AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. ACTION ITEMS

   A. FY 2024 PRIORITY PROJECT LIST
      Staff will present the revised draft FY 2024 Project Priorities for review. Staff is requesting review, ranking, and approval of the priority projects list.

   B. NE 25TH AVENUE, FROM NE 14TH STREET TO NE 24TH STREET TRANSPORTATION IMPROVEMENT PROGRAM TIP AMENDMENT
      TIP Amendment to add federal design funding for proposed road widening project for FY 2018. Staff is recommending approval of the proposed amendment.

   C. NE 25TH AVENUE, FROM NE 24TH STREET TO NE 35TH STREET TRANSPORTATION IMPROVEMENT PROGRAM TIP AMENDMENT
      TIP Amendment to add federal design funding for proposed road widening project for FY 2018. Staff is recommending approval of the proposed amendment.

      The Transportation Improvement Program (TIP) is a five-year planning document that tracks the funding and phasing of transportation projects. Staff is recommending approval of the TIP.

4. COMMENTS BY FDOT

5. COMMENTS BY TPO STAFF

6. COMMENTS BY TAC MEMBERS
7. PUBLIC COMMENT (Limited to 5 minutes)

8. ADJOURNMENT

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352) 629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Technical Advisory Committee will be held on June 12, 2018.*
May 4, 2018

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner

RE: DRAFT FY 2024 Priority Projects

The following pages contain a copy of the DRAFT FY 2024 Priority Projects, the 2018 Trail Priorities and the 2018 Off-System Priorities. There have been the usual changes in programmed funding as the projects progress towards final construction. Additionally, there are number of changes to all of the lists this year. The changes are as follows:

2024 Priority Projects

- #4: SR 40 Downtown Operational Improvement – The project has been split into two phases and moved from five to four;
- #5: SR 35 Intersection Operational Improvement – Moved from four to five;
- #8: US 41 from SW 111th Place Lane to SR 40 – Project has been added back to the list because of deferred construction funding;
- #21: SW 40th Avenue Realignment – New project

2018 Trail Projects

- #8: Watula Trail and NE 8th Road Trail – Projects have been combined into one.
- #10: Nature Coast Trail – New Project

2018 Off-System Priorities

- #1: SW 44th Avenue from SR 200 to SW 32nd Street – Project has been added back to the list because of deferred construction funding.
- #10: Lake Tuscalawilla Flood Relief – New Project

If you have any questions regarding the rankings or a specific project please contact me in our office at (629-8297).
<table>
<thead>
<tr>
<th>RANK</th>
<th>ROAD SEGMENT</th>
<th>ROADWAY DATA</th>
<th>ROADWAY DATA</th>
<th>PRIORITY YEAR</th>
<th>PHASE FY 2024</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td># of Length</td>
<td>LOS Volume</td>
<td>PRIORITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lanes Standard</td>
<td>Traffic Capacity</td>
<td>IMPROVEMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Capacity)</td>
<td>Count</td>
<td>Ratio</td>
<td>LOS</td>
<td>SIS</td>
</tr>
</tbody>
</table>
| 1    | NW 49th Street Interchange | (FDOT FM# 435209-1) | - - - - - - - | Yes | New Interchange | ROW/CST | Project Manager: Heather deubert  
MLOU Approved: 1/26/2015  
UR Approval Date: June 2016  
Working with Marion County/FDOT to possibly expedite project schedule. |
| 2    | SR 40/US 441 Intersection Op. Improvement I | NW 2nd St to SW Broadway Street (FDOT FM# 433661-1) | 0.16 6 D 50,000 34,900 70% C No | Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination | FULLY FUNDED | Project Manager: Todd Alexander  
Plans Complete: 12/2016  
Fully funded. |
| 3    | US 411 Intersection Op. Improvement II | at SR 464 (FDOT FM# 433660-1) | NA 6 D 50,000 25,300 51% C No | Add Dedicated Turn Lanes and Pedestrian | CST | Project Manager: Todd Alexander  
Plans Complete: 7/2016  
$2,100,603 LRE |
| 4    | SR 40 Downtown Operational Improvement | A SR 40 at NE 1st Avenue (EB Left-Turn) (FDOT FM# 431935-1) - Phase I | 0.63 4 D 32,400 34,700 107% F No | Traffic Ops. Improvement | CST | Project Manager: Matt Hassan |
|      | B US 441 to NE 8th Avenue (FDOT FM# 431935-1) - Phase II | 0.63 4 D 32,400 34,700 107% F No | Pedestrian and Traffic Ops | CST | Project Manager: Matt Hassan |
Wait for finalized scope to determine if ROW is necessary. |
| 6    | SR 40 East Multi-Modal Improvement | | 1.5 4 D 32,400 20,900 65% C No | Add turn-lanes, enhanced illumination, pedestrian safety measures and intersection reconstruction at SR 35. | PE | |
| 7    | SR 40 West Multi-Modal Improvement | CSX Rail Bridge to I-75 | 2.8 4 D 32,400 33,000 102% F No | Sidewalk Widening & Reconditioning | PE | |
| 8    | US 41 | SW 111TH PL LN to SR 40 (FDOT FM# 239648-1) | 3.6 2 D 18,600 23,000 124% D No | Add 2 Lanes | FULLY FUNDED | Project Manager: Kathy Emo  
Plans Complete: 9/2013, Update: 4/2017 |
## OCALA/MARION COUNTY TPO
### DRAFT FY 2024 PRIORITY PROJECTS

<table>
<thead>
<tr>
<th>RANK</th>
<th>ROAD SEGMENT</th>
<th>ROADSIDE DATA</th>
<th>PRIORITY YEAR PHASE FY 2024</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>SR 200</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
|      | CR 484 to Citrus County Line  | Length: 3.2  Lanes: 2  LOS: C  V16: 8,400  T16: 15,100  R16: 180%  S16: F  SIS: No | Add 2 Lanes | CST  
|      | (FDOT FM# 238651-1) | | Project Manager: Naziru Isaac  
|      | | | Plans Complete: 1/2017  
|      | | | Right of way complete  
|      | | | Estimate: $34,465,223 (LRE 8/11/2015) |          |
|      | (FDOT FM# 438651-1) | | Project Manager: Taleb Shams  
|      | | | Plans Complete: 5/2017  
|      | | | Right of way: FY 2018-2019 |          |
| 11   | SW 40th Avenue to SW 27th Avenue  | Length: 4  Lanes: D  V16: 32,400  T16: 28,100  R16: 87%  S16: D  SIS: Yes | Operational/Capacity Improvements | ROW  
|      | (FDOT FM# 438651-1) | | Project Manager: Sarah Van Gundy  
|      | | | Plans Complete: 7/2015  
|      | | | LP: $4,393,910 (2nd ROW) |          |
| 12   | NE 36th Avenue  | Length: 1.6  Lanes: D  V16: 14,040  T16: 11,700  R16: 83%  S16: D  SIS: No | Add 2 Lanes | N/A  
|      | (FDOT FM# 431798-1) | | Project Manager: Jazlyn Heywood  
|      | | | LDCA Scheduled Approval: 12/2015  
|      | | | Segment only for PD&E |          |
|      | NE 35th Avenue  | Length: 1.4  Lanes: D  V16: 12,800  T16: 10,500  R16: 82%  S16: D  SIS: No | Add 2 Lanes | ROW  
|      | (FDOT FM# 431798-2) | | Project Manager: Heather Grubert  
|      | | | Plans Complete: 5/2017 |          |
|      | | | Project includes grade separation over CSX S line  
|      | | | PE: $23,833  
|      | | | ROW: $257,840  
|      | | | CST: $14,840,792 |          |
| 13   | NE 36th Avenue  | Length: 0.8  Lanes: D  V16: 12,800  T16: 10,500  R16: 82%  S16: D  SIS: No | Add 2 Lanes | ROW  
|      | (FDOT FM# 431798-3) | | Project Manager: Heather Grubert  
|      | | | Plans Complete: 5/2017  
|      | | | FULLY FUNDED |          |
|      | | | Project includes grade separation over CSX rail line |          |
|      | | | PE: $23,833  
|      | | | ROW: $257,840  
|      | | | CST: $14,840,792 |          |
| 14   | Marion Oaks Extension and Flyover  | Length: 2.4  Lanes: D  V16: 10,400  T16: 11,700  R16: 83%  S16: D  SIS: No | New 2 Lane Road/w New Overpass | PD&E  
|      | (FDOT FM# 431798-4) | | Project Manager: Sarah Van Gundy  
|      | | | PD&E Complete |          |
| 15   | SR 40 to US 41  | Length: 9.8  Lanes: C  V16: 16,400  T16: 8,200  R16: 50%  S16: C  SIS: No | Add 2 Lanes | ROW  
|      | (FDOT FM# 238720-1) | | Project Manager: Kathy Enot  
|      | | | Plans Complete: 3/2010  
|      | | | Next phase right of way |          |
| 16   | SW 37th Avenue | Length: 1.63  Lanes: D  V16: 11,700  T16: 8,100  R16: 70%  S16: C  SIS: No | New 2 Lane Road | PE  
|      | (FDOT FM# 238720-1) | | Project Manager: Kathy Enot  
|      | | | Plans Complete: 3/2010  
|      | | | Next phase right of way |          |
| 17   | NE 8th Avenue  | Length: 0.84  Lanes: E  V16: 16,400  T16: 8,200  R16: 50%  S16: C  SIS: No | Remove 2 Lanes/ Multi-modal enhancements | PE  
|      | (FDOT FM# 238720-1) | | Project Manager: Kathy Enot  
|      | | | Plans Complete: 3/2010  
|      | | | Next phase right of way |          |
# Ocala/Marion County TPO
## Draft FY 2024 Priority Projects

<table>
<thead>
<tr>
<th>RANK</th>
<th>ROAD SEGMENT</th>
<th>ROADWAY DATA</th>
<th>PRIORITY YEAR</th>
<th>PHASE FY 2024</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>SR 40 - East</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>NE 60th Court to CR 314</td>
<td>10.0</td>
<td>2</td>
<td>C</td>
<td>12,400</td>
</tr>
<tr>
<td>18</td>
<td>CR 314 to CR 314A</td>
<td>5.8</td>
<td>2</td>
<td>C</td>
<td>8,400</td>
</tr>
<tr>
<td>18</td>
<td>CR 314A to Levy Hammock Road</td>
<td>2.6</td>
<td>2</td>
<td>C</td>
<td>8,400</td>
</tr>
<tr>
<td>19</td>
<td>US 27S/US 27I Interchange Realignment</td>
<td>-</td>
<td>4</td>
<td>D</td>
<td>39,800</td>
</tr>
<tr>
<td>20</td>
<td>NE 50th Avenue</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>SR 492 to NE 35th Street</td>
<td>1.6</td>
<td>2</td>
<td>D</td>
<td>14,040</td>
</tr>
<tr>
<td>21</td>
<td>SW 40th Avenue Realignment</td>
<td>0.15</td>
<td>2</td>
<td>D</td>
<td>14,040</td>
</tr>
<tr>
<td>22</td>
<td>SW 95th Street Interchange</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>23</td>
<td>US 27</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>NW 27th Ave. to NW 44th Ave.</td>
<td>1.8</td>
<td>4</td>
<td>D</td>
<td>37,900</td>
</tr>
<tr>
<td>24</td>
<td>SR 40</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>SW 60th Ave. to SW 27th Ave.</td>
<td>3.0</td>
<td>4</td>
<td>D</td>
<td>39,800</td>
</tr>
<tr>
<td>25</td>
<td>CR 484</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>SW 49th Avenue to Marion Oaks Pass</td>
<td>1.3</td>
<td>2</td>
<td>E</td>
<td>15,930</td>
</tr>
<tr>
<td>26</td>
<td>CR 484</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>CR 475A to SW 49th Ave</td>
<td>4.2</td>
<td>4</td>
<td>D</td>
<td>29,160</td>
</tr>
<tr>
<td>27</td>
<td>US 441</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>CR 42 to Sumter County Line</td>
<td>2.0</td>
<td>4</td>
<td>D</td>
<td>39,800</td>
</tr>
<tr>
<td>28</td>
<td>US 301 - South</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>SE 143rd Place to CR 42</td>
<td>2.00</td>
<td>2</td>
<td>D</td>
<td>24,200</td>
</tr>
<tr>
<td>29</td>
<td>SR 326</td>
<td><strong>ROADWAY DATA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>US 441 to CR 200A (FHS Facility)</td>
<td>2.3</td>
<td>2</td>
<td>D</td>
<td>16,800</td>
</tr>
</tbody>
</table>

**Funding Status**

- **ROW** - Right-of-Way Acquisition
- **PD&E** - Preliminary Engineering
- **PE** - Preliminary Engineering
- **PD&E** - Preliminary Engineering
- **PD&E** - Preliminary Engineering
- **PD&E** - Preliminary Engineering

**Comments**

- **Add 2 Lanes**: Additional lanes are added to the roadway to accommodate increased traffic.
- **New Interchange**: A new interchange is constructed to improve traffic flow and safety.
- **Project Manager**: Individual responsible for managing the project.
- **PD&E**: Plans Development and Environmental Study.
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Regional Trail</th>
<th>Phase</th>
<th>Phase Estimate</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Pruitt Trail</td>
<td>Bridges Road</td>
<td>SR 200</td>
<td>9.5</td>
<td>HOF</td>
<td>CST</td>
<td>$3,325,000</td>
<td>CST FY 2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.</td>
</tr>
<tr>
<td>3</td>
<td>Ocala to Silver Springs Trail</td>
<td>Osceola Trail</td>
<td>Silver Springs State Park</td>
<td>6</td>
<td></td>
<td>CST</td>
<td>$1,800,000</td>
<td>DES FY 2020. ($253,000)</td>
</tr>
<tr>
<td>4</td>
<td>CR 484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option</td>
<td>Blue Run Park</td>
<td>Mary Street</td>
<td>0.8</td>
<td></td>
<td>DES</td>
<td>$75,000</td>
<td>Total project cost estimated at $4 Million. Will include significant utilities infrastructure update.</td>
</tr>
<tr>
<td>5</td>
<td>Indian Lake Trail</td>
<td>Silver Springs State Park</td>
<td>Indian Lake Trailhead</td>
<td>5</td>
<td></td>
<td>DES</td>
<td>$155,000</td>
<td>Design funded in FY 2019.</td>
</tr>
<tr>
<td>6</td>
<td>Silver Springs Bikeway Phase II</td>
<td>Baseline Paved Trail - North Trailhead</td>
<td>CR 42</td>
<td>18.5</td>
<td>HOF</td>
<td>DES</td>
<td>$555,000</td>
<td>Feasibility study underway.</td>
</tr>
<tr>
<td>7</td>
<td>Belleview Greenway Trail</td>
<td>Lake Lillian Park</td>
<td>Cross Florida Greenway</td>
<td>5.3</td>
<td></td>
<td>DES</td>
<td>$159,000</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Watula &amp; NE 8th Road Trail</td>
<td>Tuscawilla Art Park</td>
<td>CR 200A</td>
<td>1.5</td>
<td></td>
<td>CST</td>
<td>TBD</td>
<td>Design FY 2019.</td>
</tr>
<tr>
<td>9</td>
<td>Santos to Baseline Trail</td>
<td>Baseline Trailhead</td>
<td>Santos Trailhead</td>
<td>4.5</td>
<td>HOF</td>
<td>CST</td>
<td>$1,500,000</td>
<td>The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)</td>
</tr>
<tr>
<td>10</td>
<td>Nature Coast Trail</td>
<td>Levy County Line</td>
<td>CR 484</td>
<td>7.5</td>
<td></td>
<td>PD&amp;E</td>
<td>-</td>
<td>Regional trail connection that will extend north to Chiefland and to Tallahassee.</td>
</tr>
<tr>
<td>11</td>
<td>Black Bear Trail</td>
<td>Silver Springs State Park</td>
<td>Wildcat Lake Boat Ramp (1 mi. east of SR 19)</td>
<td>27</td>
<td>HOF</td>
<td>PD&amp;E</td>
<td>$750,000</td>
<td>PD&amp;E FY 2020.</td>
</tr>
<tr>
<td>12</td>
<td>Silver Springs to Hawthorne Trail</td>
<td>Silver Springs State Park</td>
<td>Approx.</td>
<td>30</td>
<td></td>
<td>PD&amp;E</td>
<td>$750,000</td>
<td></td>
</tr>
</tbody>
</table>

