



Citizens Advisory Committee (CAC) Meeting
Marion County – Growth Services Building Training Room
2710 E. Silver Springs Blvd., Ocala, FL 34470

**August 12, 2025
1:00 PM**

AGENDA

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PROOF OF PUBLICATION**
- 4. CONSENT AGENDA**
 - A. [June 10, 2024 Joint CAC-TAC Meeting Minutes](#)**
- 5. PRESENTATIONS**
 - A. [2050 Long Range Transportation Plan \(LRTP\) Project Updates](#)**
 - B. [Active Transportation Plan Project Updates](#)**
- 6. DISCUSSION ITEMS**
 - A. CAC Member Transportation Discussion**
- 7. COMMENTS BY FDOT**
 - A. [FDOT Construction Report](#)**
- 8. COMMENTS BY TPO STAFF**
 - A. [2025 Traffic Counts Report](#)**
 - B. 2025 Commitment to Zero Safety Report**
- 9. COMMENTS BY CAC MEMBERS**
- 10. PUBLIC COMMENT (Limited to 2 minutes)**
- 11. ADJOURNMENT**

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

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

*The next regular meeting of the Citizens Advisory Committee will be held on
September 9, 2025 at 1:00 p.m.*



Citizens (CAC) and Technical (TAC) Advisory Committee Joint Meeting

Marion County Growth Services Training Room

2710 E. Silver Springs Blvd., Ocala, FL 34470

1:00 PM

MINUTES

CAC Members Present:

Jim Belonger

Matt Fabian

Travis Magamoll (*arrived at 1:24pm*)

Richard McGinley

Nick Mora

Steve Rudniansyn

CAC Members Not Present:

Suzanne Mangram

Michelle Shearer

TAC Members Present:

Steven Cohoon

Noel Cooper

Tom Duncan

Kia Powell

Loretta Shaffer (*arrived at 1:11pm*)

Jeff Shrum

Bob Titterington

Chuck Varadin (*arrived at 1:06pm*)

Chad Ward (*arrived at 1:12pm*)

TAC Members Not Present:

Casey Griffith

Others Present:

Rob Balmes, TPO

Shakayla Irby, TPO

Daniel DaGraca, Kimley-Horn and Associates

Leyi Zhang, Kittelson and Associates

Ken Odom, Marion County

Item 1. Call to Order and Pledge of Allegiance

Chairman Steve Rudnianyn called the meeting to order at 1:00pm.

Item 2. CAC Roll Call

Chairman Rudnianyn asked for a roll call. Secretary Shakayla Irby called the roll and a quorum was present.

Item 3. TAC Roll Call

Chairman Steven Cohoon asked for a roll call. Secretary Shakayla Irby called the roll and a quorum was present.

Item 4. Proof of Publication

Administrative Assistant Shakayla Irby stated the meeting had been published online to the TPO's website, as well as the City of Ocala, Belleview, Marion County, and Dunnellon's websites on June 3, 2025. The meeting had also been published to the TPOs Facebook and Twitter pages.

Item 5. CAC Consent Agenda

Mr. McGinley made a motion to approve the consent agenda. Mr. Belonger seconded, and the motion passed unanimously.

Item 6. TAC Consent Agenda

Mr. Titterington made a motion to approve the consent agenda. Mr. Duncan seconded, and the motion passed unanimously.

Item 7a. Draft Fiscal Years (FY) 2026 to 2030 Transportation Improvement Program (TIP)

Rob Balmes, TPO Director, summarized that last month he presented a detailed draft of the Fiscal Year 2026-2030 Transportation Improvement Program (TIP) to both committees. The draft was made available to the public on May 6th, with a presentation also provided to the TPO Board on May 27th. He stated that he was seeking recommendations from the committees for the TPO Board to adopt the TIP.

Approved –

The public comment period would be closing on Friday, with final adoption scheduled for the June 23rd TPO Board meeting. Mr. Balmes noted that feedback received included comments related to the US 41 corridor and general traffic conditions. He also acknowledged valuable feedback from the East Central Florida Regional Planning Council, which suggested improvements to project descriptions, particularly for safety-related projects.

Mr. Cohoon inquired about the status of the last Florida Department of Transportation (FDOT) request made during the previous meeting regarding the revision of the TIP. He specifically asked if the request to include a portion of SR 40 back into the forest area was included in the current draft of the TIP.

Mr. Balmes confirmed that the project was amended into the FY 2025–2029 TIP and was also included in the current FY 2026–2030 TIP.

CAC Action:

Mr. McGinley made a motion to recommend TPO Board adoption the Draft FY 2026 to 2030 TIP. Mr. Belonger seconded, and the motion passed unanimously.

TAC Action:

Mr. Shrum made a motion to recommend TPO Board adoption the Draft FY 2026 to 2030 TIP. Mr. Titterington seconded, and the motion passed unanimously.

Item 7b. Draft Fiscal Years (FY) 2026 to 2030 List of Priority Projects (LOPP)

Mr. Balmes reported that during the last meeting, two items related to the List of Priority Projects (LOPP) were addressed.

The first was a recommendation to remove the Top 20 list of parking projects, which was approved by the TAC and subsequently by the TPO Board. Additionally, the TAC recommended adding a bridge project list to include high-priority bridges for the four jurisdictions or state roadways, which the TPO Board also approved.

There was further discussion from the City of Ocala about reinstating the transit list for future consideration, which had previously been removed due to lack of use. The TPO Board approved all recommendations, and the updated LOPP included Strategic Intermodal System, Capacity/Safety/Operations, Trails, Bicycle/Pedestrian, Planning, Bridge, and Transit categories.

Mr. Balmes briefly went through each of the lists and projects.

Mr. Rudniansyn stated that the intersection at SW 31st Street and SW 7th Avenue, which was on the Safety and Operations list, had a development agreement in place. The developer was responsible for installing the signalization at that intersection.

Mr. Cooper stated that there was not an executed agreement in place. While the developer had provided design plans for the intersection, there was no schedule from the developer. He noted that it was an important location for safety reasons, which is why it remained on the Safety and Operations list.

He also stated that the City of Ocala planned to submit an application for the project.

TAC Action:

Mr. Titterington made a motion to recommend TPO Board adoption of the proposed recommendations and rankings by the TAC for the FY 2026 to 2030 LOPP. Mr. Cooper seconded the motion, and it passed unanimously.

CAC Action:

Mr. Belonger made a motion to recommend TPO Board adoption of the proposed recommendations and rankings by the TAC for the FY 2026 to 2030 LOPP. Mr. Mora seconded the motion, and it passed unanimously.

Item 7c. Draft 2025 List of Regional Priority Projects

Mr. Balmes explained that the regionally significant is submitted annually to the Central Florida MPO Alliance. Typically, the Alliance approves the list in October before submission to the state. He noted that there were four key lists related to the comprehensive regional priorities: the TRIP (Transportation Regional Incentive Program) list, the Strategic Intermodal System (SIS) list, Tier 3 SUN Trail projects, and the Regional Transportation Systems Management and Operations (TSMO) list.

For the TRIP list, the same two projects from the previous year were carried forward, with no comments or recommendations for additional projects. The SIS list included projects primarily focused on the I-75 and SR 40 corridors, including the SR 40 widening, which was added to the fifth year (2030) of the TIP. Some of the SR 40 segments had right-of-way funding secured, and portions also had environmental funding in place, allowing them to move forward. Additionally, a PD&E study was added for SR 326 from SR 40 to US 301.

Regarding the Tier 3 SUN Trail, the Santos to Baseline project remained fully funded, while the three previously unfunded projects continued to be the top priorities with no changes from last year.

Under Regional TSMO, a new project was added for the US 27/I-75 interchange area, including operational improvements at NW 44th Avenue, NW 35th Street, and interchange ramps. Two other projects from last year remained: a potential future roundabout at Baseline Road and SR 40, and intersection/ rail improvements in the Belleview area.

Mr. Cohoon commented that the Baseline Road and Maricamp Road intersection was included in the county's five-year TIP. He asked how difficult it would be to add the project to the TRIP list, noting that it appeared to be a more likely build-out scenario before the corridor would be widened to six lanes. He expressed that committing to certain improvements at the intersection could be beneficial and suggested that adding it to the TRIP list might help gain traction. He also noted that three of the four legs of the intersection were under FDOT jurisdiction.

Mr. McGinley asked if the widening of CR 484 was entirely dependent on the bridge replacement, noting that it would not be possible to accommodate six lanes under the existing bridge.

Mr. Cohoon noted that a PD&E (Project Development and Environment) study for the CR 484 widening project was currently advertised and complied with all federal requirements. The widening was dependent on the replacement of the I-75 bridge, which FDOT was actively working on. Once the bridge was widened, the corridor could accommodate six lanes.

Discussion continued regarding the importance of the CR 484 corridor, the I-75 interchange, and the need for improvements to accommodate regional traffic, particularly freight traffic from the industrial park and Marion Oaks. It was explained that the existing weigh station posed spacing challenges for a new interchange, but potential design alternatives could help overcome those limitations in the future.

Mr. Balmes emphasized that for a project to be added to the TRIP list, it needed to demonstrate regional significance and have formal support from at least two contiguous MPOs. The 49th Street interchange project was given as an example, which received support from the Lake-Sumter MPO. Discussions with neighboring MPOs regarding the new projects had not yet occurred but were anticipated.

TAC Action:

Mr. Titterington made a motion to add the Maricamp to Baseline interchange as a TRIP project. Mr. Cooper seconded the motion, and it passed unanimously.

CAC Action:

Mr. McGinley made a motion to add the Maricamp to Baseline interchange as a TRIP project. Mr. Mora seconded the motion, and it passed unanimously.

Item 8a. Active Transportation Plan Project Updates

Mr. Balmes stated that the TPO and its consultant, Kittelson & Associates, had continued work on the Active Transportation Plan. A stakeholder meeting was held on May 29 to gather feedback. He noted that the team had finalized existing conditions and analysis and was moving into developing draft project lists, which were planned to be presented in August.

Ms. Leyi Zhang, with Kittelson & Associates, provided an update on the Active Transportation Plan. She reviewed the existing conditions and analysis completed so far, which included evaluating demographics, commuter modes, existing facilities, safety, and land use. The team assessed sidewalks, bike lanes, and trails across the county, noting areas with good connectivity and identifying gaps, particularly along major roadways.

Ms. Zhang described the Level of Traffic Stress (LTS) analysis, which measured the comfort and safety of walking and biking facilities, and highlighted where conditions were low or high stress. She also explained the accessibility analysis, which evaluated how well key destinations—such as schools, hospitals, parks, and community centers—were accessible by walking and biking on low-stress roadways.

Findings indicated that urban areas, like downtown Ocala and Belleview, had higher accessibility, while destinations along major high-speed roads had lower accessibility.

The team identified gaps in low-stress connections to destinations and planned to develop strategies to address them.

Next steps included finalizing the gap analysis, incorporating feedback, identifying additional projects, and reviewing local projects already in progress. Ms. Zhan noted that an online interactive map and printed maps were available for stakeholders to review and mark up with additional comments or project ideas.

Mr. Balmes requested that comments be submitted by the end of the following week so draft project lists and maps could be prepared and presented in August.

Mr. McGinley inquired whether speed limits were considered in relation to bike paths, noting his concern that roads with speed limits over 35 mph are not ideal for bicycles. He added that at 45 mph and above, drivers often travel even faster, making conditions more dangerous for cyclists.

Ms. Zhang explained that the FDOT handbook classifies high-speed roads as higher stress for cyclists, even if bicycle facilities are present, and these gaps were being identified in the analysis. She noted that solutions to address these gaps might not involve simply adding bike lanes on high-speed roads but could include setting lower speed targets, considering development and land use patterns, or exploring alternative solutions.

Mr. Balmes noted that on SR 200, buffered bike lanes exist but the 50 mph speed limit results in a high-stress (level 4) condition. In contrast, on 80th Avenue, despite a 45 mph speed limit, the presence of a separated shared-use path creates a low-stress (level 1) condition. He highlighted how the type of facility significantly affects user accessibility.

Item 9a. Local Government Transportation/ Capital Improvement Program Updates

Mr. Balmes stated that at the last TPO Board meeting, Board Chairman Zalak initiated a discussion about presentations on local government programs to identify opportunities for coordination among the City of Ocala, Marion County, Belleview, and Dunnellon. He noted that local governments were asked to return at the next meeting to present their projects so the Board could stay informed about major initiatives and activities.

TAC Chairman Cohoon stated that the discussion was fruitful, describing the exercise as an overlay of various plans from different municipalities and jurisdictions to identify commonalities and opportunities for collaboration, aligned with the county's vision. He inquired whether the June deadline could be extended to allow more time for coordination with municipalities and jurisdictions, ensuring a meaningful presentation to the TPO.

Mr. Balmes mentioned that he had a meeting scheduled with Commissioner Zalak the following day and invited any recommendations from the TAC that he could share with the Commissioner.

Mr. Cooper share thoughts that list could be provided to the Board, and if additional information was needed, presentations could be arranged.

Chairman Cohoon asked Mr. Balmes to check with Commissioner Zalak on whether he preferred a presentation at the meeting or just to review the various lists from the agencies. He stated he would begin coordinating for the June 23rd meeting but expressed a preference for a later presentation date, possibly in August, if a presentation was needed.

Mr. Balmes said he would keep the TAC updated on Commissioner Zalak's response.

Item 9b. 2050 TPO Commitment to Zero Safety Report

Mr. Balmes said that for the past two years, the TPO had published an annual report tied to the commitment to the action plan, and they planned to do so again. He noted that feedback from the TAC earlier in the year suggested making the report more detailed by highlighting projects, studies, plans, and other activities, possibly including law enforcement involvement and success stories. He added that he would follow up via email to request high-level content from members, such as photos and brief descriptions, and encouraged participation from Community Traffic Safety Team (CTST) members, especially law enforcement, with submissions due by August 5.

Item 10. Comments by FDOT

Ms. Kia Powell provided updates on the sixth edition of the District Compass Points newsletter, which highlighted district-wide activities, upcoming events, and included a message from the secretary. She noted that summer had begun and emphasized safe summer travel due to increased risks during this season. She directed members to the most recent construction report in the meeting packet and advised them to visit cflroads.com for current project information or to contact her with questions.

Ms. Powell mentioned that in August, Loreen Bobo from the Safety Office was scheduled to present on the Target Zero initiative, which focuses on reducing crashes through increased awareness. She also announced that the FDOT Safety Office would participate in the Marion County PTSD awareness event on June 27 from 6:30 to 8:30 p.m. at Veterans Memorial Park, providing safety information and support. Additionally, she offered extra copies of the newsletter and welcomed questions from members.

Item 11. Comments by TPO Staff

Mr. Balmes provided a brief update on ongoing projects. He noted that last month, the team shared forecast scenarios for the Long Range Transportation Plan (LRTP) and continued working on finalizing model runs tied to those scenarios and the revenue picture, including federal, state, and local funds. He said the goal was to share finalized work and cost-feasible project lists at the August meeting. Steering committee members would soon be asked to provide feedback.

He stated that a draft of the LRTP was expected in late September, with adoption targeted by November 13, noting the tight schedule.

Mr. Balmes also reported that the annual traffic counts report would be published by July 1, and the safety report was planned for release in early August. He said he would follow up via email to request input for the safety report.

Chairman Cohoon had questions regarding amendments to the LRTP. Mr. Balmes explained that amendments could be made as needed—such as changes to the budget or project funding—and would involve a public notice and hearing as part of the public participation process.

Item 12. Comments by CAC Members

Mr. Rudnianyn said there should be an effort to determine how much truck traffic from the industrial park contributes to congestion on I-75 northbound at exit 326. He suggested it may be feasible to construct a road northwest, around the future fire station planned for 2026, so that truck traffic could avoid I-75 and use a shorter, more efficient route to 326 and on toward Jacksonville, rather than re-entering the interstate at the new interchange.

Mr. McGinley asked about the status of the bicycle path east of Dunnellon, noting an unfinished segment near the solar farm.

Mr. Ken Odom with Marion County clarified that the solar project was not a Duke project but an independent project selling to Duke. He explained that the trail project was on hold due to contractual agreements, though easements for construction and operation had been secured. Construction was still planned, pending a go-ahead from the responsible parties.

Item 13. Comments by TAC Members

There were no comments by TAC Members.

Item 14. Public Comments

There was no public comment.

Item 15. Adjournment

Chairman Cohoon adjourned the meeting at 2:04pm and reminded both committees that they would resume meeting on August 12 at regular times.

Respectfully Submitted By:

Shakayla Irby, TPO Administrative Assistant



TO: Committee Members

FROM: Rob Balmes, Director

**RE: Navigating the Future 2050 Long-Range Transportation Plan
(LRTP) Project Updates**

The TPO and consultant team Kimley-Horn and Associates, continue the development of the 2050 Long Range Transportation Plan (LRTP). The consultant team will deliver a presentation on updated growth/scenario planning work, priority needs, and final federal/state and local revenues. The next steps in the LRTP process will involve development of the Cost Feasible element and draft Plan for a public hearing on September 23.

Attachment(s)

- Presentation
- 2050 Final Revenue Forecast
- 2050 Capacity Needs

If you have any questions, please contact me at: 352-438-2631.

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

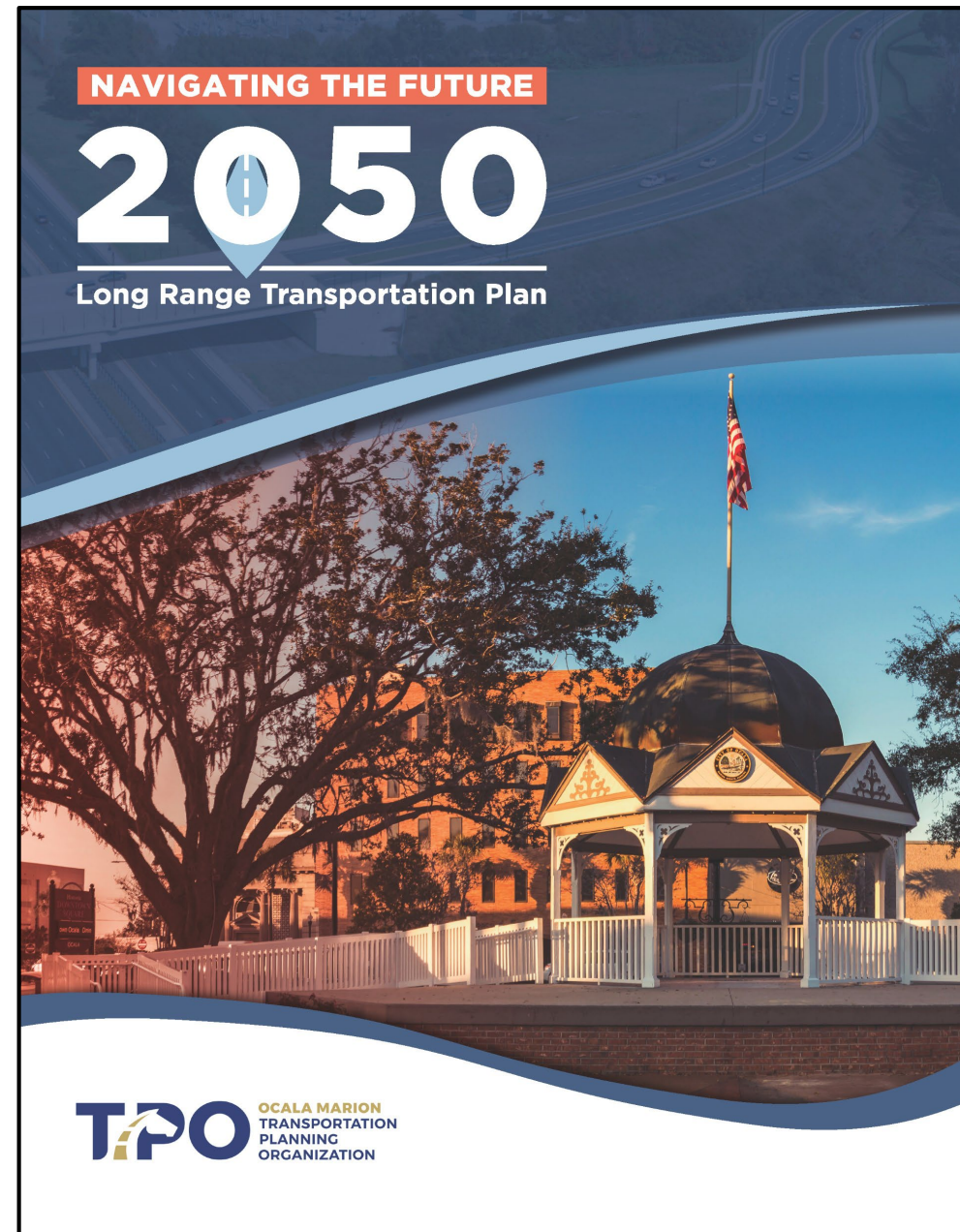
Citizens Advisory Committee
Technical Advisory Committee

August 12, 2025



Introduction/Key Objectives

- Scenario Planning Update
- Roadway Needs/Strategic Options
- Next Steps



Scenarios Overview

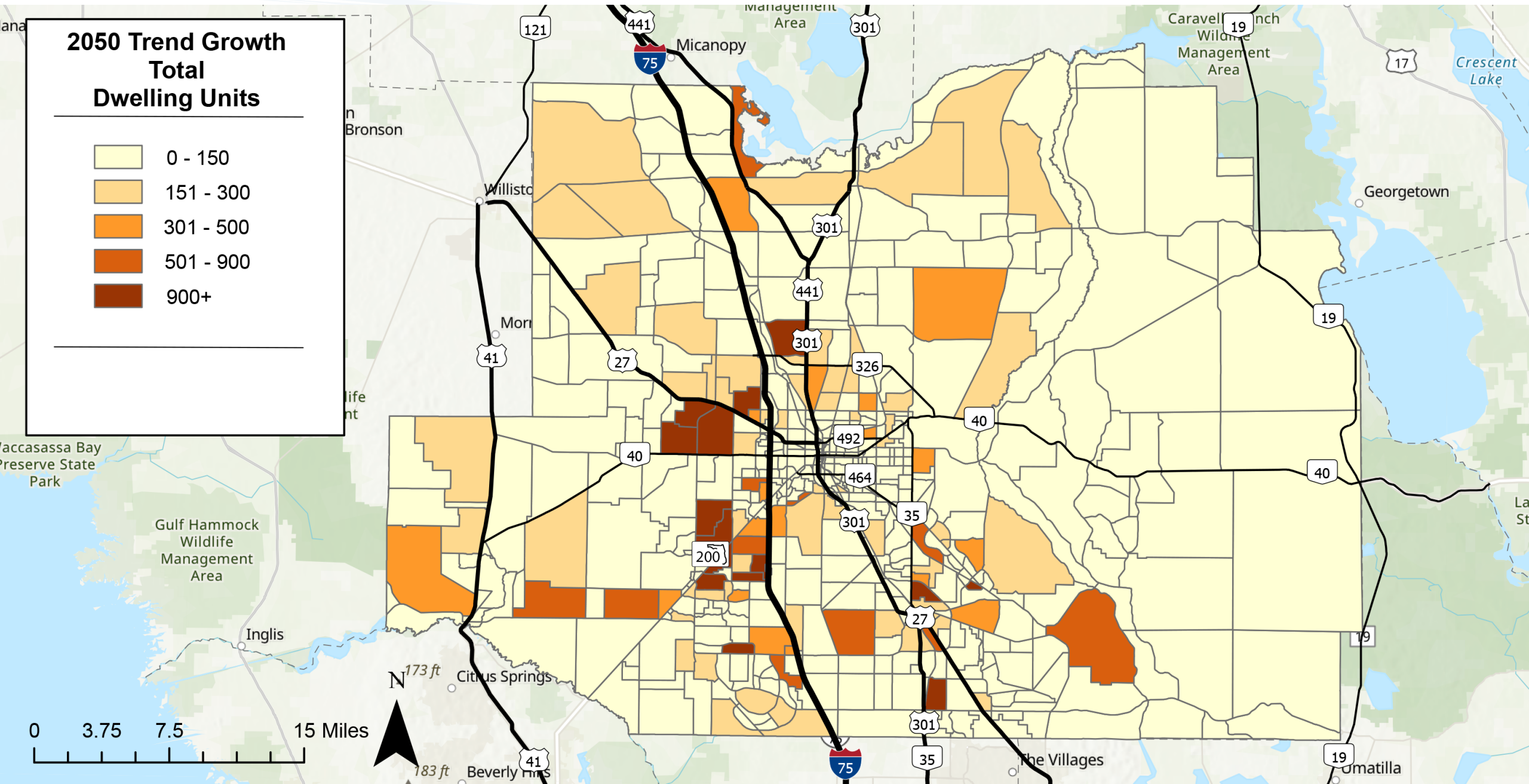
- Scenario 1 - Current Projected Growth (Trend Forecast)
- Scenario 2b - Reduced Growth/Targeted Growth
 - Target Growth Areas (Absorbed Growth from Reduced Growth Areas)
 - Liberty Triangle (SR 200)
 - Marion Oaks + Industrial Area
 - City of Ocala
 - Equestrian Center Area
 - Airport Area
 - Belleview By-Pass Area
 - Reduced Growth Areas (30% Less)
- Scenario 3 - Higher Proportion of Multi-Family Development

