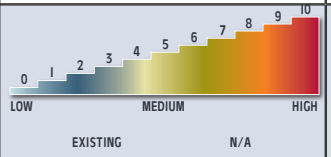
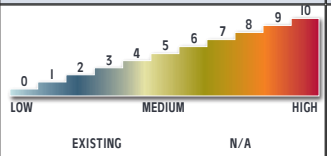
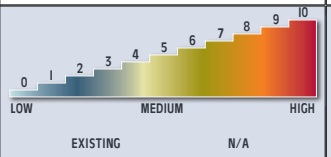
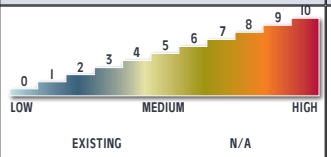
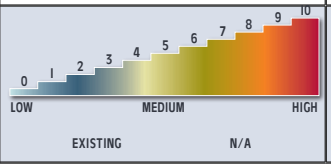
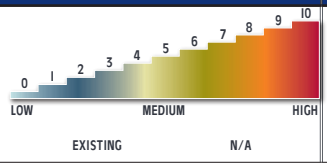
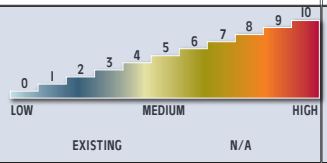
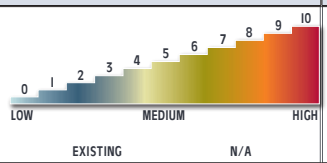
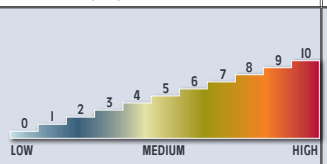
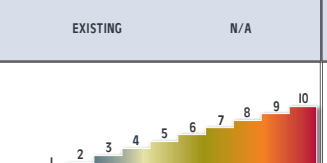
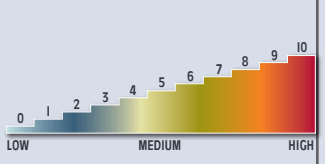
Tier 3	LT	**3.06 Managed Lanes:** The Federal Highway Administration (FHWA) defines managed lanes as highway facilities or a set of lanes in which operational strategies are implemented and managed (in real time) in response to changing conditions. Examples of managed lanes may include the following: 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								
Tier 4: Strategies to Improve Roadway Operations	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								
	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								
	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								
	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								
	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								
	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								

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types								Potential Effectiveness	Recommendations/ Comments
				Regional Traffic		Regional Access		Local Access		Local Circulation			
Tier 4: Strategies to Improve Roadway Operations	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										
	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										
	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										
	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										
	ST	**4.11 Improved Signage:** Improving or removing signage to clearly communicate location and direction information can improve traffic flow.	Med										
	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										
	ST/LT	**4.13 Goods Movement Management:** This strategy restricts delivery or pickup of goods in certain areas to reduce congestion.	Low										

Tier	Short-Term/ Long-Term	Congestion Mitigation Strategy	Applicability to Ocala Marion TPO	Distribution of Trip Types: Regional Traffic	Distribution of Trip Types: Regional Access	Distribution of Trip Types: Local Access	Distribution of Trip Types: Local Circulation	Potential Effectiveness	Recommendations/ Comments
Tier 4: Strategies to Improve Roadway Operations	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						
	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						
	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						
	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						-
	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						
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						

Appendix C

Safety Mitigation Matrix

KEY SAFETY EMPHASIS AREAS FOR CMP 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 motorcyclists 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 EMPHASIS 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 AREAS 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 safe driving and mobility for aging road users through licensing and enforcement • 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 mobility options, public 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 • Deploy high-visibility enforcement mobilizations on 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

OTHER SAFETY EMPHASIS AREAS FOR CMP INTEGRATION (CONTINUED)		
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

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY 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 VMSV	2026 DAILY LOS
1010	SE 92 PLACE LOOP	SR 35	US 441	4	ARTERIAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1020	CR 21	COUNTY LINE	SR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1030.1	CR 225	US 27	CR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1030.4	CR 225	CR 326	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1040.1	CR 225	CR 316	CR 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
1050	CR 225A	US 27	CR 326	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	7,500	0.73	C	1.00%	7,900	0.77	C
1060	CR 225A	CR 326	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,100	0.33	B	1.00%	3,200	0.35	B
1070	CR 25	COUNTY LINE	CR 42	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,500	0.9	C	1.00%	12,100	0.95	D
1080.1	CR 25	CR 42	SE 128 PL RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1080.3	CR 25	SE 128 PL RD	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1090.1	CR 25	SE 135 AV	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.29	B	3.44%	10,000	0.34	B
1100.1	CR 25	CR 464	SE 108 TER RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.22	B	2.09%	7,300	0.25	B
1100.4	CR 25	SE 108 TER RD	SE 92 PL LOOP	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,600	0.19	B	1.00%	5,900	0.20	B
1110.4	CR 25	SE 92 PL LOOP	SE 110 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,900	0.41	C	1.00%	12,500	0.43	C
1120	US 441	NE 28 ST	CR 25A (S)	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,700	0.54	C	1.66%	24,700	0.59	C
1130	CR 25A	US 441 (S)	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,100	0.4	C	1.00%	5,400	0.42	C
1150.1	CR 25A	SR 326	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,900	0.3	B	1.00%	9,300	0.32	B
1150.2	CR 25A	URBAN AREA BOUNDARY	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	8,900	0.46	B	1.00%	9,300	0.49	C
1160.2	CR 25A	CR 316	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,400	0.26	B	1.00%	2,600	0.28	B
1160.3	CR 25A	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	2,400	0.17	B	1.00%	2,600	0.18	B
1170	CR 25A	US 441	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1180	CR 314	NE 7 ST	SE 1 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	1.00%	2,100	0.11	B
1190.1	CR 314	SE 1 ST	SR 40 (E)	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,000	0.1	B	6.48%	2,800	0.15	B
1200	CR 314	SR 40 (E)	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,200	0.17	B	1.00%	3,300	0.17	B
1210.2	CR 314	CR 314A	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	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	B
1230.1	CR 314A	SE 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	1.00%	5,900	0.31	B
1240	CR 314A	SR 40	CR 314	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	11.28%	4,900	0.26	B
1250.2	CR 315	CR 318	CR 318	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1250.3	CR 315	SR 40	NE 90 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,700	0.19	B	1.00%	3,900	0.20	B
1250.4	CR 315	NE 90 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,000	0.21	B	1.00%	4,200	0.22	B
1260	CR 315	CR 318	CR 21	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,200	0.17	B
1270	CR 315	CR 21	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,100	0.16	B	1.00%	3,200	0.17	B
1280.1	CR 316	US 27	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	800	0.09	B	1.00%	900	0.10	B
1280.2	CR 316	E OF CR 225	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1280.3	CR 316	CR 329	E OF CR 225	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	900	0.1	B	1.00%	1,000	0.11	B
1280.4	CR 316	I-75	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1290.1	CR 316	CR 25A	NW 38TH AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,300	0.14	B	1.00%	1,400	0.15	B
1290.3	CR 316	NW 38TH AVE	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	1.00%	1,900	0.20	B
1290.4	CR 316	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1300.1	CR 316	JACKSONVILLE RD	NE 110TH AVE RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,900	0.15	B	8.56%	4,400	0.23	B
1300.2	CR 316	NE 110TH AVE RD	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,800	0.15	B	1.00%	2,900	0.15	B
1310.1	CR 316	CR 315	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,500	0.18	B	3.28%	4,100	0.21	B
1320.1	CR 316	NE 203 AV	SR 19	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	12.74%	4,900	0.26	B
1330	CR 318	COUNTY LINE	I-75	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,000	0.22	B	2.82%	2,300	0.25	B
1340.1	CR 318	I-75	NW 60 AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,800	0.25	B	4.43%	6,000	0.31	B
1340.2	CR 318	NW 60 AVE	US 441	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	4,200	0.41	C	1.00%	4,400	0.43	C
1350.1	CR 318	US 441	NE 10 AVE	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	1.00%	4,400	0.47	B
1350.2	CR 318	NE 10 AVE	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	6.28%	5,700	0.61	B
1360.1	CR 318	US 301	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,200	0.22	B	6.28%	5,700	0.30	B
1380	CR 320	COUNTY LINE	CR 329	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	400	0.04	B	1.00%	400	0.04	B
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	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1400	CR 328	US 41	SW 140 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	2,900	0.31	C	1.00%	3,000	0.32	C
1410.1	CR 328	SW 140 AV	E OF NW 125 AV	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	2,900	0.21	B	1.00%	3,000	0.21	B
1410.2	CR 328	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	3,200	0.23	B	1.00%	3,300	0.23	B
1420	CR 329	COUNTY LINE	HWY 318	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,400	0.15	B	1.00%	1,500	0.16	B
1430.1	CR 329	HWY 318	CR 316	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,300	0.25	B
1430.2	CR 329	CR 316	CR 25A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	2,100	0.23	B	1.00%	2,300	0.25	B
1440.1	CR 329	CR 25A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,800	0.19	B	3.18%	2,100	0.23	B
1450	CR 329	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	5,800	0.63	B	1.00%	6,100	0.66	B
1460	CR 329	JACKSONVILLE RD	NE 47 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	8.22%	8,300	0.43	B
1470	CR 336	COUNTY LINE	CR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1480	CR 35	SR 40	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.81	D	3.14%	10,700	0.95	E
1490	CR 35	NE 35 ST	NE 58 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,900	0.38	C	1.00%	5,100	0.40	C
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	B
1510	CR 35	SR 326	NE 97TH ST RD	2	COLLECTOR	UNINTERRUPTED		25,650	1,341	2	25,650	1,341	Rural	U	COUNTY	Other CMP Network Roadway	E	2,600	0.1	B	2.11%	2,900	0.11	B
1520.2	CR 40	COUNTY LINE (W)	CR 336	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.00%	2,400	0.13	B
1530	CR 40	CR 336	URBAN AREA BOUNDRY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,500	0.18	B	1.00%	3,600	0.19	B
1540.1	CR 40	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	CR 42	CR 475	US 301	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,400	0.28	B	1.00%	5,700	0.30	B
1560	CR 42	US 301	SE 77 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,300	0.4	C	1.00%	15,000	0.42	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
1610.1	CR 42	US 441	SE 130 AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.39	C	4.92%	14,400	0.49	C
1610.2	CR 42	SE 130 AVE	CR 25	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,300	0.35	B	1.00%	10,800	0.37	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	B
1620.3	CR 42	URBAN AREA BOUNDARY	CR 450	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	7,500	0.39	B	3.03%	8,700	0.45	B
1630	CR 42	CR 450	COUNTY LINE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	3,700	0.19	B	1.00%	3,900	0.20	B
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	B
1650	CR 452	COUNTY LINE	CR 42	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,800	0.3	B	1.00%	6,100	0.32	B
1660	SR 464	SE 25 AV	SE 44 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	C	2.10%	42,100	1.06	F
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
1710	CR 464	SR 35	EMERALD RD (N)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	42,700	1.19	F	3.56%	50,800	1.42	F
1770	CR 464	EMERALD RD (N)	OAK RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,700	0.47	C	5.05%	21,300	0.59	C
1780	CR 464	OAK RD	EMERALD RD (S)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,300	0.2	C	1.00%	7,700	0.21	C
1790	CR 464	EMERALD RD (S)	SE 110 ST	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	CR 464	SE 110 ST	CR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,600	0.41	C	8.64%	7,000	0.62	D
1810	CR 464A	US 441	SE 31 ST	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.19	C	2.45%	7,700	0.21	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	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1840	CR 464B	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
1850	SE 114TH ST RD	CR 464	SE 135 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,900	0.13	B	3.81%	4,700	0.16	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	B	5.46%	6,800	0.23	B
1860.4	CR 464C	URBAN AREA BOUNDARY	CR 314A	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,200	0.27	B	5.46%	6,800	0.35	B
1870.1	CR 475	COUNTY LINE	CR 475A	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	9,400	0.67	C	5.35%	12,200	0.86	C
1870.3	CR 475	CR 475A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,300	0.45	B	6.21%	8,500	0.60	B
1870.4	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	0.39	B	6.21%	8,500	0.52	B
1880.1	CR 475	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	5,400	0.33	B	1.00%	5,700	0.35	B
1880.2	CR 475	URBAN AREA BOUNDARY	SE 90 ST	2	ARTERIAL	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	5,400	0.38	B	1.00%	5,700	0.40	B
1890.1	CR 475	SE 90 ST	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,600	0.47	B	1.63%	7,200	0.51	B
1890.2	CR 475	URBAN AREA BOUNDARY	SE 80 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	6,600	0.41	B	1.63%	7,200	0.44	B
1900	CR 475	SE 80 ST	SE 52 ST	2	ARTERIAL	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	6,600	0.55	C	1.00%	7,000	0.58	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	CR 475	SE 35 ST	SE 31 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	8,300	0.51	B	3.11%	9,700	0.60	B
1910.5	CR 475	SE 31 ST	N OF SW 29TH ST RD	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,500	0.26	B	1.00%	7,900	0.27	B
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	0.64	D	1.00%	7,900	0.67	D
1930.1	CR 475A	CR 475B	CR 484	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

Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY 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 VMSV	2026 DAILY LOS
1940.1	CR 475A	CR 484	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.22	B	2.12%	7,200	0.25	B
1940.2	CR 475A	URBAN AREA BOUNDARY	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	6,500	0.46	B	2.12%	7,200	0.51	B
1950	CR 475A	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	3,500	0.38	C	13.98%	6,700	0.72	C
1960	CR 475A	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.27	C	13.98%	6,700	0.53	C
1970	CR 475A	SE 36 AV	US 301	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.19	C	1.00%	2,600	0.20	C
1980	CR 475B	CR 475A	CR 475	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	3,800	0.27	B	1.00%	4,000	0.28	B
1990.3	CR 484	LAKESHORE DR	E OF HENDRIX DR	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	3.36%	12,200	0.42	C
1990.4	CR 484	E OF HENDRIX DR	SW 140 AVE	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	10,400	0.54	C	3.36%	12,200	0.64	C
1990.6	CR 484	SW 140 AVE	SW 105 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	3.36%	12,200	0.42	C
2010	CR 484	SW 105 AV	SR 200	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,400	0.35	B	3.36%	12,200	0.42	C
2020.1	CR 484	SR 200	SW 45 AV	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	3.38%	10,600	0.83	C
2030	CR 484	SW 45 AV	I-75 RAMP (W)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	35,100	0.98	D	3.93%	42,600	1.19	F
2060	CR 484	I-75 RAMP (W)	I-75 RAMP (E)	6	ARTERIAL	INTERRUPTED	1	53,910	2,718	6	53,910	2,718	Urban	D	COUNTY	Other CMP Network Roadway	D	35,100	0.65	C	3.93%	42,600	0.79	C
2070	CR 484	I-75 RAMP (E)	CR 475A	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	36,200	1.01	F	6.37%	49,300	1.38	F
2080	CR 484	CR 475A	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	27,900	0.78	C	4.34%	34,500	0.96	D
2090	CR 484	CR 475	CR 467	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	21,800	0.61	C	4.57%	27,200	0.76	C
2110	CR 484	CR 467	SE 132 ST RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	D	23,300	0.65	C	6.56%	32,000	0.89	C
2120.2	CR 484	SE 132 ST RD	US 441	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2150	E FORT KING ST	NE 1 AV	SE WATULA AVE	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/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	E FORT KING ST	SE 11 AV	SE 16 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,900	0.61	D	1.00%	7,300	0.65	D
2180	E FORT KING ST	SE 16 AV	SE 22 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	9,400	0.64	D	3.02%	11,000	0.75	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	E FORT KING ST	SW 25 AV	SE 30TH AVE	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	9,800	0.66	D	2.58%	11,100	0.75	D
2210.4	E FORT KING ST	SE 30TH AVE	SE 36 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	6,800	0.41	C	1.00%	7,200	0.43	C
2220	E FORT KING ST	SE 36 AV	SR 35	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	8,000	0.63	C	1.00%	8,400	0.66	C
2230	CR 484	US 441	LAKESHORE DR	4	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	12,100	1.08	F	1.79%	13,200	1.18	F
2240	SR 25	US 441	BASELINE RD	2	ARTERIAL	INTERRUPTED	2	15,540	788	2	15,540	788	Urban	D	STATE	Other CMP Network Roadway	D	10,300	0.66	D	1.00%	10,800	0.69	D
2260.1	I-75	COUNTY LINE (S)	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	F	STATE	NHS Interstate	C	83,900	1.22	E	1.77%	91,600	1.33	E
2260.2	I-75	URBAN AREA BOUNDARY	CR 484	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	83,900	0.74	C	1.77%	91,600	0.81	C
2280	I-75	CR 484	SR 200	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	102,700	0.9	D	2.81%	118,000	1.04	E
2290	I-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
2300	I-75	SR 40	US 27	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	92,200	0.81	C	4.82%	116,600	1.03	E
2310	I-75	US 27	SR 326	6	INTERSTATE	FREEWAY		113,600	5,780	6	113,600	5,780	Urban	F	STATE	NHS Interstate	D	85,300	0.75	C	6.70%	117,900	1.04	E
2320.1	I-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	I-75	URBAN AREA BOUNDARY	CR 318	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	F	STATE	NHS Interstate	C	77,800	1.13	D	8.57%	117,400	1.70	F
2330	I-75	CR 318	COUNTY LINE (N)	6	INTERSTATE	FREEWAY		69,000	3,990	6	69,000	3,990	Rural	F	STATE	NHS Interstate	C	77,300	1.12	D	7.00%	108,400	1.57	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	E	5,300	0.17	C	1.00%	5,600	0.18	C
2350	CR 200A / JACKSONVILLE RD	NE 8 AV	NE 28 ST	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	9,200	0.24	C	1.00%	9,600	0.26	C
2360	CR 200A / JACKSONVILLE RD	NE 28 ST	NE 35 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,100	0.34	C	1.00%	12,800	0.36	C
2370	CR 200A / JACKSONVILLE RD	NW 35 ST	NE 49 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.71	C	1.17%	9,500	0.75	C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.6	C	1.00%	8,000	0.63	C
2390	CR 200A / JACKSONVILLE RD	SR 326	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,500	0.36	B	2.39%	11,800	0.40	C
2400.3	CR 200A / JACKSONVILLE RD	URBAN AREA BOUNDARY	NE 101 ST	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	10,500	0.55	C	2.39%	11,800	0.62	C
2410	CR 200A / JACKSONVILLE RD	NE 101 ST	US 301	2	ARTERIAL	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,600	0.29	B	1.00%	5,900	0.31	B
2420	MAGNOLIA AV N	NE 1 AV	SR 492	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	E	4,100	0.28	C	1.00%	4,300	0.29	C
2430	MAGNOLIA AV N	SR 492	NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	15,479	794	2	15,479	794	Urban	D	COUNTY	Other CMP Network Roadway	E	3,600	0.23	C	1.00%	3,800	0.25	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	MAGNOLIA AV N	CR 200A	US 441	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,900	0.17	C	1.00%	2,000	0.18	C
2470	MAGNOLIA AV N	NE 1 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	4,400	0.24	C	1.00%	4,600	0.25	C
2510	NE 1 AV	SR 40	N MAGNOLIA AV	2	COLLECTOR	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	C
2545	SR 492	US 441	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,000	0.65	D	1.26%	22,400	0.69	D
2550	SR 492	N MAGNOLIA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,400	0.54	C	1.00%	22,500	0.57	C
2570	NE 127 ST RD	CR 314	NE 203 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	700	0.04	B	1.00%	800	0.04	B
2590	SR 492	NE 8 AV	NE 19 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,300	0.54	C	1.92%	23,400	0.59	C
2610	SR 492	NE 19 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,200	0.51	C	1.00%	21,200	0.53	C
2620	SR 492	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,900	0.42	C	1.00%	17,800	0.45	C
2630	SR 492	NE 36 AV	SR 40	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	10,500	0.26	C	5.05%	13,400	0.34	C
2650.1	NE 160 AV RD	CR 316	NE 145 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,300	0.07	B	10.00%	2,000	0.10	B
2670	NE 175 ST	CR 200A	NE 70 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.23%	2,300	0.12	B
2700	NE 203 AV	NE 127 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
2720	NE 24 ST	CR 200A	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.58	D	1.00%	6,900	0.61	D
2730	NE 24 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,900	0.23	C	1.00%	3,000	0.24	C
2740	NE 25 AV	SR 40	SR 492	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	15,300	0.43	C	1.00%	16,100	0.45	C
2760	NE 25 AV	SR 492	NE 24 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,500	0.76	D	1.00%	8,900	0.79	D
2770	NE 25 AV	NE 24 ST	NE 35 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,400	0.84	D	1.00%	9,900	0.88	D
2780	NE 25 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,800	0.61	D	1.00%	7,200	0.64	D
2790	NE 25 AV	NE 49 ST	SR 326	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	C
2800	NE 28 ST	US 441	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.3	C	1.00%	3,500	0.31	C
2830	NE 3 ST	N MAGNOLIA AV	NE 1 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.16	C	1.00%	1,900	0.17	C
2840	NE 3 ST	NE 1 AV	NE 8 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,700	0.69	D	1.00%	8,000	0.71	D
2850	NE 3 ST	NE 8 AV	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.32	C	1.00%	3,800	0.34	C
2860	NE 3 ST	NE 25 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,500	0.22	C	10.00%	4,100	0.37	C
2870	NE 35 ST	CR 200A	NE 25 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,700	0.77	D	1.00%	9,100	0.81	D
2880.1	NE 35 ST	NE 25 AV	NE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	8,700	0.77	D	2.95%	10,100	0.90	D
2890	NE 35 ST	NE 36 AV	CR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,600	0.59	D	1.00%	7,000	0.62	D
2900	NE 36 AV	NE 97 ST	CR 329	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,800	0.09	B	1.00%	1,900	0.10	B
2920	NE 36 AV	NE 14 ST	NE 21 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,900	0.86	C	1.00%	11,500	0.90	C
2930	NE 36 AV	NE 21 ST	NE 35 ST	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	11,300	0.89	C	1.00%	11,900	0.93	C
2940	NE 36 AV	NE 35 ST	NE 49 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	9,800	0.77	C	2.25%	11,000	0.86	C
2950	NE 36 AV	NE 49 ST	SR 326	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,200	0.45	B	2.67%	4,800	0.52	B
2990	NE 47 AV	CR 329	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	700	0.04	B	1.00%	700	0.04	B
3040	CR 314	SR 40 (W)	NE 36 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
3050.1	CR 314	NE 36 AV	SR 35	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	8,100	0.64	C	1.29%	8,600	0.67	C
3060	CR 314	SR 35	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,700	0.23	B	2.99%	7,700	0.26	B
3070.2	CR 314	URBAN AREA BOUNDARY	NE 7 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,700	0.35	B	2.99%	7,700	0.40	B
3080	NE 70 AV	NE 175 ST	CR 316	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,200	0.11	B	1.23%	2,300	0.12	B
3090.1	SR 326	US 441	W ANTHONY RD	2	ARTERIAL	UNINTERRUPTED	1	14,160	704	2	14,160	704	Urban	U	STATE	NHS - Non-Interstate Roadway	D	11,900	0.84	C	1.00%	12,500	0.88	C
3100	SR 326	W ANTHONY RD	CR 200A	2	ARTERIAL	INTERRUPTED	1	14,160	704	2	14,160	704	Urban	U	STATE	NHS - Non-Interstate Roadway	C	11,900	0.84	C	1.00%	12,500	0.88	C
3110	SR 326	CR 200A	NE 36 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,000	0.76	C	1.00%	12,700	0.81	C
3130	SR 326	NE 36 AV	NE 40 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,300	0.46	B	1.00%	7,700	0.49	B
3140	NE 8 AV	SR 40	NE 3 ST	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	C	1.00%	8,100	0.28	C
3160	NE 8 AV	NE 3 ST	SR 492	4	COLLECTOR	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	COUNTY	Other CMP Network Roadway	E	11,500	0.4	C	1.00%	12,100	0.42	C
3170	NE 8 AV	SR 492	CR 200A	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,500	0.58	D	1.00%	6,900	0.61	D
3180.1	NE 90 ST	CR 35	CR 315	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	600	0.03	B	1.00%	600	0.03	B
3190	NE 95 ST	W ANTHONY RD	CR 200A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	1.00%	1,600	0.17	B
3200.1	NE 97 ST	CR 200A	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,300	0.11	B	3.51%	3,900	0.13	B
3200.3	NE 97 ST	URBAN AREA BOUNDARY	CR 35	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	600	0.03	B	1.00%	600	0.03	B
3210	NE JACKSONVILLE RD	N MAGNOLIA AV	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	9,300	0.32	B	1.00%	9,800	0.33	B
3230	NE WATULA AVE	SR 40	NE 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	400	0.04	C	1.00%	400	0.04	C
3240.1	NW 100 ST	HWY 225A	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3240.2	NW 100 ST	US 441	JACKSONVILLE RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3280	NW 120 ST	NW 55 CT	CR 25A	2	LOCAL	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3290	NW 135 ST	CR 225	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,200	0.13	B	1.00%	1,300	0.14	B