DEP - Department of Environmental Protection  
ROW - Right-of-way  
DES - Design  
PD&E - Preliminary Design & Environmental  
HOF - Heart of Florida Loop  
STJMMD - St. Johns Water Management District
<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Agency</th>
<th>Project Type</th>
<th>Phase</th>
<th>Phase Estimate</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SW 44th Avenue</td>
<td>SR 200</td>
<td>SW 20th Street</td>
<td>1.7</td>
<td>Ocala</td>
<td>Capacity</td>
<td>CST</td>
<td>$4,600,000</td>
<td>New 4-lane.</td>
</tr>
<tr>
<td>2A</td>
<td>SW 49th Avenue</td>
<td>Osceola Boulevard</td>
<td>SW 95th Street</td>
<td>4.1</td>
<td>MC</td>
<td>Capacity</td>
<td>CST</td>
<td>$16,290,000</td>
<td>Funded in FY 2019, $9.0M local funds, $7.3 FDOT funds.</td>
</tr>
<tr>
<td>2B</td>
<td>SW 49th Avenue</td>
<td>Marion Oaks Trail</td>
<td>Marion Oaks Manor</td>
<td>3.0</td>
<td>MC</td>
<td>Capacity</td>
<td>PE</td>
<td>$1,340,000</td>
<td>Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE -</td>
</tr>
<tr>
<td>3A</td>
<td>SE 113th St</td>
<td>Hames Road</td>
<td>SE 56th Avenue</td>
<td>0.14</td>
<td>City of Belleview</td>
<td>Sidewalk</td>
<td>DES</td>
<td>TBD</td>
<td>Add sidewalks on the north side of the corridor.</td>
</tr>
<tr>
<td>3B</td>
<td>US 301</td>
<td>320' N of SE 62nd Ave Rd</td>
<td>SE 115th Lane</td>
<td>0.22</td>
<td>City of Belleview</td>
<td>Sidewalk</td>
<td>DES/BLD</td>
<td>$110,000</td>
<td>Add sidewalks on the west side of the corridor. (PE $ 15K, CST $ 95K)</td>
</tr>
<tr>
<td>4</td>
<td>East Pennsylvania Avenue (CR 484) Bicycle</td>
<td>Rainbow River Bridge</td>
<td>US 41</td>
<td>0.8</td>
<td>City of Dunnellon</td>
<td>Bike Path</td>
<td>DES</td>
<td>$242,167</td>
<td>Project to add bicycle path facilities and improved access to Blue Run Park.</td>
</tr>
<tr>
<td>5</td>
<td>Countywide ITS Operations &amp; Maintenance</td>
<td>-</td>
<td>-</td>
<td>Ocala &amp; MC</td>
<td>O/M</td>
<td>-</td>
<td>$500,000</td>
<td>Annual allocation ($250K each agency) for ITS Ops &amp; Maintenance.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>NE 19th Avenue</td>
<td>SR 492</td>
<td>NE 28th St</td>
<td>0.99</td>
<td>City of Ocala</td>
<td>Sidewalk</td>
<td>DES</td>
<td>TBD</td>
<td>Add Sidewalks</td>
</tr>
<tr>
<td>7</td>
<td>NE 7th Street</td>
<td>NE 36th Ave</td>
<td>NE 44th Ave</td>
<td>0.75</td>
<td>City of Ocala</td>
<td>Sidewalk</td>
<td>DES</td>
<td>TBD</td>
<td>Add Sidewalks</td>
</tr>
<tr>
<td>8</td>
<td>Marion Oaks Boulevard</td>
<td>at CR 484</td>
<td>-</td>
<td>MC</td>
<td>Reconfigure Intersection</td>
<td>DES</td>
<td>TBD</td>
<td>Study to reconfigure intersection and signalization.</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>CR 315 Resurfacing</td>
<td>CR 316</td>
<td>CR 318</td>
<td>9.9</td>
<td>MC</td>
<td>Resurfacing</td>
<td>CST</td>
<td>$6,700,000</td>
<td>Reclaim, resurface, widen and add shoulders.</td>
</tr>
<tr>
<td>10</td>
<td>Lake Tuscalwilla Flood Relief</td>
<td>NE Watula Avenue</td>
<td>-</td>
<td>City of Ocala</td>
<td>Flood Mitigation</td>
<td>DES</td>
<td>$5,000,000</td>
<td>Expand Lake Tuscalwilla mitigate flooding on NE Watula Ave and the CSX rail line.</td>
<td></td>
</tr>
</tbody>
</table>

**2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Project</th>
<th>From</th>
<th>To</th>
<th>Length (mi)</th>
<th>Agency</th>
<th>Project Type</th>
<th>Phase</th>
<th>Phase Estimate</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>Osceola Linear Park</td>
<td>SE 3rd Street</td>
<td>NE 5th Street</td>
<td>0.52</td>
<td>Ocala</td>
<td>Linear Park</td>
<td>CST</td>
<td>$700,000</td>
<td>Funded in FY 2018, Full remodel of the corridor to include multi-modal facilities.</td>
</tr>
<tr>
<td>(2)</td>
<td>SunTran Replacement Buses</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>SunTran</td>
<td>Transit</td>
<td>-</td>
<td>$3,600,000</td>
<td>Funded in FY 2019, Replacement of seven transit buses. Two have been ordered.</td>
</tr>
<tr>
<td>(3)</td>
<td>Sunrise/Horizon Schools</td>
<td>Marion Oaks Manor</td>
<td>Marion Golf Way</td>
<td>0.83</td>
<td>MC</td>
<td>Sidewalks</td>
<td>DES</td>
<td>$325,000</td>
<td>PE funded in FY 2019, CST funded in FY 2021.</td>
</tr>
<tr>
<td>(4)</td>
<td>NW 110th Ave</td>
<td>N of SR 40</td>
<td>NW 21st Street</td>
<td>1.51</td>
<td>MC</td>
<td>Widen Shoulders</td>
<td>CST</td>
<td>$336,952</td>
<td>Widen shoulders to mitigate roadway departure crashes.</td>
</tr>
</tbody>
</table>
April 30, 2018

TO: TAC/CAC Members
FROM: Kenneth Odom, Transportation Planner
RE: FY 2017/2018-2021/2022 TIP AMENDMENT

In order to ensure that the Ocala/Marion County TIP reflects the most current project information, it is necessary to periodically amend the document. Amendments to the TIP are typically required:

- To add or delete a project;
- To change the state or federal funding allocation of a project;
- To change the year of anticipated funding of a project phase;
- To change the scope of work of a project;
- To change the source of federal or state funds.

The FDOT is requesting the TIP be amended to reflect the additional funding allocations to two projects. They are as follows:

- **431797-2**: NE 25th Avenue from SR 492 to NE 35th Street: Widen to four lanes. Add $10k for PE in 2018.

- **431797-3**: NE 25th Avenue from SR 492 to NE 35th St.: Widen to four lanes. Add $10k for PE in 2018.

Specific details regarding the additional allocations to these projects will be discussed at the May 8th, 2018 meeting.

If you have any questions prior to the upcoming meeting, please contact our office at 629-8297.
May 4, 2018

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner


Attached is the ‘Draft’ 2018/2019 – 2022/2023 Transportation Improvement Program (TIP) for your review. This document has been prepared from the latest draft of the Florida Department of Transportation’s Tentative Work Program.

Notable changes include:

- **433651-1: CR 484** at I-75 Interchange; Add $2.09 Million ROW & $7.9 Million CST
- **436879-1: SR 200** Resurfacing from SW 60th Ave to CR 484; Add $962K CST
- **433652-1: SR 40** at I-75 Interchange ; Add $4.8 Million ROW
- **238648-1: US 41** from SW 111th Pl Ln to SR 40; Add $5.3 Million CST
- **433661-1: US 441** from SR 40 to SR 40A; Add $1.46 Million ROW & $706K CST
- **Add 441136-1: US 441** Resurfacing from CR 25A to US 301; $1.21 PE & $15.2 CST

TPO staff will present these, and additional, changes to committee members at the May 8th Meeting. TPO staff is requesting approval of the projects and their associated tables within the ‘Draft’ TIP.

If you have any questions regarding the TIP or any of the projects included, please feel free to contact the TPO staff at 629-8297.
OCALA/MARION COUNTY
TRANSPORTATION PLANNING ORGANIZATION

2018/2019 – 2022/2023
TRANSPORTATION IMPROVEMENT PROGRAM

Adopted May XX, 201X
Table of Contents

Executive Summary
5 Year Summary by Fund Code
Funding Source Summary
Section 1 - Federal / State Projects
Section 2 - TPO Funding
Section 3 - Countywide
Section 4 - Bike / Ped Projects
Section 5 - Aviation Projects
Section 6 - Transit Projects
Ocala/Marion County Transportation Planning Organization

201 SE 3rd Street
- 2nd Floor -
Ocala, Florida 34471
(352) 629-8297

David Moore, **Chairman**
Marion County Commission

Brent Malever
Ocala City Council

Kent Guinn
City of Ocala, Mayor

Kathy Bryant
Marion County Commission

Jay Musleh
Ocala City Council

Mary Sue Rich
Ocala City Council

Jeff Gold
Marion County Commission

Michelle Stone
Marion County Commission

Ron Livsey
Bellevue City Commission

Matthew Wardell
Ocala City Council

Justin Grabelle
Ocala City Council

Valerie Hanchar, **Vice-Chair**
Dunnellon City Council

Carl Zalak
Marion County Commission

**STAFF**
Michael Daniels
Director

Kenneth Odom
Transportation Planner/Project Manager

Derrick Harris
Transportation Planner

Anne McGaffic
GIS Analyst

Desi Leibfried, Grants Manager

Shakayla Jacobs, Administrative Assistant
## Administrative Assistant

### GLOSSARY OF ABBREVIATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Abbreviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAC</td>
<td>Citizen's Advisory Committee</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CTD</td>
<td>Commission for the Transportation Disadvantaged</td>
</tr>
<tr>
<td>DCA</td>
<td>Department of Community Affairs</td>
</tr>
<tr>
<td>DEP</td>
<td>Department of Environmental Protection</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FDOT</td>
<td>Florida Department of Transportation</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FSUTMS</td>
<td>Florida Standard Urban Transportation Modeling Structure</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>JPA</td>
<td>Joint Participation Agreement</td>
</tr>
<tr>
<td>TPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>NHS</td>
<td>National Highway System</td>
</tr>
</tbody>
</table>

I–ii
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL</td>
<td>Planning-federal funds provided for the administration of the TPO</td>
</tr>
<tr>
<td>RPC</td>
<td>Regional Planning Council</td>
</tr>
<tr>
<td>STP</td>
<td>Surface Transportation Program</td>
</tr>
<tr>
<td>TAC</td>
<td>Technical Advisory Committee</td>
</tr>
<tr>
<td>TDLCB</td>
<td>Transportation Disadvantaged Local Coordinating Board</td>
</tr>
<tr>
<td>TDP</td>
<td>Transit Development Plan</td>
</tr>
<tr>
<td>TDTF</td>
<td>Transportation Disadvantaged Trust Funds</td>
</tr>
<tr>
<td>FAST</td>
<td>Fixing America’s Surface Transportation</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Area (TPO’s with a population &gt;200,000)</td>
</tr>
<tr>
<td>UPWP</td>
<td>Unified Planning Work Program</td>
</tr>
<tr>
<td>USC</td>
<td>United States Code</td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY

PURPOSE

The Ocala/Marion County TPO’s Transportation Improvement Program (TIP) documents the anticipated timing and cost of regional transportation improvements for a period of five years. It is a program that serves as the budget for carrying out the adopted Year 2040 Long Range Transportation Plan. In July 1989, the Florida Legislature passed Senate Bill 1474 which revamped the TIP process in order to provide a more responsive and comprehensive method of developing the annual Florida Department of Transportation (FDOT) budget. This TIP represents the federal Fixing America’s Surface Transportation (FAST) Act requirements according to (23 USC 134 (j)) and the state requirement of Florida Statute 339.175 (7). All sections and elements of this document are financially feasible as demonstrated through the TIP implementation schedule with corresponding committed public resources expected to carry out the plan pursuant to (23 USC 135 (g)(4)(D)(ii) and Title 49 CFR, Part 316. The TIP must include federal and state funded projects as well as turnpike, airport, and transit work items.

Federal and State Funded Highway Projects

This chapter contains project descriptions for the FDOT District Five 2018/2019 - 2022/2023 Tentative Work Program for federal and state road, enhancement, intersection, and railroad improvement projects. These projects are funded with National Highway System funds, Surface Transportation Program funds, or State Trust funds and are developed by the FDOT based on TPO recommended priorities. Under state law the annually updated TIP shall consist of the state's first year funded improvements and the recommended subsequent four state fiscal years for advancement. This five-year schedule of federal and state projects begins on page 1-1. It is inclusive of the federally funded first three years and consistent with the Department's Tentative Work Program.

Public Transportation Element

On April 15, 1997, the City of Ocala and Marion County signed an inter-local agreement for the development of a fixed route transit system in Ocala, named SunTran. By December 1998, SunTran had purchased vehicles, established a route network, and contracted with a management company to establish a fixed route transit system and complementary paratransit system in Ocala and Marion County. On December 15, 1998 SunTran began service to the community. Within weeks SunTran had surpassed its six-month ridership goals. SunTran currently operates a fleet of nine vehicles on six routes. Daily ridership currently averages 1,353 passengers per weekday.

The City and County have an agreement with the TPO to oversee the transit service and to serve as the policy board for SunTran. The TPO staff operates as SunTran’s administrative staff and includes a Senior Planner whose responsibilities include overseeing the contracted transit services and managing the FTA grant process. The TPO contracts with McDonald Transit Associates, Incorporated (MTA), which directly operates and maintains the fixed-route buses. MTA subcontracts for ADA
paratransit services with Marion Transit Services, the local Community Transportation Coordinator under the Florida Transportation Disadvantaged Program. This arrangement has proved to provide a complete, comprehensive and cost effective transportation system for the citizens of Ocala and Marion County.

The SunTran service consists of six routes. In downtown Ocala, five of the six routes meet at the Central Transfer Station and provide service to Ocala. The Central Transfer Station is a multi-modal terminal providing connections to Greyhound services and formerly to AMTRAK. The sixth route operates from southeast Ocala to the community of Silver Springs Shores. A transfer station located at the Marion County Public Health Unit provides access to the downtown routes from this route. SunTran’s routes were developed to provide the greatest access for passengers to local hospitals, major employers, shopping sites, medical offices, schools and housing opportunities. Service operates from approximately 5:00 a.m. to 10:00 p.m. Monday through Saturday.

The basic adult fare for SunTran is $1.50. A reduced fare of $0.75 is offered throughout the day for seniors, persons with disabilities, and persons with Medicare cards as well as retired and active duty military. Youth and students pay $1.10. Children five years of age or lower ride free. SunTran also has discounted monthly passes for all categories of passengers. Fares for Marion Transit Service paratransit services are $2.00. (OIT)

Also included in this Element are funds provided to Marion Transit Services for the provision of transportation services under the Transportation Disadvantaged Program. The State of Florida Commission for the Transportation Disadvantaged provides grants to the TPO and to Marion Transit Services, as the CTC. Marion Transit Services was selected as the CTC for Marion County by the Ocala/Marion County Transportation Disadvantaged Local Coordinating Board and the TPO. The funds provided to the TPO are earmarked for planning functions. The funds provided to Marion Transit Services are earmarked for the purchase of non-sponsored trips and equipment. Non-sponsored trips are for any transportation disadvantaged individual that are not covered in whole or part by any other social service agency. Services provided under this program are coordinated by the CTC to increase efficiency as well as to reduce duplication of services.