Scenario 1 - Trend

	Base Year	Trend Scenario 1 Forecast	
	2025	2050	Growth
Dwelling Units			
Single Family	177,804	224,032	46,228
Multi Family	29,256	55,212	25,956
Total	207,060	279,244	72,184

2050 Trend Growth Total Dwelling Units

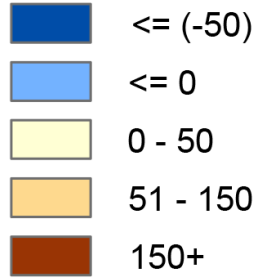
	0 - 150
	151 - 300
	301 - 500
	501 - 900
	900+



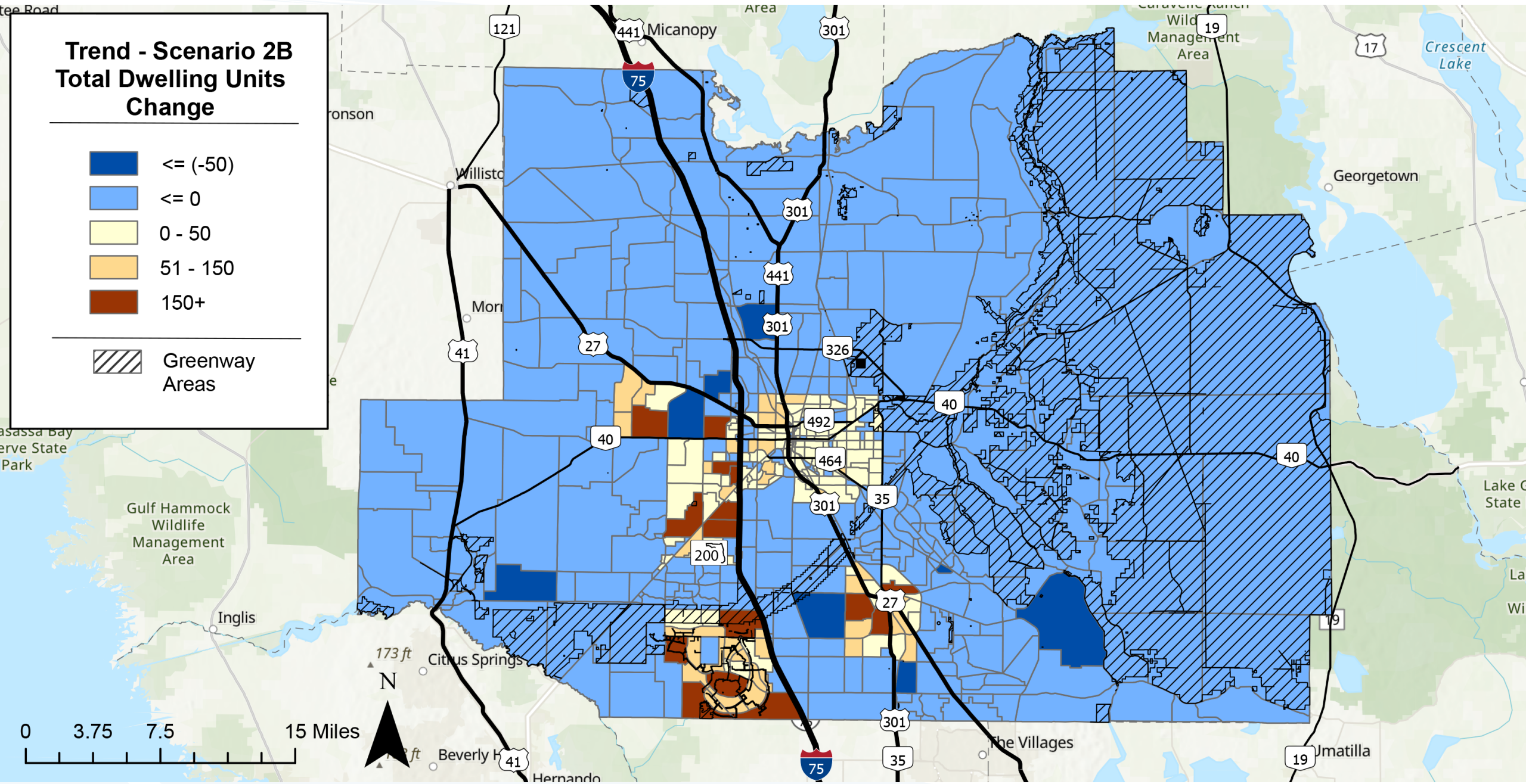
Scenario 2B Table

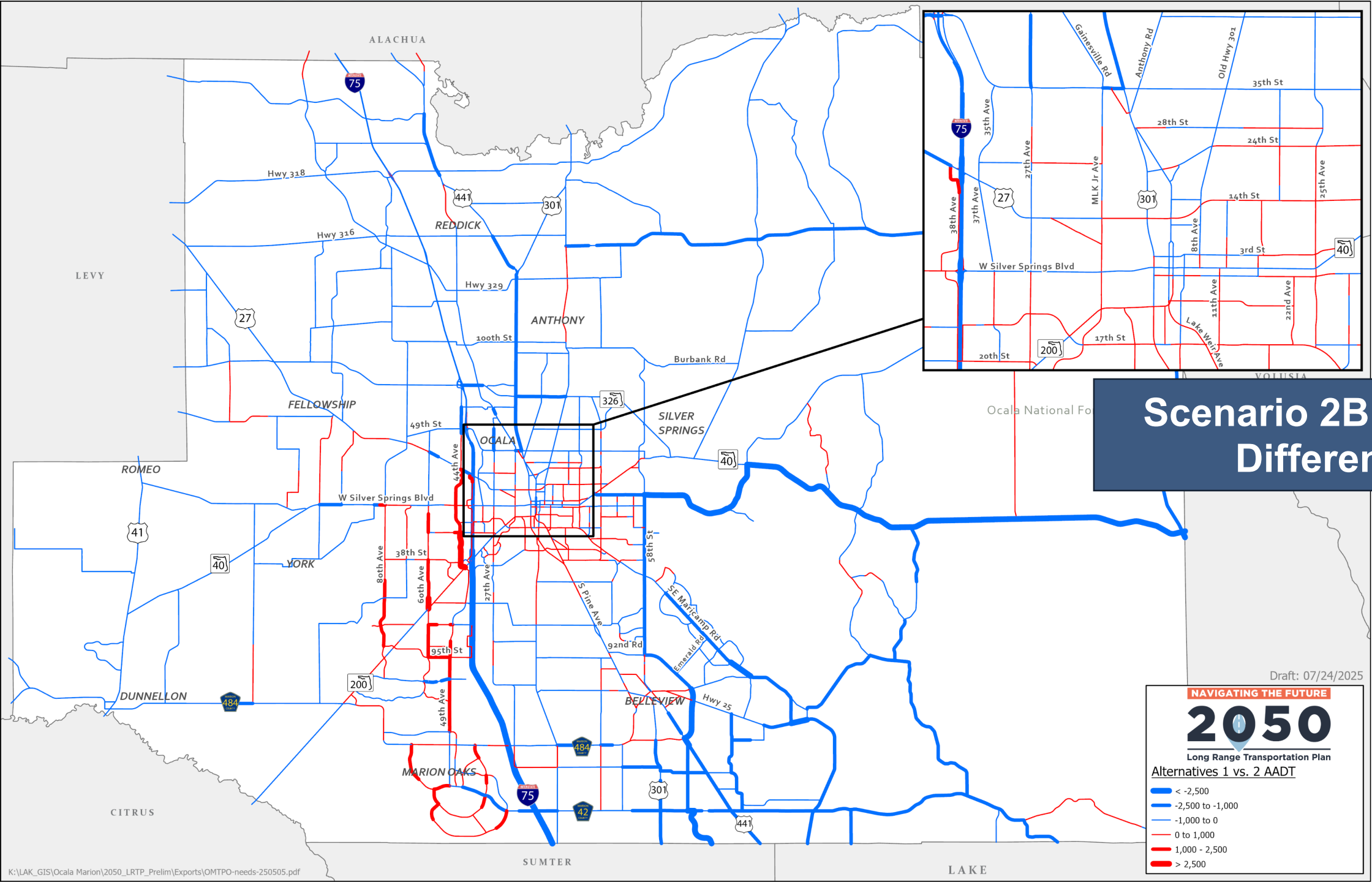
	Base Year	Reduced Growth Scenario 2B Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 2B	
Dwelling Units					
Single Family	177,804	223,899	46,095	(133)	-0.06%
Multi Family	29,256	55,415	26,159	203	0.37%
Total	207,060	279,314	72,254	70	0.02%

Trend - Scenario 2B Total Dwelling Units Change



Greenway
Areas





Scenario 2B Volume Difference

Draft: 07/24/2025

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Alternatives 1 vs. 2 AADT

< -2,500

-2,500 to -1,000

-1,000 to 0

0 to 1,000

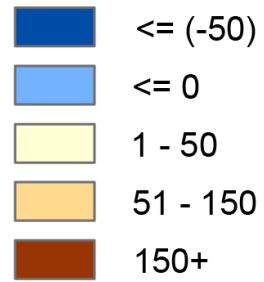
1,000 - 2,500

> 2,500

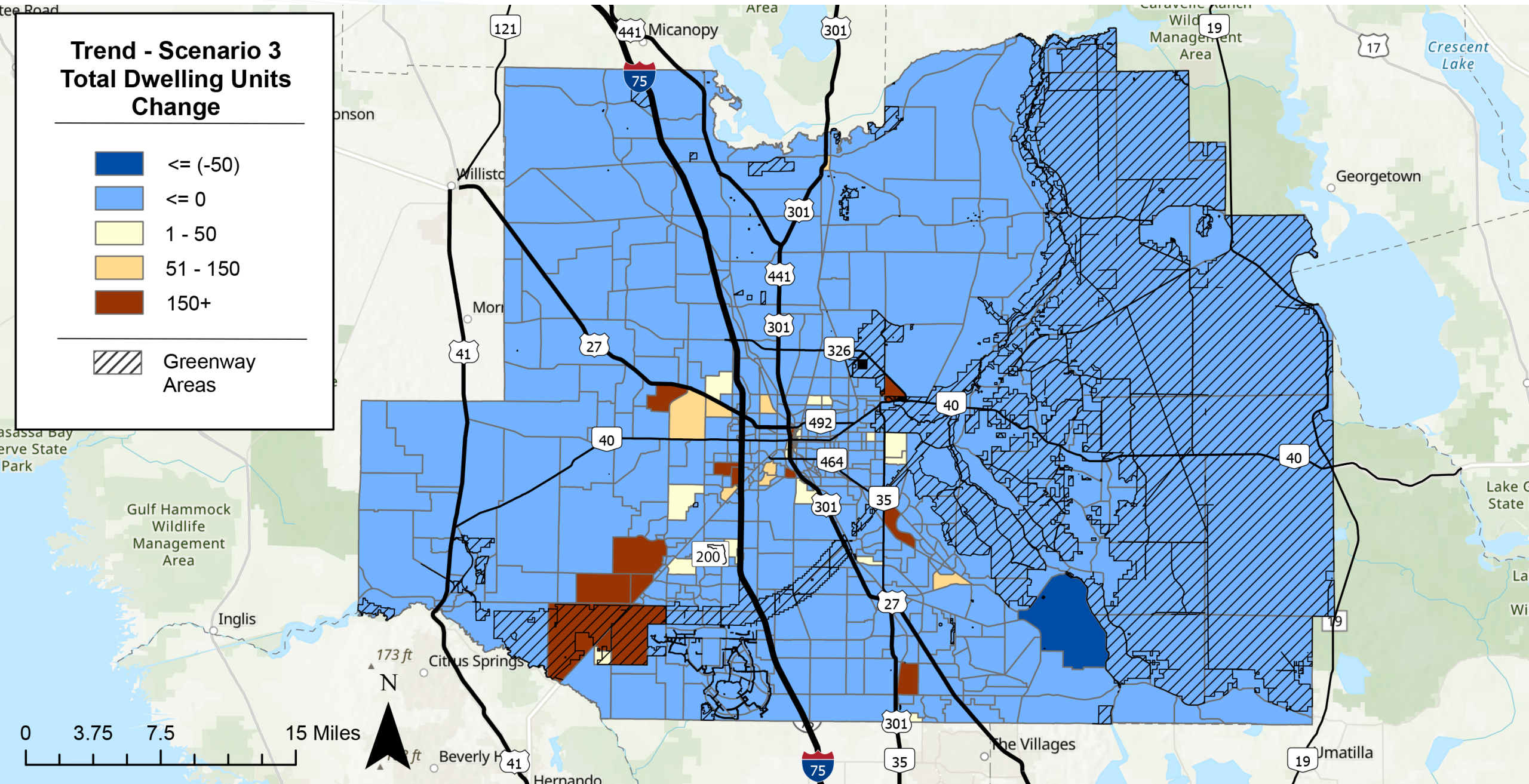
Scenario 3 Table

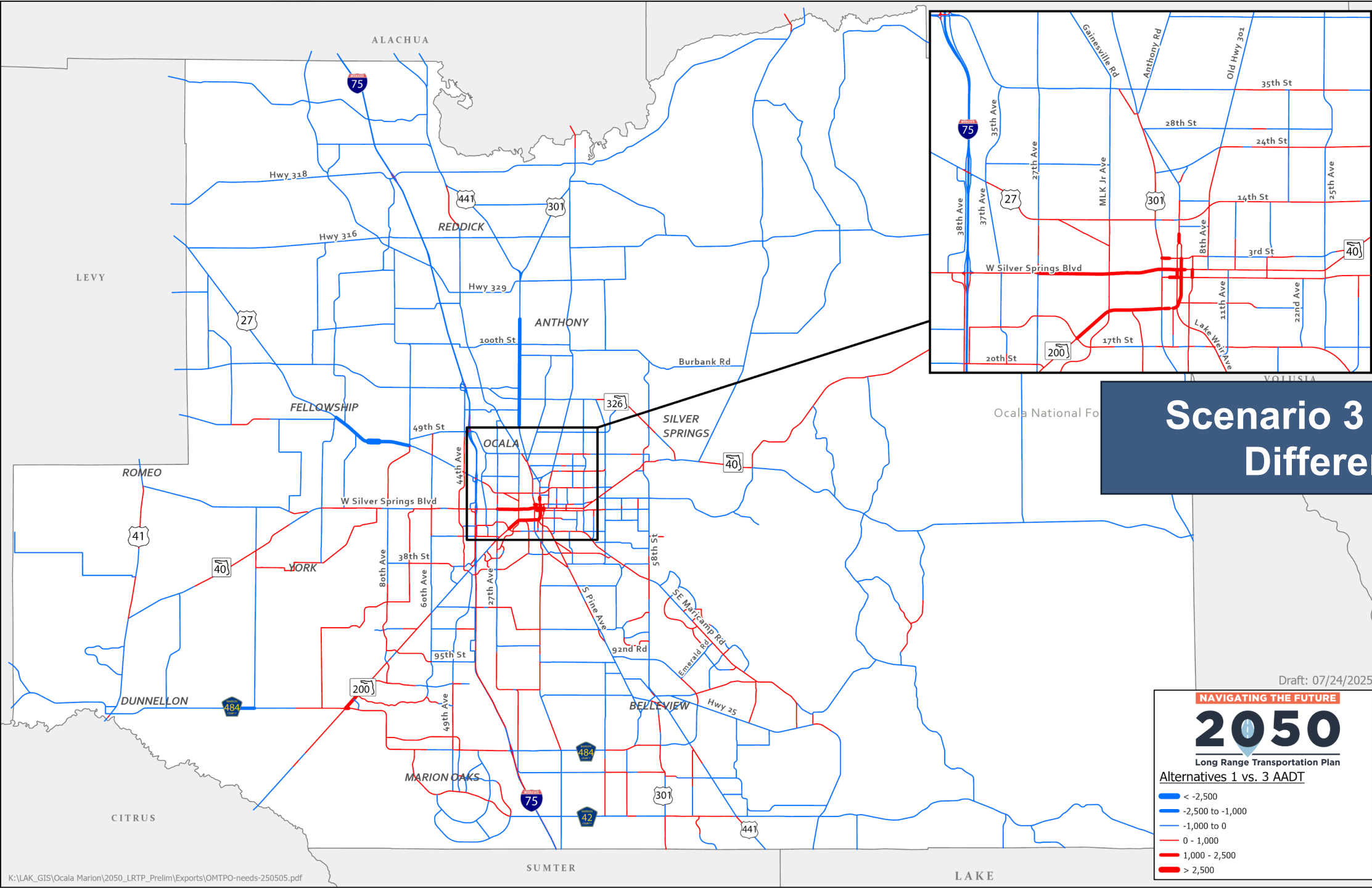
	Base Year	Increased Multifamily Scenario 3 Forecast		Difference From Trend (Growth)	
	2025	2050	Growth	Scenario 3	
Dwelling Units					
Single Family	177,804	217,217	39,413	(6,815)	-3.04%
Multi Family	29,256	63,338	34,082	8,126	14.72%
Total	207,060	280,555	73,495	1,311	0.47%

Trend - Scenario 3 **Total Dwelling Units** **Change**



Greenway Areas





Draft Revenue Forecast : Current Snapshot

Federal and State Sources

Revenue Source	2031-2050 Total Projected Revenues (Year of Expenditure)
Strategic Intermodal System (SIS)	\$168,909,000
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$30,310,000
Other Roads (Non-SIS, Non-SHS) Product Support***	\$6,668,200
State Highway System (Non-SIS) – Non-TMA**	\$107,804,043
SHS (non-SIS) Product Support***	\$23,716,889
Surface Transportation Block Grant – Any Area (SA)*	\$101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL)*	\$144,070,336
Transportation Alternatives – Any Area (TALT)*	\$12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL)*	\$21,337,566
TOTAL	\$616,573,283

*Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

** Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

***According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

Sources: Florida Department of Transportation 2050 Revenue Forecast Handbook and Central Florida MPO Alliance

Note: Carbon Reduction Program revenues (CAR-N, CAR-M, CAR-L) were forecasted to total \$18,437,226

Anticipated Local Revenues for Capital, Operations & Maintenance

Marion County Revenue Source	Capital % Distribution	County Revenues for Capital Projects (FY2030/31-FY2049/50) (\$YOE)	O&M % Distribution	County Revenues for O&M (FY2030/31-FY2049/50)	Total County Revenues (FY2030/31-FY2049/50) (\$YOE)
Gas Taxes	2.96%*	\$22,925,745	97.04%	\$751,396,135	\$774,321,880
Infrastructure Sales Tax	100%	\$1,648,850,000	0%	\$-	\$1,648,850,000
Impact Fees	100%	\$499,920,000	0%	\$-	\$499,920,000
Totals		\$2,171,695,745		\$751,396,135	\$2,923,091,880

**30% of Second Local Option Gas Tax available for capital projects; Balance of gas tax revenue reserved for O&M*

General Issues

- I-75
- Core of Ocala
- Constraints
 - 6 Lane Expansion ROW Issues
 - Environmental Lands
 - Farmland Preservation

US 41 & CR 484

Dunnellon Bottleneck

SR 200

Citrus to I-75

CR 484

SR 200 to I-75

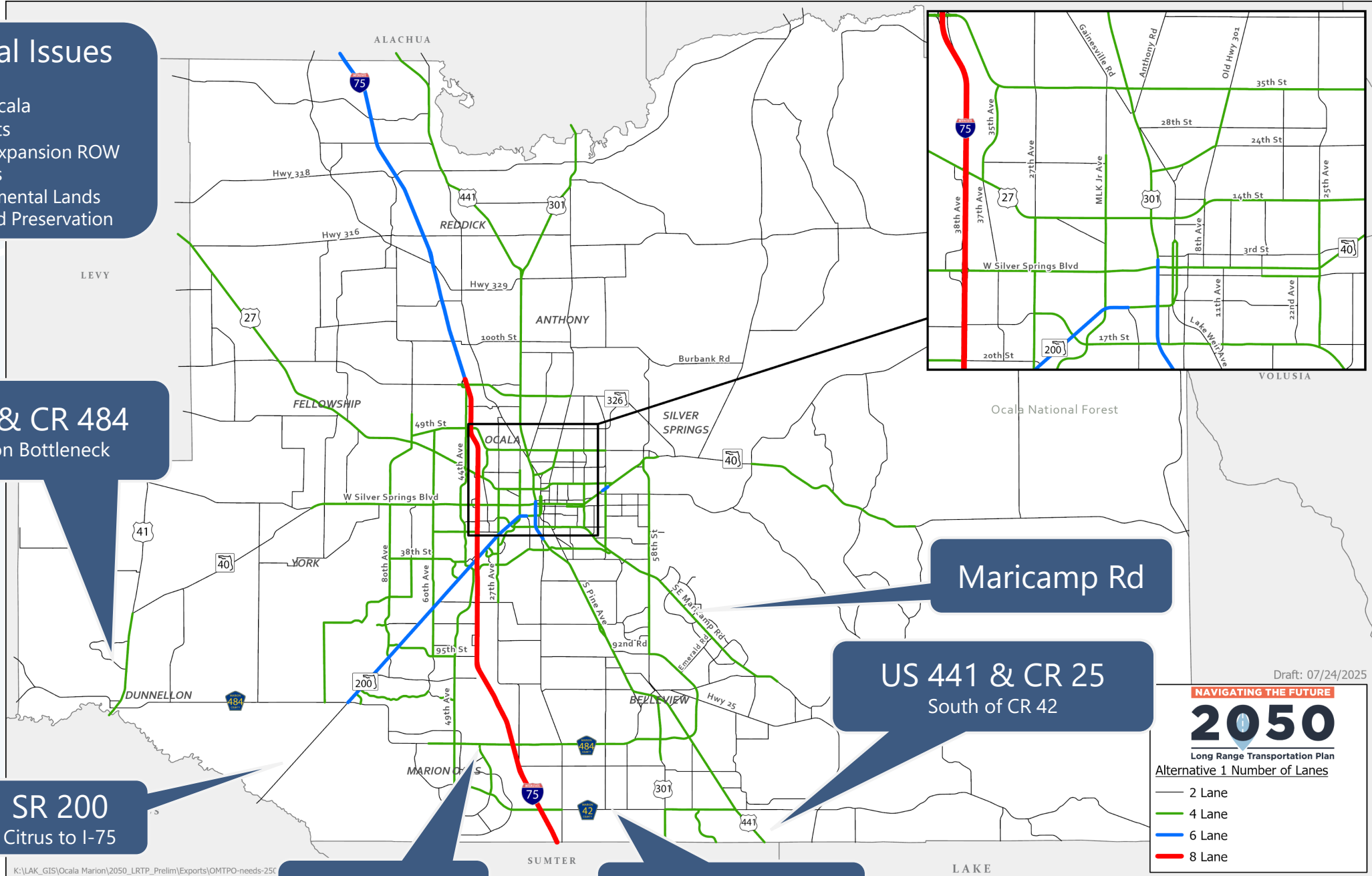
CR 42 & CR 484

I-75 to US 441

Maricamp Rd

US 441 & CR 25

South of CR 42



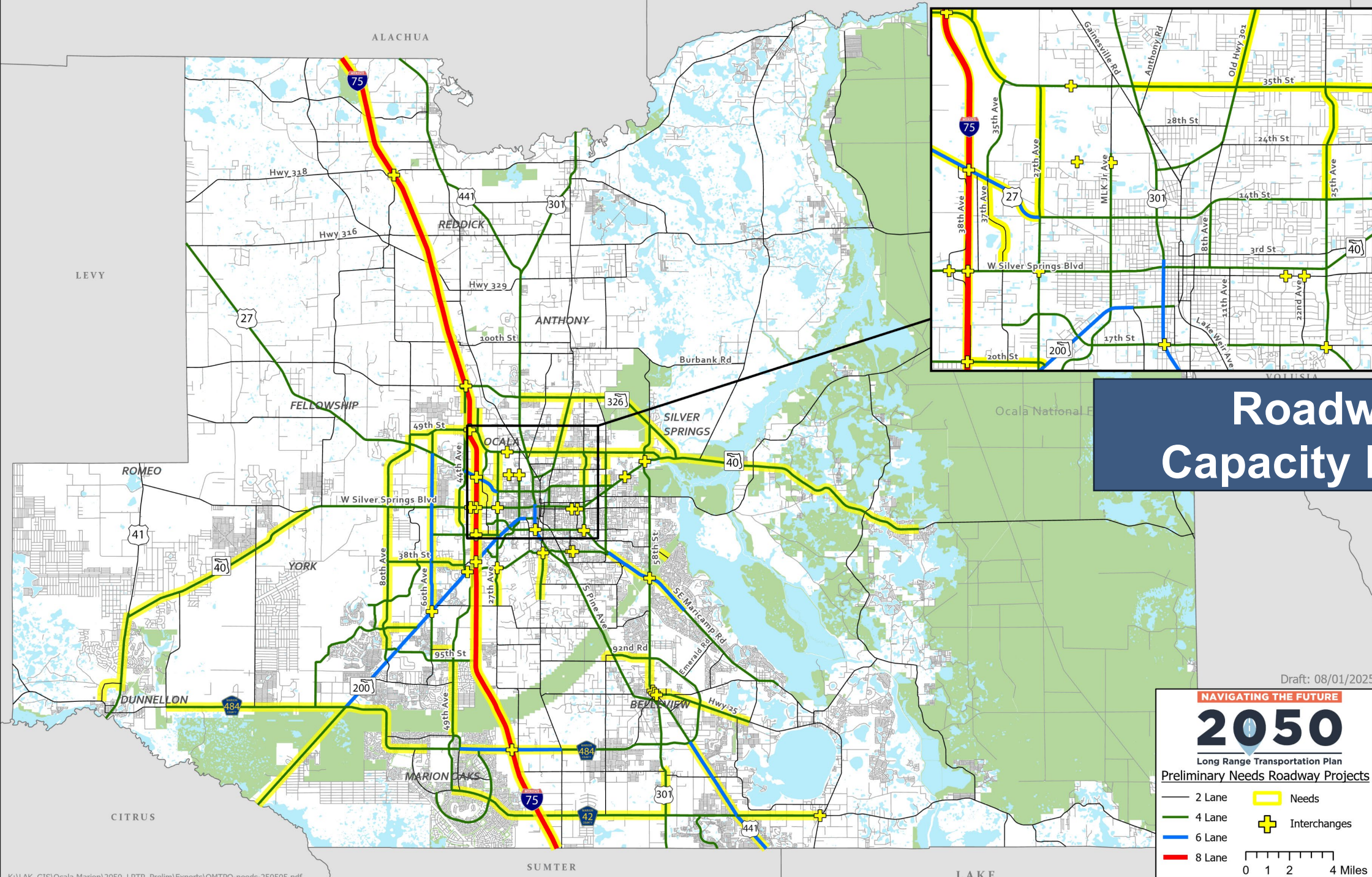
Draft: 07/24/2025

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan
Alternative 1 Number of Lanes

