



November 4, 2022

Ms. Karen Cupp
City of Ocala Growth Management Department
201 SE 3rd Street, 2nd Floor
Ocala, Florida 34471

**RE: *TBMI 60th Avenue PD Traffic Study Methodology – City of Ocala, Florida
Kimley-Horn Project No. 042887002***

Dear Ms. Cupp:

Kimley-Horn and Associates, Inc. is pleased to submit this methodology for a forthcoming traffic study associated with the above referenced project. The project site (parcel IDs 23817-002-00 and 23817-002-02) is generally located east of SW 60th Avenue, south of SW 31st Street, and north of SW 38th Street. A Planned Development (PD) zoning application is being prepared for the site to include up to:

- 850 multi-family dwelling units,
- convenience market/gas station with 16 vehicle fueling positions, and
- 85,000 square-feet of commercial retail development.

The conceptual PD plan is provided as an attachment.

The development is projected to generate more than 100 peak hour trips; therefore a “Traffic Study” will be completed, per the City of Ocala TIA Guidelines. A buildout year of 2027 will be utilized for the study. This methodology document incorporates comments from the City of Ocala on the first methodology submittal in August 2022.

TRIP GENERATION

Trip generation for the proposed development program was calculated using the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11th Edition. Pass-by and internal capture reductions were calculated using the ITE *Trip Generation Manual*, 11th Edition and ITE *Trip Generation Handbook*, 3rd Edition. The following ITE land use codes (LUC) were used:

- LUC 220 (Multifamily Housing [Low Rise, Not Close to Rail Transit]),
- LUC 821 (Shopping Plaza [40k-150k, without Supermarket]), and
- LUC 945 (Convenience Market/Gas Station [5.5k-10.0k SF]).

The proposed development program is anticipated to generate 8,555 daily, 491 AM peak hour (189 in/302 out) and 537 PM peak hour net new trips (314 in/223 out). **Table 1** summarizes the trip generation calculations for the site. Excerpts from the ITE *Trip Generation Manual* are provided as an attachment.

Table 1 - Buildout Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street			
			Total	In	Out	Total	In	Out	
Proposed Development Program									
Multifamily Housing	850 DU	5,524	286	69	217	386	243	143	
Shopping Plaza (40k-150k SF)	85,000 SF	5,739	147	91	56	441	216	225	
Convenience Store / Gas Station (5.5k-10.0k SF)	16 VFP	5,532	506	253	253	430	215	215	
	Subtotal	16,795	939	413	526	1,257	674	583	
Internal Capture, Overall		<u>Daily</u> <u>AM</u> <u>PM</u>							
		15.0% 0.6% 24.7%	-2,514	-6	-3	-3	-310	-155	-155
Net Driveway Trips			14,281	933	410	523	947	519	428
		<u>Daily</u> <u>AM</u> <u>PM</u>							
		40.0% 40.0% 40.0%	-2,040	-58	-29	-29	-146	-73	-73
ITE LUC 821 Pass-by		75.0% 76.0% 75.0%	-3,686	-384	-192	-192	-264	-132	-132
ITE LUC 945 Pass-by									
Buildout Total Driveway Trips			14,281	933	410	523	947	519	428
Buildout Total Net New Trips			8,555	491	189	302	537	314	223

Note 1: Trip Generation was derived using the ITE Trip Generation Manual, 11th Edition.
 Note 2: Internal capture and pass-by reduction were derived using the ITE Trip Generation Manual, 11th Edition and ITE Trip Generation Handbook, 3rd Edition.

Multifamily Housing (Low-Rise, Not Close to Rail Transit) [ITE 220]

Daily T = 6.41*(X) + 75.31 (X is Number of Dwelling Units)
 AM Peak Hour of Adjacent Street T = 0.31*(X) + 22.85 (X is Number of Dwelling Units; 24% in, 76% out)
 PM Peak Hour of Adjacent Street T = 0.43*(X) + 20.55 (X is Number of Dwelling Units; 63% in, 37% out)

Shopping Plaza (40k-150k SF, w/o Supermarket) [ITE 821]

Daily T = 67.52*(X) (X is SF GLA/1000)
 AM Peak Hour of Adjacent Street T = 1.73*(X) (X is SF GLA/1000; 62% in, 38% out)
 PM Peak Hour of Adjacent Street T = 5.19*(X) (X is SF GLA/1000; 49% in, 51% out)

Convenience Store / Gas Station (5.5k-10.0k SF) [ITE 945]

Daily T = 345.75*(X) (X is Number of VFP)
 AM Peak Hour of Adjacent Street T = 31.60*(X) (X is Number of VFP; 50% in, 50% out)
 PM Peak Hour of Adjacent Street T = 26.90*(X) (X is Number of VFP; 50% in, 50% out)

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8/26/22

PROJECT TRIP DISTRIBUTION

The project’s trip distribution was determined based on the Central Florida Regional Planning Model (CFRPM) v7, which is based on the Florida Standard Urban Transportation Planning Model. Manual adjustments were made to the model output based on engineering judgement, planned roadway connections not shown within the model, and distributing travel patterns along adjacent roadways. The trip distribution was further refined based on input from the City of Ocala during the methodology review process.

The attached **Figure 1** illustrates the proposed trip distribution. The CFRPM model output with manual adjustments is also provided as an attachment.

STUDY AREA

The study area (also illustrated in **Figure 1**) was determined based on the City of Ocala TIA Guidelines, which state that road segments experiencing greater than a 3% impact to their peak hour directional service

volume are considered significantly impacted by the project. Significantly impacted roadway segments, plus one segment beyond, are to be included in the study area, per City guidelines.

The project impact was calculated as the PM peak hour net new traffic multiplied by the average trip distribution along the segment, divided by the peak hour peak direction service volume. The peak hour, peak direction service volume was calculated using the FDOT Quality/Level of Service Handbook (2020) and the roadway attributes published within the Ocala Marion TPO Congestion Management Process. The project impact calculations are provided in the attached **Table 2**.

The following roadway segments are proposed for evaluation in the traffic impact analysis:

- SW 60th Avenue, from SR 40 to SW 20th Street (one segment beyond)
- SW 60th Avenue, from SW 20th Street to SW 38th Street (significantly impacted)
- SW 60th Avenue, from SW 38th Street to SR 200 (significantly impacted)
- SW 60th Avenue, from SR 200 to SW 95th Street Road (one segment beyond)
- SW 38th Street, from SW 80th Avenue to SW 60th Avenue (significantly impacted)
- SW 38th Street, from SW 60th Avenue to SW 51st Terrace (significantly impacted)
- SW 40th Street, from SW 51st Terrace to SW 43rd Court (significantly impacted)
- SW 40th Street, from SW 43rd Court to SW 38th Avenue (significantly impacted)
- SW 40th Street, from SW 38th Avenue to SR 200 (significantly impacted)
- SW 20th Street, from SW 60th Avenue to SW 38th Avenue (significantly impacted)
- SW 20th Street, from SW 38th Avenue to SW 27th Avenue (significantly impacted)
- SW 20th Street, from SW 27th Avenue to SR 200 (significantly impacted)

The study area roadway segment analysis will be evaluated for PM peak hour existing (2022) traffic conditions, 2027 future background (without project) traffic conditions, and 2027 future buildout (with project) traffic conditions.

The following intersections will be evaluated within the Traffic Study:

- SW 60th Avenue and SW 20th Street (signalized)
- SW 27th Avenue and SW 27th Street (signalized)
- SW 60th Avenue and SW 31st Street (unsignalized)
- SW 60th Avenue and SW 38th Street (signalized)
- SR 200 and SW 38th Court (signalized)
- SR 200 and SW 60th Avenue (signalized)

The study area intersections will be evaluated during the AM peak hour of adjacent street traffic (7AM-9AM) and PM peak hour of adjacent street traffic (4PM-6PM). The adjacent intersection of SW 60th Avenue and SW 38th Street will also be evaluated for the AM start time and PM release time of the nearby Saddlewood Elementary School and West Port High School per comment by the City of Ocala during the methodology review. The intersection analyses will be performed for existing (2022) traffic conditions, 2027 future background (without project) traffic conditions, and 2027 future buildout (with project) traffic conditions.

EXISTING CONDITIONS INVENTORY

An existing conditions inventory for the study area segments is included in **Table 2**, provided as an attachment. The daily service volume and AADT were obtained from the Ocala Marion County TPO CMP Database. The existing AADT, level of service, and volume-to-capacity (v/c) ratios are reported. The roadway segments within the study area have daily v/c ratios less than 0.9, with the exception of SW 20th Street from SW 38th Avenue to SW 27th Avenue.

OPERATIONAL ANALYSIS

The study intersections will be evaluated using *Synchro* software implementing the latest *Highway Capacity Manual* methodologies. The results of the operational analysis, including level of service, delay, volume-to-capacity ratio, and queues of turn lanes impacted by project traffic will be summarized in the Traffic Study.

The existing traffic conditions analysis and the future background (without project) traffic conditions analysis will be evaluated assuming the existing intersection geometries and traffic controls. Improvements necessary to accommodate future background (without project) traffic conditions will be identified and the operational analysis results including the improvements will be reported. The buildout (with project) traffic conditions will be evaluated assuming that improvements needed to accommodate future background (without project) traffic conditions are in place. If further mitigation is needed to accommodate project traffic, the operational analyses including the improvements will be reported.

SITE ACCESS

Site access to the development is proposed via five driveway connections as listed below and illustrated in the conceptual plan provided as an attachment:

- Driveway 1: Directional (right-in/left-in/right-out) connection on SW 60th Avenue (proposed)
- Driveway 2: Full-access connection on SW 60th Avenue (existing directional)
- Driveway 3: Right-in/right-out connection on SW 60th Avenue (proposed)
- Driveway 4: Right-in connection on SW 38th Street (proposed)
- Driveway 5: Full-access connection on SW 38th Street (proposed)

Trip distribution at each project driveway was developed based on the CFRPM model output, site layout, and intensity of development, as illustrated in the attached **Figure 2**.

The need for ingress turn-lanes will be evaluated at the proposed driveways using the National Cooperative Highway Research Program (NCHRP) criteria, FDOT criteria, the City of Ocala Land Development Code, and the Marion County Development Regulations. Sight distance for each driveway connection will be reviewed against FDOT Greenbook criteria.

MULTIMODAL CONNECTIVITY

The Traffic Study will include a discussion of available pedestrian and bicycle facilities and the proposed connectivity of the development to the surrounding pedestrian and bicycle network.