Aviation Element

The TIP’s Aviation Element addresses the next five years of scheduled FDOT programmed improvements to the Ocala Regional Airport and the Dunnellon/Marion County Airport. The FAA and FDOT are currently involved in numerous planned improvements for both of these regionally significant airports. The FAA general aviation terminal study forecasts that Marion County will experience rapid aviation growth over the next several years.
FINANCIAL PLAN

The Ocala/Marion County TIP is financially constrained each fiscal year. All federal and state funded projects can be implemented using current or projected revenue sources. The summary tables on pages 1-1 through 6-2 identify, by funding source, the projects scheduled by fiscal year. These tables correspond to funding available in the FDOT Tentative Five-Year Work Program, demonstrating the document's financial feasibility.

PROJECT SELECTION PROCESS

The project selection process is carried out annually by the TPO in accordance with federal requirements (23 C.F.R. 450.324(c)). This requires the Ocala/Marion County TPO to complete its project selection with the support and cooperation of the FDOT District Planning Office in conformance with the TIP process. When a project in the TPO planning area has been identified as a potential project, the TPO requests that FDOT and the FHWA actively pursue the appropriate funding.

The FDOT shall give priority to those projects that are:

1. Designed to maximize safe and efficient travel;

2. Identified in approved local government comprehensive plans to receive local matching funds in accordance with the provisions of Section 335.20 or to be funded pursuant to the provisions of Section 339.12;

3. Within transportation corridors protected by local government action;

4. Used in the operation of or in conjunction with public transportation facilities; and

5. Located within the boundaries of a local government which has made a responsible effort to fund improvements needed to accommodate local traffic.

This document translates the local elected government officials' priorities for transportation improvements from the planning level to the actual project development level. The TIP is updated annually to ensure that these priorities are always current with the desires of the members of the local governments.

Amendments to or Removals from Transportation Improvement Program

The existing federally approved TIP can be modified at any time when there is a joint agreement between the TPO and FDOT. Modification of a current TIP may require amendment to the FDOT Adopted Work Program. The district may amend the Adopted Work Program based on projects that require mid-year rescheduling, however; any project change requires joint action by the TPO and the FDOT.

Therefore, the TPO may not remove or reschedule any local City,
County, or City/County funded level of service project from the current TIP to a subsequent TIP without an amendment. However, if a locally funded project is a non-level of service requirement, the TPO may unilaterally add, remove, or reschedule any project to the TIP.

Action by the District Secretary is required for all joint TIP amendments that involves the FDOT Adopted Work Program that is to be advanced, deleted, or rescheduled pursuant to the following provisions of paragraph 339.135(7) (c), F.S.:

(a) The change adds new individual projects;

(b) The change adversely impacts financial constraint;

(c) The change results in major scope changes;

(d) The change deletes and individually listed project from the TIP/STIP; or

(e) The change results in a cost increase greater than 20% AND $2 million.

CONSISTENCY WITH OTHER PLANS

The TIP shall be consistent, to the maximum extent possible, with the approved local government comprehensive plans of the governments within the TPO area. The TPO must indicate any state and federal projects that are not consistent with the comprehensive plans to ensure the TIP’s consistency with all applicable federal laws, rules, regulations and guidance available pursuant to (23 USC 134 (h) and (I)).

After the TPO adopts the TIP, it transmits copies to the FDOT District, FAA, EPA, DEO, RPC, State Clearinghouse, Regional Clearinghouse, FTA, Florida Energy Office, and to each Marion County Legislator for review prior to the final submission date. The FDOT District staff sends copies of TIP to FHWA and FDOT Central Office for review of the TIP against the Tentative Work Program and notes any discrepancies for use in preparing the next district work program. The DCA shall notify the TPO of any transportation projects in the TIP that are inconsistent with approved local comprehensive plans per Florida Statute 339.175 (10).

Administrative Amendments

In the event a TIP amendment is needed prior to a regularly scheduled TPO meeting, the TPO Director is authorized, per the TIP adoption resolution, to perform an administrative TIP amendment. Any administrative amendment is placed on the next TPO agenda for ratification at that meeting.

PROJECT PRIORITY SELECTION PROCESS

In November of 2015 the TPO adopted the Year 2040 Long-Range Transportation Plan. This Plan has two components, the Needs Plan and the Cost Feasible Plan. The first portion of the
plan, the Needs Plan, identified the deficient roadway corridors based upon population, employment and land use projections. The Cost Feasible Plan was developed by prioritizing these deficient corridors based upon the improvement’s overall benefit to the highway network as well as available revenues.

The TPO staff evaluates all eligible priority projects based on FDOT and TPO policies. This evaluation includes an objective and technical review of each priority based on the road's level of service, physical condition, facility type, benefit to highway network, construction cost, and scheduled work program phase.

In addition to the process above, the TPO’s advisory committees will consider the following factors in the final determination:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

2. Increase the safety and security of the transportation system for motorized and non-motorized users;

3. Increase the accessibility and mobility options available to people and freight;

4. Protect and enhance the environment, promote energy conservation, and improve quality of life;

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

6. Promote efficient system management and operation; and

7. Emphasize the preservation of the existing transportation system.

After the CAC and TAC have prepared their priority recommendation, the TPO Board will review the committee’s recommendations for the final TPO adopted Federal and State Priorities. This recommendation will be transmitted to FDOT for the development of the next FDOT Tentative Work Program for Marion County.
INSERT PRIORITY PROJECTS
INSERT PRIORITY PROJECTS
INSERT PRIORITY PROJECTS
INSERT PRIORITY PROJECTS
INSERT PRIORITY PROJECTS
PUBLIC INVOLVEMENT

The Ocala/Marion County TPO strives to involve the public in all phases of the planning process, from the development of the long-range plans to the review of PD&E documents. Public information meetings and hearings are conducted for all FDOT projects throughout the PD&E process to enhance public awareness. Notices of the public information meetings and hearings are mailed to all affected property owners and published in local newspapers. The TIP is also reviewed and approved through a two-stage process wherein the TPO Citizen and Technical Advisory Committees comprise the first stage and the TPO Board offers reviews and offers final approval in the second stage. The draft document is made available to the public through the committee and board meeting notifications posted on the TPO website prior to the committee review and through the TPO Board review. Once the document is approved by the TPO Board, it is posted on the TPO website. A physical copy of the document is also available to any citizen who requests one. In addition, all meetings of the TPO, CAC and TAC are conducted in accordance with the Sunshine Law, Chapter 286, Florida Statute. The TPO updates and adopts a formal Public Involvement Plan in accordance with 23 USC 450.316(b)(1) of March 28, 1995.

CERTIFICATION

The most recent certification review was conducted by the Florida Department of Transportation in March 2018. The Department recommended that the urban transportation planning process be certified for fiscal year 2018/2019. The next certification review will be performed in the spring of 2019.
**LEGENDS**

This section contains an explanation of legends, abbreviations, funding and phase codes, acronyms and environmental codes used within the text.

**Phase Codes** - Abbreviations used for project phase information for the appropriate transportation project are given in the following table.

<table>
<thead>
<tr>
<th>Code</th>
<th>Project Phase Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADM</td>
<td>Administration</td>
</tr>
<tr>
<td>CEI</td>
<td>Construction Engineering Inspection</td>
</tr>
<tr>
<td>CRT MNT</td>
<td>Contract Routine Maintenance</td>
</tr>
<tr>
<td>CST</td>
<td>Construction</td>
</tr>
<tr>
<td>CAP</td>
<td>Capital</td>
</tr>
<tr>
<td>DES</td>
<td>Design</td>
</tr>
<tr>
<td>ENG</td>
<td>Engineering</td>
</tr>
<tr>
<td>ENV CON</td>
<td>Environmental/Conservation</td>
</tr>
<tr>
<td>INC</td>
<td>Construction Incentive/Bonus</td>
</tr>
<tr>
<td>MNT</td>
<td>Maintenance</td>
</tr>
<tr>
<td>MSC</td>
<td>Miscellaneous Construction</td>
</tr>
<tr>
<td>OPS</td>
<td>Operations</td>
</tr>
<tr>
<td>PD&amp;E</td>
<td>Project Development &amp; Environmental Study</td>
</tr>
<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
</tr>
<tr>
<td>PLEMO</td>
<td>Planning and Environmental Offices Study</td>
</tr>
<tr>
<td>PLN</td>
<td>In House Planning</td>
</tr>
<tr>
<td>PST DES</td>
<td>Post Design</td>
</tr>
<tr>
<td>R/R CST</td>
<td>Railroad Construction</td>
</tr>
<tr>
<td>RELOC</td>
<td>Relocation</td>
</tr>
<tr>
<td>ROW</td>
<td>Rights-of-Way Support &amp; Acquisition</td>
</tr>
<tr>
<td>RRU</td>
<td>Railroad &amp; Utilities</td>
</tr>
<tr>
<td>RT MNT</td>
<td>Routine Maintenance</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td>UTIL</td>
<td>Utilities Construction</td>
</tr>
</tbody>
</table>
**Funding Source Codes** - Abbreviations used for each funding source within the project chart section are given in the following table.

### FEDERAL FUNDING TYPES

<table>
<thead>
<tr>
<th>Funding Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACNH, NH</td>
<td>75% Federal</td>
<td>On any eligible National Highway System Project.</td>
</tr>
<tr>
<td>I</td>
<td>85% Federal</td>
<td>Interstate Resurfacing, Rehabilitating, &amp; Reconstruction on the approved Federal Interstate System.</td>
</tr>
<tr>
<td>IM</td>
<td>85% Federal</td>
<td>Interstate Maintenance.</td>
</tr>
<tr>
<td>SU</td>
<td>75% Federal</td>
<td>Urban Area Funds. These funds must be used in areas with a population of over 200,000. Consists of Surface Transportation Program (STP) funds, Minimum Allocation Funds, and Donor Bonus Funds.</td>
</tr>
<tr>
<td>SL</td>
<td>75% Federal</td>
<td>Non-Urban Area Funds. These funds must be used in areas with a population of 200,000 or less. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.</td>
</tr>
<tr>
<td>SA</td>
<td>75% Federal</td>
<td>Any Area Funds. These funds may be used in any area of the State on Federal-Aid Roads. There are no restrictions as to population area. Consists of STP funds, Minimum Allocation Funds, and Donor Bonus Funds.</td>
</tr>
<tr>
<td>Funding Code</td>
<td>Source</td>
<td>Fund Description</td>
</tr>
<tr>
<td>--------------</td>
<td>---------</td>
<td>------------------</td>
</tr>
<tr>
<td>SN</td>
<td>100% Federal</td>
<td>Mandatory Rural Funds. This fund must be used exclusively in rural areas with populations of 5,000 or less. Consists of STP funds.</td>
</tr>
<tr>
<td>SE</td>
<td>100% Federal</td>
<td>Transportation Enhancements. 10% set aside of STP funds for Transportation Enhancement activities. There are no geographic location restrictions.</td>
</tr>
<tr>
<td>MG</td>
<td>75% Federal</td>
<td>Minimum Guarantee – ensures each state will be guaranteed a percent of apportionment, which is at least 90.5% of the state percent contributions to the Highway Trust Fund in the previous year.</td>
</tr>
<tr>
<td>PLH</td>
<td>100% Federal</td>
<td>Available for projects on unappropriated or unreserved public land.</td>
</tr>
</tbody>
</table>

**SAFETY CONSTRUCTION ACTIVITIES**

<table>
<thead>
<tr>
<th>Funding Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH</td>
<td>85% Federal</td>
<td>High Hazard Elimination.</td>
</tr>
<tr>
<td>SS</td>
<td>85% Federal</td>
<td>Any Safety Improvement, Railroad-Highway Crossings, &amp; Hazard Elimination Program.</td>
</tr>
<tr>
<td>SR</td>
<td>85% Federal</td>
<td>Railroad Hazard Elimination.</td>
</tr>
<tr>
<td>SP</td>
<td>85% Federal</td>
<td>Railroad Protection Devices.</td>
</tr>
</tbody>
</table>

**BRIDGE REPLACEMENT PROGRAM**

<table>
<thead>
<tr>
<th>Funding Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRT</td>
<td>73% Federal</td>
<td>Bridge Replacement and Rehabilitation on the Federal System</td>
</tr>
</tbody>
</table>
plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.

<table>
<thead>
<tr>
<th>Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRTZ</td>
<td>73% Federal</td>
<td>Bridge Replacement and Rehabilitation off the Federal System.</td>
</tr>
<tr>
<td>BRTD</td>
<td>73% Federal</td>
<td>Discretionary Bridge Replacement and Rehabilitation on the Federal System with construction cost in excess of 10 million.</td>
</tr>
</tbody>
</table>

OTHER FEDERAL ACTIVITIES

<table>
<thead>
<tr>
<th>Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARRA</td>
<td>100% Federal</td>
<td>American Recovery &amp; Reinvestment Act</td>
</tr>
<tr>
<td>CM</td>
<td>75% Federal</td>
<td>Congestion Mitigation</td>
</tr>
<tr>
<td>HP</td>
<td>80% Federal</td>
<td>Highway Planning</td>
</tr>
<tr>
<td>HR</td>
<td>75% Federal</td>
<td>Highway Research</td>
</tr>
<tr>
<td>PL</td>
<td>100% Federal</td>
<td>Metropolitan Planning</td>
</tr>
<tr>
<td>HPP</td>
<td>100% Federal</td>
<td>High-Priority Project – SAFETEALU Appropriation</td>
</tr>
<tr>
<td>SR2S</td>
<td>100% Federal</td>
<td>Safe Route to School (ROW acquisition funding under this program)</td>
</tr>
</tbody>
</table>

On non-state facilities, local government will 50/50 split with FDOT on the remaining 25% balance.
<table>
<thead>
<tr>
<th>Funding Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BNDS</td>
<td>Bonds</td>
<td>Bridge Repair and Rehabilitation Program.</td>
</tr>
<tr>
<td>BRRP</td>
<td>100% State</td>
<td>Bridge Replacement</td>
</tr>
<tr>
<td>BRP</td>
<td>100% State</td>
<td>Bridge Replacement</td>
</tr>
<tr>
<td>CIGP</td>
<td>50% State</td>
<td>County Incentive Grant Program offers 50/50 county/state match.</td>
</tr>
<tr>
<td>D</td>
<td>100% State</td>
<td>For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.</td>
</tr>
<tr>
<td>DDR</td>
<td>100% State</td>
<td>District Dedicated Revenue</td>
</tr>
<tr>
<td>DIH</td>
<td>100% State</td>
<td>District In-House</td>
</tr>
<tr>
<td>DPE</td>
<td>100% State</td>
<td>For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.</td>
</tr>
<tr>
<td>DPTO</td>
<td>100% State</td>
<td>Aviation, Transit, and Rail</td>
</tr>
<tr>
<td>DS</td>
<td>100% State</td>
<td>Primary funds for use on the state highway system for new construction, preservation, traffic operations type projects, and right-of-way acquisitions.</td>
</tr>
<tr>
<td>DSB</td>
<td>100% State</td>
<td>Primary - Reimbursed by bonds</td>
</tr>
</tbody>
</table>
Local Government Cooperative Assistance Program for transportation projects which meet both local and state transportation needs that call for construction, reconstruction, or expansion of any state, county, or city road which would improve traffic flow and reduce congestion on the state system.