- 2 Lane
- 4 Lane
- 6 Lane
- 8 Lane



Roadway Capacity Needs

Draft: 08/01/2025

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Preliminary Needs Roadway Projects

— 2 Lane

— 4 Lane

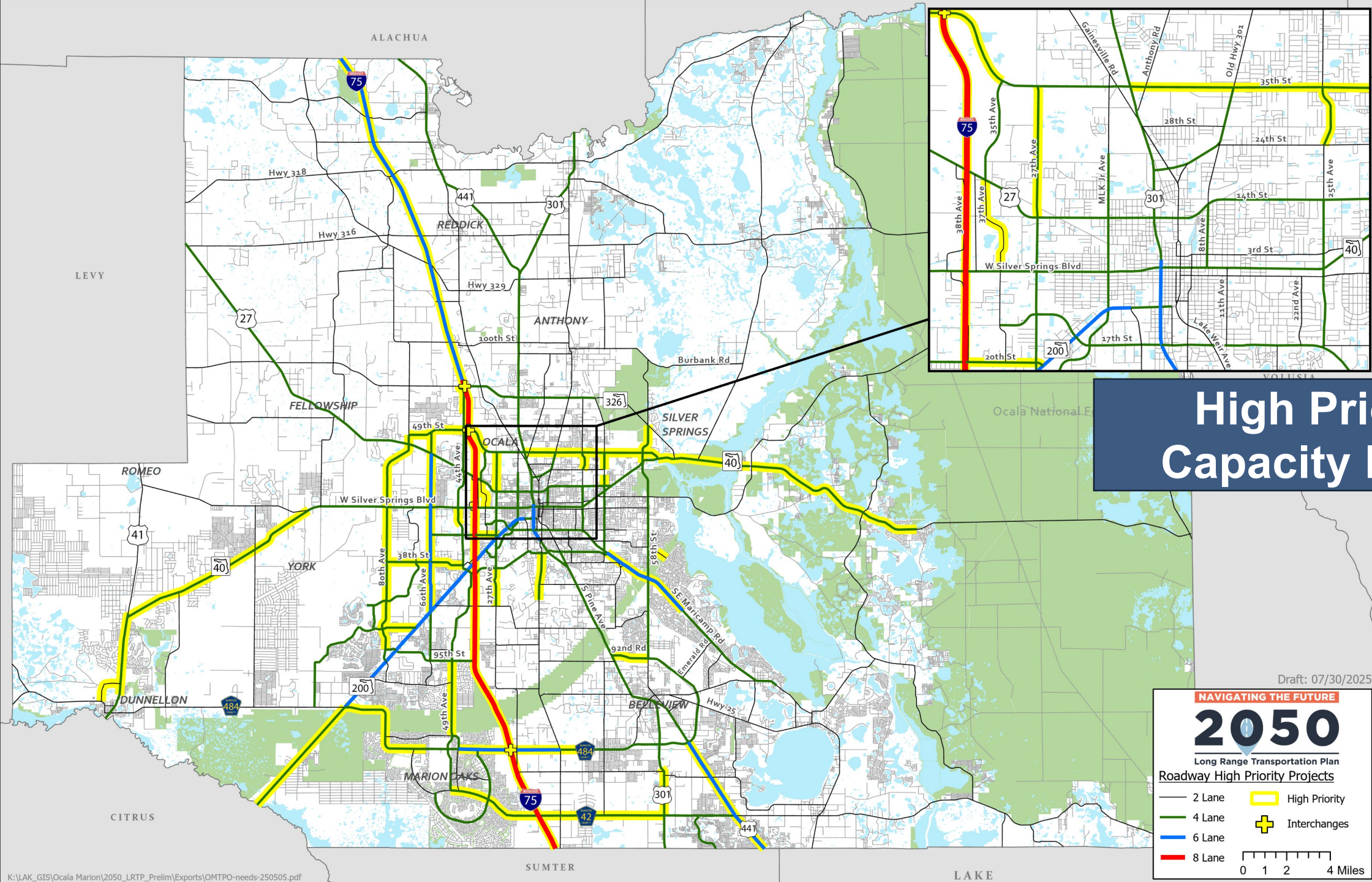
— 6 Lane

— 8 Lane

Needs

Interchanges

0 1 2 4 Miles



High Priority Capacity Needs

Draft: 07/30/2025

NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Roadway High Priority Projects

— 2 Lane

— 4 Lane

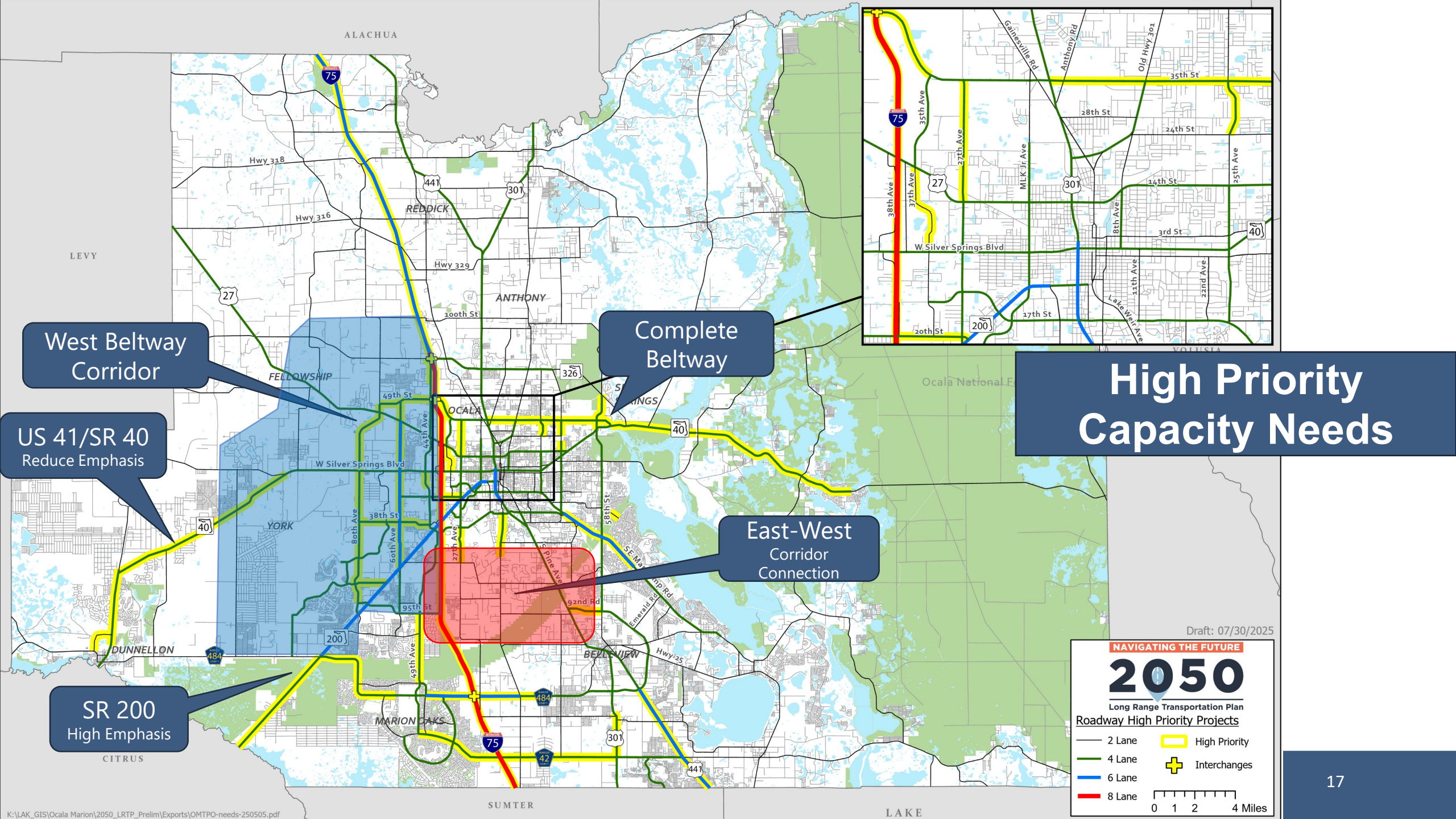
— 6 Lane

— 8 Lane

High Priority

Interchanges

0 1 2 4 Miles

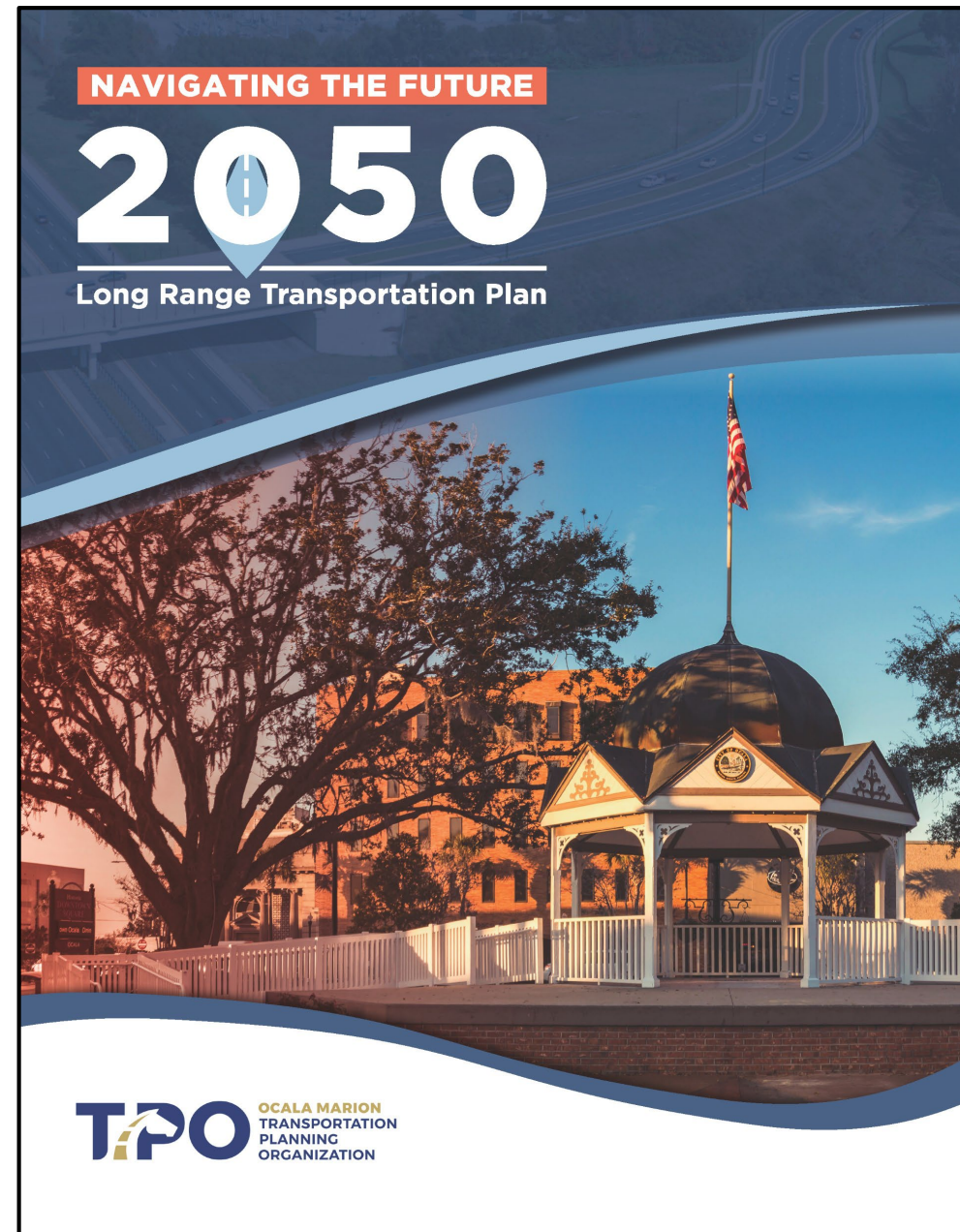


Strategic Area Studies

FOCUS	FROM	TO
SR 200 CORRIDOR	CITRUS COUNTY	EAST OF I-75
WESTERN BELTWAY	WEST COUNTY (WEST OF I-75)	
SOUTHWEST CONNECTOR	SR 200	EAST OF I-75
EAST-WEST CONNECTOR	SOUTH COUNTY (EAST OF I-75)	

Next Steps

- Cost Feasible Plan
- Plan Adoption
- Plan Documentation



Ocala Marion TPO 2050 Revenue Forecast (Year of Expenditure)

Revenue Source	2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) ¹	\$ 69,537,000	\$ -	\$ 99,372,000	\$ 168,909,000
State Highway System (Non-SIS) – Non-TMA ²	\$ 26,245,407	\$ 27,014,567	\$ 54,544,069	\$ 107,804,043
SHS (non-SIS) Product Support ³	\$ 5,773,990	\$ 5,943,205	\$ 11,999,695	\$ 23,716,889
Other Roads (Non-SIS, Non-SHS) “Off-System”	\$ 7,290,000	\$ 7,580,000	\$ 15,440,000	\$ 30,310,000
Other Roads (Non-SIS, Non-SHS) Product Support ³	\$ 1,603,800	\$ 1,667,600	\$ 3,396,800	\$ 6,668,200
Surface Transportation Block Grant – Any Area (SA) ⁴	\$ 25,404,926	\$ 25,336,224	\$ 50,669,857	\$ 101,411,007
Surface Transportation Block Grant – Non-TMA (SN, SM, SL) ⁴	\$ 36,621,126	\$ 36,061,452	\$ 71,387,758	\$ 144,070,336
Transportation Alternatives – Any Area (TALT) ⁴	\$ 3,092,912	\$ 3,084,548	\$ 6,168,781	\$ 12,346,242
Transportation Alternatives – Non-TMA (TALN, TALM, TALL) ⁴	\$ 5,421,943	\$ 5,339,081	\$ 10,576,542	\$ 21,337,566
Subtotal Federal/State Revenues	\$ 180,991,104	\$ 112,026,677	\$ 323,555,502	\$ 616,573,283
Infrastructure Sales Tax (1%)	\$ 316,050,000	\$ 382,200,000	\$ 950,600,000	\$ 1,648,850,000
Impact Fees	\$ 106,710,000	\$ 119,940,000	\$ 273,270,000	\$ 499,920,000
Locally Levied Fuel Taxes	Ninth Cent Fuel Tax	\$ 15,718,650	\$ 19,008,600	\$ 47,277,800
	Local Option Fuel Tax	\$ 65,319,150	\$ 78,990,600	\$ 196,463,800
	Second Local Option Gas Tax	\$ 14,647,950	\$ 17,713,800	\$ 44,057,400
State Levied Fuel Taxes	Constitutional Fuel Tax	\$ 33,817,350	\$ 40,895,400	\$ 101,714,200
	County Fuel Tax	\$ 16,901,580	\$ 21,896,160	\$ 59,899,440
Subtotal Local Revenues	\$ 569,164,680	\$ 680,644,560	\$ 1,673,282,640	\$ 2,923,091,880
Grand Total	\$ 750,155,784	\$ 792,671,237	\$ 1,996,838,142	\$ 3,539,665,163

1. Based on SIS Second Five Year Plan FY 2028/2029 - FY 2032/2033 and SIS Cost Feasible Plan 2035-2050

2. Estimated Ocala Marion TPO allocation of funding eligible for non-TMA MPOs in District Five (Ocala Marion and Lake-Sumter)

3. According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available from the statewide “Product Support” program to support PD&E and PE activities.

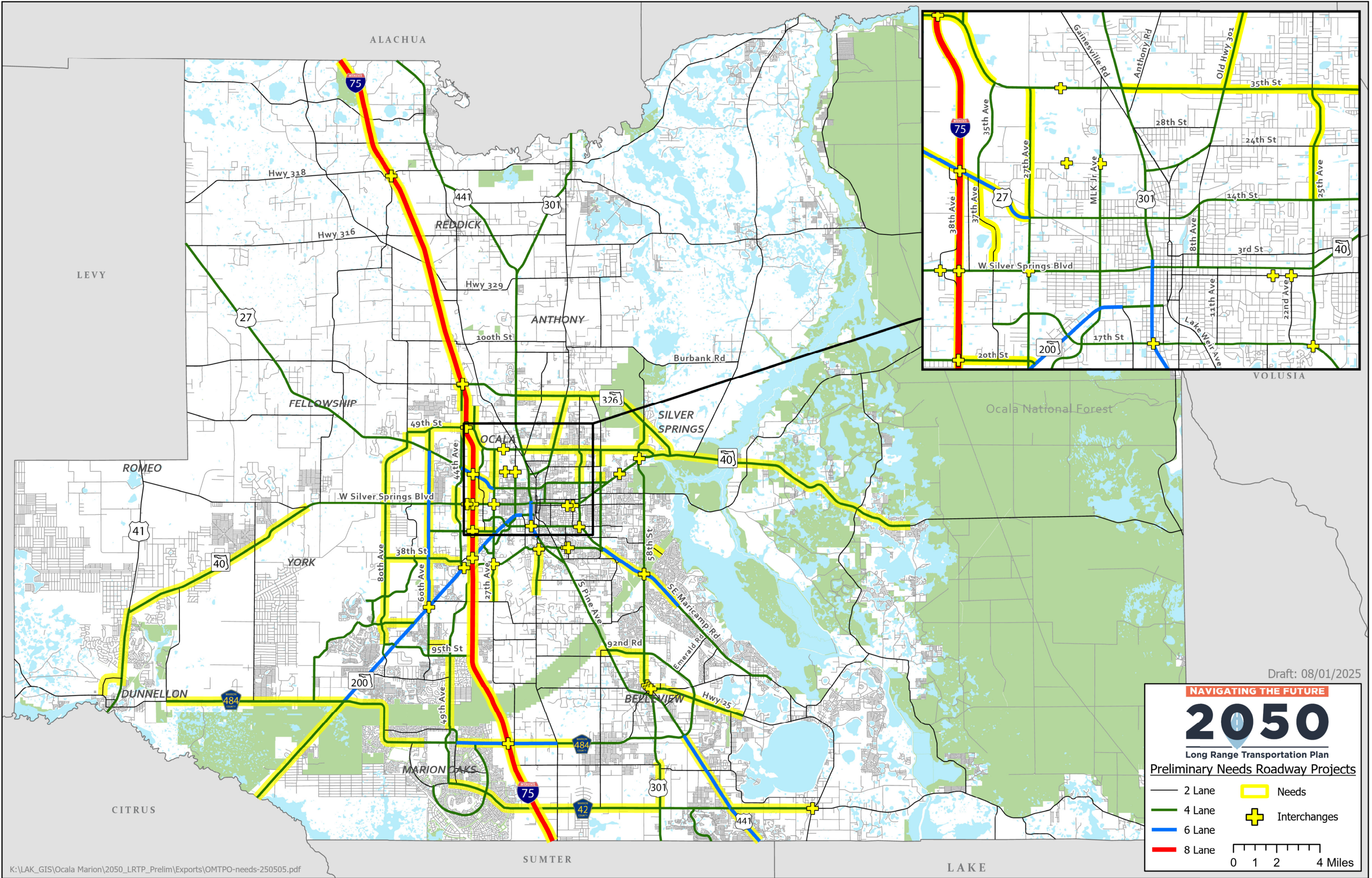
4. Estimated Ocala Marion TPO allocation of funding eligible anywhere in District Five

STREET	FROM	TO	EXISTING LANES	NEEDED LANES	HIGH PRIORITY
I-75	SUMTER CO LINE	SR 326	6F	8F	YES
I-75	SR 326	ALACHUA CO LINE	6F	8F	YES
SR 326	US 441	SR 40	2U	4D	YES
SR 40	SR 326	SE 183 AVE	2U	4D	YES
US 27	NW 44 AV	I-75 RAMP (WEST)	4D	6D	
SR 200	CITRUS CO LINE	CR 484	2U	4D	YES
SR 40	US 41	CR 328	2U	4D	YES
SR 40	NE 35 ST	SR 326	2U	4D	YES
SR 464	SE 31 ST	SR 35	4D	6D	YES
US 301	CR 42	143 PL	2U	4D	YES
US 41	SW 110 ST	N OF SR 40	2U	4D	YES
US 441	SUMTER CO LINE	SE 92 PLACE LP	4D	6D	YES
SR 35	SR 25	SE 92 PLACE LP	2U	4D	
US 27	I-75 RAMP (WEST)	NW 27 AV	4D	6D	
CR 42	CR 475	SE 58 AV	2U	4D	YES
CR 475A	SW 66 ST	SW 42 ST	2U	4D	YES
CR 484	SR 200	MARION OAKS PASS (E)	2U	4D	YES
CR 484	MARION OAKS BLVD	CR 475A	4D	6D	YES
MARION OAKS MANOR EXT	MARION OAKS LN	CR 475	00	4D	YES
NE 35 ST	CR 200A	SR 40	2U	4D	YES
NW 49 ST	CR 225A	NW 35 AVE	00	4D	YES
NW 60 AV	US 27	NW 49 ST	00	4D	YES
SW 38 ST	SW 80 AV	SW 43 CT	2U	4D	YES
SW 49 AV	MARION OAKS	SW 95 ST	4D	4D	YES
SW 80 AV	SW 90 ST	SR 40	2U	4D	YES
BANYAN RD EXT	BANYAN RD	PECAN PASS	00	2U	YES
CR 225A	SR 40	NW 49 ST	2U	4D	YES
CR 42	CR 475	US 301	2U	4D	YES