PLANNED IMPROVEMENTS

The Ocala Marion TPO 2045 Long Range Transportation Plan, the TPO's Transportation Improvement Program (TIP), the Marion County TIP, and the Florida Department of Transportation (FDOT) Five-Year Work Program were reviewed to identify planned or programmed capacity improvements within the project's buildout. Following is a summary of planned and programmed improvements:

- SW 38th Street from SW 80th Avenue to SW 60th Avenue is planned to be widened to four lanes, funded for construction in FY 2025-2026.
- SW 38th Street from SW 60th Avenue to SW 43rd Court is planned to be widened to four lanes beyond FY 2026-2027.
- SW 44th Avenue / SW 43rd Court is planned to be widened and constructed as a four-lane roadway from SR 200 north to US 27 within the next five years. This roadway project was assumed with the proposed trip distribution.
- SW 49th Avenue from SW 43rd Court Road to SW 66th Street is planned for construction by Marion County as a new four-lane roadway within the next five years. This roadway project was assumed with the proposed trip distribution.

The Marion County 5-Year Transportation Improvement Program is provided as an attachment.

FUTURE TRAFFIC VOLUME DEVELOPMENT

AM peak hour (7 AM – 9 AM) and PM peak hour (4 PM – 6 PM) turning movement counts will be collected at the study area intersections. Turning movement counts will be collected at the intersection of SW 60th Avenue and SW 38th Street from 7 AM – 9:30 AM, 1:30 PM – 2:30 PM, and 3:30 PM – 6 PM to include the start and end times of Saddlewood Elementary and Westport Highschool, per the City's request. All turning movement counts will occur while schools are in session.

Peak season factors, as published by FDOT will be applied to the turning movement counts. A minimum peak season factor of 1.0 will be applied. The turning movement counts will be utilized to estimate the existing PM peak hour traffic volumes on the adjacent study area roadway segments.

Future background traffic volumes will be calculated using the existing peak season traffic volumes and an annual background growth rate applied over the five-year buildout time frame. Vested trip information from the following developments will be included, per request by the City of Ocala:

- Heath Brook (unbuilt/unoccupied portions)
- Longbranch
- Watermark Phase 1 & 2
- Chick-Fila-A
- 40th Avenue Multi-Family
- Wintergreen PD
- Countrygreen PD
- Calesa
- Airport Logistics Park

- Winding Oaks

The proposed annual growth rate for each study segment is based on the average of the growth rates published in the Ocala Marion TPO 2022 Traffic Counts Report and in the Ocala Marion TPO CMP Database. A minimum 1.0% background growth will be used. The TPO growth rates and proposed growth rates are shown in **Table 2**. An areawide annual growth rate of 2.23% is proposed for the study intersections based on an average of the TPO Traffic Count growth rates and CMP Database growth rates for significantly impacted roadway segments. Growth rate calculations are summarized in the attached **Table 3**.

Please review the enclosed information and provide feedback and/or approval. A copy of the methodology has also been provided under separate cover to Marion County for review, since the site will have direct connection to Marion County Roadways. Any comments received from Marion County will be discussed with the City of Ocala.

Should you have any questions, please do not hesitate to contact me directly at 352-438-3026 or via email at Amber.Gartner@kimley-horn.com.

Sincerely,

KIMLEY-HORN



Amber L. Gartner, P.E.
Project Manager

Attachments: Conceptual PD Plan
Figures
Tables
ITE Trip Generation Manual Excerpts
CFRPM Model Output
Marion County 5-Year TIP Excerpt
Ocala Marion TPO CMP Database and Traffic Count Excerpts

Cc: File

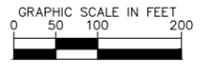
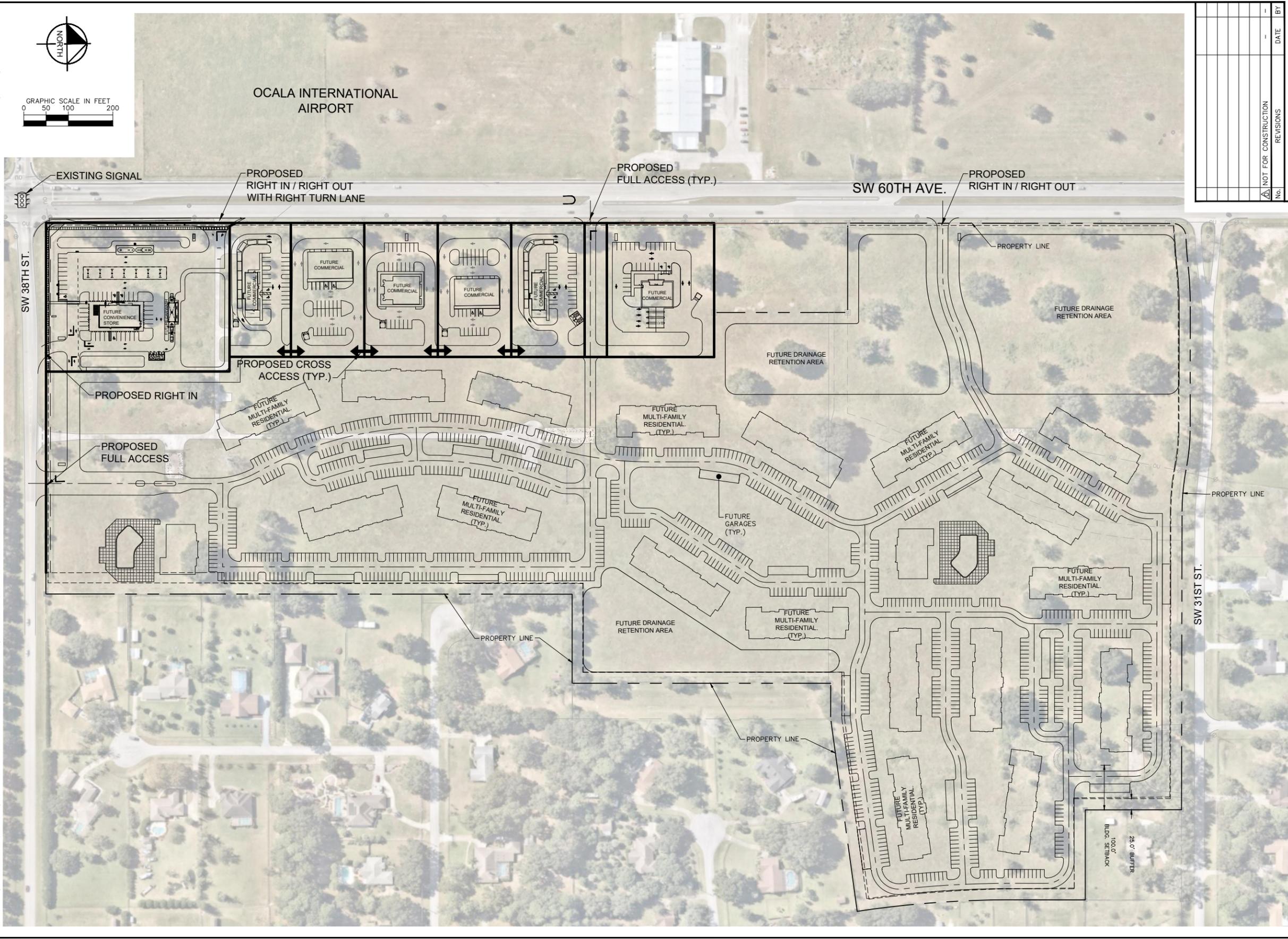
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ATTACHMENTS

CONCEPTUAL PD PLAN

KHA PROJECT 42857001, 1700 SE 17TH STREET, SUITE 200, OCALA, FLORIDA 34471
 DATE OCTOBER 2022
 SCALE AS SHOWN
 DESIGNED BY KHA
 DRAWN BY KHA
 CHECKED BY JAF
 DATE
 © 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 1700 SE 17TH STREET, SUITE 200, OCALA, FLORIDA 34471
 PHONE: 352-438-3000
 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

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No.	REVISIONS	DATE	BY

60TH AVE PARCELS
 PREPARED FOR
TBMI II, LLC
 CITY OF OCALA
 FLORIDA

**CONCEPTUAL
 ACCESS PLAN**

KHA PROJECT
 42857001
 DATE
 OCTOBER 2022
 SCALE
 AS SHOWN
 DESIGNED BY
 KHA
 DRAWN BY
 KHA
 CHECKED BY
 JAF
 DATE

Kimley-Horn
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LICENSED PROFESSIONAL
JAMESON A. FREDERICK
 FLORIDA LICENSE NUMBER
 81405