<table>
<thead>
<tr>
<th>Funding Code</th>
<th>Source</th>
<th>Fund Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>DU</td>
<td>100% Federal</td>
<td>Pass-thru funds administered by FDOT.</td>
</tr>
<tr>
<td>FCO</td>
<td>100% State</td>
<td>Fixed Capital Outlay for purchase, construction or improvement to FDOT real property.</td>
</tr>
<tr>
<td>FTA</td>
<td>100% Federal</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>LF</td>
<td>100% Local</td>
<td>Funds from sources other than state or federal.</td>
</tr>
<tr>
<td>TDTF</td>
<td>90% State</td>
<td>Transportation Disadvantaged Trust Fund</td>
</tr>
<tr>
<td>PKYI</td>
<td>100% State</td>
<td>Parkway Improvement Funds for roadway construction, building construction, and other necessary improvements.</td>
</tr>
<tr>
<td>PKYF</td>
<td>100% Tnpk</td>
<td>For use on feeder roads to the turnpike.</td>
</tr>
<tr>
<td>PKYR</td>
<td>100% State</td>
<td>Parkway Maintenance Funds for roadway maintenance, building and other necessary maintenance.</td>
</tr>
<tr>
<td>TRIP</td>
<td>50% State</td>
<td>Transportation Regional Incentive Program (Requires a 50/50 match with local funds)</td>
</tr>
</tbody>
</table>
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACFP - AC FREIGHT PROG (NFP)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4336511</td>
<td>CR 484</td>
<td>0</td>
<td>0</td>
<td>7,934,381</td>
<td>0</td>
<td>0</td>
<td>7,934,381</td>
</tr>
<tr>
<td>4409001</td>
<td>I-75 FRAME ON SYSTEM</td>
<td>5,266,276</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,266,276</td>
</tr>
<tr>
<td>4409002</td>
<td>I-75 FRAME OFF SYSTEM</td>
<td>2,050,085</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,050,085</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>7,316,361</td>
<td>0</td>
<td>7,934,381</td>
<td>0</td>
<td>0</td>
<td>16,471,845</td>
</tr>
<tr>
<td>ACNP - ADVANCE CONSTRUCTION NHPP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>0</td>
<td>83,411,817</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>83,411,817</td>
</tr>
<tr>
<td>4356602</td>
<td>SR 326</td>
<td>500,000</td>
<td>1,214,559</td>
<td>45,000</td>
<td>0</td>
<td>0</td>
<td>1,885,043</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>500,000</td>
<td>84,626,376</td>
<td>45,000</td>
<td>0</td>
<td>0</td>
<td>85,296,860</td>
</tr>
<tr>
<td>ACSA - ADVANCE CONSTRUCTION (SA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>4,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,000,000</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>2,717,094</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,417,094</td>
</tr>
<tr>
<td>4356602</td>
<td>SR 326</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,252</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>6,717,094</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,419,346</td>
</tr>
<tr>
<td>ACSN - ADVANCE CONSTRUCTION (SN)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>1,396,295</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,396,295</td>
</tr>
<tr>
<td>4336511</td>
<td>CR 484</td>
<td>743,142</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,560,619</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>2,139,437</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,756,914</td>
</tr>
<tr>
<td>ACTN - ADVANCE CONSTRUCTION TALN</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>163,794</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>163,794</td>
</tr>
<tr>
<td>BNIR - INTRASTATE R/W &amp; BRIDGE BONDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4356602</td>
<td>SR 326</td>
<td>0</td>
<td>0</td>
<td>29,000</td>
<td>0</td>
<td>0</td>
<td>29,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>29,000</td>
<td>0</td>
<td>0</td>
<td>29,000</td>
</tr>
<tr>
<td>CIGP - COUNTY INCENTIVE GRANT PROGRAM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4355491</td>
<td>SW 49TH AVENUE</td>
<td>7,841,066</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,841,066</td>
</tr>
</tbody>
</table>

**DRAFT APRIL 9, 2018**
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIGP - COUNTY INCENTIVE GRANT PROGRAM</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>7,841,066</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,841,066</td>
</tr>
<tr>
<td><strong>CM - CONGESTION MITIGATION - AQ</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>188,131</td>
<td>0</td>
<td>188,131</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>188,131</td>
<td>0</td>
<td>188,131</td>
</tr>
<tr>
<td><strong>D - UNRESTRICTED STATE PRIMARY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4136153</td>
<td>LIGHTING AGREEMENTS</td>
<td>363,801</td>
<td>374,721</td>
<td>385,961</td>
<td>397,536</td>
<td>409,458</td>
<td>2,627,109</td>
</tr>
<tr>
<td>4181071</td>
<td>PRIMARY IN HOUSE</td>
<td>1,767,734</td>
<td>1,767,734</td>
<td>1,831,973</td>
<td>1,831,973</td>
<td>1,831,973</td>
<td>9,556,366</td>
</tr>
<tr>
<td>4233912</td>
<td>ASPHALT RESURFACING</td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,061,105</td>
</tr>
<tr>
<td>4278392</td>
<td>PERFORMANCE AESTHETICS</td>
<td>758,500</td>
<td>740,000</td>
<td>740,000</td>
<td>740,000</td>
<td>740,000</td>
<td>7,030,000</td>
</tr>
<tr>
<td>4291781</td>
<td>UNPAVED SHOULDER REPAIR</td>
<td>600,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,732,550</td>
</tr>
<tr>
<td>4419341</td>
<td>CONCRETE REPAIRS</td>
<td>73,830</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>73,830</td>
</tr>
<tr>
<td>4425721</td>
<td>OCALA OPERATIONS COMPLEX CONTRACTED</td>
<td>64,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>64,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>3,828,365</td>
<td>2,882,455</td>
<td>2,957,934</td>
<td>2,969,509</td>
<td>2,981,431</td>
<td>54,175,460</td>
</tr>
<tr>
<td><strong>DC - STATE PRIMARY PE CONSULTANTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4368791</td>
<td>SR 200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,720</td>
</tr>
<tr>
<td>4373391</td>
<td>US 27</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,609</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,329</td>
</tr>
<tr>
<td><strong>DDR - DISTRICT DEDICATED REVENUE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>210,727</td>
<td>0</td>
<td>0</td>
<td>41,916,383</td>
<td>0</td>
<td>53,264,890</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>496,206</td>
</tr>
<tr>
<td>4130194</td>
<td>TRAFFIC SIGNALIZATION</td>
<td>351,548</td>
<td>351,548</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,202,710</td>
</tr>
<tr>
<td>4136153</td>
<td>LIGHTING AGREEMENTS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,166,391</td>
</tr>
<tr>
<td>4336521</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>107,031</td>
</tr>
<tr>
<td>4336601</td>
<td>US 441</td>
<td>135,000</td>
<td>300,000</td>
<td>180,000</td>
<td>120,000</td>
<td>0</td>
<td>778,680</td>
</tr>
</tbody>
</table>

**DRAFT APRIL 9, 2018**
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>DDR - DISTRICT DEDICATED REVENUE</td>
<td>US 441</td>
<td>0</td>
<td>680,000</td>
<td>650,000</td>
<td>0</td>
<td>240,000</td>
<td>1,570,000</td>
</tr>
<tr>
<td></td>
<td>SR 35</td>
<td>0</td>
<td>1,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td>I-75 (AT NW 49TH STREET)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,483,984</td>
</tr>
<tr>
<td></td>
<td>SR 326</td>
<td>0</td>
<td>8,440</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23,309</td>
</tr>
<tr>
<td></td>
<td>US 441</td>
<td>0</td>
<td>582,556</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>582,556</td>
</tr>
<tr>
<td></td>
<td>ITS OPERATIONAL SUPPORT</td>
<td>0</td>
<td>0</td>
<td>2,480,581</td>
<td>0</td>
<td>0</td>
<td>2,480,581</td>
</tr>
<tr>
<td></td>
<td>SR 200</td>
<td>1,630,347</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,476,328</td>
</tr>
<tr>
<td></td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>1,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td>US 27</td>
<td>8,888,652</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9,439,422</td>
</tr>
<tr>
<td></td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>832,499</td>
<td>0</td>
<td>832,499</td>
</tr>
<tr>
<td></td>
<td>I-75</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>570,000</td>
<td>0</td>
<td>570,000</td>
</tr>
<tr>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>600,000</td>
<td>600,000</td>
</tr>
<tr>
<td></td>
<td>MARION-DUNNELLON PARALLEL TAXIWAY TO</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,280,000</td>
<td>0</td>
<td>1,280,000</td>
</tr>
<tr>
<td></td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>0</td>
<td>104,000</td>
<td>160,000</td>
<td>0</td>
<td>264,000</td>
</tr>
<tr>
<td></td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>520,000</td>
<td>0</td>
<td>520,000</td>
</tr>
<tr>
<td></td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>400,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,924,180</td>
<td>4,324,180</td>
</tr>
<tr>
<td></td>
<td>US 441</td>
<td>30,000</td>
<td>1,674,760</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,004,760</td>
</tr>
<tr>
<td></td>
<td>OCALA INTERNATIONAL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>360,000</td>
<td>760,000</td>
<td>1,120,000</td>
</tr>
<tr>
<td></td>
<td>US 441</td>
<td>1,200,000</td>
<td>0</td>
<td>1,403,500</td>
<td>0</td>
<td>0</td>
<td>2,603,500</td>
</tr>
<tr>
<td>Total DDR - DISTRICT DEDICATED REVENUE</td>
<td></td>
<td>12,846,274</td>
<td>5,597,304</td>
<td>4,818,081</td>
<td>45,238,882</td>
<td>6,087,860</td>
<td>99,194,027</td>
</tr>
<tr>
<td>DI - ST. - S/W INTER/INTRASTATE HWY</td>
<td>SR 40</td>
<td>0</td>
<td>26,375,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26,375,000</td>
</tr>
<tr>
<td></td>
<td>SR 326</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,033</td>
<td></td>
</tr>
<tr>
<td>Total DI - ST. - S/W INTER/INTRASTATE HWY</td>
<td></td>
<td>0</td>
<td>26,375,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26,380,033</td>
</tr>
</tbody>
</table>

DRAFT APRIL 9, 2018
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIH - STATE IN-HOUSE PRODUCT SUPPORT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>55,500</td>
<td>0</td>
<td>1,557,602</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>278,986</td>
</tr>
<tr>
<td>4317983</td>
<td>NE 36TH AVENUE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14,412</td>
</tr>
<tr>
<td>4336521</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>40,000</td>
<td>40,000</td>
<td>0</td>
<td>253,730</td>
</tr>
<tr>
<td>4336601</td>
<td>US 441</td>
<td>40,000</td>
<td>40,000</td>
<td>33,300</td>
<td>0</td>
<td>0</td>
<td>229,025</td>
</tr>
<tr>
<td>4336611</td>
<td>US 441</td>
<td>0</td>
<td>17,200</td>
<td>17,200</td>
<td>17,100</td>
<td>0</td>
<td>107,774</td>
</tr>
<tr>
<td>4352081</td>
<td>SR 35</td>
<td>0</td>
<td>5,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,000</td>
</tr>
<tr>
<td>4352091</td>
<td>I-75 (AT NW 49TH STREET)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>58,647</td>
</tr>
<tr>
<td>4356861</td>
<td>US 441</td>
<td>0</td>
<td>66,120</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>87,120</td>
</tr>
<tr>
<td>4368791</td>
<td>SR 200</td>
<td>41,120</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>83,447</td>
</tr>
<tr>
<td>4373391</td>
<td>US 27</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>45,632</td>
</tr>
<tr>
<td>4378261</td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>87,253</td>
</tr>
<tr>
<td>4378271</td>
<td>I-75</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>135,248</td>
<td>0</td>
<td>135,248</td>
</tr>
<tr>
<td>4385621</td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>30,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>57,050</td>
<td>92,050</td>
</tr>
<tr>
<td>4392381</td>
<td>US 441</td>
<td>0</td>
<td>5,275</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>45,318</td>
</tr>
<tr>
<td>4403111</td>
<td>I-75 WILDWOOD WEIGH STATION REPAIRS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,000</td>
</tr>
<tr>
<td>4411361</td>
<td>US 441</td>
<td>10,000</td>
<td>0</td>
<td>10,810</td>
<td>0</td>
<td>0</td>
<td>20,810</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>121,120</td>
<td>133,595</td>
<td>101,310</td>
<td>247,848</td>
<td>93,749</td>
<td>3,107,054</td>
</tr>
<tr>
<td>DITS - STATEWIDE ITS - STATE 100%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4130194</td>
<td>TRAFFIC SIGNALIZATION</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>695,012</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>695,012</td>
</tr>
<tr>
<td>DPTO - STATE - PTO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4314011</td>
<td>TPO PLANNING STUDIES</td>
<td>7,487</td>
<td>8,199</td>
<td>8,932</td>
<td>0</td>
<td>0</td>
<td>44,456</td>
</tr>
<tr>
<td>4317983</td>
<td>NE 36TH AVENUE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,779,746</td>
</tr>
</tbody>
</table>

*Draft April 9, 2018*
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4333041</td>
<td>SUNTRAN</td>
<td>634,679</td>
<td>660,281</td>
<td>693,295</td>
<td>727,960</td>
<td>0</td>
<td>3,323,652</td>
</tr>
<tr>
<td>4370241</td>
<td>MARION COUNTY AIRPORT</td>
<td>185,190</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>198,790</td>
</tr>
<tr>
<td>4370311</td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>275,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>306,520</td>
</tr>
<tr>
<td>4384171</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>145,600</td>
<td>0</td>
<td>0</td>
<td>145,600</td>
</tr>
<tr>
<td>4384231</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>38,782</td>
<td>0</td>
<td>0</td>
<td>38,782</td>
</tr>
<tr>
<td>4384301</td>
<td>MARION-DUNNELLON</td>
<td>0</td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200,000</td>
</tr>
<tr>
<td>4384331</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>93,573</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>93,573</td>
</tr>
<tr>
<td>4407971</td>
<td>TRANSIT PLANNING STUDIES</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9,688</td>
<td>26,717</td>
<td>36,405</td>
</tr>
<tr>
<td>4424551</td>
<td>SUNTRAN</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>764,358</td>
<td>764,358</td>
<td>7,933,882</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>827,356</td>
<td>1,237,053</td>
<td>886,609</td>
<td>737,648</td>
<td>791,075</td>
<td>7,933,882</td>
</tr>
</tbody>
</table>

### DRA - REST AREAS - STATE 100%

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>4385621</td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>1,800,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>24,241,382</td>
<td>26,041,382</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>1,800,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>24,241,382</td>
<td>26,041,382</td>
</tr>
</tbody>
</table>

### DS - STATE PRIMARY HIGHWAYS & PTO

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>667,651</td>
<td>0</td>
<td>3,887,983</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,191</td>
</tr>
<tr>
<td>4317983</td>
<td>NE 36TH AVENUE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
</tr>
<tr>
<td>4336521</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,726,995</td>
</tr>
<tr>
<td>4336601</td>
<td>US 441</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>675,454</td>
</tr>
<tr>
<td>4336611</td>
<td>US 441</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>624,735</td>
</tr>
<tr>
<td>4356602</td>
<td>SR 326</td>
<td>100,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100,000</td>
</tr>
<tr>
<td>4356861</td>
<td>US 441</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>430,000</td>
</tr>
<tr>
<td>4368791</td>
<td>SR 200</td>
<td>9,607,372</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9,629,839</td>
</tr>
<tr>
<td>4373391</td>
<td>US 27</td>
<td>34,952</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>52,609</td>
</tr>
</tbody>
</table>