STREET	FROM	TO	EXISTING LANES	NEEDED LANES	HIGH PRIORITY
CR 464	SR 35	MIDWAY RD	4D	6D	YES
CR 475	SE 80 ST	SE 52 ST	2U	4D	YES
CR 484	MARION OAKS CRSE	MARION OAKS BLVD	4D	6D	YES
CR 484	CR 475A	CR 475	4D	6D	YES
CR 484	CR 475	SE 25 AV	2U	4D	YES
DUNNELLOM BYPASS	CR 40	US 41	00	2U	YES
MARION OAKS MNR	SW 49 AVE	MARION OAKS LN	2U	4D	YES
NE 25 AV	NE 24 ST	NE 35 ST	2U	4D	YES
NE 35 ST	US 441	CR 200A	2U	4D	YES
NE 36 AV	NE 14 ST	NE 21 ST	2U	4D	YES
NE 36 AV	NE 25 ST	NE 35 ST	2U	4D	YES
NE 55TH AV	SR 40	SR 326	2U	4D	YES
NW 27 AV	US 27	NW 35 ST	2U	4D	YES
NW 37TH AV	SR 40	US 27	00	2U	YES
NW 44 AV	NW 30 PL	SR 326	2U	4D	YES
NW 49 ST	NW 44 AV	NW 35 AV	2U	4D	YES
SE 92 PL RD	US 441	SR 35	2U	4D	YES
SW 20 ST	I-75	SR 200	2D	4D	YES
SW 46 AV	SW 13 ST	SR 40	2U	4D	YES
SW 60 AV	SR 200	US 27	4D	6D	YES
SW 80TH ST	SW 80TH AV	SR 200	2U	4D	YES
NE 67 AVE	SE 110 ST	SE 107 ST	00	2U	
CR 200A	NW 35 ST	SR 326	2U	4D	
CR 25	SR 35	SE 108 TER RD	2U	4D	
CR 42	US 441	CR 25	2U	4D	
CR 467	SE 95 ST	US 441	00	2U	

STREET	FROM	TO	EXISTING LANES	NEEDED LANES	HIGH PRIORITY
CR 484	E OF HENDRIX DR	SR 200	2U	4D	
NE 25 AV	SR 492	NE 24 ST	2U	4D	
NW 35 AV	NW 49/35 ST	NW 63 ST	4D	4D	
NW 44 AV	SR 40	NW 11 ST	2U	4D	
SW 90 ST	SW 60 AV	E OF SW 60 AV	00	2U	
INTERSECTION/INTERCHANGE					
I-75	AT SR 40		INT IMPROVEMENT		YES
I-75	AT NW 49TH ST		NEW INTERCHANGE		YES
I-75	AT SR 326		NEW INTERCHANGE		YES
I-75	AT CR 484		NEW INTERCHANGE		YES
I-75	AT SW 20 ST		NEW INTERCHANGE		
I-75	AT US 27		INT IMPROVEMENT		
I-75	AT CR 318		INT IMPROVEMENT		
I-75	AT SR 200		INT IMPROVEMENT		
SR 35	AT FOSS ROAD		INT IMPROVEMENT		
SR 35	AT ROBINSON ROAD		INT IMPROVEMENT		
SR 35	AT SR 25 (HAMES ROAD)		INT IMPROVEMENT		
SR 40	AT SW 27TH AVE		INT IMPROVEMENT		
SR 40	AT SW 40TH AVE		INT IMPROVEMENT		
SR 40	AT NE 46TH AVE		INT IMPROVEMENT		
SR 40	SR 35		INT IMPROVEMENT		YES
SR 464	AT SE 25TH AVE		INT IMPROVEMENT		
SR/CR 464/MARICAMP RD	AT SR 35		INT IMPROVEMENT		
SW 32ND ST	AT CR 475		INT IMPROVEMENT		
SW 42ND ST	AT CR 475A		INT IMPROVEMENT		
SW SR 200	AT SW 60TH AVE		INT IMPROVEMENT		
US 441	AT SE 17TH ST		INT IMPROVEMENT		
CR 42	AT CR 25		INT IMPROVEMENT		
E FORT KING ST	AT SE 22ND AVE		INT IMPROVEMENT		
E FORT KING ST	AT SE 19TH AVE		INT IMPROVEMENT		
NW MLK AVE	AT NW 21ST ST		INT IMPROVEMENT		
SE 31ST ST	AT SE 24TH RD		INT IMPROVEMENT		
SE 31ST ST	AT SE 19TH AVE		INT IMPROVEMENT		
WEST OAK SPINE RD	AT NW 35TH ST		INT IMPROVEMENT		
WEST OAK SPINE RD	AT NW 21ST ST		INT IMPROVEMENT		

Note: High Priority Projects include currently programmed projects in FY2025/26-FY2029/30



NAVIGATING THE FUTURE

2050

Long Range Transportation Plan

Preliminary Needs Roadway Projects

2 Lane

4 Lane

6 Lane

8 Lane

Needs

Interchanges

0

1

2

4 Miles



TO: Committee Members

FROM: Rob Balmes, Director

RE: Active Transportation Plan Project Updates

The TPO and consultant Kittelson and Associates continue the development of an Active Transportation Plan. TPO staff will deliver a presentation at the meeting on draft project lists based on recent analysis work of needs and gaps, along with input from partners and community stakeholders. Comments will be accepted on projects through August 15.

Attachment(s)

- Presentation
- Draft Active Transportation Plan Projects

If you have any questions, please contact me at: 352-438-2631.

OCALA-MARION TPO

ACTIVE TRANSPORTATION PLAN



CAC-TAC MEETINGS

AUGUST 12, 2025

PROJECT SCHEDULE



August 2024

- Kick-off
- Stakeholder Meeting #1



September 2024

- Presentation to TPO Board and Committees
- Outreach event at the LRTP Public Workshop



December 2024

- Stakeholder Meeting #2



March 2025

- TPO Committee and Board Updates



October 2025

- Final presentation to TPO Committees and Board for Plan adoption



August 2025

- Stakeholder Meeting #4
- Project List Reviews
- Draft Plan for Public Review



June 2025

- TPO Committee and Board Presentations
- Draft Project Lists



May 2025

- Stakeholder Meeting #3
- Existing Conditions
- Level of Stress and Accessibility

**Active Transportation Plan/
2050 Long Range Transportation Plan
Open House (Sep 30, tbd)**



NEEDS ASSESSMENT



- **Identify gaps**
 - Roadways that are high stress for pedestrians and bicyclists
 - Areas where accessibility to destinations is low and thus in need of more low stress roadways
- **Review local projects**
- **Identify additional projects by overlaying the gaps and the identified local projects**

PROJECT LIST



Projects Identified By:

- Marion County
- City of Ocala
- Previous stakeholder input
- Additional projects identified based on analysis results



Active Transportation Plan Projects Review

Please review your jurisdictions proposed projects. On the right hand side you can toggle on and off the project layers. You can add a comment on the map by clicking on the "New Feature" under the Comment Layer or draw in additional projects by clicking on the "AdditionalProjects". If there are any modifications, additions, or deletions please contact Rob at Rob.Balmes@marionfl.org.