SHEET NUMBER
EX01

FIGURES

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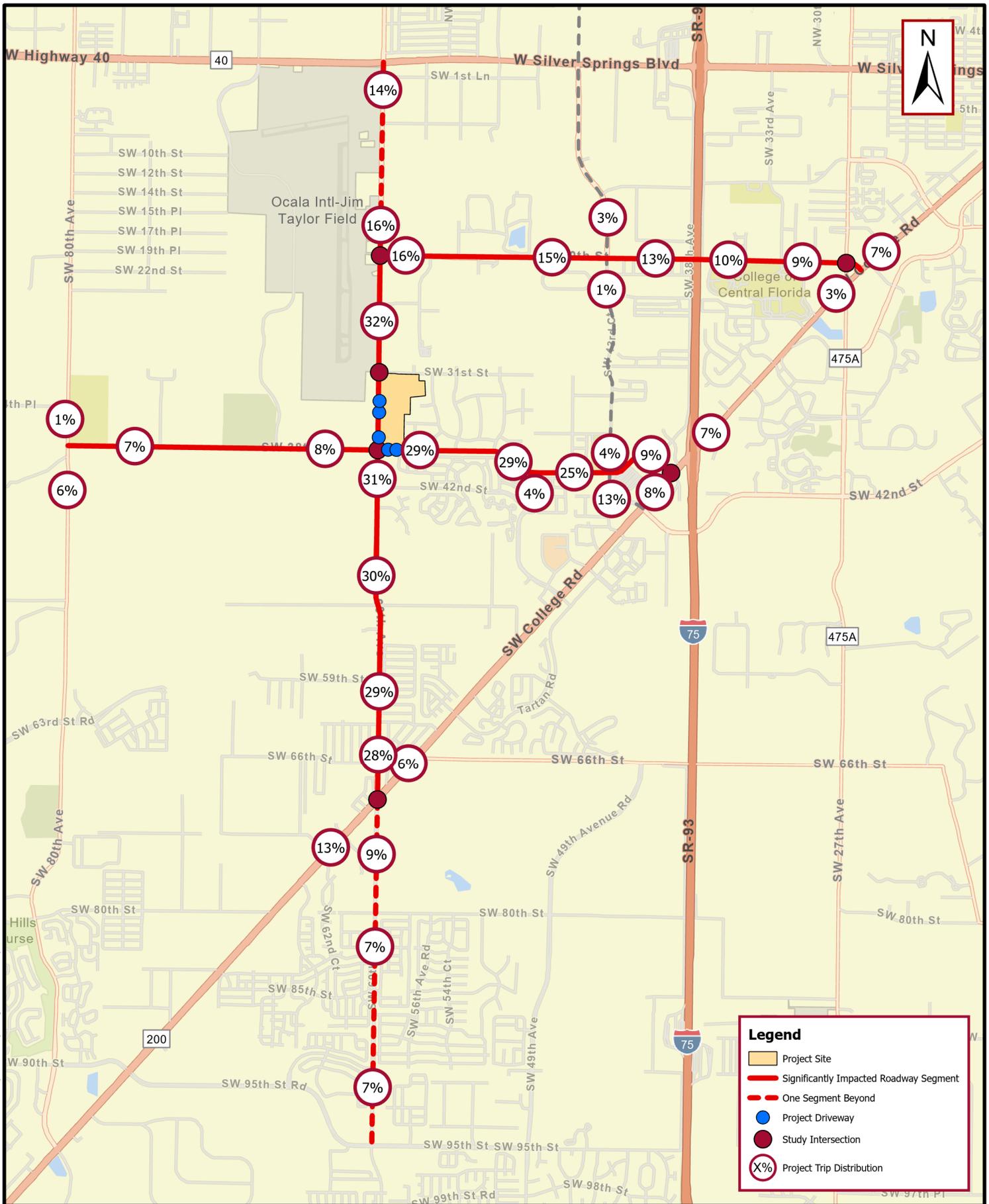
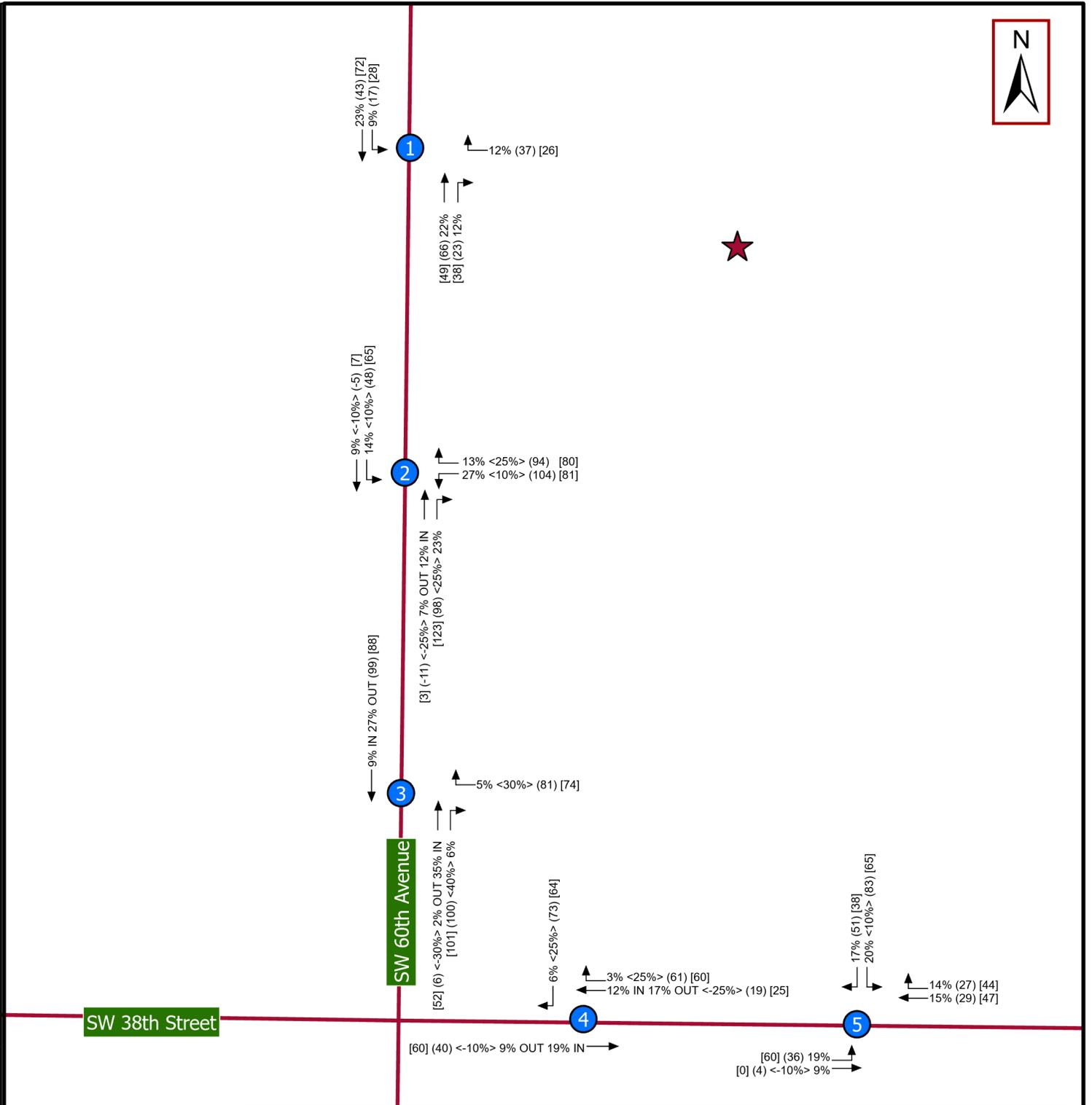


FIGURE 1 - PROJECT LOCATION, TRIP DISTRIBUTION, AND STUDY AREA

Kimley»Horn

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**TBMI 60TH AVENUE PD
 CITY OF OCALA, FLORIDA**



Legend

- Project Site
- Project Driveway
- % Net New Distribution <% Pass-by Distribution>
(AM Peak Hour Driveway Trip Assignment) [PM Peak Hour Driveway Trip Assignment]

FIGURE 2 - DRIVEWAY TRIP DISTRIBUTION AND ASSIGNMENT

TABLES

Table 2: Study Area Determination

Roadway From To		ROADWAY ATTRIBUTES ¹				EXISTING DAILY TRAFFIC CONDITIONS ¹						TPO CMP Growth Rate ¹	TPO Counts Growth Rate ²	Recommended Growth Rate	Percent Project Traffic Assignment ³	PM PEAK HOUR SIGNIFICANCE CALCULATIONS					Include in Study Area? ⁶
		FDOT Classification	Area Type	Adopted LOS	Number of Lanes	Service Capacity	TPO CMP Station	AADT	Existing Daily V/C	LOS	Pk. Hr. Dir. Service Capacity ⁴					Project Traffic		Project % Impact	Significant Impact? ⁴		
																NB / EB	SB / WB				
NW / SW 60th Ave																					
SR 40	SW 20th St	NS-SA-C1	Urban	E	4	35,820	6190	24,300	0.68	C	5.0%	19.0%	5.0%	15.8%	1,800	35	50	2.78%	--	YES	
	SW 20th St	NS-SA-C1	Urban	E	4	35,820	6180	18,800	0.52	C	1.0%	N/A	1.0%	32.6%	1,800	73	102	5.67%	YES	YES	
	SW 38th St	NS-SA-C1	Urban	E	4	35,820	6170.1	15,100	0.42	C	1.0%	7.1%	4.1%	29.3%	1,800	92	65	5.11%	YES	YES	
	SR 200	NS-SA-C1	Urban	E	4	35,820	6150	17,600	0.49	C	1.0%	5.7%	3.4%	6.3%	1,800	20	14	1.11%	--	YES	
SR 200																					
	SW 80th Ave	ST - SA - C1	Urban	D	6	59,900	4770	31,300	0.52	C	1.0%	-0.8%	--	10.4%	3,020	33	23	1.09%	--	--	
	SW 60th Ave	ST - SA - C1	Urban	D	6	59,900	4800	51,600	0.86	C	3.7%	-1.1%	--	6.1%	3,020	13	19	0.63%	--	--	
	SW 44th Ct	ST - SA - C1	Urban	D	6	59,900	4820.1	44,400	0.74	C	1.0%	0.9%	--	9.0%	3,020	20	28	0.93%	--	--	
	SW 20th St	ST - SA - C1	Urban	D	6	59,900	4910	39,300	0.66	C	1.0%	0.9%	--	11.3%	3,020	25	35	1.16%	--	--	
SR 40																					
	SW 80th Ave	ST - SA - C1	Urban	D	4	39,800	5210	21,900	0.55	C	1.0%	4.1%	--	4.5%	2,000	14	10	0.70%	--	--	
	SW 60th Ave	ST - SA - C1	Urban	D	4	39,800	5220	28,400	0.71	C	1.0%	N/A	--	2.1%	2,000	5	7	0.35%	--	--	
SW 38th St																					
	SW 80th Ave	NS-SA-C1	Urban	E	2	12,744	5970	10,000	0.78	C	1.0%	6.6%	3.8%	7.5%	634	23	17	3.63%	YES	YES	
	SW 60th Ave	NS-SA-C2	Urban	E	2	11,232	5980	7,300	0.65	D	1.0%	5.5%	3.3%	28.6%	576	64	90	15.63%	YES	YES	
SW 40th St																					
	SW 51st Terr	NS-UC	Urban	E	2	29,340	6010	7,800	0.27	B	1.0%	5.5%	3.3%	24.9%	1,449	56	78	5.38%	YES	YES	
	SW 43rd Ct	NS-SC-C2	Urban	E	2	11,232	6020	7,800	0.69	D	1.0%	5.5%	3.3%	8.7%	576	19	27	4.69%	YES	YES	
	SW 38th Ave	NS-SA-C2	Urban	E	2	11,232	6030	Not Counted	N/A	N/A	1.0%	5.5%	3.3%	8.7%	576	19	27	4.69%	YES	YES	
SW 20th St																					
	SW 60th Ave	NS-SC-C1	Urban	E	4	35,820	5760	13,500	0.38	C	1.6%	-1.1%	1.0%	14.8%	1,800	33	46	2.56%	--	YES	
	SW 38th Ave	NS-SC-C1	Urban	E	2	16,727	5780	17,200	1.03	F	4.1%	3.5%	3.8%	9.5%	832	21	30	3.61%	YES	YES	
	SW 27th Ave	NS-SC-C1	Urban	E	2	16,727	5800	7,000	0.42	C	1.0%	-11.7%	1.0%	5.7%	832	13	18	2.16%	--	YES	
SW 44th Ave																					
	SR 40	NS-SC-C1	Urban	E	4	35,820	6080.4	7,200	0.20	B	5.2%	N/A	--	2.8%	1,800	6	9	0.50%	--	--	
	SW 20th St	NS-SC-C1	Urban	E	4	35,820	-	New Road	-	-	-	-	--	2.1%	1,800	5	7	0.39%	--	--	
	SW 38th Ave	NS-SC-C1	Urban	E	4	35,820	-	New Road	-	-	-	-	--	12.6%	1,800	28	40	2.22%	--	--	
SW 38th Ave																					
	SW 40th Ave	NS-SC-C2	Urban	E	2	11,232	5950	7,200	0.64	D	5.2%	N/A	--	0.0%	576	0	0	0.00%	--	--	
	SW 20th St	NS-UC	Urban	E	2	29,340	5940.1	1,500	0.05	B	1.0%	3.8%	--	0.0%	1,449	0	0	0.00%	--	--	
SW 80th Ave																					
	SW 90th St	NS-UC	Urban	E	2	29,340	6260.3	8,400	0.29	B	1.0%	3.0%	--	3.2%	1,449	10	7	0.69%	--	--	
	SW 38th St	NS-UC	Urban	E	2	29,340	6260.4	8,400	0.29	B	1.0%	2.7%	--	0.8%	1,449	2	2	0.14%	--	--	

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Note:

- The roadway attributes were obtained from the Ocala Marion TPO CMP Database and 2020 FDOT Quality/Level of Service Tables.
- The growth rate is from the Ocala Marion TPO 2022 Traffic Counts Report.
- Project traffic assignment was calculated as the average across the segment based on the trip distribution and assignment.
- Roadway Service Capacities were determined using the 2020 FDOT Quality/LOS Handbook and Ocala Marion TPO CMP Database.
- A segment is considered significantly impacted if the project impact is 3% or greater.
- Roadway Segments are included within the study area if they are significantly impacted plus one segment beyond the significant segment per Marion County guidelines, unless the adjacent segment is de minimis.