**DRAFT APRIL 9, 2018**
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>DS - STATE PRIMARY HIGHWAYS &amp; PTO</td>
<td>I-75 WILDWOOD WEIGH STATION REPAIRS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14,485</td>
</tr>
<tr>
<td></td>
<td>US 441</td>
<td>0</td>
<td>0</td>
<td>37,245</td>
<td>0</td>
<td>0</td>
<td>37,245</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>9,742,324</td>
<td>0</td>
<td>37,245</td>
<td>667,651</td>
<td>0</td>
<td>17,193,536</td>
</tr>
<tr>
<td>DU - STATE PRIMARY/FEDERAL REIMB</td>
<td>TPO PLANNING STUDIES</td>
<td>59,902</td>
<td>61,699</td>
<td>67,566</td>
<td>0</td>
<td>0</td>
<td>347,886</td>
</tr>
<tr>
<td></td>
<td>MARION TRANSIT</td>
<td>813,390</td>
<td>854,060</td>
<td>896,764</td>
<td>941,602</td>
<td>0</td>
<td>4,280,474</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>873,292</td>
<td>915,759</td>
<td>964,330</td>
<td>1,015,212</td>
<td>1,202,415</td>
<td>5,904,385</td>
</tr>
<tr>
<td>DWS - WEIGH STATIONS - STATE 100%</td>
<td>I-75 WILDWOOD WEIGH STATION REPAIRS</td>
<td>7,074,315</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,074,315</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>7,074,315</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,074,315</td>
</tr>
<tr>
<td>EB - EQUITY BONUS</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6,851</td>
</tr>
<tr>
<td></td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>139,975</td>
</tr>
<tr>
<td></td>
<td>PRUITT TRAIL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>156,826</td>
</tr>
<tr>
<td>FAA - FEDERAL AVIATION ADMIN</td>
<td>MARION COUNTY AIRPORT</td>
<td>2,083,385</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,236,385</td>
</tr>
<tr>
<td></td>
<td>Ocala International Airport</td>
<td>0</td>
<td>4,950,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,327,098</td>
</tr>
<tr>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>436,300</td>
<td>0</td>
<td>0</td>
<td>436,300</td>
</tr>
<tr>
<td></td>
<td>Ocala International Airport</td>
<td>0</td>
<td>0</td>
<td>1,170,000</td>
<td>1,800,000</td>
<td>0</td>
<td>2,970,000</td>
</tr>
<tr>
<td></td>
<td>Ocala International Airport</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,850,000</td>
<td>0</td>
<td>5,850,000</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>2,083,385</td>
<td>4,950,000</td>
<td>1,606,300</td>
<td>1,800,000</td>
<td>5,850,000</td>
<td>16,819,783</td>
</tr>
</tbody>
</table>

*DRAFT APRIL 9, 2018*
### 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FTA - FEDERAL TRANSIT ADMINISTRATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4271882</td>
<td>SUNTRAN</td>
<td>2,192,058</td>
<td>2,257,820</td>
<td>2,325,554</td>
<td>2,395,321</td>
<td>2,467,181</td>
<td>19,040,093</td>
</tr>
<tr>
<td>4330341</td>
<td>SUNTRAN</td>
<td>400,000</td>
<td>400,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,200,000</td>
</tr>
<tr>
<td>4424551</td>
<td>SUNTRAN</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>400,000</td>
<td>0</td>
<td>400,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>2,592,058</td>
<td>2,657,820</td>
<td>2,325,554</td>
<td>2,395,321</td>
<td>2,867,181</td>
<td>20,640,093</td>
</tr>
<tr>
<td><strong>HPP - HIGH PRIORITY PROJECTS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>692,422</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>692,422</td>
</tr>
<tr>
<td><strong>HSP - SAFETY (HIGHWAY SAFETY PROGRAM)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4348441</td>
<td>CR 42</td>
<td>0</td>
<td>404,200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>464,689</td>
</tr>
<tr>
<td>4398871</td>
<td>PEDESTRIAN LIGHTING BUNDLE</td>
<td>163,475</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>233,475</td>
</tr>
<tr>
<td>4398872</td>
<td>MARION COUNTY PEDESTRIAN LIGHTING BUNDLE</td>
<td>150,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>150,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>313,475</td>
<td>404,200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>848,164</td>
</tr>
<tr>
<td><strong>LF - LOCAL FUNDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4271882</td>
<td>SUNTRAN</td>
<td>548,015</td>
<td>564,455</td>
<td>581,389</td>
<td>598,830</td>
<td>616,795</td>
<td>4,760,024</td>
</tr>
<tr>
<td>4314011</td>
<td>TPO PLANNING STUDIES</td>
<td>7,487</td>
<td>8,199</td>
<td>8,932</td>
<td>0</td>
<td>0</td>
<td>44,456</td>
</tr>
<tr>
<td>433041</td>
<td>SUNTRAN</td>
<td>634,679</td>
<td>660,281</td>
<td>693,295</td>
<td>727,960</td>
<td>0</td>
<td>3,323,652</td>
</tr>
<tr>
<td>433121</td>
<td>MARION TRANSIT</td>
<td>813,390</td>
<td>854,060</td>
<td>896,764</td>
<td>941,602</td>
<td>0</td>
<td>4,280,474</td>
</tr>
<tr>
<td>4336513</td>
<td>CR 484 INTERCHANGE</td>
<td>0</td>
<td>0</td>
<td>4,393,910</td>
<td>0</td>
<td>0</td>
<td>4,393,910</td>
</tr>
<tr>
<td>4355171</td>
<td>SUNTRAN</td>
<td>900,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>900,000</td>
</tr>
<tr>
<td>4355471</td>
<td>SW 44TH AVENUE</td>
<td>1,553,699</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,553,699</td>
</tr>
<tr>
<td>4355491</td>
<td>SW 49TH AVENUE</td>
<td>8,448,934</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,448,934</td>
</tr>
<tr>
<td>4363751</td>
<td>CITYWIDE SIDEWALK IMPROVEMENTS</td>
<td>0</td>
<td>0</td>
<td>103,226</td>
<td>0</td>
<td>0</td>
<td>103,226</td>
</tr>
<tr>
<td>4370171</td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>250,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>250,000</td>
</tr>
<tr>
<td>4370241</td>
<td>MARION COUNTY AIRPORT</td>
<td>46,297</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>46,297</td>
</tr>
</tbody>
</table>

*DRAFT APRIL 9, 2018*
# 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>LF - LOCAL FUNDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4370311</td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>275,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>283,380</td>
</tr>
<tr>
<td>4384171</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>36,400</td>
<td>0</td>
<td>0</td>
<td>36,400</td>
</tr>
<tr>
<td>4384231</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>9,696</td>
<td>0</td>
<td>0</td>
<td>9,696</td>
</tr>
<tr>
<td>4384271</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>150,000</td>
<td>0</td>
<td>150,000</td>
</tr>
<tr>
<td>4384301</td>
<td>MARION-DUNNELLON</td>
<td>0</td>
<td>50,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50,000</td>
</tr>
<tr>
<td>4384331</td>
<td>MARION COUNTY AIRPORT</td>
<td>0</td>
<td>23,393</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23,393</td>
</tr>
<tr>
<td>4384351</td>
<td>MARION-DUNNELLON PARALLEL TAXIWAY TO</td>
<td>0</td>
<td>0</td>
<td>320,000</td>
<td>0</td>
<td>0</td>
<td>320,000</td>
</tr>
<tr>
<td>4384761</td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>0</td>
<td>26,000</td>
<td>40,000</td>
<td>0</td>
<td>66,000</td>
</tr>
<tr>
<td>4384771</td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>130,000</td>
<td>0</td>
<td>130,000</td>
</tr>
<tr>
<td>4407801</td>
<td>OCALA INTERNATIONAL AIRPORT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>90,000</td>
<td>190,000</td>
<td>280,000</td>
</tr>
<tr>
<td>4407971</td>
<td>TRANSIT PLANNING STUDIES</td>
<td>0</td>
<td>0</td>
<td>9,688</td>
<td>26,717</td>
<td>0</td>
<td>36,405</td>
</tr>
<tr>
<td>4424551</td>
<td>SUNTRAN</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>764,358</td>
<td>0</td>
<td>764,358</td>
</tr>
<tr>
<td>4424601</td>
<td>MARION TRANSIT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>988,681</td>
<td>0</td>
<td>988,681</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td>12,952,501</td>
<td>2,685,388</td>
<td>6,749,612</td>
<td>2,728,080</td>
<td>2,866,551</td>
<td>31,246,385</td>
</tr>
<tr>
<td></td>
<td><strong>NHPP - IM, BRDG REPL, NATL HWY-MAP21</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4356602</td>
<td>SR 326</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>393,270</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>393,270</td>
</tr>
<tr>
<td></td>
<td><strong>NHRE - NAT HWY PERFORM - RESURFACING</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4368791</td>
<td>SR 200</td>
<td></td>
<td></td>
<td>1,731,375</td>
<td>0</td>
<td>0</td>
<td>1,731,375</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td>1,731,375</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,731,375</td>
</tr>
<tr>
<td></td>
<td><strong>PL - METRO PLAN (85% FA; 15% OTHER)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4393312</td>
<td>OCALA/MARION URBAN AREA FY</td>
<td>493,145</td>
<td>499,316</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>992,461</td>
</tr>
<tr>
<td>4393313</td>
<td>OCALA/MARION URBAN AREA FY</td>
<td>0</td>
<td>0</td>
<td>499,316</td>
<td>499,316</td>
<td>0</td>
<td>998,632</td>
</tr>
<tr>
<td>4393314</td>
<td>OCALA/MARION URBAN AREA FY</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>499,316</td>
<td>0</td>
<td>499,316</td>
</tr>
</tbody>
</table>

**DRAFT APRIL 9, 2018**
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PL - METRO PLAN (65% FA; 15% OTHER)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>493,145</td>
<td>499,316</td>
<td>499,316</td>
<td>499,316</td>
<td>499,316</td>
<td>2,490,409</td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>987,634</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>527,425</td>
<td>678,057</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,205,482</td>
</tr>
<tr>
<td>4354861</td>
<td>SILVER SPRINGS BIKEWAY</td>
<td>0</td>
<td>8,911</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,911</td>
</tr>
<tr>
<td>4356602</td>
<td>SR 326</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>76,171</td>
</tr>
<tr>
<td>4363601</td>
<td>SR 40 (BLACK BEAR TRAIL)</td>
<td>0</td>
<td>1,100,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,100,000</td>
</tr>
<tr>
<td>4363751</td>
<td>CITYWIDE SIDEWALK IMPROVEMENTS</td>
<td>0</td>
<td>0</td>
<td>8,353</td>
<td>0</td>
<td>0</td>
<td>8,353</td>
</tr>
<tr>
<td>4392381</td>
<td>US 441</td>
<td>0</td>
<td>18,308,264</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>18,308,264</td>
</tr>
<tr>
<td>4409002</td>
<td>I-75 FRAME OFF SYSTEM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
</tr>
<tr>
<td>4411361</td>
<td>US 441</td>
<td>0</td>
<td>0</td>
<td>13,764,750</td>
<td>0</td>
<td>0</td>
<td>13,764,750</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>527,425</td>
<td>20,095,232</td>
<td>13,773,103</td>
<td>0</td>
<td>0</td>
<td>35,469,565</td>
</tr>
<tr>
<td><strong>SIWR - 2015 SB2514A-STRATEGIC INT SYS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>0</td>
<td>19,322,956</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>19,322,956</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>19,322,956</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>19,322,956</td>
</tr>
<tr>
<td><strong>SL - STP, AREAS &lt;= 200K</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,924,676</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>359,186</td>
<td>0</td>
<td>338,100</td>
<td>0</td>
<td>0</td>
<td>6,357,539</td>
</tr>
<tr>
<td>4336511</td>
<td>CR 484</td>
<td>90,000</td>
<td>110,000</td>
<td>50,000</td>
<td>35,000</td>
<td>0</td>
<td>471,178</td>
</tr>
<tr>
<td>4336512</td>
<td>CR 484</td>
<td>0</td>
<td>0</td>
<td>2,063,796</td>
<td>0</td>
<td>0</td>
<td>2,063,796</td>
</tr>
<tr>
<td>4336521</td>
<td>SR 40</td>
<td>0</td>
<td>0</td>
<td>1,180,000</td>
<td>2,130,000</td>
<td>1,375,710</td>
<td>4,685,710</td>
</tr>
<tr>
<td>4336611</td>
<td>US 441</td>
<td>0</td>
<td>0</td>
<td>2,779,381</td>
<td>0</td>
<td>0</td>
<td>2,779,381</td>
</tr>
<tr>
<td>4352091</td>
<td>I-75 (AT NW 49TH STREET)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,661,141</td>
<td>0</td>
<td>1,661,141</td>
</tr>
<tr>
<td>4354841</td>
<td>PRUITT TRAIL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,850,000</td>
<td>0</td>
<td>2,007,500</td>
</tr>
</tbody>
</table>

_DRAFT APRIL 9, 2018_
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SL - STP, AREAS &lt;= 200K</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4354861</td>
<td>SILVER SPRINGS BIKEWAY</td>
<td>0</td>
<td>1,515,573</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,515,573</td>
</tr>
<tr>
<td>4355171</td>
<td>SUNTRAN</td>
<td>3,600,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,600,000</td>
</tr>
<tr>
<td>4355471</td>
<td>SW 44TH AVENUE</td>
<td>2,874,301</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,874,301</td>
</tr>
<tr>
<td>4363611</td>
<td>ITS OPERATIONAL SUPPORT</td>
<td>0</td>
<td>0</td>
<td>136,573</td>
<td>0</td>
<td>0</td>
<td>136,573</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>6,923,487</td>
<td>1,625,573</td>
<td>3,768,469</td>
<td>8,455,522</td>
<td>1,375,710</td>
<td>34,077,368</td>
</tr>
<tr>
<td><strong>SN - STP, MANDATORY NON-URBAN &lt;= 5K</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2386481</td>
<td>US 41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4106742</td>
<td>SR 40</td>
<td>240,000</td>
<td>1,539,443</td>
<td>50,000</td>
<td>0</td>
<td>0</td>
<td>2,385,474</td>
</tr>
<tr>
<td>4261791</td>
<td>SILVER SPRINGS STATE PARK</td>
<td>0</td>
<td>0</td>
<td>8,099</td>
<td>0</td>
<td>0</td>
<td>8,099</td>
</tr>
<tr>
<td>4336511</td>
<td>CR 484</td>
<td>611,858</td>
<td>1,000,000</td>
<td>200,000</td>
<td>103,000</td>
<td>0</td>
<td>3,375,729</td>
</tr>
<tr>
<td>4348441</td>
<td>CR 42</td>
<td>0</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,000</td>
</tr>
<tr>
<td>4354841</td>
<td>PRUITT TRAIL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,850,000</td>
<td>0</td>
<td>1,850,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>851,858</td>
<td>2,542,443</td>
<td>258,099</td>
<td>1,953,000</td>
<td>0</td>
<td>9,794,365</td>
</tr>
<tr>
<td><strong>TALL - TRANSPORTATION ALTS- &lt;200K</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4354861</td>
<td>SILVER SPRINGS BIKEWAY</td>
<td>0</td>
<td>518,153</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>518,153</td>
</tr>
<tr>
<td>4364742</td>
<td>SADDLEWOOD ELEMENTARY SIDEWALK</td>
<td>0</td>
<td>0</td>
<td>290,249</td>
<td>0</td>
<td>0</td>
<td>290,249</td>
</tr>
<tr>
<td>4367551</td>
<td>INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE</td>
<td>0</td>
<td>0</td>
<td>155,000</td>
<td>0</td>
<td>0</td>
<td>155,000</td>
</tr>
<tr>
<td>4367561</td>
<td>DOWNTOWN Ocala TO SILVER SPRINGS TRAIL</td>
<td>0</td>
<td>253,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>253,000</td>
</tr>
<tr>
<td>4408801</td>
<td>MARION OAKS-SUNRISE/HORIZON SIDEWALKS</td>
<td>0</td>
<td>0</td>
<td>35,605</td>
<td>0</td>
<td>0</td>
<td>35,605</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>771,153</td>
<td>0</td>
<td>480,854</td>
<td>0</td>
<td>1,252,007</td>
</tr>
<tr>
<td><strong>TALN - TRANSPORTATION ALTS- &lt; 5K</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4261791</td>
<td>SILVER SPRINGS STATE PARK</td>
<td>0</td>
<td>0</td>
<td>252,844</td>
<td>0</td>
<td>0</td>
<td>252,844</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>0</td>
<td>252,844</td>
<td>0</td>
<td>0</td>
<td>252,844</td>
</tr>
<tr>
<td><strong>TALT - TRANSPORTATION ALTS- ANY AREA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4261791</td>
<td>SILVER SPRINGS STATE PARK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>385,058</td>
</tr>
</tbody>
</table>