3320	NW 165 ST	US 441	US 301	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	700	0.08	B	1.00%	700	0.08	B
3330	NW 193 ST	CR 329	US 441	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY 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 V/MSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY V/MSV	2026 DAILY LOS
3340.1	CR 200A	US 441	NE JACKSONVILLE RD	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	7,900	0.26	C	1.00%	8,300	0.27	C
3360	NW 27 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,000	0.59	C	1.13%	22,200	0.62	C
3370	NW 27 AV	US 27	NW 21 ST	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	7,400	0.53	D	9.58%	11,800	0.84	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	NW 3 ST	NW 40 AV	NW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,400	0.21	C	1.00%	2,600	0.23	C
3400	NW 35 AV	US 27	NW 21 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
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	C
3420	NW 35 ST	NW MARTIN L KING AV	US 441	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	14,100	0.46	D	1.00%	14,800	0.49	D
3430.2	NW 35 ST	NE 2ND AVE	CR 200A	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.34	B	1.00%	10,500	0.36	B
3430.3	NW 35 ST	US 441	NE 2ND AVE	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	10,000	0.33	C	1.00%	10,500	0.35	C
3440	NW 38 AV	NW 3 ST	US 27	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,300	0.29	C	1.00%	3,400	0.30	C
3450	NW 40 AV	SR 40	NW 3 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,600	0.14	C	1.00%	1,700	0.15	C
3460.1	SW 46 AV	SW 13 ST	SR 40	2	ARTERIAL	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.54	C	1.00%	9,500	0.57	C
3470.1	NW 44 AV	US 27	NW 63RD ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
3470.4	NW 44 AV	NW 63RD ST	SR 326	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	9,100	0.31	B	1.00%	9,500	0.32	B
3480	NW 60 AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	9,900	0.28	C	1.00%	10,400	0.29	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	4	35,820	2,518	Urban	U	COUNTY	Other CMP Network Roadway	E	5,500	0.19	B	1.00%	5,800	0.11	B
3530	NW 95 ST	US 441	W ANTHONY RD	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	1,500	0.16	B	1.00%	1,600	0.17	B
3540	NW MARTIN L KING AV	SR 40	US 27	4	ARTERIAL	INTERRUPTED	2	22,815	540	4	22,815	540	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	13,600	0.6	D	1.00%	14,300	0.63	D
3560	NW MARTIN L KING AV	US 27	NW 22 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,600	0.14	B	7.37%	13,700	0.20	B
3570.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,400	0.12	B	1.00%	3,500	0.12	B
3580	NW MARTIN L KING AV	NW 35 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.25	C	1.00%	3,500	0.26	C
3590.1	OAK RD	SE 110 ST	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.12	B	1.00%	3,800	0.13	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	SR 40	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	O	CITY OF OCALA	Other CMP Network Roadway	E	4,100	0.11	C	1.00%	4,300	0.12	C
3680	SE MAGNOLIA EXT	SE 3 AV	SW 10TH ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	9,000	0.8	D	1.00%	9,400	0.84	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	E	9,000	0.71	C	1.00%	9,400	0.74	C
3700	SE 1 AV	SW 10 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3740	SE 1 AV	E FORT KING ST	SR 40	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	O	COUNTY	Other CMP Network Roadway	E	2,300	0.13	C	1.00%	2,500	0.14	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	B	9.91%	10,500	0.36	B
3770	SE 108 TER RD	CR 25	SE 110 ST 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
3790	SE 11 AV	SR 464	E FT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,800	0.34	C	1.00%	4,000	0.36	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	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED		14,130	738	2	14,130	738	Rural	U	COUNTY	Other CMP Network Roadway	C	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
3820	SE 110 ST	CR 467	US 441	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	6,100	1.16	D	2.77%	7,000	1.33	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED		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	SE 110 ST RD	CR 25	OAK RD	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	1.00%	6,000	0.20	B
3850.1	SE 110 ST RD	OAK RD	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	5,700	0.19	B	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	E	4,400	0.15	B	1.00%	4,600	0.16	B
3880	SE 147 PL	US 301	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,700	0.37	C	3.06%	5,400	0.42	C
3900.1	SE SUNSET HARBOR RD	US 441	SE 99TH AVE	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,500	0.15	B	1.00%	4,700	0.16	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	B	3.73%	8,500	0.29	B
3910	SR 464	SE 3 AV	SE 11 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	E
3930.1	SR 464	SE 11 AV	SE 22 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	30,100	0.76	C	1.00%	31,600	0.79	C
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	C	2.10%	42,100	1.06	F
3960	SE 17 ST	SE 25 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.36	C	1.00%	4,200	0.37	C
4020	CR 314A	CR 42	SE 183 AV RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
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	SE 19 AV	SE 31 ST	SR 464	2	COLLECTOR	INTERRUPTED	2	14,040	720	2	14,040	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	9,500	0.68	D	4.91%	12,000	0.85	D
4060	SE 22 AV	SR 464	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,200	0.2	C	4.15%	2,700	0.24	C
4070	SE 24 ST	SR 464	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	0.96	E	6.27%	14,700	1.31	F
4080	SE 24 ST	SE 36 AV	SE 28 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	10,800	0.96	E	6.27%	14,700	1.31	F
4110	SE 25 AV	SR 464	E FORT KING	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,800	0.62	D	1.00%	19,700	0.65	D
4130	SE 25 AV	E FORT KING	SR 40	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4140	SE 28 ST	SE 24 ST	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4150	SE 3 AV	US 441	SR 464	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
4160	SE 3 AV	SR 464	S MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,800	0.52	D	1.00%	6,100	0.54	D
4170	SE 3 AV	S MAGNOLIA AV	SE 8 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,900	0.44	C	1.00%	5,100	0.45	C
4200.1	SE 31 ST	SW 7 AV	CR 475	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,900	0.61	C	1.00%	23,100	0.64	C
4200.2	SE 31 ST	CR 475	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,900	0.61	C	1.00%	23,100	0.64	C
4210	SE 31 ST	US 441	CR 464A	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.14%	19,400	0.64	D
4220	SE 31 ST	CR 464A	SE 19 AV	4	ARTERIAL	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,300	0.6	D	1.14%	19,400	0.64	D
4230.1	SE 31 ST	SE 19 AV	SE 36 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	14,800	0.41	C	1.00%	15,500	0.43	C
4240	SE 31 ST	SE 36 AV	SR 464	4	ARTERIAL	INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway	E	14,800	0.39	C	1.00%	15,500	0.41	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	B	1.00%	4,500	0.15	B
4270	CR 467	CR 475A	CR 484	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.34	C	1.00%	4,500	0.35	C
4280	CR 467	CR 484	SE 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	4,800	0.38	C	1.00%	5,000	0.39	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	D
4300	SE 36 AV	SE 31 ST	SR 464	4	COLLECTOR	INTERRUPTED	2	31,941	1,607	4	31,941	1,607	Urban	D	COUNTY	Other CMP Network Roadway	E	8,000	0.25	C	1.00%	8,400	0.26	C
4310	SE 36 AV	SR 464	SE 24 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,800	0.44	C	1.00%	16,600	0.46	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 Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4330	SE 36 AV	SE 17 ST	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	17,800	0.50	C
4340.2	NE 36 AV	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	16,900	0.47	C	1.00%	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	C	1.00%	19,200	0.54	C
4360	NE 36 AV	SR 40	NE 14 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,400	0.43	C	1.01%	16,200	0.45	C
4370	SE 38 ST	CR 464A	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,000	0.45	C	1.00%	5,300	0.47	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	B	2.48%	8,900	0.55	B
4400	SE 41 CT	SE 80 ST	SE 52 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,600	0.2	C	1.00%	2,700	0.21	C
4420	SE 44 AV	SE 52 ST	SE 38 ST	2	COLLECTOR	INTERRUPTED	2	5,256	266	2	5,256	266	Urban	U	COUNTY	Other CMP Network Roadway	C	7,900	1.5	D	2.48%	8,900	1.69	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	SE 52 ST	CR 475	US 441	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
4460	SE 52 ST	US 441	SE 44 AV RD	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,200	0.55	D	1.00%	6,500	0.58	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	C	1.00%	3,000	0.27	C
4510.1	SE 80 ST	CR 475	SE 25 AV	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	5,500	0.54	C	1.00%	5,800	0.57	C
4510.2	SE 80 ST	SE 25 AV	US 441 (E)	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	5,100	0.5	C	1.00%	5,400	0.53	C
4530	SE 80 ST	US 441 (E)	SE 41 CT	2	COLLECTOR	INTERRUPTED		10,224	533	2	10,224	533	Rural	U	COUNTY	Other CMP Network Roadway	D	4,700	0.46	C	3.06%	5,400	0.53	C
4550	SE 92 PL RD	US 441	SR 35	2	ARTERIAL	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	6,200	0.49	C	2.24%	6,900	0.54	C
4570	CR 314A	SE 183 AV RD	CR 464C	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	4,300	0.22	B	3.07%	5,500	0.29	B
4590.2	SE 95 ST	URBAN AREA BOUNDARY	CR 467	2	COLLECTOR	UNINTERRUPTED		11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	D	6,000	0.53	D	2.32%	6,700	0.60	D
4590.3	SE 95 ST	CR 475	URBAN AREA BOUNDARY	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	6,000	0.31	B	2.32%	6,700	0.35	B
4600	SE 95 ST	CR 467	US 441 (N)	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.2	B	2.32%	6,700	0.23	B
4620	SE JUNIPER CIR	SE 41 CT	SE 58 AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	1.00%	7,600	0.26	B
4630	SE SUNSET HARBOR RD	SE 150 LN	SE 105 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,100	0.63	D	3.73%	8,500	0.76	D
4640	SE SUNSET HARBOR RD	SE 105 AV	CR 25	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,700	0.33	C	1.00%	3,900	0.35	C
4650	SE WATULA AVE	SE 8 ST	E FORT KING ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	4,400	0.39	C	1.18%	4,700	0.42	C
4660	SE WATULA AVE	E FORT 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	400	0.04	C	1.00%	400	0.04	C
4670.1	SR 19	COUNTY LINE (S)	SR 40	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	Other CMP Network Roadway	C	1,900	0.18	C	4.97%	2,400	0.23	C
4670.2	SR 19	SR 40	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	Other CMP Network Roadway	C	1,900	0.12	B	4.97%	2,400	0.15	B
4690.1	SR 200	COUNTY LINE	1/4 MI SW OF CR 484	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.12	D	3.67%	21,100	1.34	D
4690.2	SR 200	1/4 MI SW OF CR 484	CR 484	4	ARTERIAL	INTERRUPTED		30,765	1,607	4	30,765	1,607	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,600	0.57	C	3.67%	21,100	0.69	C
4700	SR 200	CR 484	SE 95 TH CIR	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,400	0.36	C	1.00%	22,500	0.38	C
4710	SR 200	SE 95 TH CIR	SW 80 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,700	0.61	C	1.00%	38,600	0.64	C
4770	SR 200	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	D	31,300	0.52	C	1.00%	32,900	0.55	C
4800	SR 200	SW 60 AV	SW 48TH AVE	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	51,600	0.86	C	1.70%	61,900	1.03	F
4810.2	SR 200	SW 48TH AVE	SW 44 CT	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	43,900	0.73	C	2.20%	48,900	0.82	C
4820.1	SR 200	SW 44 CT	I-75	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,600	0.78	C

Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY 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 VMSV	2026 DAILY LOS
4850	SR 200	I-75	SW 32 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	44,400	0.74	C	1.00%	46,600	0.78	C
4880	SR 200	SW 32 AV	SW 27 AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,300	0.69	C	1.00%	43,400	0.72	C
4900	SR 200	SW 27 AV	SW 20 ST	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	41,300	0.69	C	1.00%	43,400	0.72	C
4910	SR 200	SW 20 ST	SR 464	6	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
4930	SR 200	SR 464	SW MARTIN L KING AV	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,500	0.41	C	1.00%	25,700	0.43	C
4940	SR 200	SW MARTIN L KING AV	SW 7 RD	6	ARTERIAL	INTERRUPTED	1	59,900	3,020	6	59,900	3,020	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.45	C	1.00%	28,400	0.47	C
4950	SR 200	SW 7 RD	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,000	0.68	C	1.00%	28,400	0.71	C
4960	SW 10 ST	US 441	SE 1 AV	4	COLLECTOR	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4970	SW 10 ST	SE 1 AV	S MAGNOLIA AV	4	COLLECTOR	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
4980	CR 326	COUNTY LINE	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	4,500	0.49	B	1.00%	4,700	0.51	B
4990	CR 326	US 27	CR 225A	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000.1	CR 326	CR 225A	NW 49TH AVE	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5000.2	CR 326	NW 49TH AVE	NW 44 AV	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5010	CR 326	NW 44 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,400	0.21	C	1.44%	8,000	0.22	C
5020	SR 326	I-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
5030	SR 326	I-75 RAMP (EAST)	CR 25A	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,400	0.56	C	1.00%	23,600	0.59	C
5040	SR 326	CR 25A	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	11,700	0.29	C	1.36%	12,500	0.31	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	B	1.00%	7,700	0.49	B
5060	SR 326	CR 35	NE 64 AV	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.18	B	4.93%	5,600	0.23	B
5070	SR 326	NE 64 AV	SR 40	2	ARTERIAL	INTERRUPTED	1	14,160	704	2	14,160	704	Urban	U	STATE	NHS - Non-Interstate Roadway	D	4,400	0.31	C	4.93%	5,600	0.40	C
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
5090.1	SR 35	SE 92ND PL	LAUREL RD	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.63	C	1.00%	27,900	0.67	C
5100	SR 35	LAUREL RD	SR 464	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	26,500	0.67	C	1.00%	27,900	0.70	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	SE 28 ST	CHERRY RD	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
5130	SR 35	CHERRY RD	E FORT KING ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.53	C	2.81%	24,300	0.61	C
5140	SR 35	E FORT KING ST	CR 314	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	21,100	0.53	C	2.81%	24,300	0.61	C
5150	SR 35	CR 314	SR 40	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	12,400	0.31	C	1.00%	13,100	0.33	C
5170.1	SR 40	US 41	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	9,300	0.38	B	2.73%	10,600	0.44	B
5170.2	SR 40	URBAN AREA BOUNDARY	SW 140 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	9,300	0.59	B	2.73%	10,600	0.68	C
5180	SR 40	SW 140 AV	CR 328	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.71	F	3.67%	21,100	2.04	F
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	17,600	0.6	C	3.67%	21,100	0.72	C
5200.1	SR 40	SW 110 AV	SW 85 AV	4	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	C
5200.2	SR 40	SW 85 AV	SW 80 AV	4	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	C
5210	SR 40	SW 80 AV	SW 60 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	21,900	0.55	C	1.00%	23,100	0.58	C
5220	SR 40	SW 60 AV	SW 52 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	24,400	0.71	C	1.00%	29,800	0.75	C
5230.1	SR 40	SW 52 AV	I-75 RAMP (WEST)	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,300	0.81	C	2.12%	35,900	0.90	C
5240	SR 40	I-75 RAMP (WEST)	I-75 RAMP (EAST)	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	34,400	0.82	C	2.89%	39,700	0.95	C
5250	SR 40	I-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
5260	SR 40	SW 33 AV	SW 27 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	0.92	C	3.61%	43,600	1.10	F
5270	SR 40	SW 27 AV	SW MARTIN L KING AVE	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.65	C	1.00%	27,300	0.69	C
5280	SR 40	SW MARTIN L KING AVE	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,700	0.49	C	1.00%	20,700	0.52	C
5300	SR 40	US 441	NW 2 AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,900	0.89	D	1.00%	30,300	0.94	D
5310	SR 40	NW 2 AV	N MAGNOLIA AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,900	0.89	D	1.00%	30,300	0.94	D
5330	SR 40	N MAGNOLIA AV	NE WATULA AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5350	SR 40	NE WATULA AV	NE 8 AV	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5360.1	SR 40	NE 8 AV	NE 10TH ST	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	1.01	E	1.00%	34,300	1.06	F
5360.2	SR 40	NE 10TH ST	NE 11 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,600	0.82	C	1.00%	34,300	0.86	C
5370	SR 40	NE 11 AV	NE 25 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	31,100	0.78	C	1.00%	32,700	0.82	C
5410	SR 40	NE 25 AV	NE 36 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,000	0.63	C	1.00%	26,300	0.66	C
5420	SR 40	NE 36 AV	SR 492	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
5430	SR 40	SR 492	NE 49 CT	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	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
5450	SR 40	NE 49 TER	SR 35	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,100	0.56	C	1.00%	23,300	0.59	C
5460.1	SR 40	SR 35	SR 326	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	15,600	0.64	C	3.34%	18,400	0.76	D
5470	SR 40	SR 326	CR 315	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	15,200	0.97	C	2.79%	17,500	1.11	D
5480	SR 40	CR 315	CR 314	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	14,900	1.44	F	2.43%	16,800	1.63	F
5490.1	SR 40	CR 314	NE 145 AV	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	12,200	0.78	C	1.00%	12,900	0.82	C
5490.2	SR 40	NE 145 AV	CR 314A	2	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
5500	SR 40	CR 314A	SE 183 AV	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	9,500	0.92	C	4.91%	12,000	1.16	F
5510	SR 40	SE 183 AV	SR 19	2	ARTERIAL	INTERRUPTED		10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	7,200	0.7	C	4.91%	9,100	0.88	C
5520	SR 40	SR 19	COUNTY LINE (E)	2	ARTERIAL	INTERRUPTED		10,836	563	2	10,836	563	Rural	U	STATE	Other CMP Network Roadway	C	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5540	SW 1 AV	SR 464	SW 10 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5550	SW 103 ST RD	SR 200	SW 49 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.46	C	1.00%	6,100	0.48	C
5560	CR 475A	CR 475B	SW 27 AV	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	6,400	0.4	B	2.62%	7,300	0.45	B
5580.1	NW 110 AV	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED		9,270	486	2	9,270	486	Rural	U	COUNTY	Other CMP Network Roadway	B	3,900	0.42	B	1.00%	4,100	0.44	B
5600	SW 13 ST	SW 33 AV	SW 27 AV	4	COLLECTOR	INTERRUPTED	2	30,420	1,530	4	30,420	1,530	Urban	D	COUNTY	Other CMP Network Roadway	E	16,000	0.53	D	6.65%	22,100	0.73	D
5610	SW 140 AV	CR 484	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,700	0.14	B	1.00%	2,800	0.15	B
5630	SW 140 AV	SR 40	CR 328	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	1,400	0.07	B	1.94%	1,500	0.08	B
5650	SW 17 ST	SW 27 AV	SR 200	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
5660	SR 464	SR 200	SW 19 AV RD	4	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	C
5670.1	SR 464	SW 19 AV RD	SW 7 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	0.92	C	1.46%	39,300	0.99	D
5680.1	SR 464	SW 7 AV	US 441	4	ARTERIAL	INTERRUPTED	2	34,020	1,712	4	34,020	1,712	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,500	1.07	F	1.46%	39,300	1.16	F
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	E
5710	SW 180 AV RD	CR 484	SW 180 AV	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,600	0.14	B	2.11%	2,900	0.15	B
5730	SW 180 AV RD	SW 180 AV	SR 40	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	2,300	0.12	B	1.00%	2,500	0.13	B
5740	SW 19 AV	SW 60 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
5750.1	SW 19 AV RD	SW 27 AV	SR 464	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	14,400	0.4	C	1.00%	15,100	0.42	C
5760	SW 20 ST	SW 60 AV	SW 38 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	13,500	0.38	C	1.59%	14,600	0.41	C
5780	SW 20 ST	SW 38 AV	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	17,200	1.03	F	4.10%	21,100	1.26	F
5800	SW 20 ST	SW 27 AV	SR 200	2	COLLECTOR	INTERRUPTED	1	16,727	832	2	16,727	832	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	7,000	0.42	C	1.00%	7,400	0.44	C
5810.1	CR 475A	SW 107 PL	SW 66 ST	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	9,700	0.6	B	1.00%	10,200	0.63	B
5820.3	CR 475A	SW 66 ST	CR 475C	2	ARTERIAL	UNINTERRUPTED		16,200	801	2	16,200	801	Urban	U	COUNTY	Other CMP Network Roadway	C	12,600	0.78	C	1.00%	13,300	0.82	C
5830	SW 27 AV	SW 42 ST	SW 19 AV RD	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	21,500	0.6	C	4.00%	26,200	0.73	C
5850	SW 27 AV	SW 19 AV RD	SR 200	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,900	0.53	C	1.00%	19,800	0.55	C
5860	SW 27 AV	SR 200	SR 464	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	20,000	0.56	C	1.00%	21,000	0.59	C
5870.2	SW 27 AV	SR 464	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	20,000	0.56	C	1.00%	21,000	0.59	C
5900	SW 31 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.24	C	1.00%	2,800	0.25	C
5910.1	SW 33 AV	SW 13 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	2,700	0.09	B	1.00%	2,800	0.10	B
5920	SW 37 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
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	B
5950	SW 38 AV	SW 40 AV	SW 20 ST	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.64	D	5.23%	9,300	0.83	D
5970	SW 38 ST	SW 80 AV	SW 60 AV	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	10,000	0.78	C	1.00%	10,500	0.82	C
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
6000	SW 40 AV	SW 38 AV	SR 40	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	1,500	0.13	C	1.00%	1,600	0.14	C
6010	SW 40 ST	SW 51 TER	SW 43 CT	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.27	B	1.00%	8,100	0.28	B
6020	SW 40 ST	SW 43 CT	SW 38 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,800	0.69	D	1.00%	8,100	0.72	D
6030	SW 40 ST	SW 38 AV	SR 200	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
6040	SW 42 ST	SW 43 CT	SR 200	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.64	D	5.23%	9,300	0.83	D
6050	SW 42 ST	SR 200	SW 7 AV	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	18,800	0.52	C	1.00%	19,700	0.55	C
6080.4	SW 44 AV	SW 20 ST	SW 13 ST	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	7,200	0.25	B	5.23%	9,300	0.32	B
6090	MARION OAKS	CR 484	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.2	C	1.00%	7,400	0.21	C
6100	SW 49 AV	MARION OAKS	SW 95 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	4	35,820	1,800	Urban	U	COUNTY	Other CMP Network Roadway	E	10,200	0.8	C	1.00%	10,700	0.30	C
6110	SW 49 AV	SW 95 ST	SW 85 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	10,200	0.15	B	1.00%	10,700	0.16	B
6140.1	SW 60 AV	SW 103 ST	SW 95 ST RD	2	COLLECTOR	UNINTERRUPTED		30,807	1,521	2	30,807	1,521	Urban	D	COUNTY	Other CMP Network Roadway	E	7,000	0.23	B	1.00%	7,400	0.24	B
6150	SW 60 AV	SW 95 ST RD	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	17,600	0.49	C	1.00%	18,500	0.52	C