Table 3: Growth Rates

Roadway From To		EXISTING DAILY TRAFFIC CONDITIONS ¹		TPO CMP Growth Rate ¹	TPO Counts Growth Rate ²	
		TPO CMP Station	AADT			
SW 60th Ave	SW 20th St	SW 38th St	6180	18,800	1.0%	N/A
	SW 38th St	SR 200	6170.1	15,100	1.0%	7.1%
SW 38th St	SW 80th Ave	SW 60th Ave	5970	10,000	1.0%	6.6%
	SW 60th Ave	SW 51st Terr	5980	7,300	1.0%	5.5%
SW 40th St	SW 51st Terr	SW 43rd Ct	6010	7,800	1.0%	5.50%
	SW 38th Ave	SR 200	6030	Not Counted	1.0%	5.50%
SW 20th St	SW 60th Ave	SW 38th Ave	5760	13,500	1.6%	-1.1%
	SW 38th Ave	SW 27th Ave	5780	17,200	4.1%	3.5%
	SW 27th Ave	SR 200	5800	7,000	1.0%	-11.7%
Weighted Average ²					1.63%	2.82%
Recommended Areawide Growth Rate (for intersections)						2.23%

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Note:

1. The roadway attributes were obtained from the Ocala Marion TPO CMP Database.
2. The growth rate is from the Ocala Marion TPO 2022 Traffic Counts and Trends.
3. The weighted average growth rate is weighted by 2021 AADT.

**ITE TRIP GENERATION MANUAL
EXCERPTS**

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

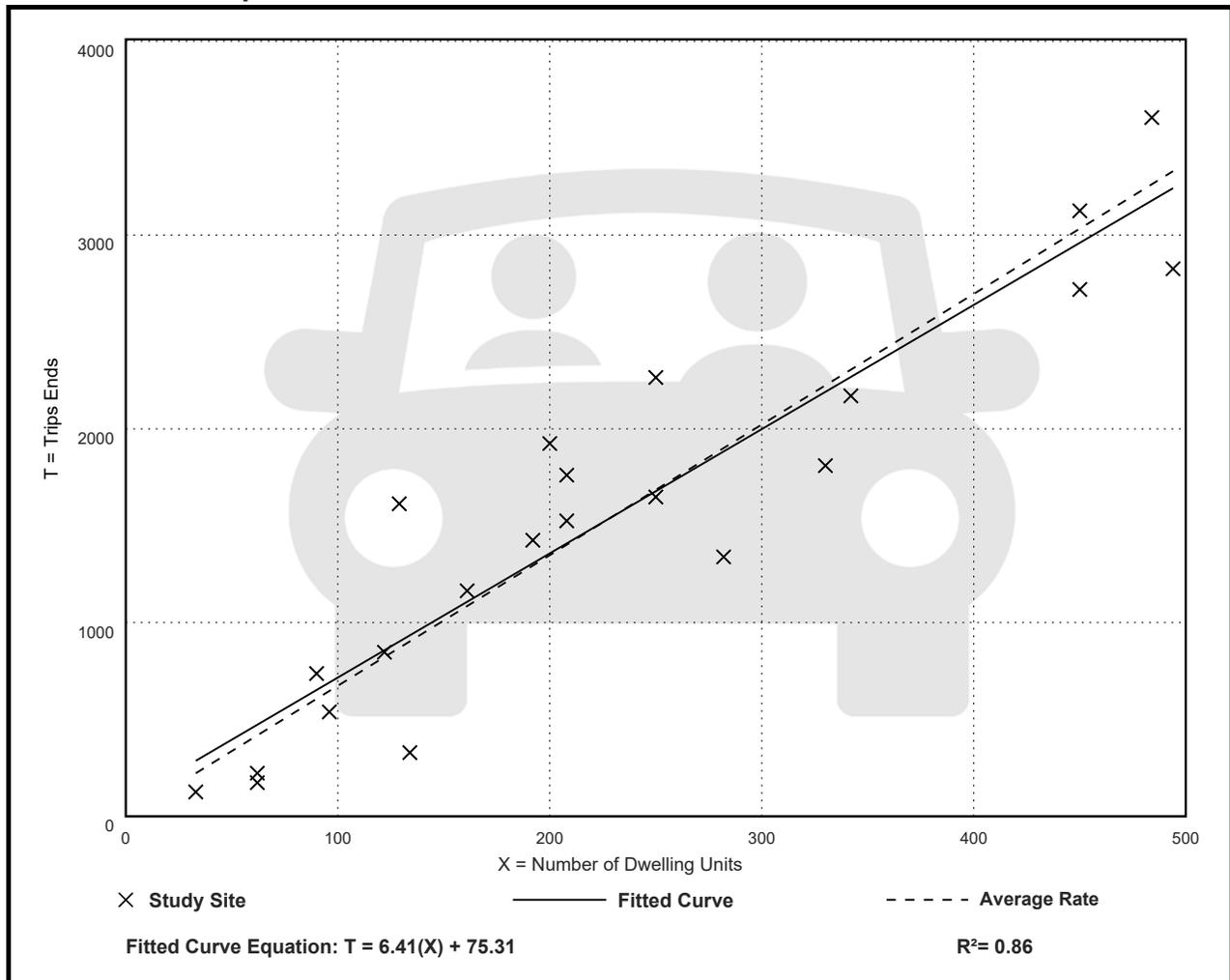
Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

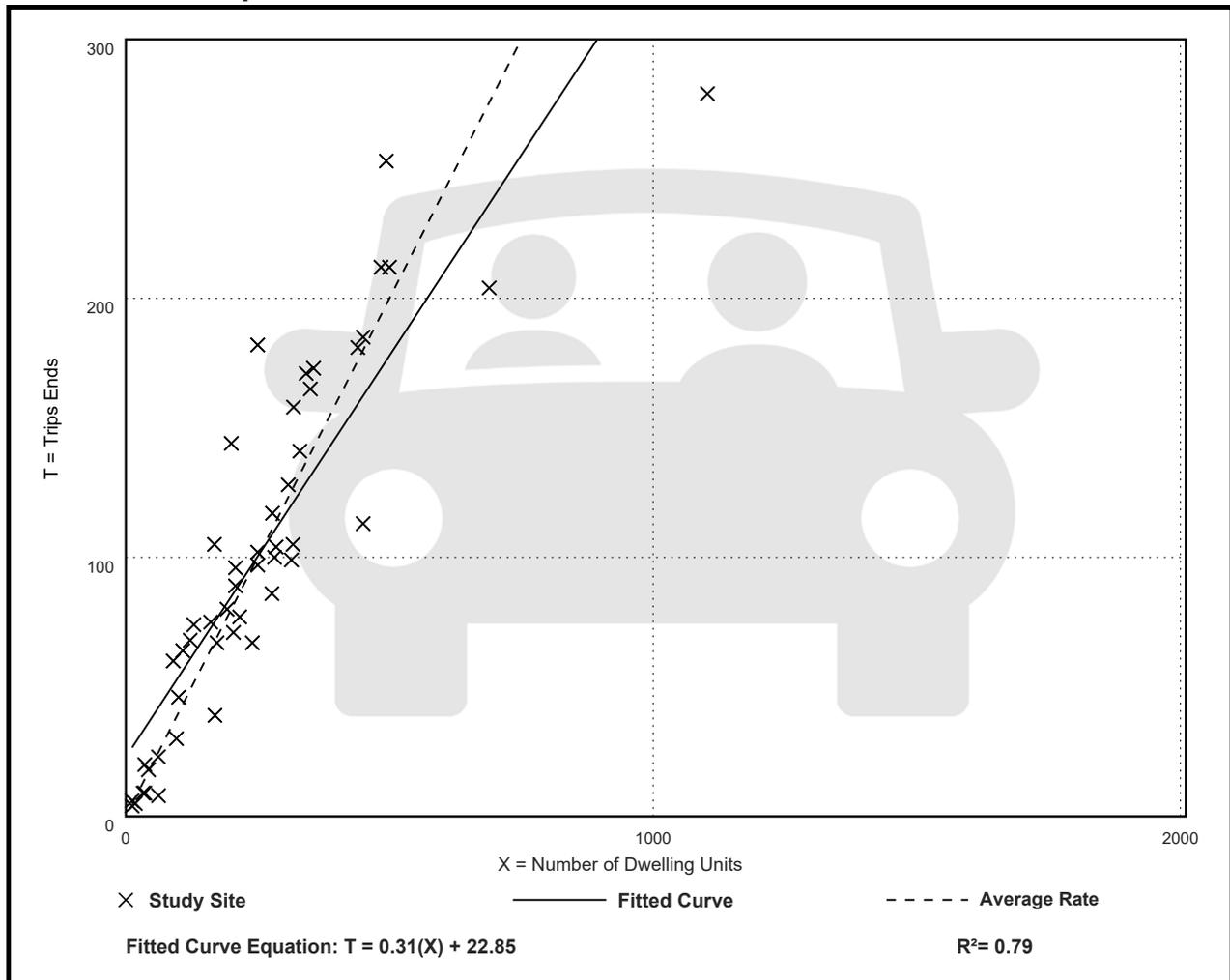
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