Editor

Edit features

Select

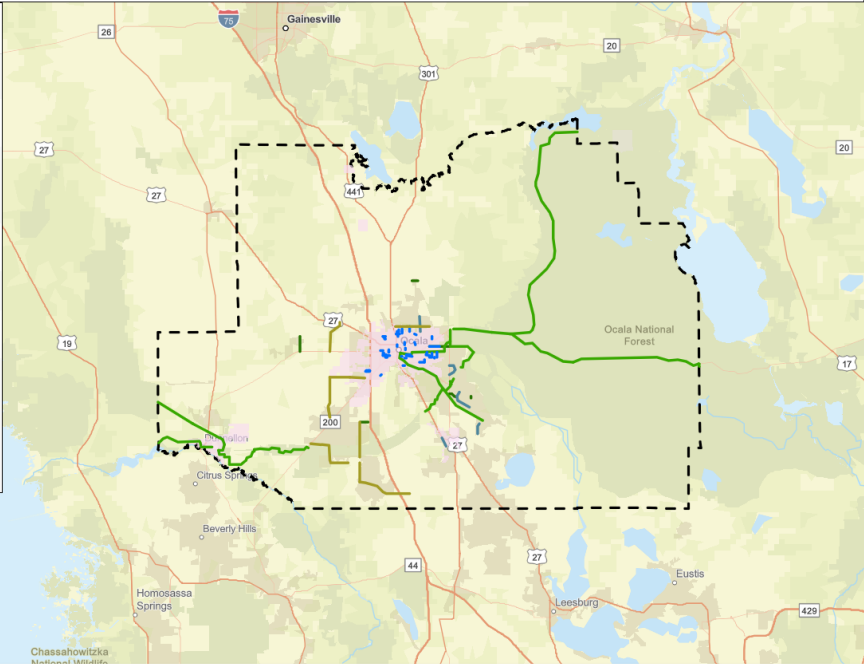
Create features

AdditionalProjects

AdditionalProjects

Comment Layer

New Feature



☒ Comment Layer

☒ AdditionalProjects

Marion County_Existing+Committed

☒ City of Ocala Sidewalk Projects

☒ Marion County Trail Projects

☒ Marion County Sidewalk Projects

Marion County Shared

AdditionalProjects

Marion County_Existing+Committed

City of Ocala Sidewalk Projects

Marion County Trail Projects

Marion County Sidewalk Projects

+ -

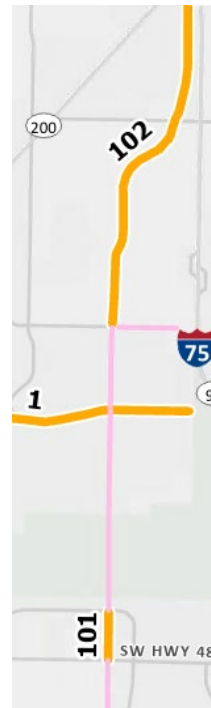
Marion County Shared Use Path Project

PROJECT IDENTIFICATION EXAMPLES

Connect/extend
low stress



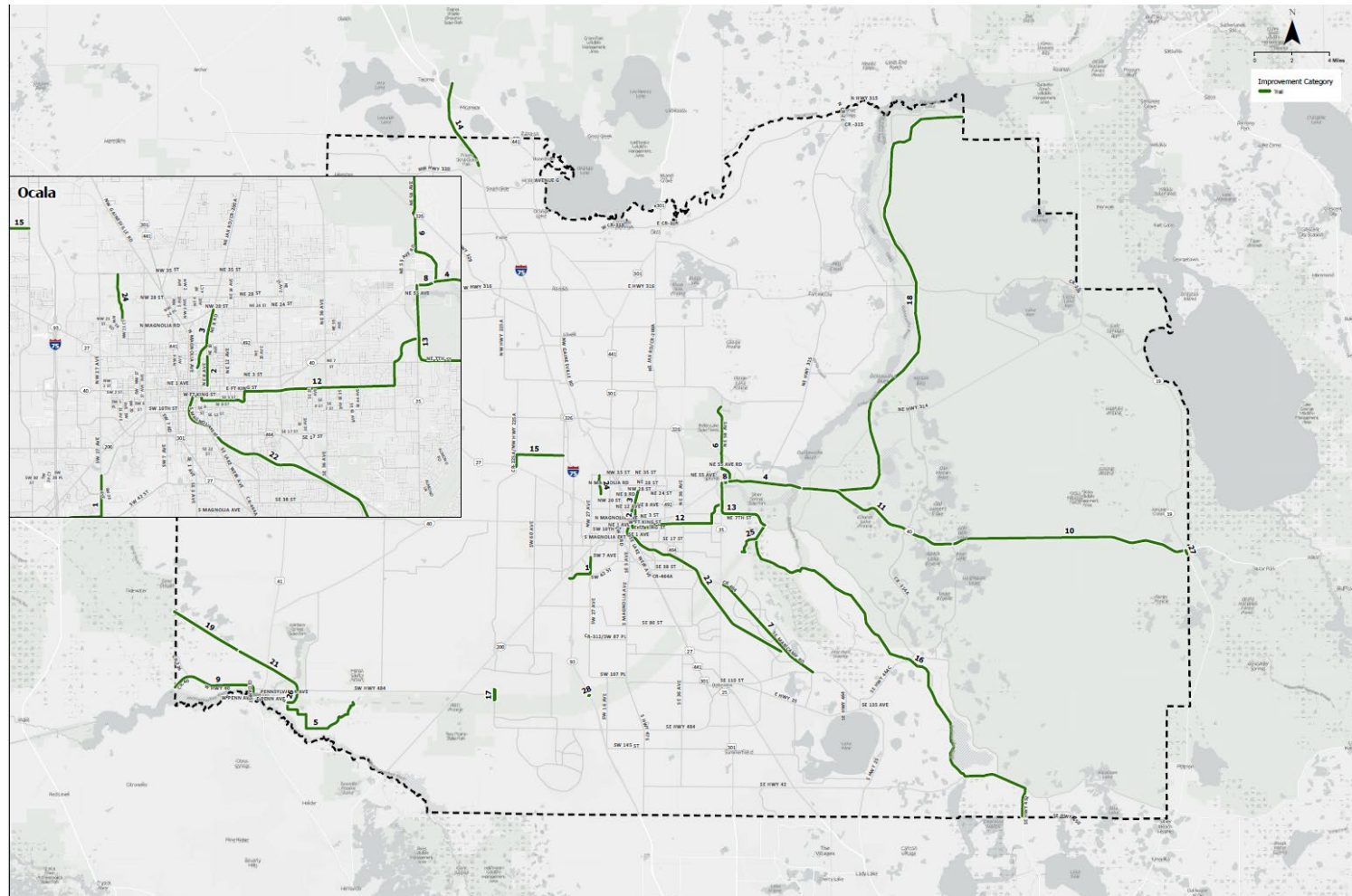
Connect existing
projects



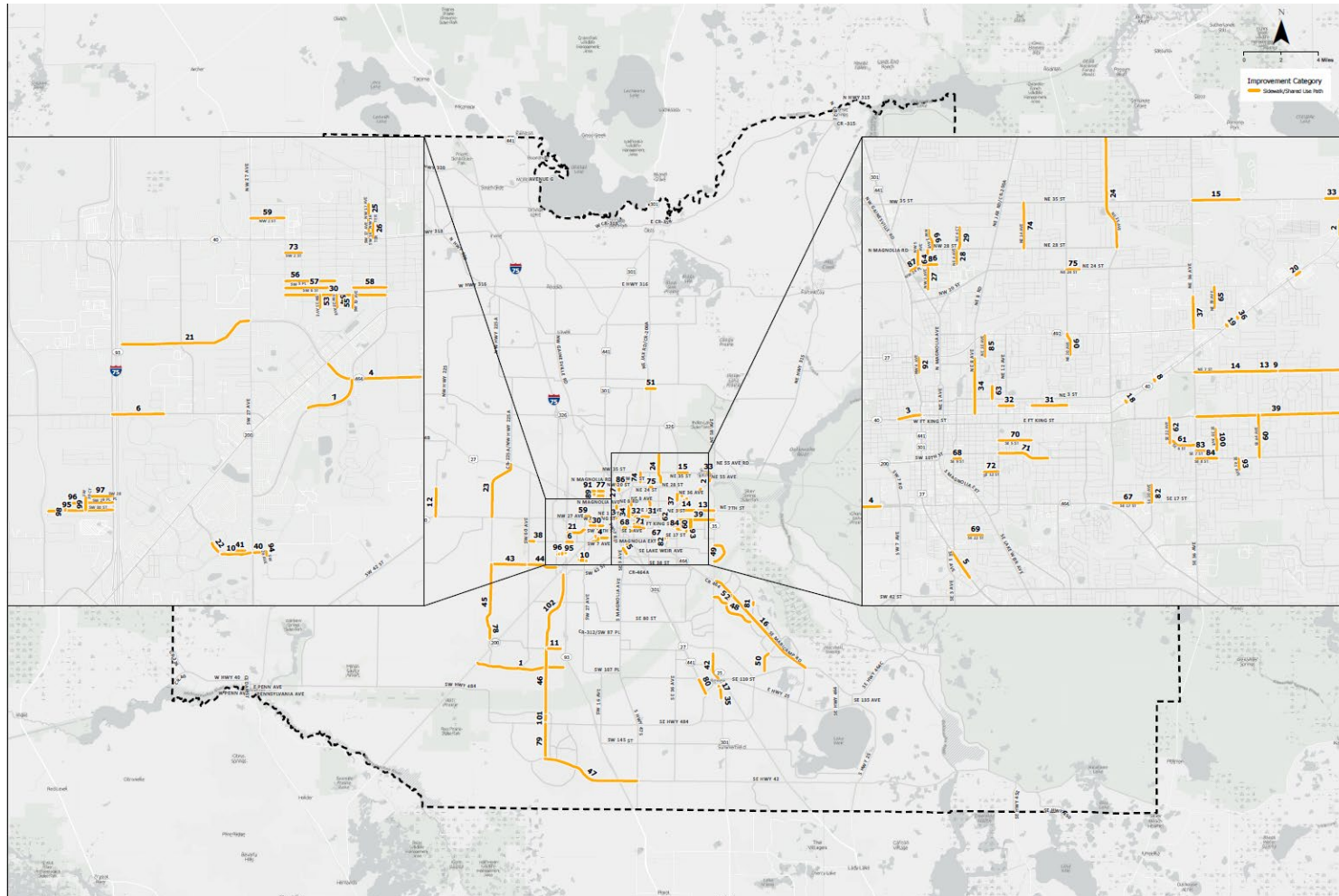
Fill gaps on high stress
roadways



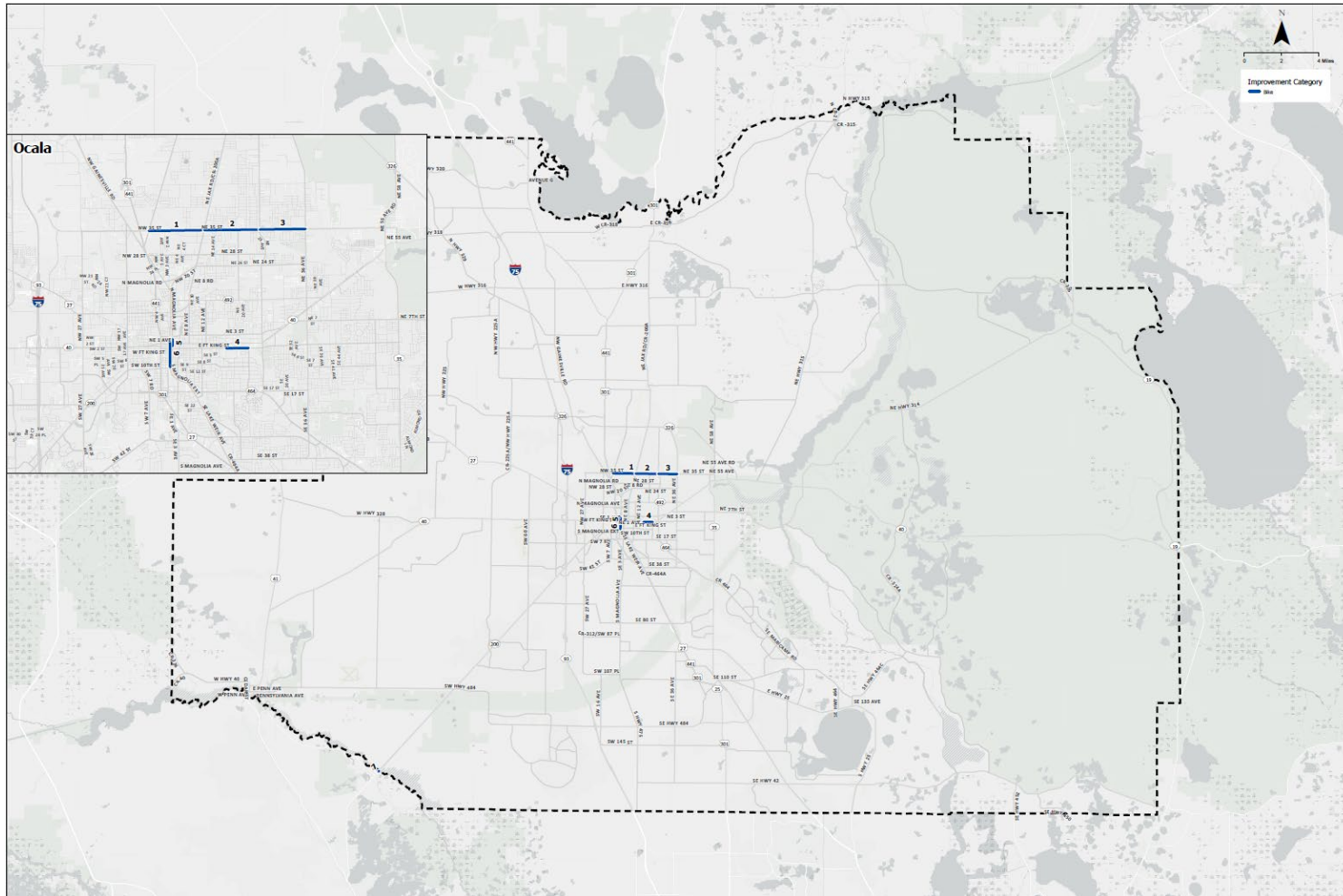
TRAIL PROJECTS



SIDEWALK/SHARED USE PATH PROJECTS



BIKE PROJECTS

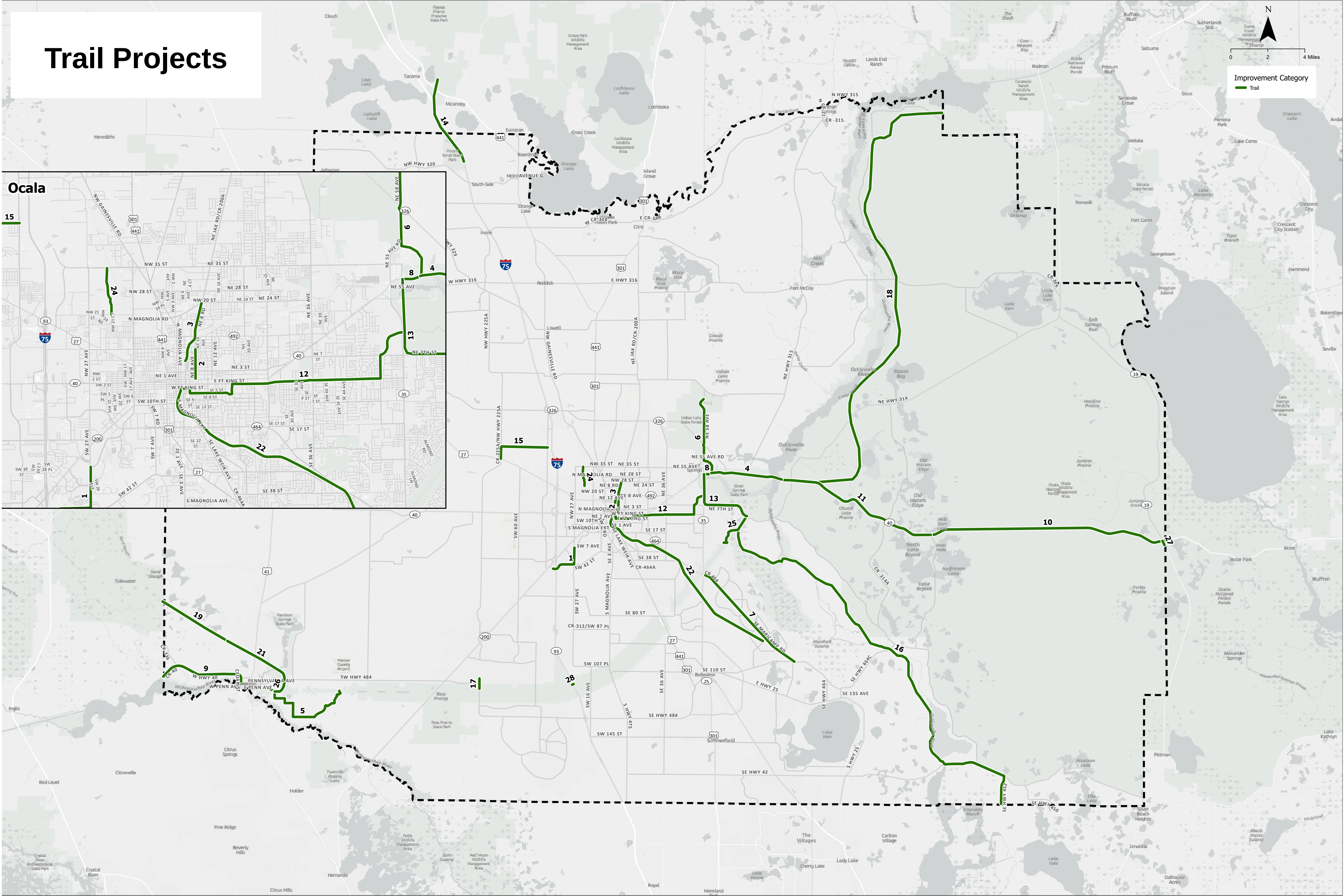


INITIAL PRIORITIZATION FACTORS

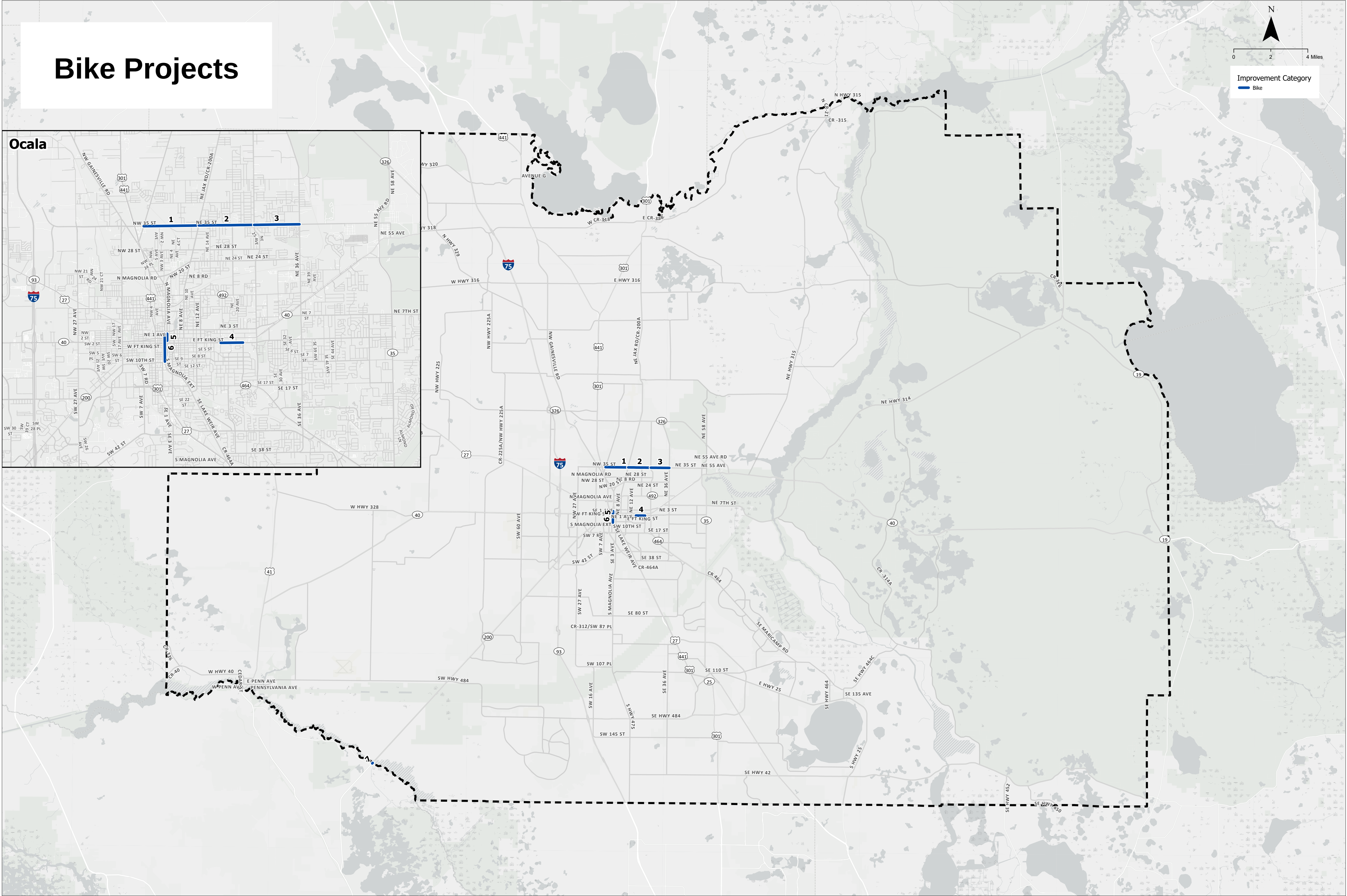
- **User Comfort**
 - High Stress (Level of Traffic Stress 3 or 4)
- **Safety**
 - On or Cross High Injury Network
- **Local Priority**
 - On the List of Priority Projects
- **Accessibility**
 - Top 30th Percentile Population Density
 - Accessibility (High number of destinations (top 30th percentile) within 1 mile & Average accessibility score under 25%)
- Projects get 1 point if the criterion is met
- Projects are categorized into 3 Tiers based on the total points
- The purpose of the scoring is to provide more information for the prioritization discussion. It is not intended to be used as the final ranking criteria

DISCUSSION & FEEDBACK

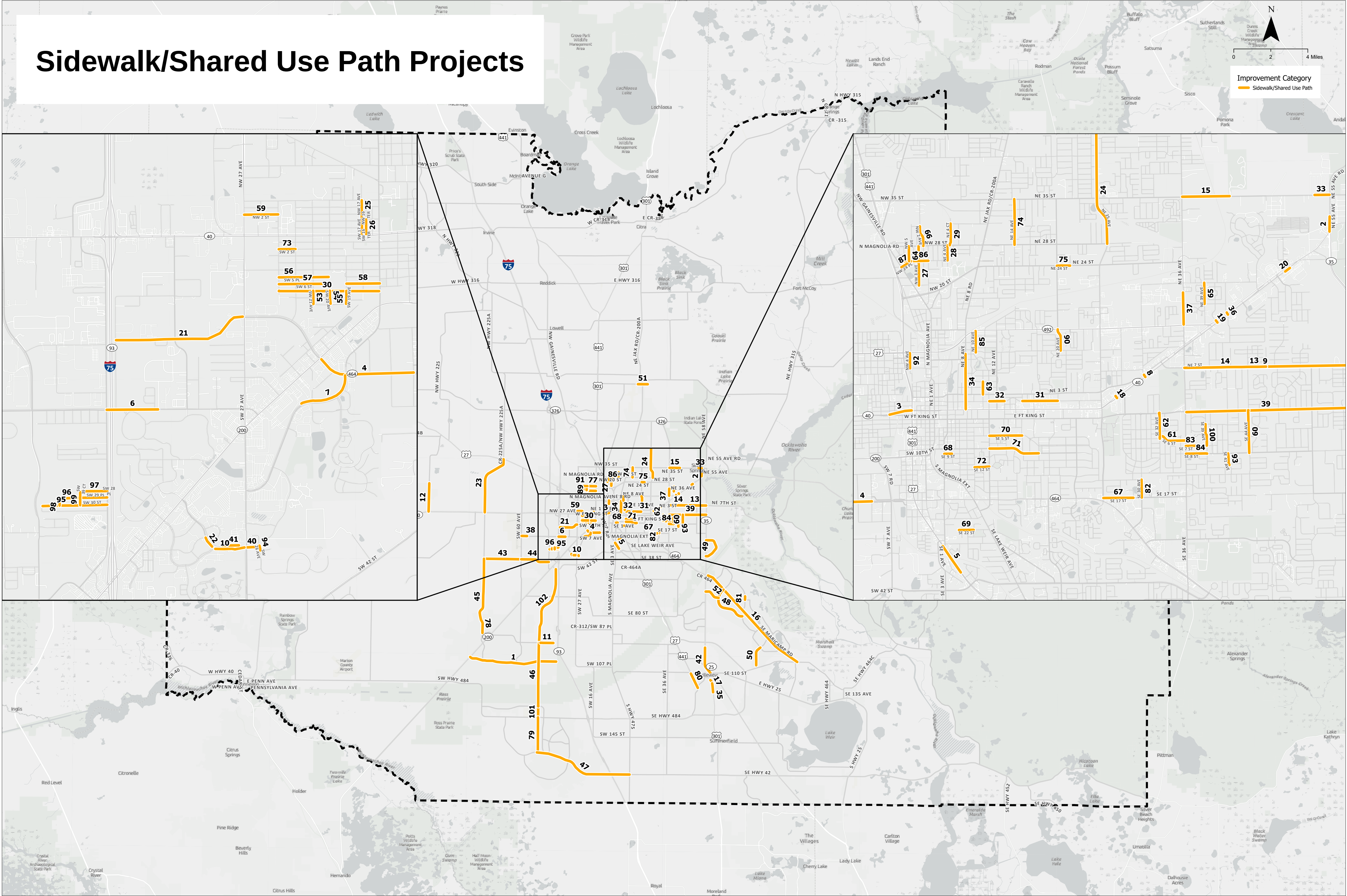
- **Feedback on:**
 - Project locations
 - Implementation timeline and relative feasibility of projects
- **Next Steps:**
 - August 26 – TPO Board Project Lists Review
 - September – Draft Active Transportation Plan 30-day public release
 - September 30/October 1 – ATP and 2050 LRTP Open House
 - October 14 – CAC-TAC Meeting Presentation
 - October 28 – TPO Board Presentation and Adoption



ID	Facility Name	From	To	Improvement Type	Source	Notes	Initial Tier
1	SW 27th Ave / SW 42nd St / SW 43rd St Rd	SW 19th Ave	SW 40th Ave	Trail	Additional Projects	Propose to Stakeholders for Discussion	1
2	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Trail	Additional Projects	Propose to Stakeholders for Discussion	1
3	Wataula and NE 8th Ave Trail	Tuscowilla Park	CR 200A/SE Jacksonville Rd	New Trail	Additional Projects		1
4	E Highway 40 / Black Bear Trail	Silver Springs State Park	West of NW 102nd Ave Rd	Trail	Marion County		1
5	Pruitt Gap	Pruitt Trailhead	Dunnellon Trail	Trail	Marion County		1
6	Indian Lake Trail	SR 40/Silver Springs State Park	Indian Lake Trail Park	Trail	Additional Projects		2
7	SE Maricamp Rd	East of SW 58th Ave	SE 110th Ave	Trail	Additional Projects		2
8	SR 40	NE 60th Ct	East of NE 58th Ave	Trail	Additional Projects		2
9	Withlacoochee Bay Trail	Dunnellon	Levy County	Trail	Marion County		2
10	E Highway 40 / Black Bear Trail	SE 183rd Ave Rd	SR 19	Trail	Marion County		2
11	E Highway 40 / Black Bear Trail	West of NW 102nd Ave Rd	SE 183rd Ave Rd	Trail	Marion County		2
12	Ocala to Silver Springs Trail	SE Osceola Ave	NE 58th Ave	Trail	Marion County		2
13	Silver Springs Bikeway	East Silver Springs Blvd	Marjorie Harris Carr Cross Florida Greenway Park	Trail	Marion County		2
14	Lake Wauburg to Price's Scrub State Park Trail	Lake Wauburg	Price's Scrub State Park	Trail	Additional Projects		2
15	49th Ave	NW Blichton Rd	NW 44th Ave	Trail	Additional Projects		2
16	Silver Springs Trail	Lake County	Silver Springs State Park	Trail	Additional Projects		2
17	Trail connection	SW 110th St	Cross Florida Greenway Trailhead	Trail connection	Additional Projects		2
18	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County	Trail	Marion County		2
19	Nature Coast Trail (Chiefland to Dunnellon) II	Dunnellon	Levy County Line	Trail	Marion County		2
20	E Highway 40 / Black Bear Trail	SR 19	Volusia County Line	Trail	Marion County		2
21	Chiefland to Dunnellon	SW 215th Court Rd	SW Highway 484	Trail	Marion County		2
22	Ocala Rail Trail	SE 3rd St	Oak Rd	Trail	Marion County		2
23	Dunnellon Trail Connection	St Patrick Dr	Cross Florida Greenway	Trail	Additional Projects		3
24	NW 21st Ave	NW 35th St	NW 21st St	Trail	Additional Projects		3
25	Cross Florida Greenway Connection	SE Highway 314	Marshall Greenway	Trail	Marion County		3
26	Nature Coast Trail (Chiefland to Dunnellon) I	SW Highway 484	S Bridges Rd	Trail	Marion County		3
27	North Lake Trail	SR 40	Lake County Line	Trail	Marion County		3
28	Cross Florida Greenway Land Bridge Expansion	Over I-75		Trail	Additional Projects		3



ID	Facility Name	From	To	Improvement Type	Source	Notes	Initial Tier
1	NE 35th St	West Anthony Road	NE Jacksonville Rd	Bike Lane	Marion County		2
2	NE 35th St	NE Jacksonville Rd	NE 25th Ave	Bike Lane	Marion County		2
3	NE 35th St	NE 25th Ave	NE 36th Ave	Bike Lane	Marion County		2
4	E Fort King St	SE 16th Ave	SE 22nd Ave	Potential Buffered Bike Lane	Additional Projects	Propose to Stakeholders for Discussion	2
5	NE 1st Ave	SE Broadway St	NE 2nd St	Potential Bike Lane	Additional Projects		2
6	S Magnolia Ave	SW 10th St	NE 2nd St	Potential Bike Lane	Additional Projects		2
7	SR 200	Bridge over Withlacoochee River		Bicycle-Pedestrian Accommodations with future bridge replacement	Additional Projects		3



ID	Facility Name	From	To	Improvement Type	Source	Notes	Initial Tier
1	SW 103rd St Rd	SR 200	SW 38th Ave	Multi-Use E-W Path connection	Additional Projects	Propose to Stakeholders for Discussion	1
2	NE 55th Ave	NE 31st St	E Silver Springs Blvd	Sidewalk (on west side)	Additional Projects		1
3	SR 40/Silver Springs Blvd	US 301/441 Pine	SW 7th Ave	Sidewalks both sides of street to fill gap.	Additional Projects		1
4	SR 464	SRS 200	SW 12th Ave	Sidewalk to fill in gap - SR 200 to SW 12th south side; SW 18th Avenue to SW 12th Avenue on north side	Additional Projects		1
5	US 301/441/27	S/O Rail Line Bridge sidewalk	SE 3rd Ave	Sidewalk both sides under Rail Bridge	Additional Projects		1
6	SW 20th St	SW 34th Ave	SW 38th Ave	Sidewalks both sides to fill in gap.	Additional Projects		1
7	SW 19th Ave Rd	SR 464	Existing sidewalk	Sidewalk to fill in gap on north side of road	Additional Projects		1
8	SR 40	north side of SR 40 to south side	NE 30th Ave	Sidewalk connection across SR 40 to connect to NE 30th	Additional Projects		1
9	NE 7th St	SR 35-Baseline	SE 36th Ave	Sidewalks both side of street to complete gap	Additional Projects		1
10	SW 34th St	SW 27th Ave	SW 34th Circle	Sidewalk to fill in gaps both side	Additional Projects		1
11	SW 95th St	SW 48th Ave	SW 40th Ter	Shared Use Path	Marion County		1
12	NW 110th Ave	SR 40	NW 21st St	Shared Use Path	Marion County		1
13	NE 7th St	NE 36th Ave	Baseline Rd	Shared Use Path	Marion County		1
14	NE 7th St	NE 36th Ave	NE 46th Court	Sidewalk	Ocala		1
15	NE 35th St	NE 36th Ave	NE 36th Ln	Sidewalk (on North side)	Additional Projects		2
16	SE Maricamp Rd	East of SE 58th Ave	SE 110th Ave	Sidewalk	Additional Projects		2
17	US 301 both sides of Roadway	SE 115th Lane	N/O SE 62nd Ave connect to existing sidewalk	Sidewalk both sides	Additional Projects		2
18	SR 40	E Silver Springs Blvd		Sidewalk to fill in gap for access between north side of SR 40 to south side and Sun Tran Bus Stop at Marion County Veteran Services and Public Library	Additional Projects		2
19	SR 40	connection from north side to south side at NE 40th Ave		Sidewalk to connect north and south side of SR 40	Additional Projects		2
20	SR 40	West of NE 49th Ter	NE 49th Ter	Sidewalk to fill in gap end of existing to NE 49th at Wal-Mart	Additional Projects		2
21	SW 13th St	SW 37th Ave	SW 27th Ave	Sidewalk both sides to fill in gap and serve elementary school	Additional Projects		2
22	SW 32nd Ave	SW 34th St	SW 33rd Rd	Sidewalk to fill in gap	Additional Projects		2
23	NW 80th/70th Ave	SR 40	US 27	Shared Use Path	Marion County		2
24	NE 25th Ave	NE 28th St	NE 49th St	Sidewalk	Marion County		2
25	NW 17th Ave	Silver Springs Boulevard	NW 4th St	Sidewalk	Ocala		2
26	NW 16th Terrace	Silver Springs Boulevard	NW 1st St	Sidewalk	Ocala		2
27	NW 3rd Ave	NW 21st St	NW 28th St	Sidewalk	Ocala		2
28	NE 4th Ave	NE 25th St	NE 28th St	Sidewalk	Ocala		2

ID	Facility Name	From	To	Improvement Type	Source	Notes	Initial Tier
29	NW 4th Ave	NW 28th St	NW 31st St	Sidewalk	Ocala		2
30	SW 7th St	SW 24th Ave	SW MLK Jr Ave	Sidewalk (on both sides)	Additional Projects		2
31	NE 2nd St	NE 15th Ave	NE 19th Ave	Sidewalk (on both sides)	Additional Projects		2
32	NE 2nd St	NE 11th Ave	NE 12th Ter	Sidewalk (on both sides)	Additional Projects		2
33	NE 35th St	Lindale Mobile Home Park West Entrance	NE 55th Ave	Sidewalk (on North side)	Additional Projects		2
34	NE 8th Ave	NE 10th St	E Silver Springs Blvd	Sidewalk	Additional Projects		2
35	US 301	SE 120th Place	SE 115th Lane	Sidewalk both sides	Additional Projects		2
36	SR 40	north to south side of Rd connection		Sidewalk at NE 42nd to connect across SR 40	Additional Projects		2
37	NE 36th Ave	NE 14th St	NE 19th Place	Sidewalk to complete gap	Additional Projects		2
38	SW 20th St	SW 60th Ave	SW 57th Ave	Sidewalk both sides to fill in gap.	Additional Projects		2
39	Fort King St	SR 35-Baseline	Se 36th Ave	Sidewalks both side of street to complete gaps	Additional Projects		2
40	SW 34th St	Sw 27th Ave	Sw 26th Ave	Sidewalk to complete gap	Additional Projects		2
41	SW 34th St	East of SW 34th Cir	East of SW 27th Ave	Sidewalk gap	Additional Projects		2
42	SR 35/Baseline Rd	SE 110th/Hames	SE of 92nd Loop	Sidewalk/Multi-Use Path	Additional Projects		2
43	SW 38th St	SW 80th Ave	SW 60th Ave	Shared Use Path	Marion County		2
44	SW 38th/40th St	SW 60th Ave	SW 43rd Ct	Shared Use Path	Marion County		2
45	SW 80th Ave	SW 90th St	SW 38th St	Shared Use Path	Marion County		2
46	SW 49th Ave North	Marion Oaks Trail	SW 95th St	Shared Use Path	Marion County		2
47	Marion Oaks Manor Extension	SW 49th Ave	CR 475	Shared Use Path	Marion County		2
48	Pine Rd	Spring Rd	SE Maricamp Rd	Sidewalk	Marion County		2
49	Almond Rd	SE 58th Ave	SE 58th Ave	Sidewalk	Marion County		2
50	Oak Rd	Emerald Rd	Southern intersection of Olive rd. and Emerald rd.	Sidewalk	Marion County		2
51	NE 95 St	NE 16th Ter	West side of RailRd RW	Shared Use Path	Marion County		2
52	Dogwood Rd	SR 35	Pine Rd	Shared Use Path	Marion County		2
53	SW 21st Ave	SW 7th St	SW 8th Place	Sidewalk	Ocala		2
54	SW 20th Ave	SW 7th St	SW 8th Place	Sidewalk	Ocala		2
55	SW 19th Ave	SW 7th St	SW 8th Place	Sidewalk	Ocala		2
56	SW 5th Place	SW 20th Ave	SW 24th Ave	Sidewalk	Ocala		2
57	SW 6th St	SW 20th Ave	SW 24th Ave	Sidewalk	Ocala		2
58	SW 6th St	SW MLK Ave	SW 19th Ave	Sidewalk	Ocala		2
59	NW 2nd St	NW 24th Ave	NW 27th Ave	Sidewalk	Ocala		2
60	SE 44th Ave	E Fort King St	SE 8th Ave	Sidewalk	Ocala		2
61	SE 6th St	SE 32nd Ave	SE 36th Ave	Sidewalk	Ocala		2
62	SE 32nd Ave	E Fort King St	SE 6th St	Sidewalk	Ocala		2
63	NE 10th Ave	NE 3rd St	NE 5th St	Sidewalk	Ocala		2
64	NW 5th Ave	NW 25th St	NW 28th St	Sidewalk	Ocala		2
65	NE 39th Ave	NE 17th Place	NE 21st St	Sidewalk	Ocala		2
66	NW 2nd Ave	NW 28th St	NW 31st St	Sidewalk	Ocala		2
67	SE 17th St	SE 25th Ave	SE 29th Terrace	Sidewalk	Ocala		2
68	SE 9th St	SE 3rd Ave	SE Alvarez Ave	Sidewalk	Ocala		2
69	SE 22nd St	SE 4th Terrace	SE 8th Ave	Sidewalk	Ocala		2
70	SE 5th St	SE 11th Ave	SE 15th Ave	Sidewalk	Ocala		2
71	SE 8th St	SE 11th Ave	SE 17th Ave	Sidewalk	Ocala		2
72	SE 12th St	SE 9th Ave	SE 11th Ave	Sidewalk	Ocala		2
73	SW 2nd St	SW 24 Ave	SW 23rd Ave	Sidewalk	Ocala		2
74	NE 14th Ave	NE 35th St	NE 28th St	Sidewalk	Ocala		2
75	NE 24th St	NE 19th Ave	NE 21st Terrace	Sidewalk	Ocala		2
76	NW 17th Pl	NW 21st Ave	NW Martin Luther King Jr Ave	Sidewalk (on north side)	Additional Projects		3
77	NW 21st Ave	MLK Ave	Ocala Recharge Park	Sidewalks both sides to connect MLK sidewalks to Park	Additional Projects		3
78	SW 80th Ave	SW 90th St	SW 80th St	Shared Use Path	Marion County		3
79	SW 49th Ave South Segment F - New 4 Lane Divided Rd (To the South)	Marion Oaks Manor	CR 484	Shared Use Path	Marion County		3
80	SE 55th Ave Rd	US 441	CR 484	Sidewalk	Marion County		3
81	Bahia Rd	Midway Rd	Northern existing sidewalk on the west side of Bahia Rd	Shared Use Path	Marion County		3
82	SE 30th Ave	SE 14th St	SE 17th St	Sidewalk	Ocala		3
83	SE 7th St	SE 36th Ave	SE 38th Ave	Sidewalk	Ocala		3
84	SE 8th St	SE 36th Ave	SE 39th Ave	Sidewalk	Ocala		3
85	NE 10th Ave	NE 10th St	NE 14th St	Sidewalk	Ocala		3
86	NW 25th St	NW 1st Ave	NW 6th Ave	Sidewalk	Ocala		3
87	NW 24th Place	NW Magnolia Ave	NW 25th St	Sidewalk	Ocala		3
88	NW 24th Rd	NW 21st Ave	NW 21st St	Sidewalk	Ocala		3
89	NW 21st Court	NW 24th Rd	NW 23rd Rd	Sidewalk	Ocala		3
90	NE 20th Ave	NE 10th St	NE 14th St	Sidewalk	Ocala		3
91	NW 21st St	NW 24th Rd	NW 21st Ave	Sidewalk	Ocala		3
92	NW 4th Ave	NW 8th St	NW 10th St	Sidewalk	Ocala		3
93	SE 41st Ave	SE 8th St	SE 11th Place	Sidewalk	Ocala		3
94	SW 26th Ave	SW 34th Ave	SW 35th Ave	Sidewalk	Ocala		3
95	SW 30th St	SW 38 Ave	2470 ft West	Sidewalk	Ocala		3
96	SW 29th Ave	SW 38 Ave	1777 ft West	Sidewalk	Ocala		3
97	SW 28th Place	SW 38 Ave	986 ft West	Sidewalk	Ocala		3
98	SW 41st Court	SW 29 Place	SW 30th St	Sidewalk	Ocala		3
99	SW 39th Court	SW 28 Place	SW 30th St	Sidewalk	Ocala		3
100	SE 39th Ave	SE 7th St	SE 3rd St	Sidewalk	Ocala		3
101	SW 49th Ave	Marion Oaks Trl	SW 135th St	Shared Use Path	Additional Projects		3
102	SW 49th Ave	SW 43rd St Rd	SW 95th St	Shared Use Path	Additional Projects		3



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JARED W. PERDUE, P.E.
SECRETARY

Marion County Project Status Update as of July 30, 2025

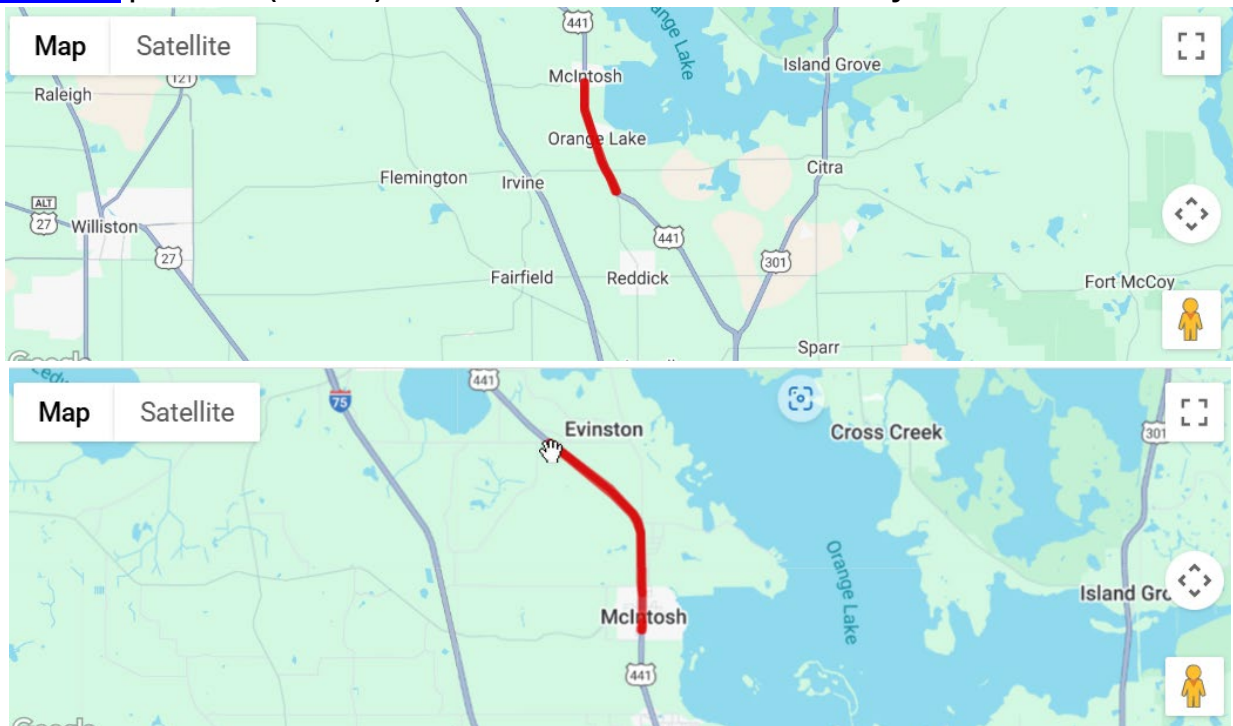
The following is a brief status update on major FDOT road construction projects in Marion County as of the July 31 cutoff date. Information is also available on www.cflroads.com. For questions, please contact Jonathan Scarfe at 386-943-5791 or via email at D5-MPOLiaisons@dot.state.fl.us.