Ocala Marion TPO CMP Database - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY 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 V/MSV	2021 DAILY LOS	GROWTH RATE	2026 AADT	2026 DAILY V/MSV	2026 DAILY LOS
6170.1	SW 60 AV	SR 200	SW 38 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	15,100	0.42	C	1.00%	15,900	0.44	C
6180	SW 60 AV	SW 38 ST	SW 20 ST	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	18,800	0.52	C	1.00%	19,700	0.55	C
6190	SW 60 AV	SW 20 ST	SR 40	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	24,300	0.68	C	5.00%	31,000	0.87	C
6200	SW 66 ST	SR 200	I-75	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	CITY OF OCALA	Other CMP Network Roadway	C	5,600	0.46	C	1.94%	6,200	0.51	C
6210	SW 66 ST	I-75	SW 27 AV	2	COLLECTOR	INTERRUPTED	1	12,096	598	2	12,096	598	Urban	U	COUNTY	Other CMP Network Roadway	C	7,100	0.59	C	1.00%	7,500	0.62	C
6220	SW 66 ST	SW 27 AV	SW 19 AV	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
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	B	1.00%	4,200	0.14	B
6240	SW 7 RD	SR 464	SW 10 ST	2	LOCAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,000	0.14	B	1.00%	4,200	0.14	B
6250	SW 80 AV	SW 103 ST	SR 200	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	3,600	0.28	C	1.00%	3,800	0.30	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	0.40	C
6260.3	SW 80 AV	SW 90 ST	SW 38 ST	2	COLLECTOR	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	B
6260.4	SW 80 AV	SW 38 ST	SR 40	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	8,400	0.29	B	1.00%	8,800	0.30	B
6290	SW 80 ST	SW 19 AV	CR 475	2	COLLECTOR	INTERRUPTED		9,288	482	2	9,288	482	Rural	U	COUNTY	Other CMP Network Roadway	C	3,800	0.41	C	1.00%	4,000	0.43	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	B	1.00%	2,800	0.15	B
6330	SW 95 ST	SW 80 AV	SR 200	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	4,000	0.11	C	1.00%	4,200	0.12	C
6340	SW 95 ST	SR 200	SW 60 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
6350	SW 95 ST	SW 60 AV	SW 49 AV	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,000	0.34	C	4.57%	15,000	0.42	C
6360	SW 95 ST	SW 49 AV	I-75 SB	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	12,000	0.41	C	4.57%	15,000	0.51	C
6370	CR 40	SW ROLLING HILLS RD	PENNSYLVANIA AV	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,500	0.12	B	1.00%	3,600	0.12	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	SR 40	4	ARTERIAL	INTERRUPTED	2	28,899	720	4	28,899	720	Urban	U	CITY OF OCALA	Other CMP Network Roadway	E	14,500	0.5	D	3.18%	16,900	0.58	D
6400	US 27	COUNTY LINE (W)	CR 464B	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,300	0.2	B	1.00%	8,700	0.21	B
6410	US 27	CR 464B	NW 80 AV	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.35	B	4.06%	18,000	0.43	B
6420	US 27	NW 80 AV	CR 225A	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	14,700	0.5	C	4.06%	18,000	0.61	C
6430	US 27	CR 225A	NW 60 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,200	0.43	C	1.00%	18,100	0.45	C
6440	US 27	NW 60 AV	NW 49 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	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	C	3.67%	27,800	0.70	C
6460	US 27	NW 44 AV	I-75	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
6490	US 27	I-75	NW 27 AV	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	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	C	1.00%	25,100	0.63	C
6530	US 27	NW MARTIN L KING AV	US 441	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,600	0.72	C	1.00%	30,000	0.75	C
6530.1	US 301	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	20,300	0.51	C	1.00%	21,300	0.54	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	SE 147 ST	US 441	4	ARTERIAL	UNINTERRUPTED		66,200	3,280	4	66,200	3,280	Urban	D	STATE	NHS - Non-Interstate Roadway	D	14,300	0.22	B	1.00%	15,000	0.23	B
6560	US 301	US 441	NE JACKSONVILLE RD	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	15,700	0.37	B	2.69%	17,900	0.42	B
6570	US 301	NE JACKSONVILLE RD	CR 318	4	ARTERIAL	INTERRUPTED		29,300	1,530	4	29,300	1,530	Rural	D	STATE	NHS - Non-Interstate Roadway	C	18,400	0.63	C	7.80%	26,700	0.91	C
6580	US 301	CR 318	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	18,400	0.43	B	7.80%	26,700	0.63	B
6590	US 41	COUNTY LINE (S)	CR 484	4	ARTERIAL	INTERRUPTED	2	0	1,630	4	0	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,500	0.69	D	2.34%	25,300	0.78	D
6600	US 41	CR 484	SW ROBINSON RD	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,100	0.84	D	2.02%	29,900	0.92	D
6620	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	SW 111 PL LN	SW 110 ST	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	22,200	0.53	C	2.52%	25,100	0.60	C
6650	US 41	SW 110 ST	SW 95 PL	2	ARTERIAL	INTERRUPTED	1	14,160	704	4	41,790	1,500	Urban	U	STATE	NHS - Non-Interstate Roadway	D	22,200	1.57	F	2.52%	25,100	0.84	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	C	2.79%	13,900	0.28	B
6670	US 41	SW 80 PL	SR 40	2	ARTERIAL	INTERRUPTED	1	14,160	704	4	49,650	1,500	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.86	C	2.79%	13,900	0.47	C
6680.1	US 41	SR 40	URBAN AREA BOUNDARY	2	ARTERIAL	UNINTERRUPTED		24,200	1,200	2	24,200	1,200	Urban	U	STATE	NHS - Non-Interstate Roadway	D	12,200	0.5	C	2.79%	13,900	0.57	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	SW 36 ST	COUNTY LINE (N)	2	ARTERIAL	UNINTERRUPTED		15,700	820	2	15,700	820	Rural	U	STATE	NHS - Non-Interstate Roadway	C	5,200	0.33	B	1.00%	5,500	0.35	B
6700	US 441	COUNTY LINE (S)	CR 42	4	ARTERIAL	INTERRUPTED	1	41,790	2,100	4	41,790	2,100	Urban	D	STATE	NHS - Non-Interstate Roadway	D	40,300	0.96	D	1.00%	42,300	1.01	F
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%	32,500	0.82	C
6740	US 441	SE 147 PL	SE 92 PLACE LOOP	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
6750.2	US 441	CR 25A	US 301	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,300	0.43	C	1.88%	19,000	0.48	C
6750.4	US 441	SE 92 PLACE LOOP	CR 25A	4	ARTERIAL	UNINTERRUPTED		66,200	3,280	4	66,200	3,280	Urban	D	STATE	NHS - Non-Interstate Roadway	D	17,900	0.27	B	1.00%	18,800	0.28	B
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
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	US 441	SE 110 ST	SE 92 PL RD	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,600	0.77	C	1.77%	33,400	0.84	C
6840	US 441	SE 92 PL RD	SE 73 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	28,300	0.71	C	1.71%	30,900	0.78	C
6880	US 441	SE 73 ST	SE 52 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	27,200	0.68	C	1.00%	28,400	0.71	C
6890	US 441	SE 52 ST	SE 40 CIR	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	32,100	0.81	C	1.00%	33,800	0.85	C
6900.1	US 441	SE 40 CIR	CR 475	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	23,000	0.58	C	1.00%	24,100	0.61	C
6920	US 441	CR 475	SR 464	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,000	0.52	D	1.00%	27,300	0.55	D
6930	US 441	SR 464	SW 10 ST	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	26,500	0.53	D	1.00%	27,900	0.56	D
6940	US 441	SW 10 ST	SR 40	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	36,800	0.74	D	1.84%	40,300	0.81	D
6960	US 441	SR 40	NW 2 ST	6	ARTERIAL	INTERRUPTED	2	50,000	2,520	6	50,000	2,520	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.6	D	1.00%	31,600	0.63	D
6970.1	US 441	NW 2 ST	NW 6TH ST	4	ARTERIAL	INTERRUPTED	2	32,400	1,630	4	32,400	1,630	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.93	D	1.00%	31,600	0.98	D
6970.2	US 441	NW 6TH ST	US 27	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	30,100	0.76	C	1.00%	31,600	0.79	C
6980	US 441	US 27	NW 20 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
6990	US 441	NW 20 ST	NW 35 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
7010	US 441	NW 35 ST	NW 57 ST	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	25,400	0.64	C	5.51%	33,200	0.83	C
7020	US 441	NW 57 ST	SR 326	4	ARTERIAL	INTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	NHS - Non-Interstate Roadway	D	16,900	0.42	C	1.00%	17,800	0.45	C
7030	US 441	SR 326	NW 77 ST	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	23,100	0.55	B	3.69%	27,700	0.65	B
7040.1	US 441	NW 77 ST	NW 117 ST	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	33,600	0.79	C	3.37%	39,600	0.94	C
7040.2	US 441	NW 117 ST	CR 329	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	23,000	0.54	B	1.00%	24,100	0.57	B
7050.1	US 441	CR 329	US 301	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	24,900	0.59	B	2.22%	27,800	0.66	B
7050.2	US 441	US 301	CR 25A (N)	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	9,300	0.22	B	3.06%	10,900	0.26	B
7060	US 441	CR 25A (N)	CR 318	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,900	0.26	B	3.47%	13,000	0.31	B
7070.1	US 441	CR 318	AVENUE I	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	10,000	0.24	B	3.51%	11,800	0.28	B
7070.2	US 441	AVENUE I	CR 320	4	ARTERIAL	UNINTERRUPTED		31,725	2,100	4	31,725	2,100	Rural	U	STATE	NHS - Non-Interstate Roadway	C	10,000	0.25	B	3.52%	11,800	0.29	B
7080.1	US 441	CR 320	AVENUE B	4	ARTERIAL	UNINTERRUPTED		31,725	1,658	4	31,725	1,658	Rural	U	STATE	NHS - Non-Interstate Roadway	C	8,900	0.28	B	2.87%	10,200	0.32	B
7080.2	US 441	AVENUE B	COUNTY LINE (N)	4	ARTERIAL	UNINTERRUPTED		42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	8,900	0.21	B	2.87%	10,200	0.24	B
7090	W ANTHONY RD	US 441	NW 35 ST	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	2,000	0.16	C	1.00%	2,100	0.16	C
7100	W ANTHONY RD	NW 35 ST	SR 326	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	E	5,300	0.42	C	1.00%	5,600	0.44	C
7110	W ANTHONY RD	SR 326	NE 95 ST	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,400	0.28	B	1.00%	5,700	0.30	B
7150	CR 40	CEDAR ST	US 441	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	4,300	0.38	C	6.99%	6,100	0.54	D
7160	BASELINE RD EXT	US 441	SR 25	2	ARTERIAL	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	5,800	0.52	D	1.87%	6,400	0.57	D
7165	SE 132 ST RD	CR 484	US 301	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	11,600	0.32	C	1.00%	12,200	0.34	C
7170	SE 132 ST RD	US 301	US 441	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	12,700	0.35	C	7.29%	18,000	0.50	C
7732.2	EMERALD RD	EMERALD RD EXT	CR 464	2	COLLECTOR	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,300	0.11	B	1.00%	3,400	0.12	B
7742	SW 32 AV/SW 34 ST	SR 200	SW 27 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	7,700	0.11	B	1.00%	8,000	0.12	B
7995	NE 160 AV RD	NE 145 AV	NE 245 ST RD	2	COLLECTOR	UNINTERRUPTED		19,170	999	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8000	NW 35 ST	NW 35 AVE	NW 27 AVE	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8005	NW 35 AV	NW 21 ST	NW 35 ST	4	LOCAL	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8010	SW 49 AV	SW 85 ST	SW 66 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8015	SW 49 AV	SW 66 ST	SW 40 AV	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8020	SW 40 AV	SW 49 AV	SW 42 ST	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8030	SW 95 ST	I-75 SB	I-75 NB	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.00%	Not Counted	N/A	N/A
8080	CHESNUT RD	JUNIPER RD	SR 35	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	3,200	0.28	C	1.00%	3,300	0.29	C
8130	MARION OAKS MNR	SW 49 AV	MARION OAKS BLVD	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.11	C	1.00%	1,900	0.12	C
8140	MARION OAKS BLVD	CR 484	MARION OAKS MNR	4	COLLECTOR	INTERRUPTED	1	35,820	1,800	4	35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway	E	14,800	0.41	C	1.00%	15,500	0.43	C
8150	MARION OAKS TRL	CR 484	SW 49 AV	2	ARTERIAL	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	1,800	0.11	C	1.00%	1,900	0.12	C
8180	MARION OAKS TRL	MARION OAKS CRSE	W MARION OAKS TRL	2	COLLECTOR	INTERRUPTED	1	15,930	792	2	15,930	792	Urban	U	COUNTY	Other CMP Network Roadway	E	6,800	0.43	C	1.00%	7,200	0.45	C
	JUNIPER RD	SR 35	CHESNUT RD	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	JUNIPER RD	CHESNUT RD	SR 35	2				11,232		2	11,232		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	SW 67 AV RD	CR 484	SW 49 AV	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS BLVD	MARION OAKS MNR	SE 67 AVE RD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				16,727		2	16,727		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS LN	MARION OAKS TRL	MARION OAKS BLVD	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0