*DRAFT APRIL 9, 2018*
## 5-Year Summary of Projects by Funding Category

<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TALT - TRANSPORTATION ALTS- ANY AREA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4354841</td>
<td>PRUITT TRAIL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
<td>0</td>
<td>10,000</td>
</tr>
<tr>
<td>4354861</td>
<td>SILVER SPRINGS BIKEWAY</td>
<td>0</td>
<td>2,437,407</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,962,407</td>
</tr>
<tr>
<td>4363751</td>
<td>CITYWIDE SIDEWALK IMPROVEMENTS</td>
<td>0</td>
<td>0</td>
<td>763,647</td>
<td>0</td>
<td>0</td>
<td>763,647</td>
</tr>
<tr>
<td>4364742</td>
<td>SADDLEWOOD ELEMENTARY SIDEWALK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26,847</td>
<td>0</td>
<td>26,847</td>
</tr>
<tr>
<td>4364743</td>
<td>LEGACY ELEMENTARY SCHOOL SIDEWALKS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,441,659</td>
<td>0</td>
<td>1,441,659</td>
</tr>
<tr>
<td>4408801</td>
<td>MARION OAKS-SUNRISE/HORIZON SIDEWALKS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>605</td>
<td>0</td>
<td>605</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>2,437,407</td>
<td>763,647</td>
<td>1,479,111</td>
<td>0</td>
<td>5,590,223</td>
</tr>
<tr>
<td><strong>TRIP - TRANS REGIONAL INCENTIVE PROGM</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4317983</td>
<td>NE 36TH AVENUE</td>
<td>24,450,645</td>
<td>690,000</td>
<td>347,000</td>
<td>0</td>
<td>0</td>
<td>34,167,645</td>
</tr>
<tr>
<td>4336513</td>
<td>CR 484 INTERCHANGE</td>
<td>0</td>
<td>0</td>
<td>1,432,794</td>
<td>0</td>
<td>0</td>
<td>1,432,794</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>24,450,645</td>
<td>690,000</td>
<td>1,779,794</td>
<td>0</td>
<td>0</td>
<td>35,600,439</td>
</tr>
</tbody>
</table>

_DRAFT APRIL 9, 2018_
## 5-Year Summary of Funding Source

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>33,062,392</td>
<td>121,525,279</td>
<td>32,191,043</td>
<td>18,266,467</td>
<td>11,794,622</td>
<td>216,839,803</td>
</tr>
<tr>
<td>Local</td>
<td>12,952,501</td>
<td>2,685,388</td>
<td>6,749,612</td>
<td>2,728,080</td>
<td>2,866,551</td>
<td>27,982,132</td>
</tr>
<tr>
<td>State</td>
<td>68,531,465</td>
<td>36,915,407</td>
<td>10,580,973</td>
<td>49,890,538</td>
<td>34,195,497</td>
<td>200,113,880</td>
</tr>
<tr>
<td>State 100%</td>
<td>0</td>
<td>19,322,956</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>19,322,956</td>
</tr>
<tr>
<td>Total</td>
<td>114,546,358</td>
<td>180,449,030</td>
<td>49,521,628</td>
<td>70,885,085</td>
<td>48,856,670</td>
<td>464,258,771</td>
</tr>
</tbody>
</table>
Section 1 - Federal / State Projects
CR 42 4348441 Non-SIS

Work Summary: ADD LEFT TURN LANE(S)  From: AT SE 182ND AVE RD

To:  Lead Agency: Marion County  Length: .307

Prior Cost < 2018/19: 25,014  Future Cost > 2022/23: 0
Total Project Cost: 432,214  Project Description: Add eastbound turn lane on CR 42.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST SN</td>
<td>SN</td>
<td>0</td>
<td>3,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,000</td>
</tr>
<tr>
<td>CST HSP</td>
<td>HSP</td>
<td>0</td>
<td>404,200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>404,200</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>407,200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>407,200</td>
</tr>
</tbody>
</table>
CR 484

**4336512**  Non-SIS

**Work Summary:** INTERCHANGE IMPROVEMENT

**From:** SW 20TH AVE

**To:** CR 475A

**Lead Agency:** Marion County

**Length:** .161

**LRTP #:** Goal 3: Page 2-9

**Phase** | **Fund Source** | **2018/19** | **2019/20** | **2020/21** | **2021/22** | **2022/23** | **Total**
--- | --- | --- | --- | --- | --- | --- | ---
ROW SL | 0 | 0 | 2,063,796 | 0 | 0 | 2,063,796 |

**Prior Cost < 2018/19:** 0

**Future Cost > 2022/23:** 0

**Total Project Cost:** 2,063,796

**Project Description:** Upgrade existing interchange. (Priority Project #11)
CR 484

4336511 Non-SIS

Work Summary: INTERCHANGE IMPROVEMENT

From: SW 20TH AVENUE

To: CR 475A

Lead Agency: Managed by FDOT

Length: .414

LRTP #: Page 5-2

Prior Cost < 2018/19: 2,464,526

Future Cost > 2022/23: 0

Total Project Cost: 13,341,907

Project Description: Interchange improvements to lengthen turn bays, widen interchange on CR 484 and improve ramp access. (Priority Project #10)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>SN</td>
<td>105,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>105,000</td>
</tr>
<tr>
<td>ROW</td>
<td>SN</td>
<td>506,858</td>
<td>1,000,000</td>
<td>200,000</td>
<td>103,000</td>
<td>0</td>
<td>1,809,858</td>
</tr>
<tr>
<td>ROW</td>
<td>ACSN</td>
<td>743,142</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>743,142</td>
</tr>
<tr>
<td>ROW</td>
<td>SL</td>
<td>90,000</td>
<td>110,000</td>
<td>50,000</td>
<td>35,000</td>
<td>0</td>
<td>285,000</td>
</tr>
<tr>
<td>CST</td>
<td>ACFP</td>
<td>0</td>
<td>0</td>
<td>7,934,381</td>
<td>0</td>
<td>0</td>
<td>7,934,381</td>
</tr>
</tbody>
</table>

Total 1,445,000 1,110,000 8,184,381 138,000 0 10,877,381
CR 484 INTERCHANGE

<table>
<thead>
<tr>
<th>Work Summary: INTERCHANGE IMPROVEMENT</th>
<th>From: SW 20TH AVE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency: Marion County</td>
<td>Length: .161</td>
</tr>
<tr>
<td>LRTP #: Page 5-2</td>
<td></td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 5,826,704
Project Description: Interchange improvements to lengthen turn bays, widen interchange and improve ramp access.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW LF</td>
<td></td>
<td>0</td>
<td>0</td>
<td>4,393,910</td>
<td>0</td>
<td>0</td>
<td>4,393,910</td>
</tr>
<tr>
<td>ROW TRIP</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1,432,794</td>
<td>0</td>
<td>0</td>
<td>1,432,794</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>5,826,704</td>
<td>0</td>
<td>0</td>
<td>5,826,704</td>
</tr>
</tbody>
</table>
## Work Summary:

**Lead Agency:** FDOT  
**From:** AT CR 484  
**Length:** 0.407  
**LRTP #:** Goal 5: Page 2-10

### Project Description:
Landscaping and aesthetic improvements at the CR 484 interchange.

### Prior Cost < 2018/19:
0

### Future Cost > 2022/23:
0

### Total Project Cost:
705,248

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>DIH</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>135,248</td>
<td>0</td>
<td>135,248</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>570,000</td>
<td>0</td>
<td>570,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>705,248</td>
<td>0</td>
<td>705,248</td>
</tr>
</tbody>
</table>
I-75 (AT NW 49TH STREET)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE SL</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,661,141</td>
<td>0</td>
<td>1,661,141</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,661,141</td>
<td>0</td>
<td>1,661,141</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 2,542,631
Future Cost > 2022/23: 0
Total Project Cost: 4,203,772
Project Description: Construct new interchange at NW 49th Street and I-75 to facilitate projected increases in freight traffic. (Priority Project #1)
**I-75 FRAME OFF SYSTEM**

<table>
<thead>
<tr>
<th>Work Summary:</th>
<th>ITS COMMUNICATION SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency:</td>
<td>Managed by FDOT</td>
</tr>
<tr>
<td>Length:</td>
<td>.000</td>
</tr>
<tr>
<td>LRTP #:</td>
<td>Goal 6: Objective 1 - Page 2-11</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>ACFP</td>
<td>2,050,085</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,050,085</td>
</tr>
</tbody>
</table>

**Prior Cost < 2018/19:** 371,971

**Future Cost > 2022/23:** 0

**Total Project Cost:** 2,422,056

**Project Description:** Florida’s Regional Advanced Mobility Elements (FRAME) is a technologically advanced contingency system that deploys multiple Intelligent Transportation System (ITS) elements to mitigate special/emergency events of US 301, I-75 and to integrate with local ITS systems.
**I-75 FRAME ON SYSTEM**

<table>
<thead>
<tr>
<th>Work Summary:</th>
<th>ITS FREEWAY MANAGEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency:</td>
<td>FDOT</td>
</tr>
</tbody>
</table>

**Prior Cost < 2018/19:** 859,132

**Future Cost > 2022/23:** 0

**Total Project Cost:** 6,125,408

**Project Description:**
Florida’s Regional Advanced Mobility Elements (FRAME) is a technologically advanced contingency system that deploys multiple Intelligent Transportation System (ITS) elements to mitigate special/emergency events of US 301, I-75 and to integrate with local ITS systems.

**LRTP #:** Goal 6: Objective 1 - Page 2-11

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>ACFP</td>
<td>5,266,276</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,266,276</td>
</tr>
</tbody>
</table>

**Total:** 5,266,276 | 0 | 0 | 0 | 0 | 0 | 5,266,276
**I-75 MARION COUNTY REST AREAS**

**4385621**

**SIS**

**Work Summary:** REST AREA  
From: N OF CR 484  
To: S OF SR 200

**Lead Agency:** FDOT  
Length: .547

**LRTP #:** Goal 3: Page 2-9

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>DIH</td>
<td>30,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>30,000</td>
</tr>
<tr>
<td>PE</td>
<td>DDR</td>
<td>400,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>400,000</td>
</tr>
<tr>
<td>PE</td>
<td>DRA</td>
<td>1,800,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,800,000</td>
</tr>
<tr>
<td>CST</td>
<td>DRA</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>24,241,382</td>
<td>24,241,382</td>
</tr>
<tr>
<td>CST</td>
<td>DIH</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>57,050</td>
<td>57,050</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,924,180</td>
<td>3,924,180</td>
</tr>
</tbody>
</table>

**Total**  
2,230,000 0 0 0 28,222,612 30,452,612

**Prior Cost < 2018/19:** 5,000  
**Future Cost > 2022/23:** 0  
**Total Project Cost:** 30,457,612  
**Project Description:** Design funding to expand services at the I-75 rest area in Marion County.
I-75 MARION COUNTY REST AREAS

**Work Summary:** LANDSCAPING

**Lead Agency:** FDOT

**Length:** 0.542

**LRTP #:** Goal 5: Page 2-10

**Phase** | **Fund Source** | **2018/19** | **2019/20** | **2020/21** | **2021/22** | **2022/23** | **Total**
---|---|---|---|---|---|---|---
CST | DDR | 0 | 0 | 0 | 832,499 | 0 | 832,499

**Total** | 0 | 0 | 0 | 832,499 | 0 | 832,499

**Prior Cost < 2018/19:** 87,253

**Future Cost > 2022/23:** 0

**Total Project Cost:** 919,752

**Project Description:** Vegetative installation and maintenance.

---

*DRAFT APRIL 9, 2018*
I-75 WILDWOOD WEIGH STATION REPAIRS

Work Summary: MCCO WEIGH STATION
STATIC/WIM

Lead Agency: Managed by FDOT

Length: 1.136

LRTP #: Goal 6: Page 2-11

Phase | Fund | Source | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | Total
--- | --- | --- | --- | --- | --- | --- | --- | ---
CST | DWS | 7,074,315 | 0 | 0 | 0 | 0 | 0 | 7,074,315

Total | 7,074,315 | 0 | 0 | 0 | 0 | 0 | 7,074,315

Prior Cost < 2018/19: 19,485
Future Cost > 2022/23: 0
Total Project Cost: 7,093,800
Project Description: Repair concrete aprons around the vehicle scales.
### ITS OPERATIONAL SUPPORT

**Work Summary:** ITS COMMUNICATION SYSTEM  
**From:** MARION COUNTY/CITY OF OCALA  
**To:**  
**Lead Agency:** City of Ocala/Marion County  
**Length:** .000  
**LRTP #:** Goal 6; Objective 1 - Page 2-11

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPS</td>
<td>SL</td>
<td></td>
<td>0</td>
<td>0</td>
<td>136,573</td>
<td>0</td>
<td>0</td>
<td>136,573</td>
</tr>
<tr>
<td>OPS</td>
<td>DDR</td>
<td></td>
<td>0</td>
<td>0</td>
<td>2,480,581</td>
<td>0</td>
<td>0</td>
<td>2,480,581</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td>0</td>
<td>0</td>
<td>2,617,154</td>
<td>0</td>
<td>0</td>
<td>2,617,154</td>
</tr>
</tbody>
</table>

**Prior Cost < 2018/19:** 0
**Future Cost > 2022/23:** 0
**Total Project Cost:** 2,617,154

**Project Description:** ITS capital and operations support for City of Ocala and Marion County.

---

*DRAFT APRIL 9, 2018*
NE 36TH AVENUE

4317983

SIS

Work Summary: RAIL CAPACITY PROJECT
From: NE 20TH PL
To: NORTH OF NE 25TH ST

Lead Agency: FDOT
Length: .350

LRTP #: 5-2

Prior Cost < 2018/19: 11,484,158
Future Cost > 2022/23: 0
Total Project Cost: 36,971,803

Project Description: Construct grade separation (bridge) over the existing CSX 'S'-line. This project is for the construction of the bridge only. Other sections will address the widening of the corridor. (Priority Project #12)
PEDESTRIAN LIGHTING BUNDLE 4398871 SIS

Work Summary: LIGHTING

Lead Agency: FDOT

LRTP #: Goal 1: Objective 2 - Pg. 2-8

Prior Cost < 2018/19: 70,000
Future Cost > 2022/23: 0
Total Project Cost: 233,475
Project Description: Will enhance illumination at four intersections. The locations are CR 329 and US 441 and on SR 464 at SR 35, SW 3rd Avenue and SR 200.
SR 200  4368791  Non-SIS

**Work Summary:** RESURFACING  **From:** CR 484

**Lead Agency:** FDOT  **To:** SW 60TH AVE

**Length:** 6.168

**LRTP #:** Goal 6: Objective 3 - Page 2-11

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>DS</td>
<td>9,607,372</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>9,607,372</td>
</tr>
<tr>
<td>CST</td>
<td>DIH</td>
<td>41,120</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>41,120</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>1,630,347</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,630,347</td>
</tr>
<tr>
<td>CST</td>
<td>NHRE</td>
<td>1,731,375</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,731,375</td>
</tr>
</tbody>
</table>