MARION COUNTY

NEW PROJECTS:

[448635-1](#) | U.S. 441 (S.R. 25) from north of C.R. 25A to Avenue I

[445218-1](#) | U.S. 441 (S.R. 25) from Avenue I to the Alachua County Line



- Contract: T5847
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 11, 2025
- Estimated Completion Date: Summer 2026
- Construction Cost: \$16.2 million

Description: The Florida Department of Transportation (FDOT) is resurfacing a 3.1-mile-long segment U.S. 441 (State Road (S.R.) 25) from north of County Road (C.R.) 25A to Avenue I and from Avenue I to the Alachua County line. This project is designed to help enhance safety by adding paved shoulders and provide paved turnouts and aprons along the corridor.

Update: Signage is in place on northbound and southbound U.S. 441 and will also be added to primary side streets as determined. In the July 29 progress meeting, it was announced that the energy companies involved aligned their work for this project and that resurfacing would begin on Monday, August 11.

CURRENT PROJECTS:

426179-1 | Silver Springs State Park Pedestrian Bridges



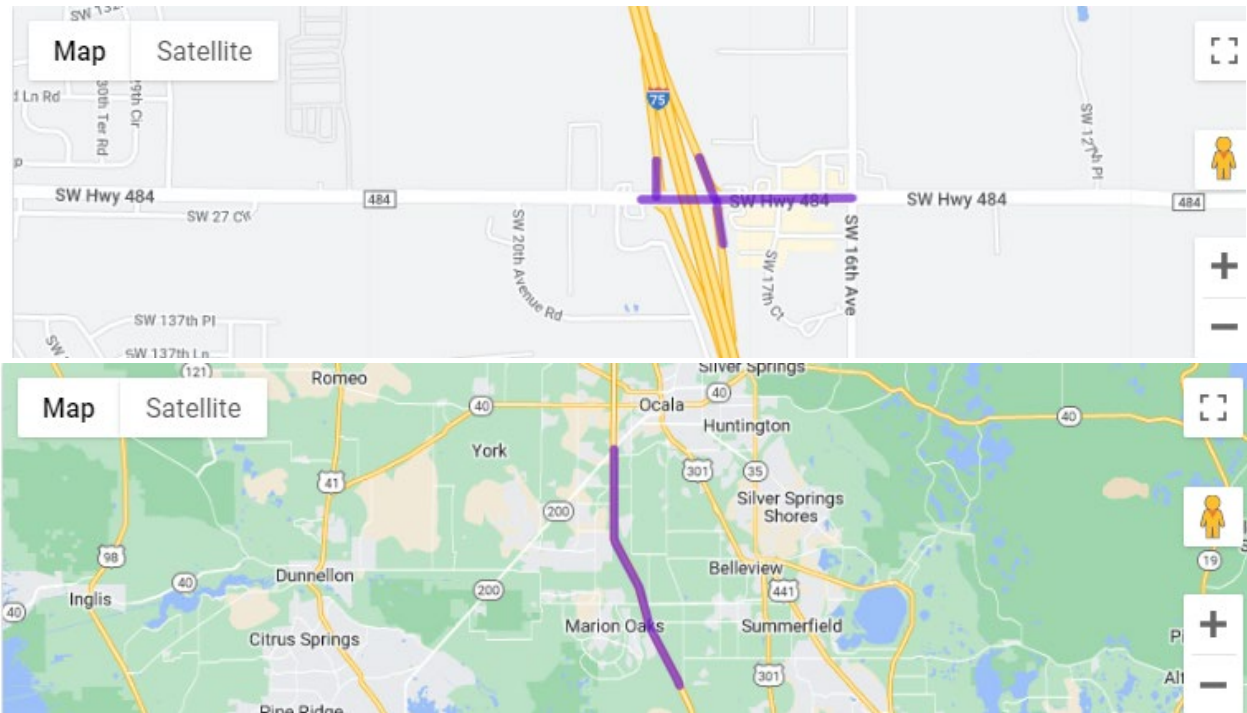
- Contract: T5796
- Contractor: Lambert Bros., Inc.
- Start Date: January 8, 2024
- Estimated Completion Date: Summer 2025
- Construction Cost: \$3.4 million

Description: The Florida Department of Transportation (FDOT) will construct two 8-foot-wide boardwalks within Silver Springs State Park, the Half Mile Creek boardwalk to the north and the Fort King Waterway boardwalk to the south. The 748-foot Half Mile Creek boardwalk will connect to an existing path on the west side of the park before stretching across the creek and meeting an underutilized trail to the east. The other, a 550-foot boardwalk, will run south from the existing Ross Allen Island boardwalk before crossing the Fort King Waterway with a 65-foot timber bridge. After the bridge, the boardwalk will continue for approximately 120 feet south before meeting a 180-foot lime rock trail leading to an existing group campsite. All boardwalks and trails associated with this project will comply with the Americans with Disabilities Act (ADA).

Update: The contractor is finishing a few minor punch list items. The project should receive final acceptance by the first week of August.

433651-1 | C.R. 484 and I-75 Interchange Roadway Improvements

443170-1 | I-75 Resurfacing from Sumter County line to S.R. 200

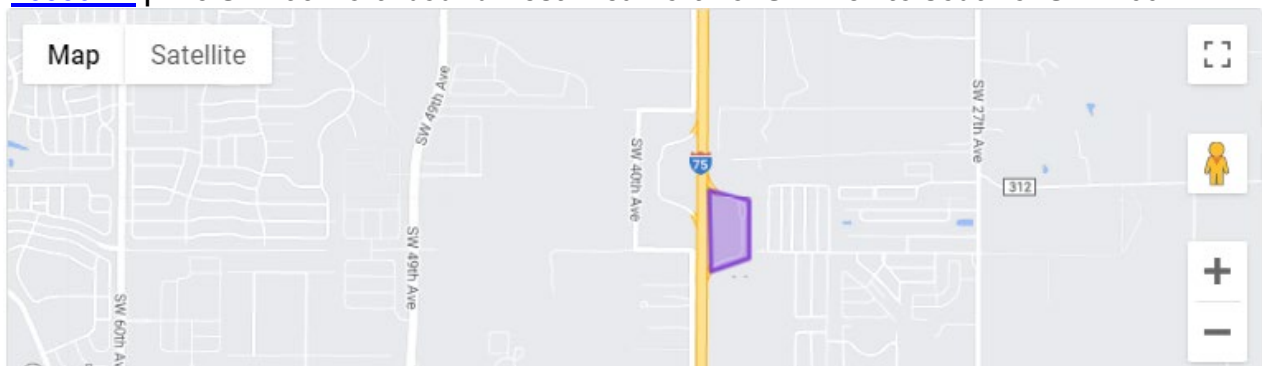


- Contract: T5597
- Contractor: Anderson Columbia Co., Inc.
- Start Date: January 4, 2023
- Estimated Completion Date: Early 2026
- Construction Cost: \$40 million

Description: The Florida Department of Transportation (FDOT) will be improving safety and traffic flow on County Road (C.R.) 484, from west of S.W. 20th Avenue to east of County Road (C.R.) 475A and will also be resurfacing I-75 from the Sumter County line to State Road (S.R.) 200 in Marion County.

Update: (433651-1) The new bridge containment wall design has been completed. The project is currently awaiting a new funding package, but construction activity is expected to increase soon. The estimated completion date has been adjusted to early 2026. (443170-1) This portion of the project has been completed.

[438562-1](#) | I-75/S.R. 93 Northbound Rest Area north of S.R. 484 to south of S.R. 200



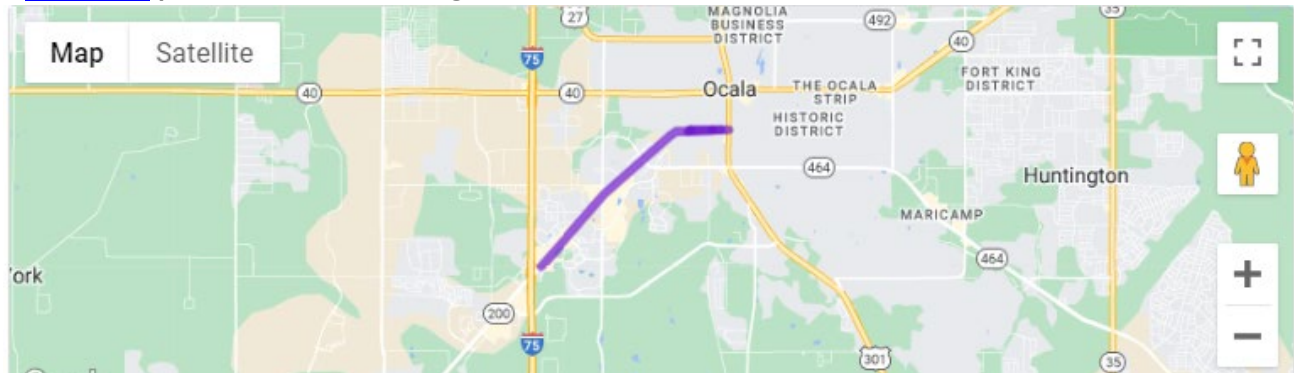
- Contract: T5784
- Contractor: Commercial Industrial Corp.
- Start Date: August 26, 2023
- Estimated Completion Date: Summer 2025
- Construction Cost: \$31 million

Description: This project will renovate the northbound Interstate 75 (I-75) rest area between County Road (C.R.) 484 and State Road (S.R.) 200 in Marion County. The project aims to reconstruct the facilities and update amenities to meet current standards. Parking will be expanded for passenger vehicles, RVs, and

trucks. Work will include resurfacing the truck parking to become the car parking lot and constructing a new truck parking and ramps. The rest area will be closed to the public until the project is complete.

Update: The contractor is currently installing the ITS components and working on punch list items to complete the project.

[439234-1](#) | S.R. 200 Resurfacing from east of I-75 to U.S. 301

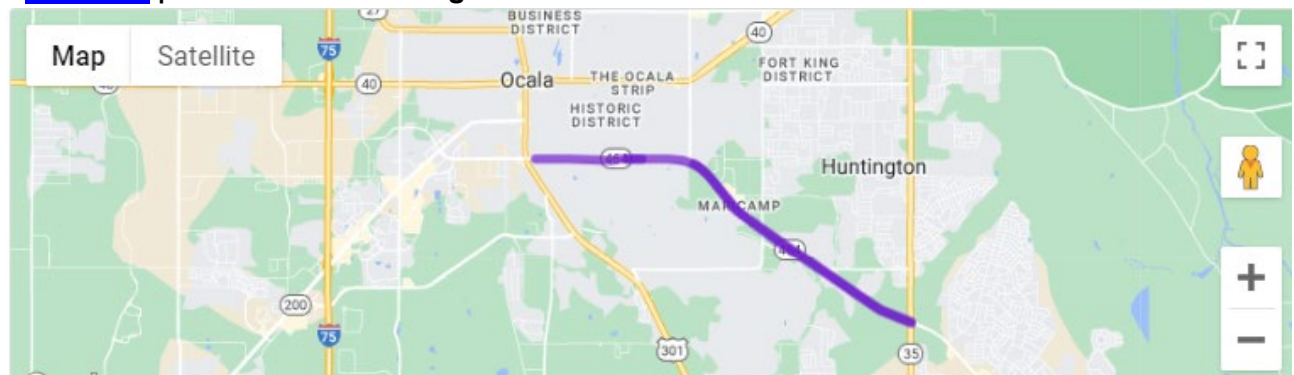


- Contract: E51F6
- Contractor: Anderson Columbia Co., Inc.
- Start Date: September 3, 2024
- Estimated Completion Date: Late 2025
- Construction Cost: \$16.6 million

Description: The purpose of this project is to provide safety and operational enhancements on State Road 200 (Southwest (SW) College Road) from east of Interstate 75 to U.S. 301 (South Pine Avenue) in Ocala. To enhance safety, raised concrete medians will be constructed throughout the corridor to reduce vehicle conflict points while encouraging safer driving speeds. Also, three Pedestrian Hybrid Beacons (PHBs) will be constructed at the following locations: between SW 35th Terrace and SW 34th Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue. A PHB provides increased visibility and safer crossings for vulnerable road users at midblock locations. The corridor will be milled and resurfaced to extend the life of the existing roadway. Sidewalk and pedestrian features will be installed at intersections for added safety and to comply with ADA (Americans with Disabilities Act). Other improvements include traffic signal and lighting upgrades, drainage enhancements, and new signs, striping, pavement markings, and landscaping.

Update: The paving is more than 75% complete.

[441141-1](#) | S.R. 464 Resurfacing from U.S. 301/U.S. 27 to S.R. 35



- Contract: T5782
- Contractor: Anderson Columbia Co., Inc.
- Start Date: August 23, 2023
- Estimated Completion Date: Summer 2025
- Construction Cost: \$26.1 million

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

Update: Roadway paving is complete. The concrete, signal, and lighting enhancements work are ongoing.

[448526-1](#) | U.S. 41 from north of Citrus County line to SW 110th Street

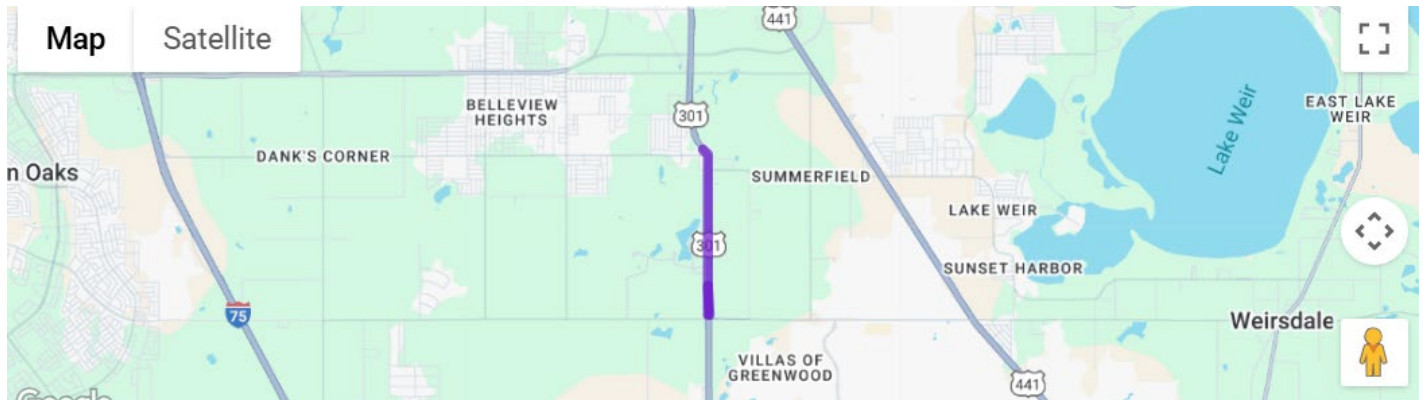


- Contract: T5831
- Contractor: Superior Asphalt, Inc.
- Start Date: May 28, 2025
- Estimated Completion Date: Early 2026
- Construction Cost: \$3.9 million

Description: The Florida Department of Transportation (FDOT) is making improvements U.S. 41 (Williams Street) from north of the Citrus County line to Southwest 110th Street in Dunnellon. The 1.41 miles project includes resurfacing the roadway to extend its life and reconstructing the intersection of U.S. 41 and Pennsylvania Avenue (County Road 484) to allow for a free-flowing right turn. A designated right turn lane will be added, bringing all turning movements under signal control for improved safety. Other improvements include traffic signal upgrades on U.S. 41 at Pennsylvania Avenue, Powell Road, Brooks Street, and Southwest 110th Street. Pedestrian crosswalks and curb ramps will also be installed to enhance pedestrian safety and meet current Americans with Disabilities Act (ADA) standards.

Update: The contractor is performing directional boring in preparation for upcoming signal work and making improvements at the County Road 484 intersection, including concrete removal, signalization, and roadway upgrades. Work has also begun on installing new drainage structures.

[445302-1](#) | U.S. 301 (S.R. 35) Resurfacing from north of C.R. 42 to north of SE 144th Place Road

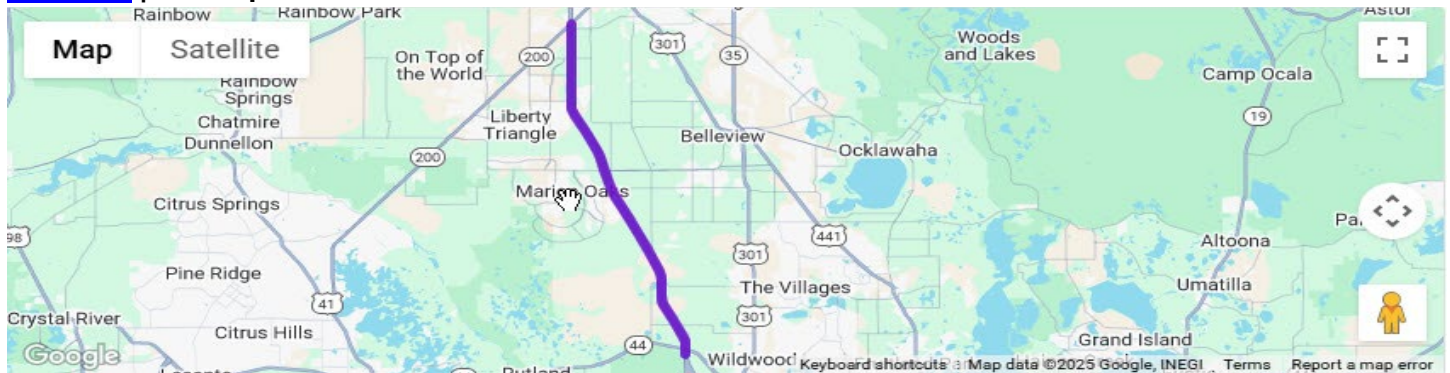


- Contract: E51F7
- Contractor: C.W. Roberts Contracting, Inc.
- Start Date: August 28, 2024
- Estimated Completion Date: Summer 2025
- Construction Cost: \$5.6 million

Description: This Florida Department of Transportation (FDOT) project will mill and resurface U.S. 301 (also known as State Road 35) from north of County Road (C.R.) 42 to north of Southeast 144th Place Road to extend the life of the existing roadway. Safety and operational improvements will be added, including constructing a new traffic signal at the intersection of U.S. 301 and Southeast 147th Street. Additional improvements include widening shoulders at select locations, drainage upgrades, providing bicycle through lanes (also known as keyholes) next to right turn lanes, guardrail reconstruction, and new lighting at the curve from north of Southeast 147th Street to Southeast 144th Place Road. Audible and vibratory pavement markings will be added along the shoulders in specific areas to enhance safety. New signs and pavement markings will be placed throughout the corridor.

Update: The original contract work is complete. The contractor is currently installing a new drainage structure to enhance drainage in the project area. The road is open and operating in its final configuration with no impacts on traffic. The new traffic signal at the U.S. 301 and 147th Street intersection is active and operating without issue.

[452074-2](#) | I-75 improvements from south of S.R. 44 to S.R. 200



- Contract: E54F4
- Contractor: Anderson Columbia Co., Inc.
- Start Date: February 19, 2025
- Estimated Completion Date: Fall 2028
- Construction Cost: \$230 million

Description: The Florida Department of Transportation (FDOT) is making improvements along Interstate 75 (I-75) from south of State Road (S.R.) 44 to S.R. 326 in Sumter and Marion counties. This first phase will focus on I-75 from S.R. 44 to S.R. 200. A second project will focus on S.R. 200 to S.R. 326 (FPID No. 452074-1). Both projects include the addition of auxiliary lanes between interchanges. Improvements to

several interchanges are also proposed, including S.R. 326 and S.R. 40. The project is a **Moving Florida Forward Infrastructure Initiative**.

Update: On July 11, a truck struck the Southwest 66th Street bridge, causing damage to the girders. FDOT is currently in discussions to expedite the replacement of this structure, evaluating a proposed change from a two-lane to a four-lane bridge. This change request was submitted by Marion County, and three options are currently under consideration. Early Works Package #2 (ITS and gopher tortoise relocation) and Early Works Package #3 (deep milling of the existing C.R. 475 shoulder) remain in the preconstruction phase.

COMPLETED PROJECTS:

None to report.



TO: Committee Members

FROM: Rob Balmes, Director

RE: 2025 Traffic Counts Report

On July 1, the TPO published to the website the 2025 Traffic Counts Report and Online Map. The report is a compilation of traffic counts taken and administered by professionals at Marion County, City of Ocala, and the Florida Department of Transportation (FDOT).

The 2025 Traffic Counts Report is attached with this memo, and may also be found on the TPO website: <https://ocalamariontpo.org/transportation-statistics/>

The Online Map may be found at:

<https://marioncountyfl.maps.arcgis.com/apps/dashboards/339630de3577473e8278b367df3a730f>

Attachment(s)

- 2025 Traffic Counts Report

If you have any questions, please contact me at: 352-438-2631.



2025 Traffic Counts Report

www.ocalamariontpo.org

TPO Board Members

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James Hilty, Vice-Chair

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Marion County

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Traffic Engineering

City of Ocala

Nick Blizzard

Traffic System Manager

Mike Roberson

Signal Technician II

Florida Department of Transportation (FDOT)

Cheryl Burke

Data Collection Manager

TPO Staff

Rob Balmes, AICP CTP

Director

Shakayla Irby

Administrative Specialist III/ Social Media Coordinator

Liz Mitchell

Grants Coordinator/Fiscal Planner

Cover Images: (Top) County Road (CR) 484, (Middle) CR 316 bridge over I-75, (Bottom), State Road (SR) 40/Silver Springs Boulevard in downtown Ocala

TABLE OF CONTENTS

Introduction.....	4
Traffic Counts Online Map	4
Data Sources.....	5
Count Station Types	5
Example Traffic Count Table	6
Traffic Counts.....	7



Images: (Top) I-75, (Bottom) State Road (SR) 200

INTRODUCTION

The Ocala-Marion Transportation Planning Organization (TPO) has published the 2025 Traffic Counts Report to provide the public with a summary of traffic volumes on major roadways in Marion County. Traffic counts in this report were recorded over a five-year period from 2020 to 2024. Each count also indicates the agency that collected the count, the span of time over which the count was taken and the average annual percent change. Counts are listed in alphabetical order by roadway in the report tables.