Ocala Marion TPO CMP Databse - September 2021

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DAILY 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 VMSV	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 OAKS CRSE	CR 484	MARION OAKS MNR	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
	MARION OAKS MNR	MARION OAKS BLVD	MARION OAKS LN	2				15,930		2	15,930		Urban	U	COUNTY	Other CMP Network Roadway	E	0	0	0	0.00%	0	0.00	0
3470.2	NW 44TH AVE	US 27	1 MI SOUTH OF US 27	4	COLLECTOR	UNINTERRUPTED		67,770	3,357	4	67,770	3,357	Urban	D	COUNTY	Other CMP Network Roadway	E	9,100	0.13	B	1.00%	9,500	0.14	B
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	E	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.

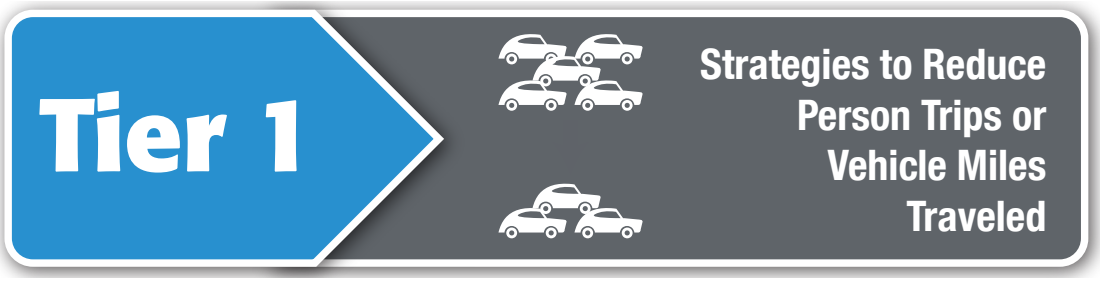
- Update the Ocala Marion TPO Congestion Management Process (CMP Steps 1 to 3) on a five-year cycle consistent with the update cycle of the LRTP. Timing of the completion of CMP updates in advance of finalizing the LRTP updates would benefit integration of CMP strategies into the LRTP. Additional updates 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 previously-implemented 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.

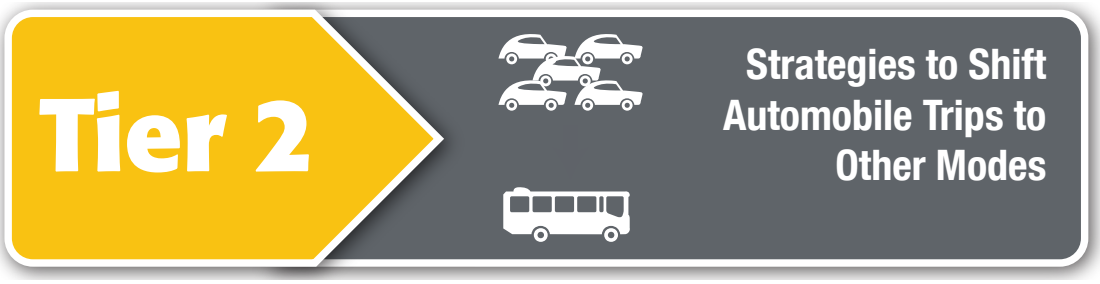
- **Congestion Pricing:** Congestion pricing can be implemented statically or dynamically. Static congestion pricing requires that tolls are higher during traditional peak periods. Dynamic congestion pricing allows toll rates to vary depending upon actual traffic conditions. The more congested the road, 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.