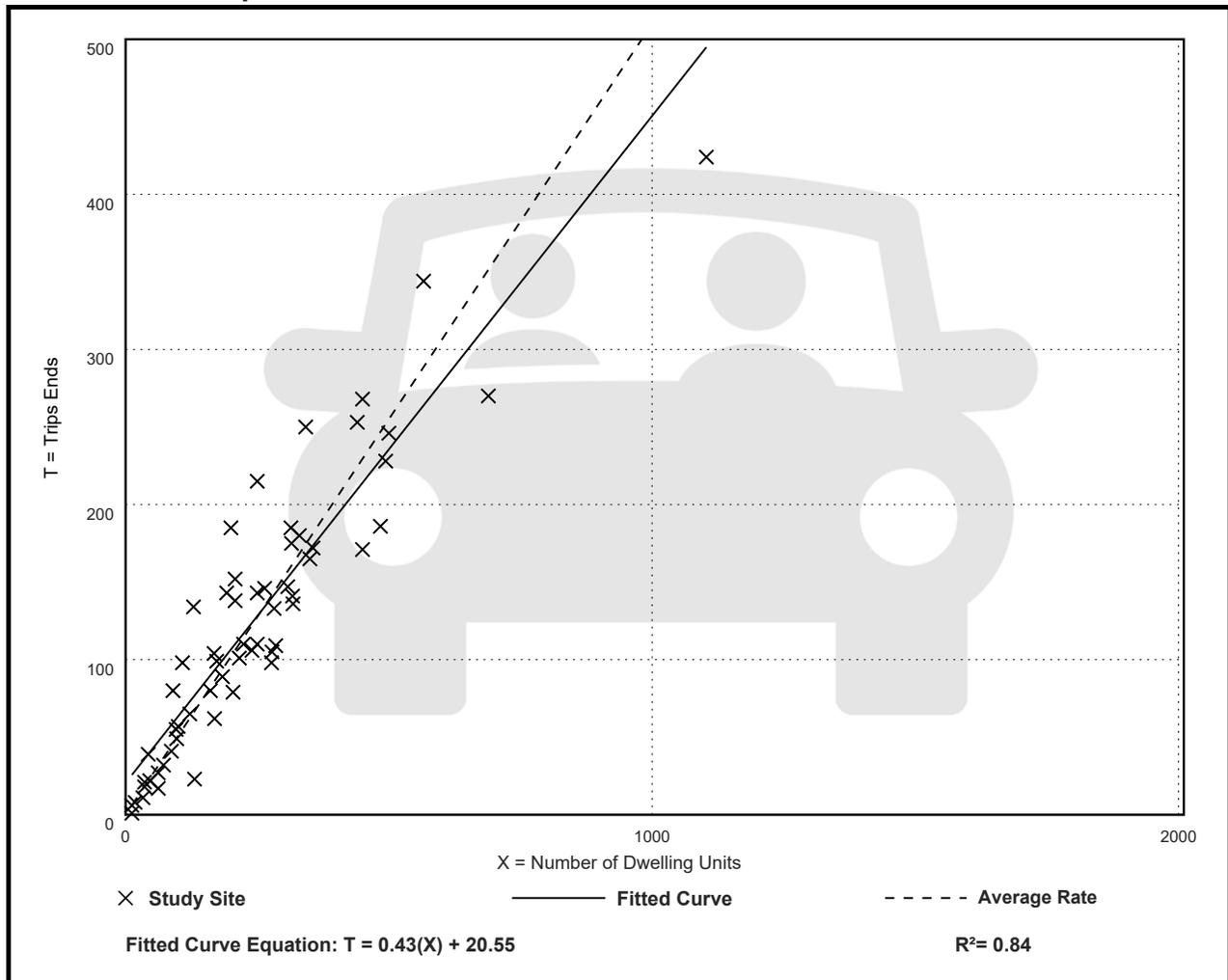
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