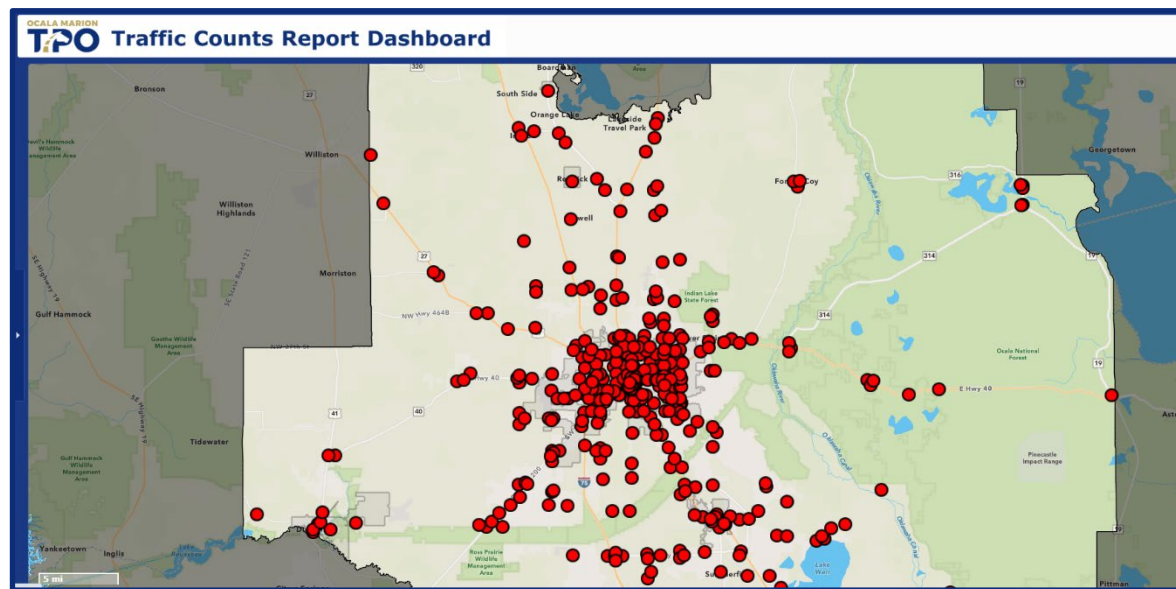
A traffic count indicates the number of vehicles that pass over a point on a particular section of road. Traffic counts taken at the same location over multiple years help provide a better understanding as to how the volume of traffic is changing along a particular roadway. This information may also help determine where future improvements to the transportation system are needed. Additionally, this data informs land-use development reviews, transportation decision-making and the TPO Congestion Management Process (CMP).

Traffic Counts Online Map

The traffic counts may also be accessed online at the **TPO's interactive Traffic Counts Report Dashboard**:

<https://marioncountyfl.maps.arcgis.com/apps/dashboards/339630de3577473e8278b367df3a730f>

The interactive map provides the locations of all traffic counts in the report, including a five-year history and average annual percentage change.



DATA SOURCES

The 2025 Traffic Count Report contains traffic counts for locations in the cities of Belleview, Dunnellon, Ocala, and the unincorporated areas of Marion County. All traffic counts have been collected by one of three sources: City of Ocala, Marion County, or the Florida Department of Transportation (FDOT). Counts collected by Marion County are raw count data. Counts by the City of Ocala are a combination of raw and adjusted counts. Data collected by FDOT are all adjusted using seasonal and axle factors, resulting in Annual Average Daily Traffic (AADT) volumes. Seasonal factors are used to adjust data so that counts taken at different times of the year can be compared accurately. Axle factors are used to adjust axle counts into vehicle counts. Please note that all traffic counts in this report were rounded to the nearest 100.

Count Station Types

There are two main types of count station facilities that are used to record traffic volumes: 'Temporary' stations and 'Permanent' stations.

Temporary Stations

The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway. When driven over, a burst of air pressure is sent through the tube to the counter. For each vehicle that passes over the tubes, the counter records the time of occurrence.



Permanent Stations

Permanent count (Telemetered) sites are locations with infrastructure installed into the roadway surface. Inductive 'Loops' replace pneumatic tubes used in temporary stations. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. These stations allow for basic counts, and the capability to determine vehicle class and speed.



EXAMPLE TRAFFIC COUNT TABLE

		1	2						3	4
Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)		
SR 464										
36th Avenue to SR 35 (Telemetered)	FDOT	T	29,000	32,200	32,800	33,600	34,500	4.5%		
US 441 to SE 11th Avenue	FDOT	4	29,000	30,000	30,000	30,000	31,000	1.7%		
SE 25th to SE 36th	FDOT	4	34,500	35,500	34,500	35,500	36,500	1.4%		

1. **Source:** Agency responsible for collecting the traffic count.

FDOT – Florida Department of Transportation

MC – Marion County

OCA – City of Ocala

2. **Count Type:** Span of time when the count was taken.

1 = **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday or Thursday once per month for a year.

2 = **Annual Three-Day Count:** The average of three 24-hour counts.

3 = **One/Two-Day Count:** A single 24 to 48-hour count, taken Monday through Thursday.

4 = **Average Annual Daily Traffic (AADT):** FDOT AADT volumes published annually.

T = **Telemetered:** Permanent FDOT continuous traffic count location. There are currently five in Marion County.

3. **Traffic Count:** Numbers are rounded to the nearest 100.

'NC' is indicated when there is no traffic count available due to a reporting error, the count is being phased out, or there was construction or maintenance that interfered with the counting process.

4. **Average Annual Growth Rate (Percent):**

The growth rate is derived by calculating the sum of the average annual growth rates over the five-year period.

'N/A' is provided for count locations with limited historical counts to calculate an average annual growth rate over the five-year period.

TRAFFIC COUNTS

This Report includes traffic counts from 2020 to 2024 on the following roadways located in the cities of Belleview, Dunnellon, Ocala and unincorporated areas of Marion County. The roadways are listed in alphabetical order.

• Baseline Extension • County Road (CR) 25 • CR 25A • CR 40 • CR 42 • CR 200A • CR 225 • CR 225A • CR 312 • CR 314 • CR 314A • CR 315 • CR 316 • CR 318 • CR 328 • CR 329 • CR 464 • CR 464A • CR 464B • CR 464C • CR 467 (SE 36th Avenue)	• CR 475 • CR 475A • CR 475B • CR 484 • CR/SR 35 • CR/SR 326 • Fort King Street • I-75 • Magnolia Avenue • Marion Oaks Course • MLK Jr. Avenue • NE 2nd Street • NE 3rd Street • NE 8th Avenue • NE 8th Avenue Road • NE 17th Avenue • NE 19th Avenue • NE 24th Street • NE 25th Avenue • NE 25th Avenue • NE 28th Street	• NE 49th Street • NE 97th Street Road • NE 100th Street • NE 175th Street Road • NE Watula Avenue • NE/SE 25th Avenue • NE/SE 36th Avenue • NW 3rd Street • NW 21st Street • NW 35th Avenue Road • NW 44th Avenue • NW 60th Avenue • NW 80th Avenue • NW 110th Avenue • NW/NE 28th Street • NW/NE 35th Street	• NW/NE 35th Street • NW/SW 27th Avenue • NW/SW 38th Avenue • Powell Road • SE 1st Avenue • SE 3rd Avenue • SE 8th Street • SE 11th Avenue • SE 17th Street • SE 18th Avenue • SE 22nd Avenue • SE 24th Street • SE 25th Avenue • SE 30th Avenue • SE 31st Street • SE 38st Street • SE 44th Avenue Road • SE 52nd Street • SE 62nd Street	• SE 73rd Street • SE 80th Street • SE 92nd Loop • SE 92nd Place Road • SE 95th Street • SE 100th Avenue • SE 110th Street • SE 110th Street Road • SE 114th Street Road • SE 132nd Street • SE 135th Street • SE 147th Street/147th Place • SE Oak Road • SE Watula Avenue • SE/SW 32nd Street • South Magnolia Avenue • State Road (SR) 19 • SR 35
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- | | |
|--|--|
| <ul style="list-style-type: none"> • SR 40 • SR 200 • SR 464 • SR 492 • Sunset Harbor Road • SW 1st Avenue • SW 17th Street Extension (SW 10th Street & SW 13th Street) • SW 17th Street Extension • SW 19th Avenue Road • SW 20th Street • SW 27th Avenue • SW 32nd Avenue/SW 34th Street • SW 33rd Avenue • SW 37th Avenue • SW 38th Avenue • SW 38th Street • SW 42nd Street (CR 475C) • SW 44th Avenue • SW 49th Avenue | <ul style="list-style-type: none"> • SW 60th Avenue • SW 62nd Avenue Road • SW 66th Street • SW 80th Avenue • SW 90th Street • SW 95th Street Road/SW 95th Street • SW 103rd Street Road • SW 180th Avenue Road • US 27 • US 41 • US 301 • US 441 • West Anthony Road |
|--|--|

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
Baseline Extension								
SE 110th St to US 441	MC	3	4,700	4,500	4,800	4,900	5,200	2.7%
CR 25								
E of SR 35	MC	3	11,000	9,000	9,800	9,100	10,000	-1.6%
W of SR 35	MC	3	10,100	NC	NC	NC	NC	N/A
E of SE 110th Street Road	MC	3	11,400	6,000	6,600	5,900	6,600	-9.0%
W of CR 464	MC	3	6,300	5,500	6,000	5,700	5,800	-1.7%
E of CR 464	MC	3	7,900	7,500	7,700	7,300	7,800	-0.2%
S of CR 42	MC	3	11,200	10,800	11,200	10,400	11,700	1.4%
CR 25A								
N of SR 326	MC	3	6,500	7,700	8,100	8,500	8,300	6.6%
S of NW 63rd Street	MC	3	6,100	5,000	5,300	5,400	4,900	-4.9%
S of CR 316	MC	3	2,400	5,300	3,000	4,000	2,900	20.8%
CR 40								
E of CR 336	MC	3	2,500	2,600	3,400	3,700	3,600	10.2%
W of US 41	MC	3	5,000	4,000	3,700	4,200	4,100	-4.1%
CR 42								
E of CR 450	MC	3	4,700	4,100	4,800	5,000	5,200	3.1%
W of US 441	MC	3	8,400	20,200	17,900	17,600	18,200	32.7%
E of CR 475	MC	3	5,100	5,200	5,200	4,700	5,100	0.2%
E of US 301	MC	3	14,100	17,400	17,400	15,300	16,600	5.0%
E of US 441	MC	3	10,700	12,000	13,200	12,500	14,000	7.2%
W of SE 182nd Avenue Road	MC	3	10,100	10,600	10,600	10,900	11,500	3.3%
CR 200A								
S of SR 326	MC	3	6,100	6,900	6,900	7,000	7,000	3.6%
N of NE 49th Street	MC	3	8,300	7,800	7,800	7,700	7,800	-1.5%
N of NE 35th Street	MC	3	8,300	8,600	9,400	9,500	9,400	3.2%
S of NE 35th Street	MC	3	9,800	11,500	10,600	10,600	10,500	2.1%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 200A (cont.)								
US 441 to Magnolia Avenue	MC	2	9,200	NC	NC	10,000	10,400	N/A
N of SR 326	MC	3	NC	10,700	10,000	11,000	10,700	0.2%
S of CR 316	MC	3	8,000	5,500	5,600	5,800	5,300	-8.6%
S of CR 329	MC	3	7,100	5,700	6,600	6,800	6,200	-2.4%
CR 225								
N of US 27	MC	3	1,000	1,000	1,400	1,400	1,400	10.0%
CR 225A								
N of CR 326	MC	3	3,300	2,900	3,100	3,000	2,900	-2.9%
S of CR 326	MC	3	7,900	5,000	5,200	5,300	5,300	-7.7%
N of US 27	MC	3	6,700	7,200	7,000	7,100	7,600	3.3%
N of NW 110th Street	MC	3	2,700	4,800	2,700	2,500	2,500	6.7%
CR 312								
E of CR 475A	MC	3	2,200	2,700	2,900	3,100	3,300	10.9%
CR 314								
W of SR 35	MC	3	5,500	5,400	5,700	5,300	5,400	-0.3%
E of SR 35	MC	3	6,500	5,400	7,300	7,100	6,600	2.1%
W of SR 19	MC	3	4,400	3,700	3,400	3,700	3,600	-4.5%
N of SR 40	MC	3	2,400	3,500	3,100	3,600	3,600	12.6%
S of SR 40	MC	3	2,400	2,200	1,900	2,200	2,300	-0.4%
CR 314A								
S of SR 40	MC	3	5,100	5,600	4,700	5,500	5,900	4.5%
E of CR 464C	MC	3	3,400	5,000	5,000	4,800	5,400	13.9%
N of SR 40	MC	3	2,300	2,400	1,800	2,200	2,100	-0.7%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 315								
S of CR 21 Putnam Co Line	MC	3	4,600	4,100	4,400	4,400	4,200	-2.0%
S of CR 316	MC	3	3,900	4,100	4,300	4,800	4,400	3.3%
N of SR 40	MC	3	3,700	3,900	3,900	4,600	4,500	5.3%
CR 316								
E of CR 200A	MC	3	2,600	2,300	2,300	2,400	2,300	-2.8%
W of CR 315	MC	3	2,400	3,200	2,800	2,900	2,900	6.1%
E of CR 315	MC	3	6,700	4,200	4,300	4,600	4,400	-8.1%
W of SR 19	MC	3	2,400	1,700	1,800	1,800	1,700	-7.2%
W of US 441	MC	3	1,600	1,400	1,300	1,400	1,300	-4.8%
CR 318								
W of US 301	MC	3	3,700	3,300	3,800	3,800	3,700	0.4%
E of CR 335	MC	3	2,200	2,200	2,400	2,500	2,500	3.3%
W of I-75	MC	3	1,100	3,500	4,500	4,100	4,200	60.1%
E of I-75	MC	3	4,000	4,700	5,800	5,800	5,500	8.9%
CR 328								
N of SR 40	MC	3	5,100	5,300	5,600	5,700	5,900	3.7%
CR 329								
E of US 441	MC	3	6,200	5,300	5,200	5,000	5,000	-5.1%
E of CR 200A	MC	3	4,400	5,100	4,100	4,300	3,800	-2.6%
W of CR 25A	MC	3	1,400	1,900	2,100	1,900	1,900	9.2%
CR 464								
E of SR 35	MC	3	35,900	34,400	34,000	34,400	31,100	-3.4%
W of Oak Road	MC	3	12,800	16,000	15,300	15,000	16,000	6.3%
W of SE 108th Terrace Road	MC	3	7,100	8,700	9,100	9,600	10,000	9.2%
N of CR 25	MC	3	3,000	3,000	2,700	2,800	3,000	0.2%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 464A/Lake Weir Avenue/SE Magnolia								
SE 31st to SE 38th Street	OCA	3	NC	5,800	6,200	6,100	6,100	1.8%
SE 31st Street to SR 464	OCA	3	NC	8,800	10,500	9,700	9,800	4.2%
SE 11th Avenue to SE 24th Road	OCA	2	NC	9,300	10,300	10,000	9,600	1.3%
CR 464B								
W of NW 110th Avenue	MC	3	3,000	3,200	3,300	3,100	3,400	3.4%
CR 464C								
E of SE 141st Terrace Road	MC	3	4,900	4,800	5,200	4,800	5,400	2.8%
CR 467 (SE 36th Avenue)								
S of SE 95th Street	MC	3	4,700	4,600	5,600	5,200	5,100	2.6%
N of CR 484	MC	3	5,400	6,000	5,800	5,600	5,700	1.5%
S of CR 484	MC	3	4,400	4,500	4,900	4,700	5,300	5.0%
CR 475								
N of SE 52nd Street	MC	3	7,900	8,000	9,200	8,500	8,400	1.9%
N of CR 328	MC	3	6,600	7,200	7,900	7,200	7,700	4.2%
N of CR 312	MC	3	7,000	7,600	8,400	7,400	8,100	4.2%
N of CR 484	MC	3	5,500	5,500	6,000	6,500	7,000	6.3%
S of CR 484	MC	3	5,500	5,400	5,900	5,900	5,900	1.9%
S of CR 475A	MC	3	8,000	9,000	9,000	9,100	8,800	2.6%
CR 475A								
N of SW 66th Street	MC	3	12,200	13,600	13,700	16,000	15,700	6.8%
S of SW 66th Street	MC	3	7,200	10,300	10,200	10,500	11,800	14.4%
E of CR 475	MC	3	1,600	1,500	2,000	2,100	1,900	5.6%
W of US 301/SR 35	MC	3	2,700	2,200	2,100	2,300	2,100	-5.6%
W of CR 475B	MC	3	6,800	6,800	7,100	6,700	6,900	0.4%
N of CR 484	MC	3	6,800	7,100	8,000	7,200	6,400	-1.0%
S of CR 484	MC	3	5,700	5,800	5,700	4,600	5,400	-0.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
CR 475B								
W of CR 475	MC	3	2,600	11,000	4,900	5,400	5,900	71.8%
CR 484								
E of SR 200	MC	3	3,800	8,000	7,900	8,000	8,200	28.3%
W of I-75	MC	3	30,700	NC	NC	NC	NC	N/A
E of I-75	MC	3	31,100	NC	NC	NC	NC	N/A
E of CR 475A	MC	3	24,000	22,800	19,700	19,200	17,800	-7.1%
E of US 41 (East of Bridge)	MC	3	9,800	9,400	9,400	9,800	10,100	0.8%
E of CR 475	MC	3	18,500	22,400	18,800	19,700	19,200	1.8%
E of CR 467	MC	3	18,300	18,900	17,700	18,100	18,500	0.3%
W of US 441	MC	3	10,700	8,900	8,300	7,900	8,200	-6.1%
W of SR 200	MC	3	11,300	11,300	11,400	12,500	12,600	2.8%
CR/SR 35								
N of SR 40	MC	3	5,600	9,300	9,400	9,100	8,900	15.4%
S of SR 326	MC	3	5,800	2,500	5,800	5,600	5,900	19.3%
N of SR 326	MC	3	2,800	3,100	3,000	2,900	3,200	3.6%
CR/SR 326								
W of I-75	MC	3	7,700	7,200	7,400	7,200	7,600	-0.2%
E of CR 200A	FDOT	4	11,600	11,800	12,100	12,500	12,900	2.7%
W of CR 35	MC	2	9,900	NC	NC	NC	NC	N/A
N of SR 40	MC	4	3,600	3,600	3,600	NC	NC	N/A
E of US 441	FDOT	4	11,600	11,800	11,400	11,800	12,200	1.3%
1 mi W of SR 25/US 441	FDOT	4	11,600	11,800	11,100	11,500	11,900	0.7%
E of I-75	FDOT	4	20,500	20,500	20,500	25,500	26,500	7.2%
W of US 27	MC	3	3,800	4,700	5,200	5,000	4,900	7.1%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
Fort King Street								
SE 25th Avenue to SE 36th Avenue	OCA	3	5,500	NC	7,400	NC	NC	N/A
SE 1st Avenue to SE 11th Avenue	OCA	2	5,200	5,800	5,900	6,300	5,700	2.6%
SE 36th Avenue to SR 35	OCA	2	7,500	7,000	7,700	8,300	8,100	2.2%
SE 11th Avenue to SE 16th Avenue	OCA	3	4,600	5,000	5,700	6,400	6,700	9.9%
SE 16th Avenue to SE 25th Avenue	OCA	3	8,700	9,900	NC	NC	NC	N/A
SE 22nd Avenue to SE 25th Avenue	OCA	3	NC	NC	6,700	8,400	8,000	10.3%
SE 16th Avenue to SE 22nd Avenue	OCA	3	NC	NC	7,600	8,300	6,900	-3.8%
SE 28th Avenue to SE 30th Avenue	OCA	3	NC	NC	7,400	8,100	7,300	-0.2%
I-75								
N of CR 318	FDOT	4	56,500	57,500	72,500	68,500	71,500	6.7%
SR 326 to CR 318	FDOT	4	61,500	62,500	68,500	68,000	71,500	3.7%
US 27 to SR 326	FDOT	4	69,500	84,500	80,500	81,500	85,500	5.7%
SR 40 to US 27	FDOT	4	78,000	91,000	87,500	95,500	99,500	6.5%
SR 200 to SR 40	FDOT	4	91,500	NC	90,000	95,500	100,500	5.7%
0.23 mi N of SW 66th Street (Telemetered)	FDOT	T	87,100	103,000	*NC	*NC	*NC	N/A
From SR 44 to CR 484	FDOT	4	70,500	72,500	104,500	113,500	94,000	9.6%
Magnolia Avenue								
NW 14th Street to Jacksonville Road	OCA	2	NC	3,200	3,200	3,200	3,400	2.1%
NE 1st Avenue to SR 492	OCA	2	NC	4,000	3,700	3,700	3,800	-1.6%
SR 492 to NW 14th Street	OCA	2	3,500	3,900	3,900	3,600	2,600	-6.0%
Magnolia Extension								
SE 3rd Avenue to SW 10th Street	OCA	2	NC	NC	NC	5,500	3,000	N/A

*2022 to 2024 Telemetered AADT/counts not available due to ongoing construction on I-75