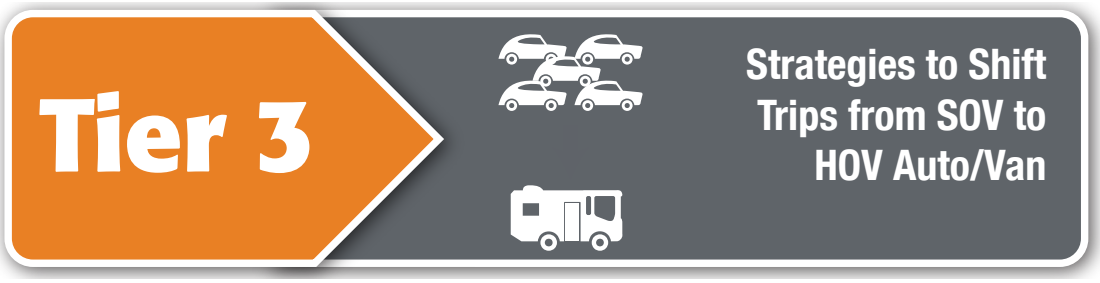
- **Transit Capacity Expansion:** This strategy adds new vehicles to expand transit services.

- **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.

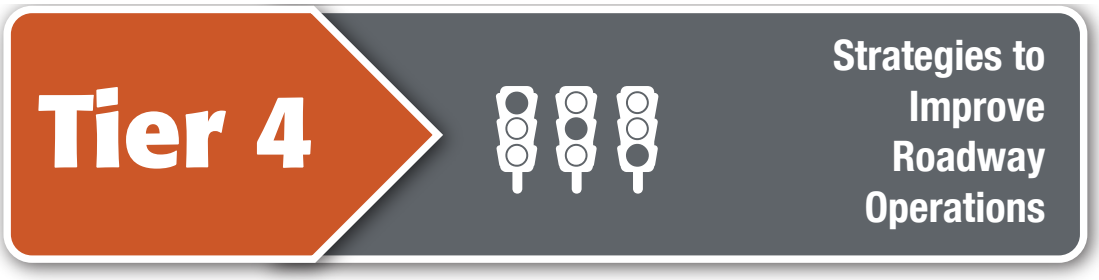
- **New Sidewalk Connections:** Increasing sidewalk connectivity encourages pedestrian traffic for short trips.
- **Designated Bicycle Facilities on Local Streets:** Enhancing the visibility of bicycle facilities increases the perception of safety. In many cases, bicycle lanes can be added to existing 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 time-of-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

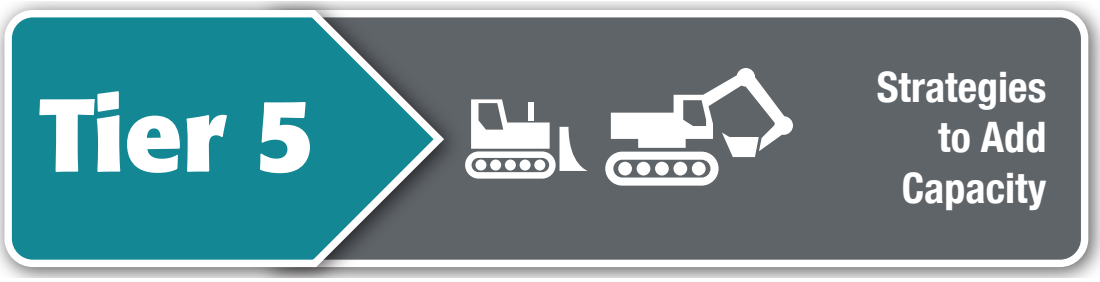
- **Freeway Incident Detection and Management Systems:** This strategy addresses primarily non- recurring congestion, typically includes video monitoring and dispatch systems, and may also include roving service patrol vehicles.

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

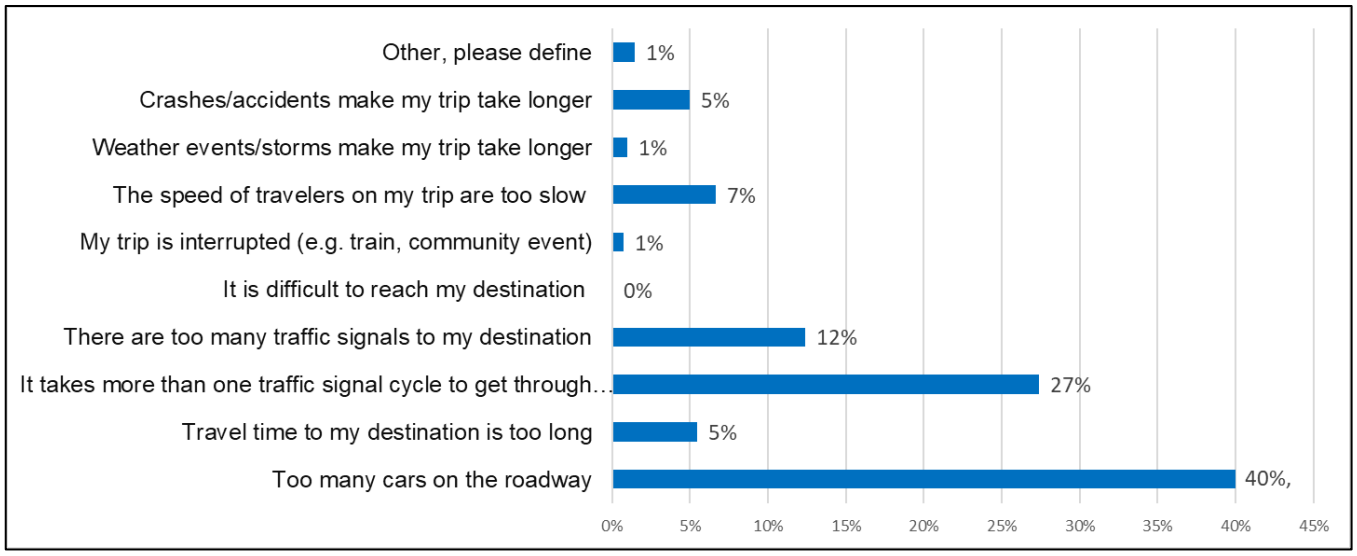
The TPO conducted an online public survey from March 1 to March 31, 2021 to gather input from the public in support of the update to the Congestion Management Plan (CMP). The survey results will be used to supplement and inform the technical analysis and improvement strategies. A total of 255 responses 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

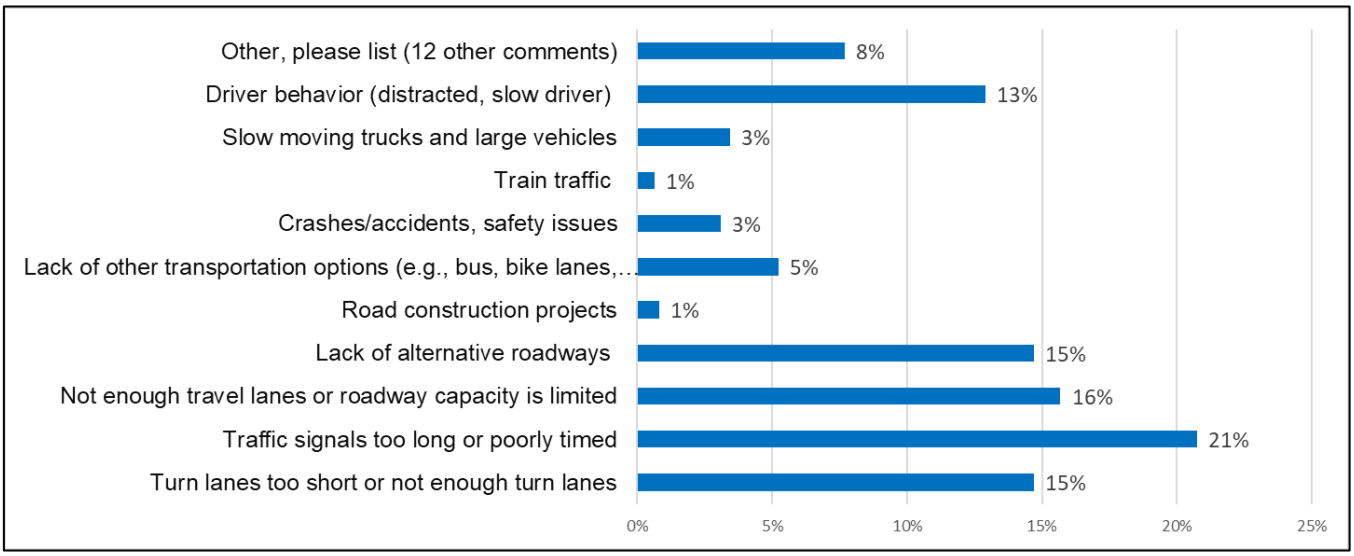


2. What do you think are the main causes of congestion in Marion County? (select up to 3)

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:

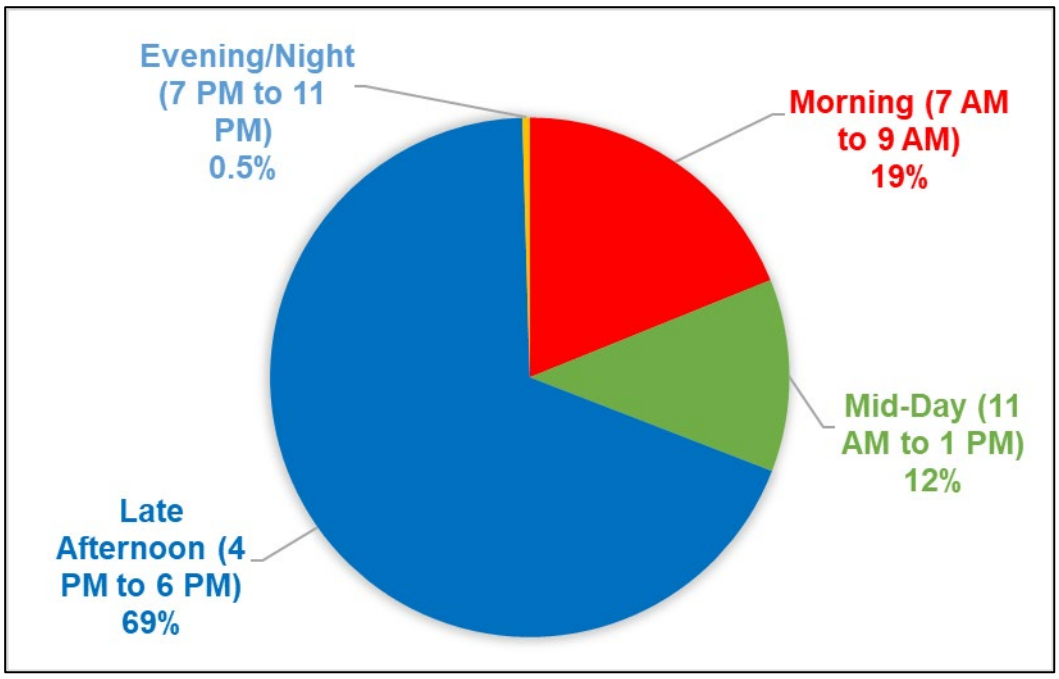
- A lot of growth in Marion County
- More people moving to the area than can be supported
- No right turn lanes or enough ROW to make a turn turn at red light
- Poorly maintained roads