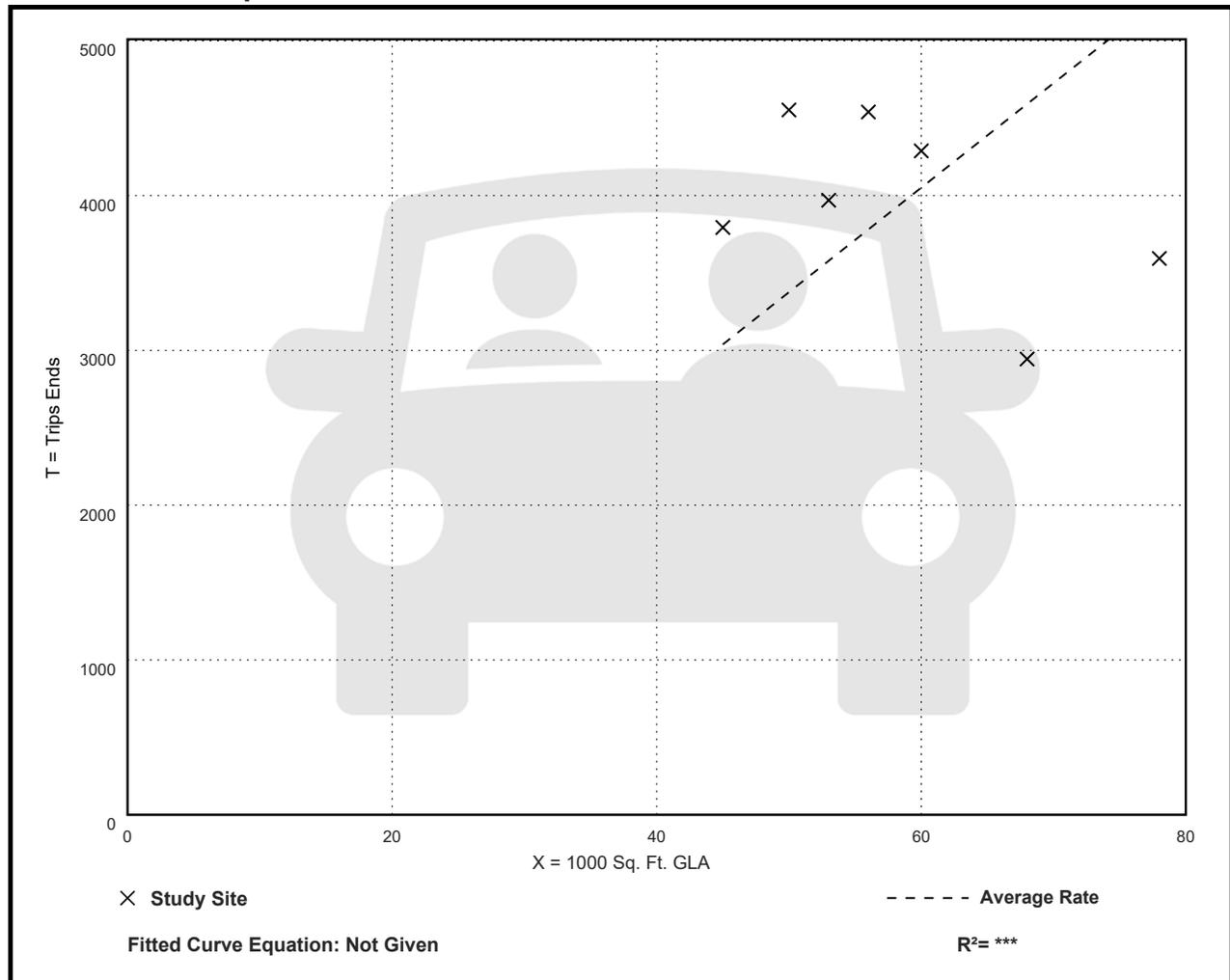
Avg. 1000 Sq. Ft. GLA: 59

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 13

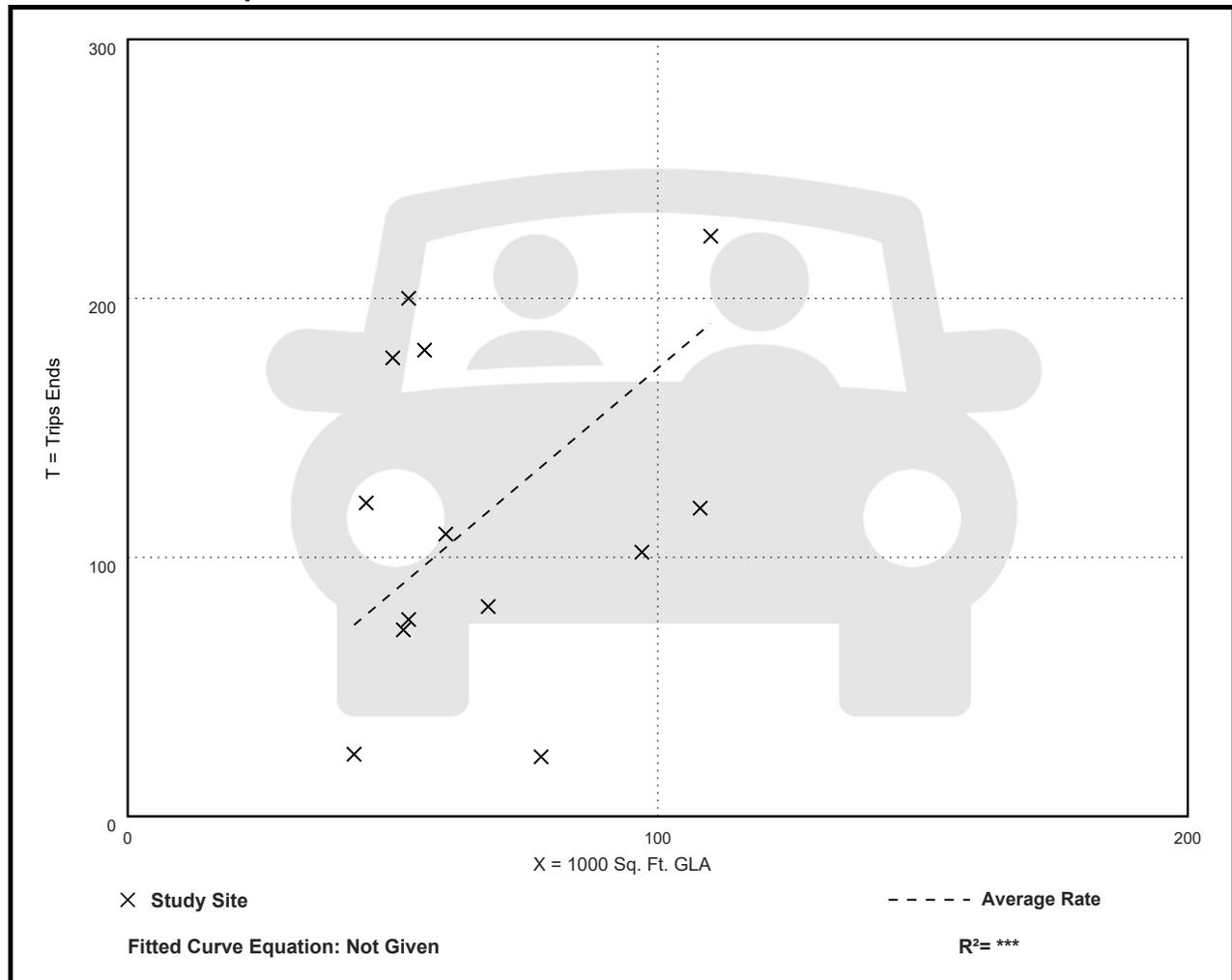
Avg. 1000 Sq. Ft. GLA: 67

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06

Data Plot and Equation



Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

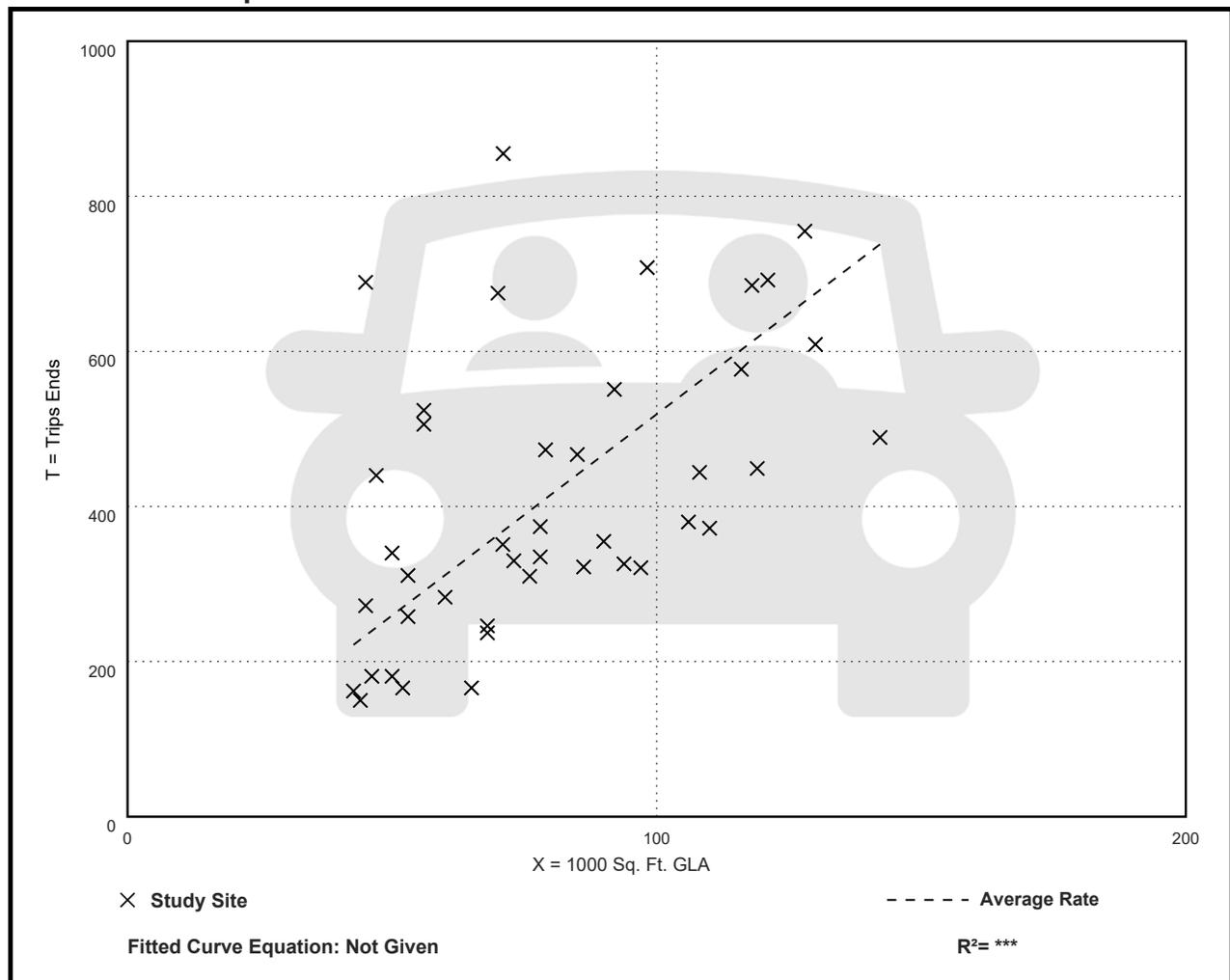
Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28

Data Plot and Equation



Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (EXISTING)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
	Retail	5,636	5,636	344	309	431	440
	Restaurant						
	Cinema/Entertainment						
	Residential	2,762	2,762	69	217	243	143
	Hotel						
		8,398	8,398	413	526	674	583
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	594	663	2	1	43	112
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	663	594	1	2	112	43
	Hotel	0	0	0	0	0	0
		1,257	1,257	3	3	155	155
OUTPUT	<i>Total % Reduction</i>	15.0%		0.6%		24.7%	
	Office						
	Retail	11.2%		0.5%		17.8%	
	Restaurant						
	Cinema/Entertainment						
	Residential	22.8%		1.0%		40.2%	
Hotel							
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	5,042	4,973	342	308	388	328
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	2,099	2,168	68	215	131	100
	Hotel	0	0	0	0	0	0
		7,141	7,141	410	523	519	428

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	821								
Land Use	Shopping Plaza (40 - 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	15								
Average Pass-By Rate	40%								
Pass-By Characteristics for Individual Sites									
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

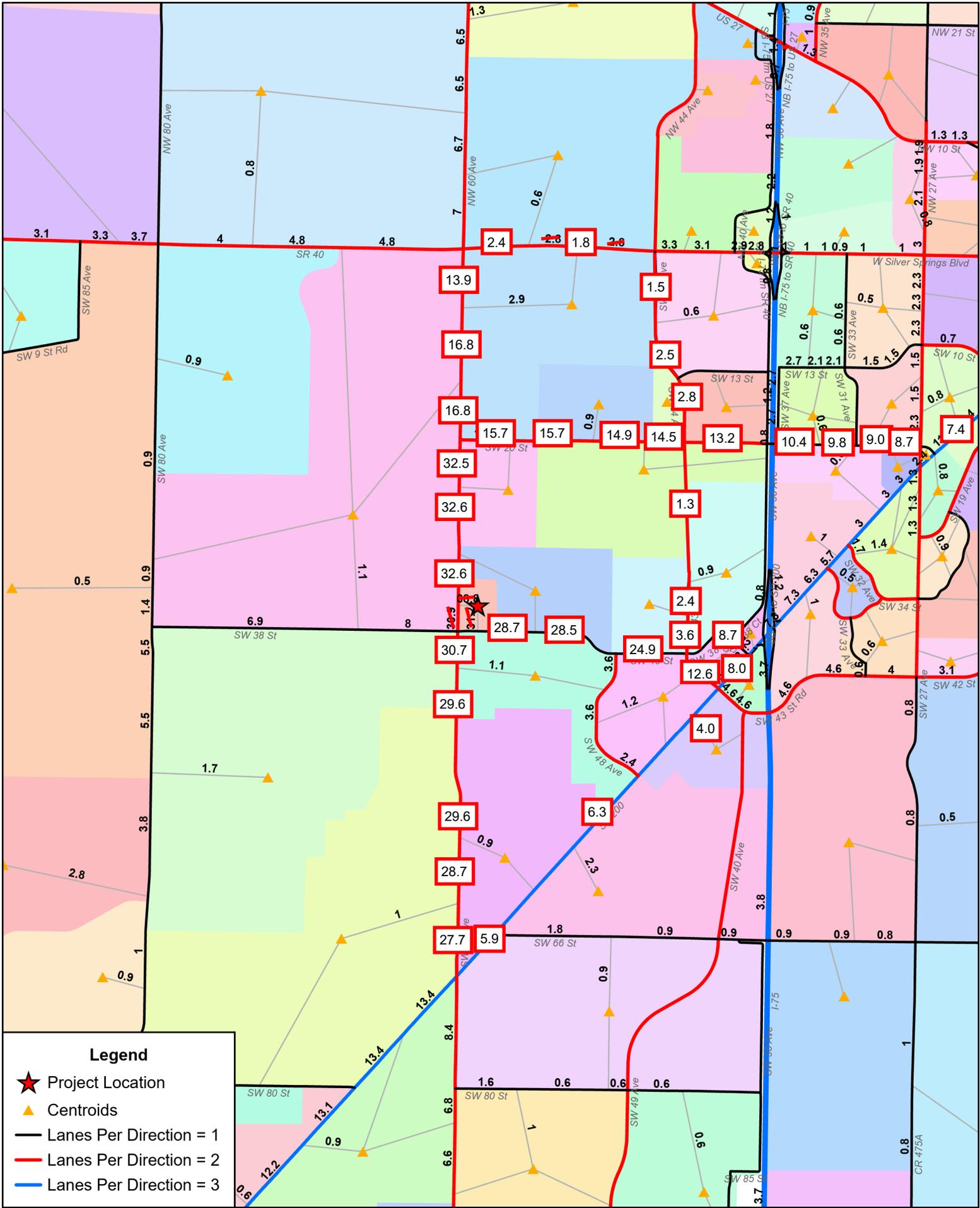
Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday AM Peak Period									
# Data Sites	16 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	60% for Sites with between 2 and 8 VFP					76% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2	8	Maryland	1992	46	87	13	0	13	2235	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.1	6	Maryland	1992	26	58	23	19	42	2080	25
2.2	8	Maryland	1992	31	47	34	19	53	1785	25
2.2	< 8	Indiana	1993	79	56	6	38	44	635	2
2.2	8	Maryland	1992	35	78	9	13	22	7080	25
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.3	< 8	Kentucky	1993	58	64	5	31	36	1255	2
2.3	6	Maryland	1992	37	32	41	27	68	2080	25
2.4	< 8	Kentucky	1993	—	48	17	35	52	1210	2
2.6	< 8	Kentucky	1993	—	72	15	13	28	940	2
2.8	< 8	Kentucky	1993	—	54	11	35	46	1240	2
3	< 8	Indiana	1993	62	74	10	16	26	790	2
3.6	< 8	Kentucky	1993	49	67	4	29	33	1985	2
3.7	< 8	Kentucky	1993	49	66	16	18	34	990	2
4.694	12	Maryland	2000	—	72	—	—	28	2440	30
4.694	12	Maryland	2000	—	78	—	—	22	1561	30
4.694	12	Maryland	2000	—	79	—	—	21	2764	30
4.848	12	Virginia	2000	—	55	—	—	45	1398	30
5.06	12	Pennsylvania	2000	—	84	—	—	16	3219	30
5.242	12	Virginia	2000	—	74	—	—	26	1160	30
5.242	12	Virginia	2000	—	71	—	—	29	548	30
5.488	12	Delaware	2000	—	80	—	—	20	—	30
5.5	12	Pennsylvania	2000	—	85	—	—	15	2975	30
4.2	< 8	Kentucky	1993	47	62	19	19	38	1705	2
4.694	16	Maryland	2000	—	90	—	—	10	2278	30
4.694	16	Delaware	2000	—	74	—	—	26	2185	30
4.694	16	Delaware	2000	—	58	—	—	42	962	30
4.694	16	Delaware	2000	—	84	—	—	16	2956	30
4.694	16	New Jersey	2000	—	79	—	—	21	1859	30
4.694	20	Delaware	2000	—	84	—	—	16	3864	30
4.848	16	Virginia	2000	—	68	—	—	32	2106	30
4.848	16	Virginia	2000	—	85	—	—	15	2676	30
4.848	16	Virginia	2000	—	75	—	—	25	3244	30
4.848	16	Virginia	2000	—	71	—	—	29	1663	30
4.993	16	Pennsylvania	2000	—	75	—	—	25	1991	30
5.094	16	New Jersey	2000	—	86	—	—	14	1260	30
5.5	16	Pennsylvania	2000	—	82	—	—	18	1570	30
5.543	16	Pennsylvania	2000	—	84	—	—	16	1933	30
5.565	16	Pennsylvania	2000	—	77	—	—	23	2262	30
5.565	16	Pennsylvania	2000	—	68	—	—	32	2854	30
5.565	16	New Jersey	2000	—	58	—	—	42	1253	30
5.565	16	New Jersey	2000	—	79	—	—	21	1928	30
5.565	16	New Jersey	2000	---	84	---	---	16	1953	30