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
Marion Oaks Course								
N of CR 484	MC	3	7,500	13,300	12,200	13,300	15,700	24.0%
MLK Jr. Avenue								
US 27 to SR 40	OCA	2	19,400	7,800	13,500	14,700	13,200	3.0%
US 27 to NW 22nd Street	OCA	2	8,600	7,700	8,100	8,800	9,100	1.7%
NW 22nd Street to NW 31st Street	OCA	3	7,200	6,600	7,600	7,500	7,100	0.0%
SR 40 to SR 200	OCA	2	19,900	13,600	16,300	17,900	9,800	-11.8%
SR 200 to SR 464	OCA	3	6,800	6,600	7,400	7,600	8,100	4.6%
NE 2nd Street								
NE 8th Avenue to NE 25th Avenue	OCA	3	2,400	2,400	2,600	1,600	2,200	1.8%
NE 3rd Street								
SR 40 to NE 25th Avenue	OCA	3	1,700	2,000	1,800	1,900	2,000	4.6%
NE 8th Avenue to NE 25th Avenue	OCA	2	3,100	3,200	3,800	4,100	3,400	3.2%
NE 8th Avenue								
NE 14th Street to SR 40	OCA	3	9,100	6,900	7,100	7,700	7,700	-3.2%
NE 8th Avenue Road								
NE 24th Street to NE 14th Street	OCA	3	6,200	7,500	7,500	7,600	7,700	5.9%
NE 17th Avenue								
SR 492 to NE 3rd Street	OCA	2	2,100	2,200	2,100	1,600	5,300	51.9%
NE 19th Avenue								
NE 24th Street to NE 14th	OCA	3	3,000	2,900	2,800	2,900	700	-19.8%
NE 24th Street								
CR 200A to NE 25th Avenue	OCA	2	5,400	3,700	3,800	3,900	3,600	-8.5%
NE 25th Avenue to NE 36th	OCA	3	2,600	1,800	2,300	2,800	3,000	6.5%
NE 25th Avenue								
NE 14th Street to NE 24th Street	OCA	2	11,400	9,900	10,600	10,100	10,400	-2.0%
NE 24th Street to NE 28th Street	OCA	3	8,800	8,000	7,900	7,500	8,100	-1.9%
SR 40 to NE 3rd Street	OCA	3	NC	6,700	6,900	7,000	7,100	2.0%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NE 28th Street								
CR 200A to NE 25th Avenue	OCA	3	NC	NC	NC	5,200	5,300	N/A
NE 49th Street								
E of CR 200A	MC	3	3,800	3,600	3,700	3,900	3,700	-0.6%
NE 97th Street Road								
E of NE 21st Avenue	MC	3	3,000	2,600	2,900	2,900	2,900	-0.4%
NE 110th Street								
E of US 441	MC	2	NC	NC	NC	500	NC	N/A
NE 175th Street Road								
E of US 301	MC	3	2,400	2,600	2,500	2,600	2,500	1.2%
NE Watula Avenue								
SR 40 to NE 3rd Street	OCA	3	1,000	1,000	700	1,200	1,300	12.4%
NE/SE 25th Avenue								
N of NE 49th Street	MC	3	3,300	3,100	3,500	3,400	3,500	-1.7%
S of NE 49th Street	MC	3	5,200	4,700	5,000	5,200	5,100	-0.3%
N of NE 28th Street	MC	3	8,800	7,600	7,900	7,600	7,500	-3.7%
SE Ft King to SR 464	OCA	2	16,700	18,300	18,100	18,600	19,200	3.6%
SR 40 to SE Ft King Street	OCA	2	9,800	14,300	13,400	21,000	23,600	27.2%
NE/SE 36th Avenue								
S of SR 326	MC	3	3,200	3,800	3,800	4,000	3,800	4.8%
N of NE 35th Street	MC	3	8,800	9,100	9,100	9,200	9,400	1.7%
SE 31st Street to SE 38th Street	MC	3	8,300	5,700	6,000	5,700	6,000	-6.4%
SR 40 to NE 14th Street	OCA	2	15,500	15,700	15,000	16,600	15,300	-0.1%
NE 21st Street to NE 35th Street	OCA	3	NC	NC	12,500	13,200	12,700	0.9%
NE 14th Street to NE 21st Street	OCA	3	NC	11,400	12,100	11,500	17,100	16.6%
SE 17th Street to SE 6th Street	OCA	2	NC	18,500	17,200	18,600	18,800	0.7%
SR 464 to SE 17th Street	OCA	3	13,900	7,400	NC	NC	NC	N/A
SR 464 to SE 31st Street	OCA	3	5,400	7,400	6,900	6,700	6,200	5.0%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NE/SE 36th Avenue (cont.)								
SE 24th Street to SE 17th Street	OCA	2	NC	17,200	15,400	18,500	16,200	-0.9%
SE 6th Street to Fort King Street	OCA	2	15,800	18,700	18,200	17,800	19,200	5.3%
N of NE 97th Street Road	MC	3	1,700	1,600	1,900	2,000	2,000	4.5%
NW 3rd Street								
US 441 to Magnolia Avenue	OCA	3	1,500	1,700	NC	700	NC	N/A
NW 21st Street								
MLK Jr. to NW 27th Avenue	OCA	3	1,900	1,600	1,900	1,700	1,800	-0.4%
NW 35th Avenue Road								
NW 21st Street to NW 35th Street	OCA	3	NC	NC	NC	9,700	8,100	N/A
US 27 to NW 21st Street	OCA	3	NC	NC	NC	8,900	10,200	N/A
NW 44th Avenue								
N of US 27	MC	3	8,200	8,700	9,700	10,600	9,400	3.9%
NW 60th Avenue								
N of SR 40	MC	3	10,000	11,600	10,800	12,900	11,700	4.8%
NW 80th Avenue								
N of SR 40	MC	3	4,800	7,000	7,300	7,600	7,200	12.2%
NW 110th Avenue								
N of SR 40	MC	3	7,800	4,800	5,400	5,700	5,800	-4.7%
NW/NE 28th Street								
US 441 to NW 2nd Avenue	OCA	3	3,300	5,200	2,300	NC	NC	N/A
NW 1st Avenue to Jacksonville Road	OCA	1	16,500	NC	NC	NC	NC	N/A
US 441 to CR 200A	OCA	3	NC	NC	NC	3,300	3,500	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
NW/NE 35th Street								
W of NE 25th Avenue	MC	3	9,800	8,700	9,800	9,900	10,200	1.4%
E of NE 25th Avenue	MC	3	7,900	7,600	7,900	8,600	9,000	3.4%
E of NE 36th Avenue	MC	3	7,100	6,600	7,100	7,000	7,300	0.9%
W of NW 16th Avenue	MC	3	6,700	10,200	10,600	10,700	11,800	16.8%
W of US 441	MC	3	14,000	16,500	17,000	17,300	19,200	8.4%
NW/SW 27th Avenue								
US 27 to SR 40	OCA	2	20,300	30,400	25,800	24,400	NC	9.7%
NW 21st Street to US 27	OCA	3	5,600	5,700	6,200	6,500	6,400	3.5%
SW 34th Street to SW 42nd Street	OCA	3	18,800	20,900	23,500	23,500	25,700	8.2%
NW/SW 38th Avenue								
S of US 27	MC	3	3,400	2,700	2,500	2,400	2,300	-9.0%
Powell Road								
W of US 41	MC	3	4,000	4,800	3,600	4,000	3,700	-0.3%
S Magnolia Avenue								
SE 3rd Street to SE 10th Street	OCA	1	3,200	5,900	5,200	5,500	3,000	8.2%
SE 1st Avenue								
SW 10th Street to SE 8th Street	OCA	2	NC	NC	NC	2,500	2,700	N/A
SE 3rd Avenue								
CR 464A to SR 464	OCA	3	2,900	4,600	3,500	4,300	5,000	18.5%
SR 464 to SE 23rd Place	OCA	3	4,400	2,700	2,700	3,300	3,400	-3.3%
SE 8th Street to CR 464A	OCA	2	10,500	NC	NC	NC	NC	N/A
SE 8th Street								
SE 36th Avenue to SE 52nd Court	OCA	3	1,800	1,900	2,100	2,300	2,300	6.4%
SE 3rd Avenue to SE 11th Avenue	OCA	3	1,900	NC	NC	NC	NC	N/A
SE 1st Avenue to SE 3rd Avenue	OCA	3	2,400	NC	NC	NC	NC	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SE 11th Avenue								
SR 40 to SE Ft King Street	OCA	2	2,300	3,100	2,400	3,100	3,200	11.1%
SR 464 to CR 464A	OCA	3	1,400	2,100	2,000	2,000	1,800	8.8%
SE Ft King Street to SR 464	OCA	3	2,700	3,500	3,100	2,900	2,700	1.2%
SE 17th Street								
SE 30th Avenue to SE 36th Avenue	OCA	3	4,600	5,400	5,200	5,400	5,300	3.9%
SE 25th Avenue to SE 30th Avenue	OCA	2	4,000	3,200	3,400	3,200	3,200	-4.9%
SE 18th Avenue								
SR 464 to SE 31st Street	OCA	2	6,500	8,600	8,300	9,000	8,700	8.5%
SE 22nd Avenue								
SE Ft King Street to SR 464	OCA	3	1,900	1,900	2,300	2,000	2,000	2.0%
SE 24th Street								
SR 464 to SE 36th Avenue	OCA	3	8,200	9,600	10,100	9,400	9,400	3.8%
SE 36th Avenue to SE 44th Court	OCA	3	7,300	NC	NC	NC	NC	N/A
SE 25th Avenue								
SE 14th Street to SR 464	OCA	2	NC	NC	NC	18,600	19,200	N/A
SE 14th Street to Fort King	OCA	2	NC	NC	NC	17,900	19,500	N/A
SE 30th Avenue								
SE Ft King Street to SE 17th Street	OCA	3	2,800	3,400	3,800	3,600	3,400	5.6%
SR 464 to SE 17th Street	OCA	3	NC	NC	NC	3,500	3,600	N/A
SE 31st Street								
CR 475 to US 441	OCA	2	NC	18,400	24,100	25,400	25,800	12.6%
US 441 to Lake Weir	OCA	2	19,200	23,900	17,900	18,100	18,700	1.0%
SE 36th Avenue to SR 464	OCA	2	NC	7,800	7,800	5,400	5,100	-12.1%
SW 7th Avenue to CR 475	OCA	3	NC	NC	NC	33,600	26,700	N/A
SE 22nd Avenue to SE 36th Avenue	OCA	3	NC	NC	NC	7,600	8,100	N/A
SE 38st Street								
W of SE 36th Avenue	MC	3	6,400	5,400	5,400	5,200	5,200	-4.8%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SE 44th Avenue Road								
N of SE 52nd Street	MC	3	7,600	8,100	8,300	8,200	8,000	1.4%
SE 52nd Street								
E of US 441	MC	3	6,700	5,500	6,000	5,100	5,300	-5.0%
W of US 441	MC	3	3,000	3,100	3,400	3,300	3,400	3.3%
SE 62nd Street								
W of SE 30th Court (Before RxR)	MC		NC	NC	NC	1,100	1,100	N/A
SE 73rd Street								
W of SE 36th Avenue (Before RxR)	MC		NC	NC	NC	1,600	1,800	N/A
SE 80th Street								
W of US 441	MC	3	4,800	6,200	6,400	6,800	7,300	11.5%
E of US 441	MC	3	4,300	5,900	5,800	6,200	6,300	11.0%
SE 92nd Loop								
SE 110th Street Road & E HWY 25	MC	3	NC	8,100	12,300	12,500	12,700	18.4%
SE 92nd Place Road								
E of US 441	MC	3	7,000	9,900	10,400	11,300	12,200	15.8%
SE 95th Street								
W of US 441	MC	3	6,000	6,500	6,800	6,700	6,900	3.6%
SE 100th Avenue								
S of CR 25	MC	3	5,100	4,700	5,000	4,500	5,300	1.6%
SE 110th Street								
W of US 441	MC	3	5,600	6,500	6,600	6,100	6,600	4.6%
SE 110th Street Road								
E of Oak Road	MC	3	3,300	3,200	3,400	3,300	3,800	3.9%
SE 114th Street Road								
W of CR 464C	MC	3	4,200	4,500	5,000	4,800	5,500	7.2%
SE 132nd Street								
E of CR 484	MC	3	11,200	13,500	13,700	13,100	13,700	5.6%
W of US 441	MC	3	10,000	13,200	14,100	13,900	14,200	9.9%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SE 135th Street								
W of SE 80th Avenue (Before RxR)	MC		NC	NC	NC	700	700	N/A
SE 147th Street/147th Place								
W of US 441	MC	3	5,500	4,800	5,600	5,300	4,800	-2.7%
SE Oak Road								
S of CR 464	MC	3	5,000	5,100	5,300	5,200	5,100	0.5%
SE Watula Avenue								
SE Ft. King to 8th Street	OCA	3	4,600	4,100	4,500	3,500	4,600	2.0%
Ft. King to SR 40	OCA	3	NC	4,100	3,400	4,000	5,800	15.2%
SE/SW 32nd Street								
CR 475 to US 441	OCA	2	21,300	NC	18,400	NC	NC	N/A
SR 19								
SE of CR 314	FDOT	4	1,900	1,900	2,200	2,200	2,200	3.9%
N of CR 316	FDOT	4	3,800	3,800	3,800	3,800	4,000	1.3%
N of SR 40	FDOT	4	1,900	1,900	1,900	2,000	2,000	1.3%
S of CR 316	FDOT	4	4,300	4,300	4,300	4,700	4,900	3.4%
SR 35								
S of SR 464	FDOT	4	26,000	27,000	26,500	27,500	28,500	2.4%
N of SR 464	FDOT	4	20,400	20,500	20,500	21,400	22,000	1.9%
N of SR 25	FDOT	4	12,400	12,600	12,600	14,500	15,000	5.0%
S of SR 40	FDOT	4	12,000	12,200	15,800	16,400	17,000	9.7%
N of SE 92nd	FDOT	4	26,000	27,000	26,500	27,500	28,500	2.4%
SR 40								
W of CR 314A	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
SE 183rd to Lake County	FDOT	4	6,100	6,300	5,200	5,400	5,600	-1.7%
NE 36th Avenue to City Limits	FDOT	4	22,500	21,800	22,100	22,300	24,500	2.2%
E of NE 24th (Telemetered)	FDOT	T	20,200	21,800	22,100	22,300	21,800	2.0%
N Magnolia to NE 8th Avenue	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 40 (cont.)								
ML King to SW 27th Avenue	FDOT	4	23,000	23,000	23,000	21,500	22,500	0.5%
SW 27th to SW 33rd	FDOT	4	33,000	32,500	32,500	30,000	31,000	-1.5%
E of CR 314A	FDOT	4	8,100	8,300	8,300	8,000	8,200	0.3%
NE 25th Avenue to NE 36th	FDOT	4	24,500	25,000	28,500	29,500	30,500	5.7%
E of CR 314	FDOT	4	13,200	13,400	13,000	13,600	14,000	1.5%
NE of US 41	FDOT	4	8,200	8,400	8,400	8,600	8,900	2.1%
W of I-75	FDOT	4	30,000	31,000	31,000	28,500	29,500	-0.3%
W of CR 225A	FDOT	4	18,700	19,100	19,100	20,200	21,000	3.0%
NE 11th Avenue to NE 25th	FDOT	4	27,000	28,000	28,000	27,500	28,500	1.4%
0.9 mi E of SR 35	FDOT	4	12,800	13,000	13,000	14,600	15,200	4.5%
W of US 441	FDOT	4	19,200	19,800	20,500	21,400	22,000	3.5%
E of US 441	FDOT	4	31,000	32,000	29,000	30,000	31,000	0.2%
E of CR 328	FDOT	4	16,200	16,600	17,200	17,900	18,500	3.4%
W of SW 60th Avenue	FDOT	3	23,600	21,500	22,500	23,500	24,500	1.1%
E of SR 326	FDOT	4	17,200	17,600	17,500	18,100	18,700	2.1%
SR 200								
SW MLK to US 441	FDOT	4	26,000	25,500	25,000	27,000	28,000	2.0%
SW 17th Street to SW ML King	FDOT	4	22,000	22,000	22,000	27,000	28,000	6.6%
SW 27th Avenue to SW 17th	FDOT	4	37,500	38,500	33,000	34,500	35,500	-1.0%
SW 26th Street to SW 27th	FDOT	4	36,500	37,500	37,500	36,000	37,000	0.4%
S of CR 484	FDOT	4	15,200	15,600	15,600	17,500	18,100	4.6%
NE of CR 484	FDOT	4	21,000	21,000	26,500	27,500	28,500	8.4%
1 mi NE of CR 484	FDOT	4	30,000	31,000	31,000	26,000	27,000	-2.2%
0.5 mi E of I-75	FDOT	4	42,500	43,500	43,000	45,000	47,000	2.6%
SW of I-75 (Telemetered – W/O SW 48th Avenue)	FDOT	T	41,000	39,600	40,800	38,000	44,000	2.1%
W of 60th Avenue	FDOT	4	41,000	42,000	44,000	37,000	38,000	-1.5%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SR 464								
36th Avenue to SR 35 (Telemetered)	FDOT	T	29,000	32,200	32,800	33,600	34,500	4.5%
US 441 to SE 11th Avenue	FDOT	4	29,000	30,000	30,000	30,000	31,000	1.7%
SE 25th to SE 36th	FDOT	4	34,500	35,500	34,500	35,500	36,500	1.4%
SE 11th to SE 25th	FDOT	4	29,000	30,000	30,500	31,500	32,500	2.9%
SW 19th Avenue Road to SW 7th	FDOT	4	31,000	32,000	32,000	31,000	32,000	0.8%
SR 200 to SW 19th Avenue Road	FDOT	4	25,500	26,000	23,500	24,500	25,500	0.2%
SR 492								
US 441 to N Magnolia Avenue	FDOT	4	20,300	19,000	19,000	16,300	16,900	-4.2%
N Magnolia to NE 8th Avenue	FDOT	4	21,000	21,000	19,000	16,300	16,900	-5.0%
0.5 mi W of NE 17th	FDOT	4	20,300	19,000	19,000	16,400	17,000	-4.1%
NE 19th to NE 25th	FDOT	4	19,400	19,400	19,400	19,200	20,000	0.8%
NE 36th Avenue to SR 40	FDOT	4	9,300	9,500	9,600	10,000	10,400	2.8%
NE 25th to NE 36th	FDOT	4	16,300	18,700	18,700	16,200	16,800	1.3%
Sunset Harbor Road								
N of SE 155th Street	MC	3	4,900	12,700	3,400	3,300	3,800	24.5%
E of US 441	MC	3	6,300	12,400	6,400	6,300	6,100	10.9%
SW 1st Avenue								
SR 200 to SR 464	OCA	3	4,600	3,300	4,700	5,200	5,300	6.7%
SW 5th Street								
US 441 to S Magnolia Avenue	OCA	3	NC	NC	NC	1,700	1,500	N/A
SW 17th Street Extension								
SW 27th Avenue to SR 200	OCA	3	7,300	12,500	12,100	13,000	13,700	20.2%
SW 17th Street Extension (SW 10th St & SW 13th St)								
SW 33rd Avenue to SW 27th Avenue	OCA	3	NC	NC	NC	5,200	NC	N/A
SW 19th Avenue Road								
SW 27th Avenue to SW 24th Street	OCA	2	NC	NC	14,900	12,200	16,900	10.2%
SR 464 to SW 24th Avenue	OCA	2	NC	19,300	18,600	18,900	16,000	-5.8%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 20th Street								
SW 27th Avenue to SR 200	OCA	3	6,400	NC	NC	NC	NC	N/A
SW 38th Avenue to SW 31st Street	OCA	2	NC	16,200	14,000	14,400	15,300	-1.5%
Carlton Arms to SW 38th	OCA	3	NC	9,500	13,400	8,200	5,000	-12.3%
SW 60th Avenue to SW 53rd	OCA	2	NC	NC	12,400	12,900	12,900	2.0%
SW 53rd to Carlton Arms	OCA	3	NC	10,800	11,900	13,300	12,300	4.8%
SW 27th Avenue								
SR 200 to SW 20th Avenue Road	OCA	2	13,100	19,300	18,800	20,200	20,300	13.2%
SW 34th Street to SW 19th Avenue Road	OCA	3	NC	NC	NC	18,400	25,700	N/A
SW 32nd Avenue/SW 34th Street								
SR 200 to SW 27th Avenue	OCA	2	NC	NC	NC	25,900	27,000	N/A
SW 33rd Avenue								
SW 7th Street to SW 13th Street	OCA	3	2,000	4,600	4,800	6,600	4,500	35.0%
SW 7th Street to SR 40	OCA	3	NC	6,500	7,900	9,100	10,400	17.0%
SW 37th Avenue								
SW 13th Street to SW 20th Street	OCA	3	NC	4,600	3,500	3,700	4,600	2.0%
SW 38th Avenue								
SW 20th Street to SW 40th Avenue	OCA	3	NC	4,200	6,000	6,900	5,700	13.5%
SW 13th Street to SW 40th Street	OCA	3	NC	NC	NC	17,000	NC	N/A
SW 38th Street								
E of SW 60th Avenue	MC	3	5,500	8,000	8,600	9,100	9,700	16.3%
W of SW 60th Avenue	MC	3	6,800	10,600	10,400	12,200	13,100	19.7%
E of SW 80th Avenue	MC	3	NC	NC	9,000	9,800	9,500	2.9%
SW 42nd Street (CR 475C)								
SW 27th Avenue to SW 31st Avenue	OCA	1	11,100	NC	NC	NC	NC	N/A
SW 31st Avenue to SR 200	OCA	2	14,900	19,900	19,800	21,000	21,700	10.6%
SW 44th Avenue								
SW 20th Street to SW 13th Street	OCA	3	NC	NC	NC	3,400	3,600	N/A

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 49th Avenue								
N of SW 103rd Street Road	MC	3	10,900	11,700	13,500	16,000	17,500	12.7%
SW 60th Avenue								
N of SR 200	MC	3	19,300	18,400	17,600	18,400	20,300	1.5%
S of SR 200	MC	3	22,400	20,500	19,000	19,700	20,500	-2.0%
N of 20th Street	MC	2	26,700	NC	NC	20,800	18,700	N/A
S of SW 38th Street	MC	3	17,400	18,400	17,400	18,500	20,000	3.7%
SW 62nd Avenue Road								
S of SW 95th Street	MC	3	8,800	8,900	9,000	10,200	11,000	5.9%
N of SW 103rd Street Road	MC	3	8,300	6,800	7,000	8,400	8,200	0.6%
SW 66th Street								
E of SR 200	MC	3	4,400	6,800	7,800	8,800	9,200	21.7%
W of CR 475A	MC	3	6,000	10,800	12,400	15,400	16,000	30.7%
E of CR 475A	MC	3	4,900	5,800	5,700	6,300	6,700	8.4%
SW 80th Avenue								
S of SR 40	MC	3	8,400	9,000	8,800	9,100	9,500	3.2%
N of SR 200	MC	3	11,800	12,700	12,800	14,600	15,300	6.8%
S of SR 200	MC	3	3,600	4,300	4,700	4,100	4,000	3.4%
S of SW 38th Street	MC	3	NC	NC	11,600	12,400	12,000	1.8%
N of SW 38th Street	MC	3	NC	NC	8,100	9,000	9,000	5.6%
SW 90th Street								
W of SR 200	MC	3	5,300	4,900	8,400	9,900	9,300	18.9%
SW 95th Street Road/SW 95th Street								
E of SW 62nd Avenue Road	MC	3	11,100	11,500	11,200	12,500	15,000	8.2%
E of SR 200	MC	3	3,700	6,300	6,900	7,400	8,800	26.5%
SW 103rd Street Road								
E of SR 200	MC	3	5,300	4,800	5,600	5,400	4,900	-1.4%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
SW 180th Avenue Road								
N of CR 484	MC	2	3,300	3,000	5,200	3,600	4,000	11.1%
US 27								
NW of I-75	FDOT	4	21,000	21,500	21,500	20,200	21,000	0.1%
NW 27th to NW MLK Jr	FDOT	4	22,500	23,500	23,500	22,000	23,000	0.7%
I-75 to NW 27th Avenue	FDOT	4	21,000	21,000	21,000	21,400	22,000	1.2%
MLK Jr Avenue to US 441	FDOT	4	25,000	26,000	26,000	20,500	21,500	-3.1%
S of CR 326	FDOT	4	7,800	8,000	9,900	10,300	10,700	8.6%
E of CR 225	FDOT	4	17,500	17,900	17,900	17,900	18,500	1.4%
W of NW 160th Avenue	FDOT	4	7,600	7,800	8,400	10,300	10,700	9.2%
US 41								
N of SR 40	FDOT	4	11,100	11,300	11,700	12,100	12,500	3.0%
N of Citrus County	FDOT	4	21,500	21,500	21,500	20,800	21,500	0.0%
N of CR 484	FDOT	4	21,000	21,000	21,500	21,500	22,500	1.8%
N of CR 484 - Robinson	FDOT	4	26,000	24,000	24,000	22,500	23,500	-2.4%
US 301								
N of CR 329	FDOT	4	14,700	15,000	9,900	10,300	10,600	-6.3%
N of SE 118th Place	FDOT	4	13,300	13,500	13,100	13,700	14,100	1.5%
N of CR 318	FDOT	4	14,800	15,100	15,100	15,800	14,800	0.1%
N of CR 316	FDOT	4	17,000	19,000	19,000	16,800	17,400	0.9%
N of CR 42	FDOT	4	17,100	17,500	17,500	15,600	16,200	-1.2%
S of CR 42	FDOT	4	19,700	23,000	23,000	29,500	30,500	12.1%
US 441								
0.5 mi N of CR 42	FDOT	4	30,000	31,000	33,000	34,000	35,000	3.9%
S of SR 326	FDOT	4	16,300	16,700	16,500	20,200	21,000	6.9%
S of SR 40	FDOT	4	34,500	35,500	39,500	41,500	41,500	4.8%
S of SR 464	FDOT	4	25,500	26,500	30,000	31,000	32,000	5.9%
N of 92nd Place Road	FDOT	4	28,500	29,500	29,500	28,500	29,500	0.9%

Location	Source	Count Type	2020	2021	2022	2023	2024	Ave Annual Growth Rate (%)
US 441 (cont.)								
S of CR 464A	FDOT	4	30,500	31,500	32,500	29,000	30,000	-0.2%
0.3 mi N of SR 326 (Telemetered)	FDOT	T	29,200	32,500	33,200	32,200	33,200	3.4%
County Line to CR 42	FDOT	4	37,500	38,000	38,000	40,500	41,000	2.3%
N of NW 10th Street	FDOT	4	27,000	28,000	25,500	26,500	27,500	0.6%
S of SR 200	FDOT	4	26,000	32,000	32,000	30,000	31,000	5.0%
W Anthony Road to CR 25A	FDOT	4	19,300	21,200	18,100	18,700	19,500	0.7%
N of NW 100th Street	FDOT	4	22,500	28,500	28,500	29,500	29,000	7.1%
S of CR 320	FDOT	4	8,200	8,400	8,400	8,500	8,800	1.8%
S of CR 318	FDOT	4	9,600	8,400	8,400	8,500	8,800	-1.9%
SE of CR 25A	FDOT	4	7,200	7,400	7,400	7,500	7,700	1.7%
0.7 mi N of US 301	FDOT	4	26,000	27,000	27,000	30,500	31,500	5.0%
S of CR 316	FDOT	4	8,700	8,900	8,500	8,900	9,300	1.8%
1.1 mi N of CR 25A	FDOT	4	22,000	22,000	18,100	NC	NC	N/A
S of SR 40	FDOT	4	34,500	35,500	39,500	41,500	41,500	4.8%
N of SR 40	FDOT	4	28,000	29,000	29,000	31,500	32,500	3.8%
NW of US 301	FDOT	4	29,500	30,500	27,500	28,500	29,500	0.2%
S of Alachua CL	FDOT	4	5,300	5,400	5,400	8,000	8,200	13.1%
0.5 mi SE of US 301	FDOT	4	16,400	16,800	18,000	15,500	16,100	-0.1%
West Anthony Road								
N of NW 35th Street	MC	2	5,500	5,300	5,700	6,100	6,100	2.7%