**Total**  13,010,214 | 0 | 0 | 0 | 0 | 13,010,214

**Prior Cost < 2018/19:** 913,495

**Future Cost > 2022/23:** 0

**Total Project Cost:** 13,923,709

**Project Description:** Routine resurfacing.
**SR 326 4356602 SIS**

**Work Summary:** ADD TURN LANE(S)  
**From:** AT CR 25A  
**To:**  
**Lead Agency:** FDOT  
**Length:** 0.034

**LRTP #:** Goal 6; Objective 1 -  
Page 2-11

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>ACNP</td>
<td>500,000</td>
<td>90,000</td>
<td>45,000</td>
<td>0</td>
<td>0</td>
<td>635,000</td>
</tr>
<tr>
<td>PE</td>
<td>DS</td>
<td>100,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>100,000</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>0</td>
<td>8,440</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,440</td>
</tr>
<tr>
<td>CST</td>
<td>ACNP</td>
<td>0</td>
<td>1,124,559</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,124,559</td>
</tr>
<tr>
<td>ROW</td>
<td>BNIR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>29,000</td>
<td>0</td>
<td>29,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>600,000</td>
<td>1,222,999</td>
<td>45,000</td>
<td>29,000</td>
<td>0</td>
<td>1,896,999</td>
</tr>
</tbody>
</table>

**Prior Cost < 2018/19:** 617,079  
**Future Cost > 2022/23:** 0  
**Total Project Cost:** 2,514,078

**Project Description:** Add right turn lanes on southbound CR 25A and westbound SR 326 and restripe the eastbound SR 326 center lane to increase storage for turns onto CR 25A.
SR 35

Work Summary: ADD LANES & RECONSTRUCT

From: AT FOSS ROAD, ROBINSON ROAD & SR 25

To: 

Length: .250 MI

Lead Agency: FDOT

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 1,005,000

Project Description: Add turn lanes at all three intersections to increase operational efficiency of the SR 35 corridor in Belleview. (Priority Project #5)

Phase Fund Source 2018/19 2019/20 2020/21 2021/22 2022/23 Total
PE DIH 0 5,000 0 0 0 5,000
PE DDR 0 1,000,000 0 0 0 1,000,000
Total 0 1,005,000 0 0 0 1,005,000

DRAFT APRIL 9, 2018
SR 40

4336521
Non-SIS

Work Summary: ADD TURN LANE(S)
From: SW 40TH AVENUE
To: SW 27TH AVENUE

Lead Agency: FDOT
Length: 1.337 MI

LRTP #: PAGE 5-2

Prior Cost < 2018/19: 1,971,057
Future Cost > 2022/23: 0
Total Project Cost: 6,773,466

Project Description: Upgrade existing interchange including additional turn-lanes. (Priority Project #10)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>DIH</td>
<td>0</td>
<td>0</td>
<td>40,000</td>
<td>40,000</td>
<td>36,699</td>
<td>116,699</td>
</tr>
<tr>
<td>ROW</td>
<td>SL</td>
<td>0</td>
<td>0</td>
<td>1,180,000</td>
<td>2,130,000</td>
<td>1,375,710</td>
<td>4,685,710</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1,220,000</td>
<td>2,170,000</td>
<td>1,412,409</td>
<td>4,802,409</td>
</tr>
</tbody>
</table>
SR 40

4413661 Non-SIS

Work Summary: SAFETY PROJECT
From: SW 27TH AVE
To: MLK JR AVE
Lead Agency: Managed by FDOT
Length: 0.981
LRTP #: Goal 6: Objective 1 & 2 - Access management project to modify median openings.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td></td>
<td>300,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>300,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>300,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>300,000</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 300,000
SR 40

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** END OF 4 LANES

**To:** TO CR 314

**Lead Agency:** FDOT

**Length:** 4.803 mi

**Prior Cost < 2018/19:** 9,799,703

**Future Cost > 2022/23:** 0

**Total Project Cost:** 146,755,076

**Project Description:** Capacity expansion project to widen SR 40 from two to four lanes. (Priority Project #18)
**Work Summary:** NEW ROAD CONSTRUCTION  
**From:** SR 200  
**To:** SW 32ND ST  
**Lead Agency:** City of Ocala  
**Length:** .000  
**LRTP #:** Goal 2: Page 2-9

**Project Description:** Construct new 4-lane corridor with bicycle lanes and sidewalks.

**Phase** | **Fund Source** | **2018/19** | **2019/20** | **2020/21** | **2021/22** | **2022/23** | **Total**
--- | --- | --- | --- | --- | --- | --- | ---
CST | LF | 1,553,699 | 0 | 0 | 0 | 0 | 1,553,699
CST | SL | 2,874,301 | 0 | 0 | 0 | 0 | 2,874,301
**Total** | | 4,428,000 | 0 | 0 | 0 | 0 | 4,428,000

**Prior Cost < 2018/19:** 0  
**Future Cost > 2022/23:** 0  
**Total Project Cost:** 4,428,000
### SW 49TH AVENUE

<table>
<thead>
<tr>
<th>Work Summary:</th>
<th>NEW ROAD CONSTRUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency:</td>
<td>Marion County</td>
</tr>
<tr>
<td>From:</td>
<td>SW 95TH ST</td>
</tr>
<tr>
<td>To:</td>
<td>SW 42ND ST</td>
</tr>
<tr>
<td>Length:</td>
<td>.000</td>
</tr>
<tr>
<td>LRTP #:</td>
<td>PAGE 3-2</td>
</tr>
</tbody>
</table>

#### Project Description:
Construct a new four-lane, divided roadway with sidewalks and bicycle lanes.

#### Prior Cost < 2018/19:
0

#### Future Cost > 2022/23:
0

#### Total Project Cost:
16,290,000

#### Phase Fund Source Table

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>LF</td>
<td>8,448,934</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,448,934</td>
</tr>
<tr>
<td>CST</td>
<td>CIGP</td>
<td>7,841,066</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7,841,066</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>16,290,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>16,290,000</td>
</tr>
</tbody>
</table>
Work Summary: RESURFACING
From: LEVY COUNTY LINE
To: CR 326
Lead Agency: FDOT
Length: 6.683

LRTP #: Goal 6: Objective - Page 2-11

Prior Cost < 2018/19: 615,668
Future Cost > 2022/23: 0
Total Project Cost: 9,539,272
Project Description: Routine resurfacing.

Phase | Fund Source | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | Total
--- | --- | --- | --- | --- | --- | --- | ---
CST DS | 34,952 | 0 | 0 | 0 | 0 | 34,952
CST DDR | 8,888,652 | 0 | 0 | 0 | 0 | 8,888,652

Total | 8,923,604 | 0 | 0 | 0 | 0 | 8,923,604
US 41

2386481  Non-SIS

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** SW 111TH PLACE LANE

**To:** SR 40

**Lead Agency:** FDOT

**Length:** 3.585 mi

**LRTP #:** PAGE 3-2

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>DDR</td>
<td>210,727</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>210,727</td>
</tr>
<tr>
<td>ROW</td>
<td>ACSA</td>
<td>4,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,000,000</td>
</tr>
<tr>
<td>CST</td>
<td>DS</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>667,651</td>
<td>0</td>
<td>0</td>
<td>667,651</td>
</tr>
<tr>
<td>CST</td>
<td>DIH</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>55,500</td>
<td>0</td>
<td>0</td>
<td>55,500</td>
</tr>
<tr>
<td>CST</td>
<td>CM</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>188,131</td>
<td>0</td>
<td>0</td>
<td>188,131</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>41,916,383</td>
<td>0</td>
<td>0</td>
<td>41,916,383</td>
</tr>
</tbody>
</table>

**Total** 4,210,727 0 0 42,827,665 0 47,038,392

**Prior Cost < 2018/19:** 25,643,593

**Future Cost > 2022/23:** 0

**Total Project Cost:** 72,681,985

**Project Description:** Capacity expansion project to widen the US 41 corridor from two to four-lanes. (Priority Project #8)
US 441

4392381  Non-SIS

Work Summary: RESURFACING  From: SR 35
To: SR 200

Lead Agency: Managed by FDOT  Length: 10.612

Prior Cost < 2018/19: 2,340,043
Future Cost > 2022/23: 0
Total Project Cost: 22,358,342
Project Description: Routine resurfacing

Phase | Fund | Source | 2018/19 | 2019/20 | 2020/21 | 2021/22 | 2022/23 | Total
--- | --- | --- | --- | --- | --- | --- | --- | ---
RRU | DDR | 30,000 | 0 | 0 | 0 | 0 | 0 | 30,000
CST | DIH | 0 | 5,275 | 0 | 0 | 0 | 0 | 5,275
CST | SA | 0 | 18,308,264 | 0 | 0 | 0 | 0 | 18,308,264
CST | DDR | 0 | 1,674,760 | 0 | 0 | 0 | 0 | 1,674,760

Total | | | 30,000 | 19,988,299 | 0 | 0 | 0 | 0 | 20,018,299

LRTP #: Goal 6: Objective 3 - Page 2-11
Work Summary: TRAFFIC OPS IMPROVEMENT
From: SR 40
To: SR 40A
Lead Agency: FDOT
Length: .055 Mi
LRTP #: Goal 6: Objective 1 - Extend NB left-turn queue south Broadway Street to increase storage capacity. (Priority Project #2)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>DIH</td>
<td>0</td>
<td>17,200</td>
<td>17,200</td>
<td>17,100</td>
<td>0</td>
<td>51,500</td>
</tr>
<tr>
<td>ROW</td>
<td>DDR</td>
<td>0</td>
<td>680,000</td>
<td>650,000</td>
<td>0</td>
<td>240,000</td>
<td>1,570,000</td>
</tr>
<tr>
<td>CST</td>
<td>SL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,329,381</td>
<td>0</td>
<td>2,329,381</td>
</tr>
<tr>
<td>ROW</td>
<td>SL</td>
<td>0</td>
<td>0</td>
<td>450,000</td>
<td>0</td>
<td>0</td>
<td>450,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>697,200</td>
<td>667,200</td>
<td>2,796,481</td>
<td>240,000</td>
<td>4,400,881</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 681,009
Future Cost > 2022/23: 0
Total Project Cost: 5,081,890
Project Description: Extend NB left-turn queue south Broadway Street to increase storage capacity. (Priority Project #2)
No Map Available

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>DIH</td>
<td>10,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
</tr>
<tr>
<td>PE</td>
<td>DDR</td>
<td>1,200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,200,000</td>
</tr>
<tr>
<td>CST</td>
<td>DS</td>
<td>0</td>
<td>0</td>
<td>37,245</td>
<td>0</td>
<td>0</td>
<td>37,245</td>
</tr>
<tr>
<td>CST</td>
<td>DIH</td>
<td>0</td>
<td>0</td>
<td>10,810</td>
<td>0</td>
<td>0</td>
<td>10,810</td>
</tr>
<tr>
<td>CST</td>
<td>SA</td>
<td>0</td>
<td>0</td>
<td>13,764,750</td>
<td>0</td>
<td>0</td>
<td>13,764,750</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>0</td>
<td>0</td>
<td>1,403,500</td>
<td>0</td>
<td>0</td>
<td>1,403,500</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1,210,000</td>
<td>0</td>
<td>15,216,305</td>
<td>0</td>
<td>0</td>
<td>16,426,305</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 16,426,305
Project Description: Routine resurfacing.
US 441

<table>
<thead>
<tr>
<th>Work Summary:</th>
<th>ADD LEFT TURN LANE(S)</th>
<th>From:</th>
<th>SE 98TH LANE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency:</td>
<td>Managed by FDOT</td>
<td>To:</td>
<td></td>
</tr>
<tr>
<td>Length:</td>
<td>.189</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LRTP #:</td>
<td>Goal 6: Objective 1 -</td>
<td>Page 2-11</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>DIH</td>
<td>0</td>
<td>66,120</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>66,120</td>
</tr>
<tr>
<td>CST</td>
<td>DDR</td>
<td>0</td>
<td>582,556</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>582,556</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>648,676</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>648,676</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 451,000
Future Cost > 2022/23: 0
Total Project Cost: 1,099,676
Project Description: Add northbound and southbound left-turn lanes on US 441 at SE 98th Lane.
**US 441**

<table>
<thead>
<tr>
<th>Work Summary:</th>
<th>TRAFFIC OPS IMPROVEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency:</td>
<td>FDOT</td>
</tr>
<tr>
<td>From:</td>
<td>AT SR 464</td>
</tr>
<tr>
<td>To:</td>
<td></td>
</tr>
<tr>
<td>Length:</td>
<td>.001 Mi</td>
</tr>
<tr>
<td>LRTP #:</td>
<td>Goal 6: Objective 1</td>
</tr>
</tbody>
</table>

**Project Description:** Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #3)

**Prior Cost < 2018/19:** 791,179

**Future Cost > 2022/23:** 0

**Total Project Cost:** 1,683,159

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROW</td>
<td>DIH</td>
<td>40,000</td>
<td>40,000</td>
<td>33,300</td>
<td>0</td>
<td>0</td>
<td>113,300</td>
</tr>
<tr>
<td>ROW</td>
<td>DDR</td>
<td>135,000</td>
<td>300,000</td>
<td>180,000</td>
<td>120,000</td>
<td>43,680</td>
<td>778,680</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>175,000</td>
<td>340,000</td>
<td>213,300</td>
<td>120,000</td>
<td>43,680</td>
<td>891,980</td>
</tr>
</tbody>
</table>
## Ocala/Marion County TPO Transportation Improvement Program - FY 2018/19 - 2022/23

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OCALA/MARION URBAN AREA FY 2018/2019-2020 UPWP - 4393312</strong></td>
<td><em>Non-SIS</em></td>
<td>Length: .000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: Ocala/Marion TPO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLN PL</td>
<td>493,145</td>
<td>499,316</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>992,461</td>
</tr>
<tr>
<td>Total</td>
<td>493,145</td>
<td>499,316</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>992,461</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>992,461</td>
</tr>
<tr>
<td><strong>OCALA/MARION URBAN AREA FY 2020/2021-2022 UPWP - 4393313</strong></td>
<td><em>Non-SIS</em></td>
<td>Length: .000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: Ocala/Marion TPO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLN PL</td>
<td>0</td>
<td>0</td>
<td>499,316</td>
<td>499,316</td>
<td>0</td>
<td></td>
<td>998,632</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>499,316</td>
<td>499,316</td>
<td>0</td>
<td></td>
<td>998,632</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>998,632</td>
</tr>
<tr>
<td><strong>OCALA/MARION URBAN AREA FY 2022/2023-2024 UPWP - 4393314</strong></td>
<td><em>Non-SIS</em></td>
<td>Length: .000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: Ocala/Marion TPO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLN PL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>499,316</td>
<td></td>
<td>499,316</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>499,316</td>
<td></td>
<td>499,316</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td>499,316</td>
</tr>
</tbody>
</table>