Vehicle Pass-By Rates by Land Use

Source: ITE Trip Generation Manual, 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
Pass-By Characteristics for Individual Sites										
GFA (000)	VFP	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
						Primary (%)	Diverted (%)	Total (%)		
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

CFRPM MODEL OUTPUT



Trip Distribution - TBMI 60th Ave PD TIA
 CFRPMv7 - 2025 - 8/17/2022



MARION COUNTY 5-YEAR TIP EXCERPT

MARION COUNTY 5-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Capacity Projects

#	Name	Description	Phase Code	Fund Code	2022/23	2023/24	2024/25	2025/26	2026/27
C1	NW/NE 35th St Ph 1B (TIP70100C) From: 600' East of W Anthony Rd To: 200A	Add 2 Lanes 0.9 mi 8,900 VTPD	PER						
			ROW	BOND2	\$4,572				
			ROW	IFE	\$900,000	\$500,000	\$500,000	\$1,650,000	
			CST	IFE					\$3,800,000
C2	NE 35th St Ph 2 (TIP70100A) From: 200A To: NE 25th Ave	Add 2 Lanes 1.2 mi 9,000 VTPD	PER						
			DES						
			ROW	IFE	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
			CST						
C3	Emerald Rd Extension (S128865) (STC073865) (TIP073865) From: SE 92nd Loop To: Florida Northern Railroad	New 2 Lane 1.8 mi	ROW	TM	\$325,000				
			ROW	IFE	\$325,000				
			CST	IFE	\$4,629,237				
			CST	TM	\$4,370,763				
C4	NW 49th/35th St Ph 2C (S128802) (STC073802) (TIP073802) From: NW 44th Ave To: North End of Limerock Pit	New 4 Lane Divided w/ Interchange 0.9 mi	PER						
			DES						
			ROW	ST	\$1,000,000				
			CST	IFE			\$8,419,862		
C5	CR 484 (TIP075000) From: Marion Oaks Pass To: Hwy 200	Add 2 Lanes 5.3 mi	PER	IFW	\$360,000				
			DES						
			ROW						
			CST						
C6	SW 90th St (TIP075875) From: SW 60th Ave To: 0.8 miles East of SW 60th Ave	New 2 Lane Road 0.8 mi	PER						
			DES	IFW	\$300,000				
			ROW	IFW		\$70,000			
			CST	IFW			\$2,300,000		
C7	SW 38th St Ph A (TIP075110) From: SW 80th Ave To: SW 60th Ave	Add 2 Lanes 2.0 mi	PER						
			DES						
			ROW	IFW	\$800,000	\$800,000	\$500,000		
			CST	IFW				\$9,000,000	
C8	SW 38th/40th St Ph B (TIP074555) From SW 60th Ave To: SW 43rd Ct	Add 2 Lanes 1.5 mi	PER						
			DES						
			ROW	IFW					\$3,000,000
			CST						
C9	SW 80th Ave (TIP073815) From: SW 90th St To: SW 80th St	Add 2 Lanes 0.82 mi	PER						
			ROW						
			CST	IFW			\$6,150,000		
C10	NW 49th/35th St Ph 3B (STC073811) From: CR 225A To: 1.1 mile west of NW 44th Ave	New 2 Lane Road 2.3 mi	PER						
			DES						
			ROW						
			CST	ST	\$4,450,000				
C11	NW 80th/70th Ave (STC073812) From: 0.19 Miles North of SR 40 To: 1/2 Mile North of US 27	Add 2 Lanes 3.76 mi	PER						
			DES						
			ROW	ST	\$3,282,560				
			CST	ST		\$22,977,920			
C12	SW 49th Ave South Segement F (STC073813) From: Marion Oaks Manor To: 0.7 Miles South of CR 484	New 4 Lane Divided Road 1.6 mi	PER						
			DES						
			ROW						
			CST	ST	\$4,300,000				
C13	SW 49th Ave North (TIP77250B) (STC073814) From: Marion Oaks Trail To: SW 95th St	Add 2 Lane Divided Road 3.4 mi	PER						
			DES						
			ROW	ST	\$2,066,100	\$2,362,214			
			CST	ST			\$15,495,750		
C14	SW 80th Ave (STC073815) From: SW 80th St To: 1/2 Mile North of SW 38th St	Add 2 Lanes 3.7 mi	PER						
			DES						
			ROW	ST	\$1,745,570				
			CST	ST			\$15,968,442		
C15	NW 44th Ave (TIP047762) (STC073888) From: NW 60th St To: 0.16 Miles North of NW 73rd Pl	Add 2 Lanes 1.16 mi	DES						
			ROW	ST	\$1,500,000				
			CST	ST	\$4,800,000				
D1	Misc Projects (TIP077586)	ROW Acquisition and Settlements	ROW	GT2	\$100,000				

**OCALA MARION TPO CMP DATABASE AND
TRAFFIC COUNT EXCERPTS**

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT 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 ADT	2021 DAILY WMSV	2021 DAILY LOS	GROWTH RATE	2026 ADT	2026 DAILY WMSV	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	US 27	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 35 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	4	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	2	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	4	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	2	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%	10,500	0.29	C
3510	CR 225A	SR 40	US 27	2	COLLECTOR	UNINTERRUPTED	2	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	2	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
3540	NW MARTIN L KING AV	SR 40	NW 22 ST	4	COLLECTOR	UNINTERRUPTED	2	47,770	3,357	4	47,770	3,357	Urban	D	CITY OF OCALA	Other CMP Network Roadway	E	9,600	0.14	B	7.77%	13,700	0.20	B
3570.1	NW MARTIN L KING AV	NW 22 ST	NW 35 ST	2	COLLECTOR	UNINTERRUPTED	2	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 25 ST	CR 25A	2	COLLECTOR	INTERRUPTED	1	13,381	665	2	13,381	665	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.26	C	1.00%	3,500	0.26	C
3590.1	OAK RD	CR 464	CR 464	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	3,400	0.19	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	0.53	D
3620	MAGNOLIA AV S	SW 10 ST	SW 10 ST	4	COLLECTOR	INTERRUPTED	2	36,774	3,694	4	36,774	3,694	Urban	D	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	SE 3 AV	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	D	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	D	COUNTY	Other CMP Network Roadway	E	2,300	0.13	C	1.00%	2,500	0.14	C
3765.1	SE 100 AV	CR 25	SUNSET HARBOR RD	2	COLLECTOR	UNINTERRUPTED	2	29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	E	4,500	0.22	B	9.91%	10,500	0.36	B
3770	SE 108 TER RD	CR 25	SE 110 ST RD	2	COLLECTOR	UNINTERRUPTED	2	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	SR 40	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	3,000	0.27	C	1.00%	3,100	0.28	C
3810.1	SE 110 ST	CR 475	CR 467	2	COLLECTOR	UNINTERRUPTED	2	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	1.23	D
3830.1	CR 25	SE 110 ST	SR 35	2	COLLECTOR	UNINTERRUPTED	2	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	2	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	2	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	2	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	2	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	2	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	2	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	SE 36 AV	SE 36 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other								

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT 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 ADT	2021 DAILY VMSV	2021 DAILY LOS	GROWTH RATE	2026 ADT	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	B
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	2	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	2	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	2	9,270	486	2	9,270	486	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	2	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	CR 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	CR 25A	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	2	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	2	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	SE 92ND PL	SR 25	4	ARTERIAL	UNINTERRUPTED	1	39,800	2,000	4	39,800	2,000	Urban	D	STATE	Other CMP Network Roadway	D	12,000	0.31	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	2	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	2	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	2	10,320	536	2	10,320	536	Rural	U	STATE	NHS - Non-Interstate Roadway	C	17,600	1.71	F	3.67%	21,100	0.30	F
5190	SR 40	CR 328	SW 110 AV	4	ARTERIAL	INTERRUPTED	1	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	1	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	1	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	B
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	28,400	0.71	C	1.00%	29,800	0.75	B
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	32,400	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	32,400	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	32,400	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	32,400	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																				

SEGMENT ID	ROAD NAME	FROM	TO	LANES (2021)	FUNCTIONAL CLASSIFICATION	FLOW	FOOT 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 ADT	2021 DAILY WMSV	2021 DAILY LOS	GROWTH RATE	2026 ADT	2026 DAILY WMSV	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	E	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	1	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	2	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	2	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	2	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	2	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	2	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	2	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	2	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	2	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	0.26	C	1.00%	7,800	0.26	C
6390	SW MARTIN L KING AVE	SR 200	SR 464	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	4	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	NW 80 AV	CR 464B	4	ARTERIAL	UNINTERRUPTED	4	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	4	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 40 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
6510	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	28,400	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	2	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	4	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	4	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	4	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	4	42,300	2,210	4	42,300	2,210	Rural	D	STATE	NHS - Non-Interstate Roadway	C	18,400	0.63	B	7.80%	26,700	0.91	C
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 99 PL	2	ARTERIAL	INTERRUPTED	1	14,160	704	4	41,790	1,900	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	2	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	2	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	2	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	2	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																					