- 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

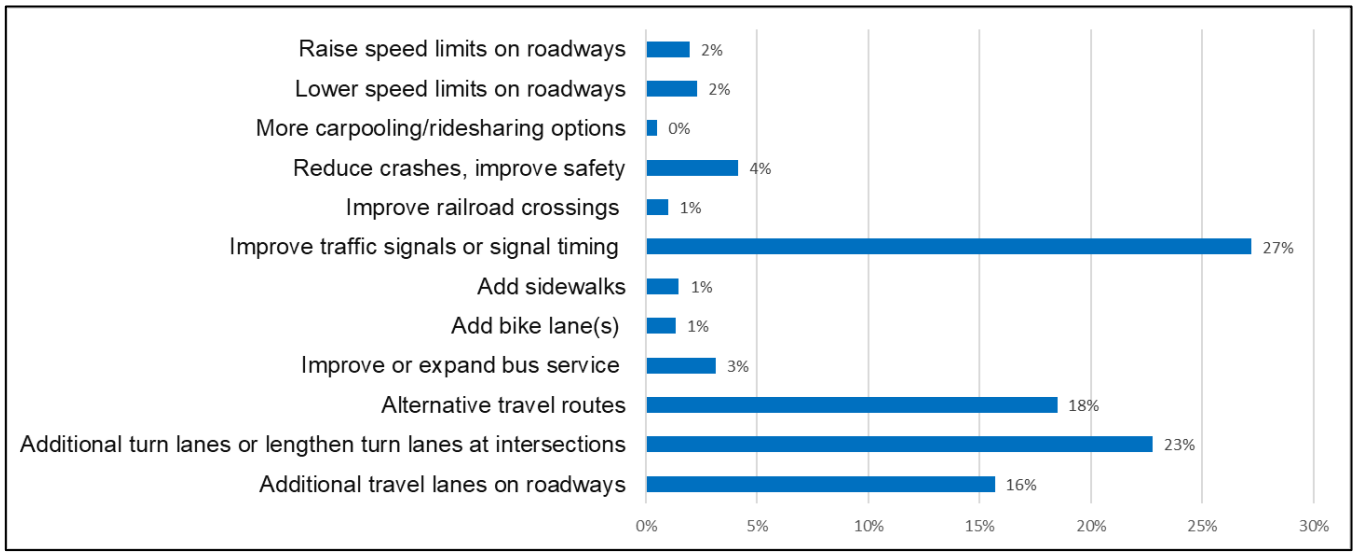
   1. SR 200 (117)
   2. U.S. 301/U.S. 441/Pine Avenue (61)
   3. SR 40 (58)
   4. SE 17th Avenue/Maricamp Road (SR 464) (47)
   5. CR 484 (27)
   6. U.S. 27 (23)
   7. U.S. 441 (15)
   8. Maricamp Road (10)
   9. CR 475 (8)
   10. I-75 (7)

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



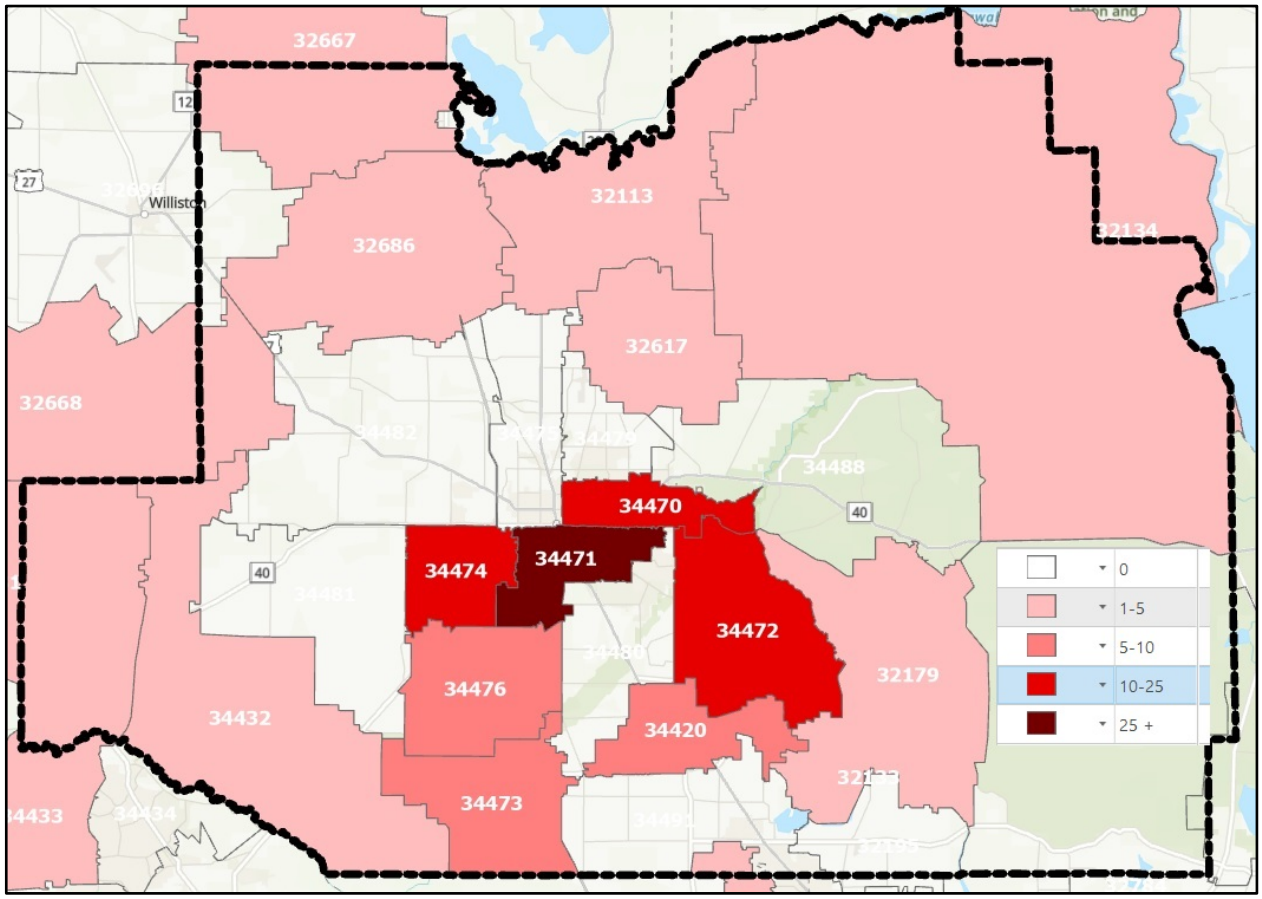
6. **What mode of transportation do you use most often** (select 1)

   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).

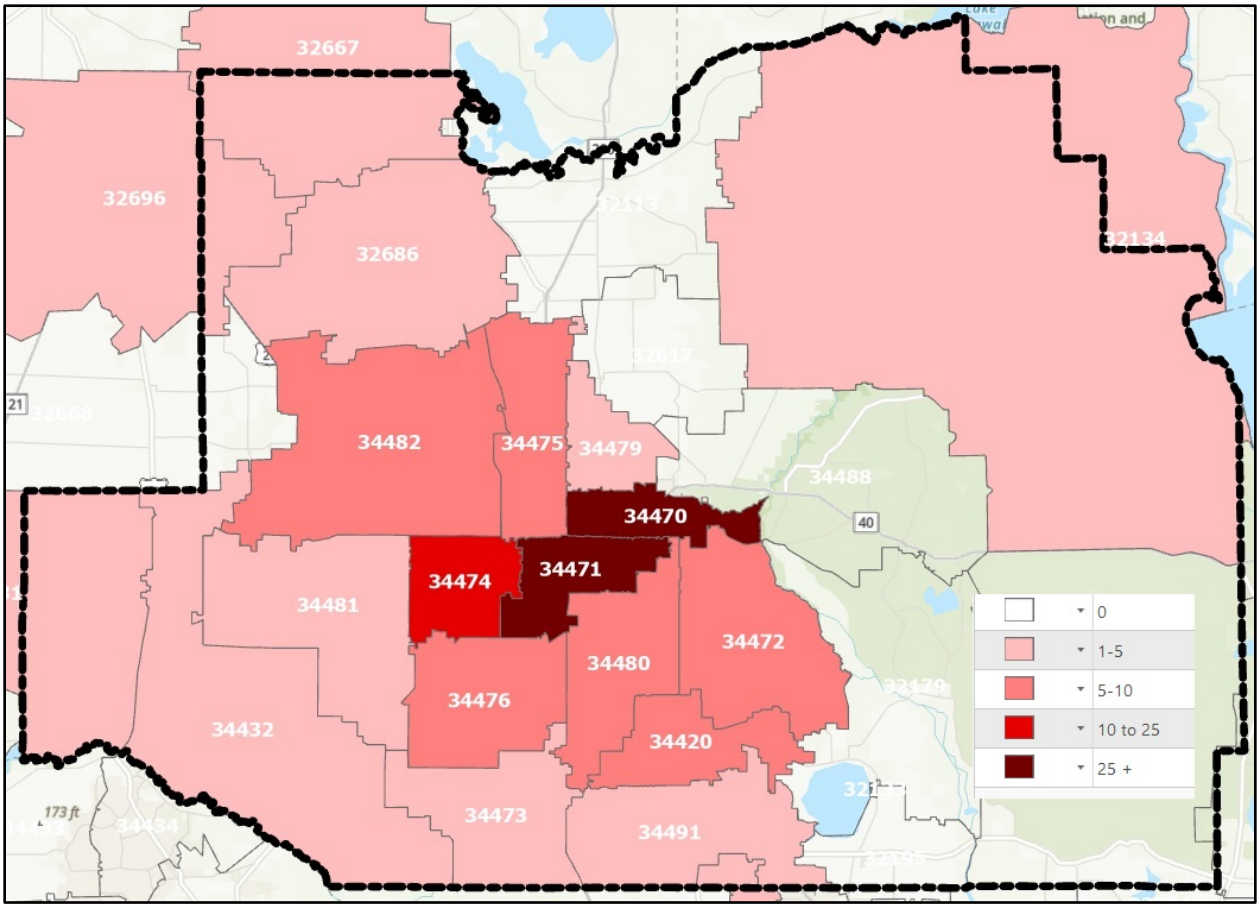


Participants by Zip Code:

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

		49	34470
1	32134	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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