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SR 19								
N of CR 316	FDOT	3	2,900	3,100	3,500	3,800	3,800	8.9%
S of CR 316	FDOT	3	4,000	4,200	4,200	4,300	4,300	3.9%
SE of CR 314	FDOT	3	1,900	2,100	1,900	1,900	1,900	1.6%
N of SR 40	FDOT	3	1,500	1,700	1,700	1,900	1,900	3.3%
SR 35								
S of SR 40	FDOT	3	14,500	14,700	12,200	12,000	12,200	-3.9%
S of Fort King Street	MC	3	19,300	19,800	20,000	21,700	NC	4.0%
N of SR 464	FDOT	3	20,500	21,000	21,000	20,400	20,500	0%
1 mi S of SR 464	FDOT	3	21,500	21,500	26,000	26,000	27,000	6.2%
S of SE 97th Place	MC	3	NC	12,200	12,700	15,400	14,200	5.9%
N of SR 25	FDOT	3	NC	11,600	11,800	12,400	12,600	2.8%
SR 40								
NE of US 41	FDOT	3	8,400	8,600	8,800	8,200	8,400	0.1%
E of CR 328	FDOT	3	15,600	15,500	16,400	16,200	16,600	1.6%
W of CR 225A	FDOT	3	19,200	20,400	20,500	18,700	19,100	0%
W of SW 60th Ave	MC	3	21,000	21,300	21,300	23,600	NC	4.1%
SW 52nd Ave to SW 60th Avenue	OCA	3	NC	24,300	27,800	21,700	NC	N/A
W of I-75	FDOT	3	28,500	31,500	31,000	30,000	31,000	2.3%
SW 27th Ave to SW 33rd Ave	FDOT	3	31,500	30,000	34,000	33,000	32,500	1.0%
ML King Ave to SW 27th Ave	FDOT	3	26,500	25,500	25,500	23,000	23,000	-3.4%
W of US 441	FDOT	3	22,000	20,000	19,300	19,200	19,800	-2.5%
E of US 441	FDOT	3	31,000	30,500	32,000	31,000	32,000	0.9%
N Magnolia Ave to NE 8th Avenue	FDOT	1	31,000	30,500	32,000	31,000	32,000	0.9%
NE 8th Ave to NE 11th	OCA	3	30,000	32,900	35,000	28,000	NC	-1.3
NE 11th Ave to NE 25th	FDOT	3	29,500	30,000	30,500	27,000	28,000	-1.1%
NE 25th Ave to NE 36th	FDOT	3	25,500	25,500	24,500	24,500	25,000	-0.5%
NE 36th Ave to City Limits	FDOT	3	22,500	22,000	22,500	22,500	21,800	-0.8%
E of NE 24th (Telemetered)	FDOT	T	21,000	21,000	21,700	20,200	21,800	1.1%
0.9 mi E of SR 35	FDOT	2	13,400	14,400	14,600	12,800	13,000	-0.5%
1.2 mi E of CR 315	FDOT	3	13,600	14,000	14,200	14,000	12,600	-1.8%
E of CR 314	FDOT	3	12,000	12,300	13,400	13,200	13,400	2.9%
W of CR 314A	FDOT	3	12,300	12,500	13,400	13,200	13,400	2.2%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SR 40 (continued)								
E of CR 314A	FDOT	3	8,200	8,400	8,600	8,100	8,300	0.4%
SE 183rd to County Line	FDOT	3	4,900	8,400	6,300	6,100	6,300	11.6%
SR 200								
South of CR 484	MC	3	15,700	16,400	16,900	17,900	19,300	5.3%
NE of CR 484	FDOT	3	21,500	22,000	21,000	21,000	21,000	-0.6%
1 mi NE of CR 484	FDOT	3	38,000	35,000	36,000	30,000	31,000	-4.6%
S of SW 80th St	MC	3	30,400	31,800	30,700	27,600	NC	N/A
S of SW 66th Street	OCA	1	34,000	36,700	49,900	49,900	NC	N/A
W of 60th Avenue	FDOT	3	44,000	47,000	48,000	41,000	42,000	-0.8%
2.5 mi SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,500	41,000	42,000	41,000	39,600	-1.1%
W of I-75	FDOT	3	41,500	41,000	42,000	41,000	43,000	0.9%
0.5 mi E of I-75	FDOT	2	47,500	38,000	43,500	42,500	43,500	-1.4%
SW 26th St to SW 27th	FDOT	2	39,500	39,500	40,500	36,500	37,500	-1.2%
SW 27th Ave to SW 17th	FDOT	2	37,500	34,500	38,500	37,500	38,500	0.9%
SW 17th St to SW MLK	FDOT	2	25,000	24,000	24,000	22,000	22,000	-3.1%
SW MLK to US 441	FDOT	2	26,500	25,500	26,500	26,000	25,500	-0.9%
SR 464								
SR 200 to SW 19th Avenue Rd	FDOT	2	25,500	25,500	25,500	25,500	26,000	0.5%
SW 19th Avenue Road to SW 7th Avenue	FDOT	2	34,000	34,500	35,500	31,000	32,000	-1.3%
US 441 to SE 11th Ave	FDOT	3	32,000	30,500	31,000	29,000	30,000	-1.5%
SE 11th Ave to SE 25th Ave	FDOT	2	32,500	33,500	29,500	29,000	30,000	-1.8%
SE 25th Ave to SE 36th Ave	FDOT	3	36,500	35,000	35,500	34,500	35,500	-2.8%
36th Ave to SR 35 (Telemetered)	FDOT	T	30,800	30,400	31,100	29,000	32,200	1.3%
SR 492								
US 441 to N Magnolia Ave	FDOT	3	19,900	21,500	20,500	20,300	19,000	-1.0%
N Magnolia Ave to NE 8th Avenue	FDOT	3	18,400	18,600	21,000	21,000	21,000	3.5%
0.5 mi W of NE 17th Ave	FDOT	3	20,500	21,000	20,500	20,300	19,000	-1.8%
NE 19th Ave to NE 25 Ave	FDOT	3	21,000	19,800	19,800	19,400	19,400	-1.9%
NE 25th Ave to NE 36th Ave	FDOT	3	17,000	17,200	16,600	16,300	18,700	2.7%
NE 36th Ave to SR 40	FDOT	3	8,600	8,800	9,500	9,300	9,500	2.6%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
Sunset Harbor Road								
E of US 441	MC	3	6,100	6,300	6,600	6,300	12,400	25.1%
N of SE 155th Street	MC	3	3,500	3,700	3,800	4,900	12,700	49.1%
SW 103rd Street Road								
E of SR 200	MC	3	5,700	6,100	6,300	5,300	4,800	-3.8%
SW 17th Street Extension								
SW 33rd Ave to SW 27th Avenue	OCA	3	NC	5,400	5,700	NC	NC	N/A
SW 27th Ave to SR 200	OCA	3	12,800	13,600	14,100	7,300	12,500	8.2%
SW 19th Avenue Road								
SW 27th Ave to SW 17th Street	OCA	2	22,500	NC	14,100	15,100	19,300	N/A
SW 180th Avenue Road								
N of CR 484	MC	3	2,300	2,700	2,500	3,300	3,000	8.2%
SW 1st Avenue								
SW 5th St to SW 8th St	OCA	1	5,900	7,500	8,000	NC	NC	N/A
SR 200 to SR 464	OCA	3	NC	NC	5,000	4,600	3,300	N/A
SW 20th Street								
SW 60th Ave to I-75	OCA	2	13,400	10,600	10,000	7,200	10,800	-1.1%
I-75 to SW 31st Ave (CFCC Entrance)	OCA	2	13,100	12,400	15,900	12,200	16,200	8.1%
SW 27th Ave to SR 200	OCA	3	12,700	5,200	6,900	6,300	NC	-11.7%
SW 27th Avenue								
SW 20th St to SR 200	MC	3	21,500	NC	19,200	13,100	NC	N/A
SR 200 to SW 19th Ave Road	OCA	1	20,500	19,100	18,500	17,200	19,300	-1.2%
SW 34th St to SW 42nd	OCA	3	18,400	11,800	19,900	18,800	20,900	9.6%
SW 33rd Avenue								
SW 7th St to SW 20th St	OCA	3	3,600	NC	2,600	2,000	NC	N/A
SW 7th to SR 40	OCA	3	NC	NC	NC	NC	6,500	N/A
SW 37th Avenue								
SW 20th St to SW 7th St	OCA	3	4,500	NC	3,900	3,100	4,600	4.8%
SW 38th Avenue								
SR 40 to SW 20th Street	OCA	3	NC	3,900	1,500	NC	4,200	N/A
SW 20th St to SR 200	OCA	3	6,100	5,900	6,500	6,800	NC	3.8%
SW 38th Street								
W of SW 60th Avenue	MC	3	9,700	9,800	9,800	6,800	10,600	6.6%
E of SW 60th Avenue	MC	3	7,200	7,400	7,200	5,500	8,000	5.5%

Location	Source	Count Type	2017	2018	2019	2020	2021	Ave Annual Growth Rate (%)
SW 42nd Street (CR 475C)								
SW 7th Ave to SW 27th Ave	OCA	2	18,800	NC	NC	NC	NC	N/A
SW 27th Ave to SW 31st	OCA	1	18,900	17,600	15,200	11,100	NC	-15.8%
SW 31st Ave to SR 200	OCA	2	17,600	15,900	21,900	14,900	19,900	7.4%
SW 49th Avenue								
N of SW 103rd St Rd	MC	3	7,500	7,800	10,000	10,900	11,700	12.1%
SW 60th Avenue								
SR 40 to SW 20th Street	OCA	2	16,100	20,600	21,000	26,700	NC	19%
S of SW 38th Street	MC	3	14,500	14,600	14,600	17,400	18,400	6.4%
N of SR 200	MC	3	14,400	14,800	14,800	19,300	18,400	7.1%
S of SR 200	MC	3	17,000	17,000	17,300	22,400	20,500	5.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	6,800	7,400	7,800	8,800	8,900	7.0%
N of SW 103rd St Rd	MC	3	5,900	6,400	6,900	8,300	6,800	4.6%
SW 66th Street								
E of SR 200	MC	3	5,200	5,300	5,400	4,400	6,800	10.0%
W of CR 475A	MC	3	7,100	7,200	7,000	6,000	10,800	16.1%
E of CR 475A	MC	3	5,200	5,300	5,400	4,900	5,800	3.2%
SW 80th Avenue								
S of SR 40	MC	3	8,100	8,400	8,200	8,400	9,000	2.7%
N of SR 200	MC	3	11,300	11,700	11,500	11,800	12,700	3.0%
S of SR 200	MC	3	3,300	3,500	3,500	3,600	4,300	7.1%
SW 90th Street								
W of SR 200	MC	3	4,500	5,100	5,300	4,900	8,400	20.3%
SW 95th Street Road/SW 95th Street								
E of SR 200	MC	3	3,200	3,500	3,900	3,700	6,300	21.5%
E of SW 62nd Ave Road	MC	3	9,600	10,700	11,000	11,100	11,500	4.7%
US 27								
W of NW 160th Ave	FDOT	3	7,100	7,500	7,600	9,300	8,000	3.8%
S of CR 326	FDOT	3	8,500	7,800	8,000	7,800	8,000	-1.4%
E of CR 225A	FDOT	3	17,900	16,700	16,900	17,500	17,900	0.1%
0.6 mi NW of I-75	FDOT	3	20,700	22,000	21,000	21,000	21,500	1.0%
I-75 to NW 27th Ave	FDOT	3	21,500	22,500	22,500	21,000	21,000	-0.5%
NW 27th Ave to NW MLK Jr Ave	FDOT	3	24,500	25,500	22,500	22,500	23,500	-0.8%
MLK Jr Ave to US 441	FDOT	3	25,500	28,000	28,000	25,000	26,000	0.8%