DRAFT APRIL 9, 2018
<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011</td>
<td><em>Non-SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTO STUDIES</td>
<td>Responsible Agency: Ocala/Marion TPO</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLN DU</td>
<td>59,902</td>
<td>61,699</td>
<td>67,566</td>
<td>0</td>
<td>0</td>
<td>189,167</td>
<td></td>
</tr>
<tr>
<td>PLN DPTO</td>
<td>7,487</td>
<td>8,199</td>
<td>8,932</td>
<td>0</td>
<td>0</td>
<td>24,618</td>
<td></td>
</tr>
<tr>
<td>PLN LF</td>
<td>7,487</td>
<td>8,199</td>
<td>8,932</td>
<td>0</td>
<td>0</td>
<td>24,618</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>74,876</td>
<td>78,097</td>
<td>85,430</td>
<td>0</td>
<td>0</td>
<td>238,403</td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>198,395</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>436,798</td>
<td></td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Project Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| TRANSIT PLANNING STUDIES - 4407971 | *Non-SIS* | | | | | |
| PTO STUDIES | Responsible Agency: Ocala/Marion TPO | Length: .000 | | | | |
| PLN DU | 0 | 0 | 0 | 73,610 | 213,734 | 287,344 |
| PLN DPTO | 0 | 0 | 0 | 9,688 | 26,717 | 36,405 |
| PLN LF | 0 | 0 | 0 | 9,688 | 26,717 | 36,405 |
| Total | 0 | 0 | 0 | 92,986 | 267,168 | 360,154 |
| Prior Cost < 2018/19 | 0 | | | | | 360,154 |
| Future Cost > 2022/23 | 0 | | | | | |
| Total Project Cost | | | | | | |
Section 3 - Countywide
<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912</td>
<td><em>Non-SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROUTINE MAINTENANCE CONTRACTS</td>
<td>Responsible Agency: FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td></td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200,000</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td></td>
<td>2,861,105</td>
<td></td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>3,061,105</td>
</tr>
<tr>
<td>CONCRETE REPAIRS - 4419341</td>
<td><em>Non-SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROUTINE MAINTENANCE CONTRACTS</td>
<td>Responsible Agency: FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td></td>
<td>73,830</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>73,830</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>73,830</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>73,830</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td></td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>73,830</td>
<td></td>
</tr>
<tr>
<td>LIGHTING AGREEMENTS AT DDR FUNDS - 4136153</td>
<td><em>Non-SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHTING</td>
<td>Responsible Agency: FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td></td>
<td>363,801</td>
<td>374,721</td>
<td>385,961</td>
<td>397,536</td>
<td>409,458</td>
<td>1,931,477</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>363,801</td>
<td>374,721</td>
<td>385,961</td>
<td>397,536</td>
<td>409,458</td>
<td>1,931,477</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td></td>
<td>3,865,023</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>5,796,500</td>
<td></td>
</tr>
</tbody>
</table>

DRAFT APRIL 9, 2018

3-2
<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARION COUNTY PEDESTRIAN LIGHTING BUNDLE</td>
<td>- 4398872</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LIGHTING</td>
<td><em>SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CST HSP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Length: 1.234</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CST HSP</td>
<td></td>
<td>150,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>150,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>150,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>150,000</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>150,000</td>
</tr>
<tr>
<td>OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT</td>
<td>- 4425721</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FIXED CAPITAL OUTLAY</td>
<td><em>Non-SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: Managed by FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td></td>
<td>64,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>64,500</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>64,500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>64,500</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>64,500</td>
</tr>
<tr>
<td>PERFORMANCE AESTHETICS</td>
<td>- 4278392</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ROUTINE MAINTENANCE CONTRACTS</td>
<td><em>Non-SIS</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: FDOT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td></td>
<td>758,500</td>
<td>740,000</td>
<td>740,000</td>
<td>740,000</td>
<td>740,000</td>
<td>3,718,500</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>758,500</td>
<td>740,000</td>
<td>740,000</td>
<td>740,000</td>
<td>740,000</td>
<td>3,718,500</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td></td>
<td>3,311,500</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,311,500</td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Total Project Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>7,030,000</td>
</tr>
</tbody>
</table>
# Transportation Improvement Program - FY 2018/19 - 2022/23

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071</strong></td>
<td>ROUTINE MAINTENANCE CONTRACTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td>1,767,734</td>
<td>1,767,734</td>
<td>1,831,973</td>
<td>1,831,973</td>
<td>1,831,973</td>
<td>9,031,387</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>1,767,734</td>
<td>1,767,734</td>
<td>1,831,973</td>
<td>1,831,973</td>
<td>1,831,973</td>
<td>9,031,387</td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>30,554,979</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>39,586,366</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TRAFFIC SIGNALIZATION AT VARIOUS LOCATIONS - 4130194</strong></td>
<td>ROUTINE MAINTENANCE CONTRACTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPS DDR</td>
<td>351,548</td>
<td>351,548</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>703,096</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>351,548</td>
<td>351,548</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>703,096</td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>4,194,626</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>4,897,722</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>UNPAVED SHOULDER REPAIR - 4291781</strong></td>
<td>ROUTINE MAINTENANCE CONTRACTS</td>
<td>LRTP No: Objective 1.53 - Pg 2-6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MNT D</td>
<td>600,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>600,000</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>600,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>600,000</td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>1,132,550</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>1,732,550</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*DRAFT APRIL 9, 2018*
CITYWIDE SIDEWALK IMPROVEMENTS

4363751  Non-SIS

Work Summary: SIDEWALK

From:

To:

Lead Agency: City of Ocala

Length: .000

LRTP #: GOAL 1: Objective 2 -

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 875,226

Project Description: Downtown sidewalk construction (Various locations).

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund</th>
<th>Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>TALT</td>
<td>0</td>
<td>0</td>
<td>763,647</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>763,647</td>
</tr>
<tr>
<td>CST</td>
<td>LF</td>
<td>0</td>
<td>0</td>
<td>103,226</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>103,226</td>
</tr>
<tr>
<td>CST</td>
<td>SA</td>
<td>0</td>
<td>0</td>
<td>8,353</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,353</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>0</td>
<td>875,226</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>875,226</td>
</tr>
</tbody>
</table>

DRAFT APRIL 9, 2018
DOWNTOWN OCALA TO SILVER SPRINGS TRAIL 4367561 Non-SIS

Work Summary: BIKE PATH
From: OSCEOLA AVE
To: SILVER SPRINGS STATE PARK
Lead Agency: City of Ocala
Length: .000
LRTP #: GOAL 1: Objective 2

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 253,000

Project Description: Construct/designate an eight to twelve-foot multi-use path from Osceola Avenue to Silver Springs State Park.
INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO 4367551 Non-SIS

Work Summary: BIKE PATH From: SILVER SPRINGS PARK
To: INDIAN LAKE PARK
Length: .000
Lead Agency: Marion County
LRTP #: GOAL 1: Objective 2 - Page 2-8

Project Description: Construct approximately five miles of twelve-foot wide multi-use path from Silver Springs State Park north to Indian Lakes Park.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE TALL</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>155,000</td>
<td>0</td>
<td>155,000</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 155,000
**LEGACY ELEMENTARY SCHOOL SIDEWALKS**

<table>
<thead>
<tr>
<th>Work Summary:</th>
<th>SIDEWALK</th>
<th>From: CHESTNUT RD, LARCH RD, JUNIPER RD &amp; SE 79TH ST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Agency:</td>
<td>Managed by MARION COUNTY</td>
<td>Length: .000</td>
</tr>
<tr>
<td>LRTP #:</td>
<td>Goal 1 &amp; 3: Page 2-8 &amp; 2-9</td>
<td></td>
</tr>
</tbody>
</table>

**Project Description:**
Construct sidewalks Larch Road and SE 79th Street. Complete construction on sidewalks on Chestnut Road and Juniper Road.

**Phase** | **Fund Source** | **2018/19** | **2019/20** | **2020/21** | **2021/22** | **2022/23** | **Total** |
---|---|---|---|---|---|---|---|
CST | TALT | 0 | 0 | 0 | 1,441,659 | 0 | 1,441,659 |

**Total**

| 0 | 0 | 0 | 1,441,659 | 0 | 1,441,659 |

**Prior Cost < 2018/19:**
0

**Future Cost > 2022/23:**
0

**Total Project Cost:**
1,441,659

**DRAFT APRIL 9, 2018**
MARION OAKS-SUNRISE/HORIZON SIDEWALKS

Work Summary: SIDEWALK
From: MARION OAKS GOLF WAY
To: MARION OAKS MANOR

Lead Agency: Managed by MARION COUNTY
Length: .840

LRTP #: GOAL 1: Objective 2 - Page 2-8

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE TALT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>605</td>
<td>0</td>
<td>605</td>
<td></td>
</tr>
<tr>
<td>PE TALL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>35,605</td>
<td>0</td>
<td>35,605</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>36,210</td>
<td>0</td>
<td>36,210</td>
<td></td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 36,210
Project Description: Construct 0.84 miles of five-foot sidewalks from Marion Oaks Country Club to Marion Oaks Manor.

DRAFT APRIL 9, 2018
PRUITT TRAIL

4354841 Non-SIS

Work Summary: BIKE PATH

From: WITHLACOOCHEE BRIDGE TRAIL AT BRIDGES ROAD

To: SR 200

Lead Agency: Marion County

Length: .000

LRTP #: GOAL 1: Objective 2 - Page 2-8

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST TALT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10,000</td>
<td>0</td>
<td>10,000</td>
<td></td>
</tr>
<tr>
<td>CST SL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,850,000</td>
<td>0</td>
<td>1,850,000</td>
<td></td>
</tr>
<tr>
<td>CST SN</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,850,000</td>
<td>0</td>
<td>1,850,000</td>
<td></td>
</tr>
</tbody>
</table>

Total 0 0 0 3,710,000 0 3,710,000

Prior Cost < 2018/19: 167,500
Future Cost > 2022/23: 0
Total Project Cost: 3,877,500

Project Description: Construct a twelve-foot wide paved multi-use path from SR 200 to the Bridges Road Trailhead.
**Work Summary:** SIDEWALK

**From:** SW 43RD CT

**To:** SW 44TH AVE

**Lead Agency:** Managed by MARION COUNTY

**Length:** .000

**LRTP #:** Goal 1 & 3: Page 2-8 & 2-9

### Prior Cost < 2018/19: 0

### Future Cost > 2022/23: 0

### Total Project Cost: 317,096

**Project Description:** Construct five-foot wide sidewalks from the Fore Ranch Community to Saddlewood Elementary School.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST TALT</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>26,847</td>
<td>0</td>
<td>26,847</td>
<td></td>
</tr>
<tr>
<td>CST TALL</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>290,249</td>
<td>0</td>
<td>290,249</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>317,096</td>
<td>0</td>
<td>317,096</td>
<td></td>
</tr>
</tbody>
</table>
SILVER SPRINGS BIKEWAY

Work Summary: BIKE PATH
From: SE 64TH AVE RD
To: SILVER SPRINGS STATE PARK
Lead Agency: Marion County
Length: .000
LRTP #: GOAL 1: Objective 2 -

Prior Cost < 2018/19: 525,000
Future Cost > 2022/23: 0
Total Project Cost: 5,005,044
Project Description: Construct a twelve-foot paved multi-use path from Silver Springs State Park to CR 42 along the Ocklawaha River, primarily along the existing levy system.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CST</td>
<td>TALT</td>
<td>0</td>
<td>2,437,407</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2,437,407</td>
</tr>
<tr>
<td>CST</td>
<td>SL</td>
<td>0</td>
<td>1,515,573</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,515,573</td>
</tr>
<tr>
<td>CST</td>
<td>TALL</td>
<td>0</td>
<td>518,153</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>518,153</td>
</tr>
<tr>
<td>CST</td>
<td>SA</td>
<td>0</td>
<td>8,911</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>8,911</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>4,480,044</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,480,044</td>
</tr>
</tbody>
</table>

DRAFT APRIL 9, 2018
**SILVER SPRINGS STATE PARK**

**4261791**

**Non-SIS**

**Work Summary:** BRIDGE-NEW STRUCTURE

**From:** PEDESTRIAN BRIDGES

**To:**

**Lead Agency:** Managed by FDOT

**LRTP #:** Goal 1: Objective 2 - Page 2-8

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE SN</td>
<td>0</td>
<td>0</td>
<td>8,099</td>
<td>0</td>
<td>0</td>
<td>8,099</td>
<td></td>
</tr>
<tr>
<td>PE TALN</td>
<td>0</td>
<td>0</td>
<td>252,844</td>
<td>0</td>
<td>0</td>
<td>252,844</td>
<td></td>
</tr>
</tbody>
</table>

**Total**

| 0 | 0 | 260,943 | 0 | 0 | 260,943 |

**Prior Cost < 2018/19:** 65,058

**Future Cost > 2022/23:** 0

**Total Project Cost:** 326,001

**Project Description:** Two pedestrian bridges to be constructed within Silver Springs State Park as part of a mitigation package due to the impacts of widening SR 40.
SR 40 (BLACK BEAR TRAIL) 4363601 Non-SIS

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PDE</td>
<td>SA</td>
<td>0</td>
<td>1,100,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,100,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>0</td>
<td>1,100,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,100,000</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 1,100,000

Project Description: The Black Bear Trail will be a twelve foot wide multi-use path that generally parallels SR 40 from SE 183rd Avenue Road (Levy Hammock Road) in Marion County, through Lake County, to US 17 in Volusia County.
Section 5 - Aviation Projects
<table>
<thead>
<tr>
<th>Phase</th>
<th>Source</th>
<th>Fund</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARION COUNTY AIRPORT - 4384231</td>
<td>AVIATION PRESERVATION PROJECT</td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP DPTO</td>
<td>0</td>
<td>0</td>
<td>38,782</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP LF</td>
<td>0</td>
<td>0</td>
<td>9,696</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP FAA</td>
<td>0</td>
<td>0</td>
<td>436,300</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>484,778</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>484,778</td>
</tr>
<tr>
<td>MARION COUNTY AIRPORT AT PARALLEL TAXIWAY TO RUNWAY 5-23 - 4370241</td>
<td>AVIATION SAFETY PROJECT</td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP DPTO</td>
<td>185,190</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP LF</td>
<td>46,297</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP FAA</td>
<td>2,083,385</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>2,314,872</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Prior Cost &lt; 2018/19</td>
<td>170,000</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>2,484,872</td>
</tr>
<tr>
<td>MARION COUNTY AIRPORT FROM LANDSIDE ACCESS &amp; PARKING IMPROVEMENTS TO PHASE II - 4384271</td>
<td>AVIATION REVENUE/OPERATIONAL</td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP DDR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>600,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CAP LF</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>150,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>750,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>750,000</td>
</tr>
<tr>
<td>Phase</td>
<td>Fund Source</td>
<td>2018/19</td>
<td>2019/20</td>
<td>2020/21</td>
<td>2021/22</td>
<td>2022/23</td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td><strong>MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171</strong></td>
<td><strong>AVIATION PRESERVATION PROJECT</strong></td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP DPTO</td>
<td>0</td>
<td>0</td>
<td>145,600</td>
<td>0</td>
<td>0</td>
<td>145,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP LF</td>
<td>0</td>
<td>0</td>
<td>36,400</td>
<td>0</td>
<td>0</td>
<td>36,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>182,000</td>
<td>0</td>
<td>0</td>
<td>182,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td>Total Project Cost</td>
<td>182,000</td>
<td></td>
</tr>
<tr>
<td><strong>MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331</strong></td>
<td><strong>AVIATION SECURITY PROJECT</strong></td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP DPTO</td>
<td>0</td>
<td>93,573</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>93,573</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP LF</td>
<td>0</td>
<td>23,393</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>23,393</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>116,966</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>116,966</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td>Total Project Cost</td>
<td>116,966</td>
<td></td>
</tr>
<tr>
<td><strong>MARION-DUNNELLON AT LANDSIDE ACCESS &amp; PARKING IMPROVEMENTS - 4384301</strong></td>
<td><strong>AVIATION REVENUE/OPERATIONAL</strong></td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP DPTO</td>
<td>0</td>
<td>200,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP LF</td>
<td>0</td>
<td>50,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>50,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>250,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>250,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td>Total Project Cost</td>
<td>250,000</td>
<td></td>
</tr>
<tr>
<td>Phase</td>
<td>Fund Source</td>
<td>2018/19</td>
<td>2019/20</td>
<td>2020/21</td>
<td>2021/22</td>
<td>2022/23</td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>-------</td>
<td>-------------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27 AT PARALLEL TAXIWAY TO RUNWAY 9-27 - 4384351</td>
<td>AVIATION CAPACITY PROJECT</td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td><em>Non-SIS</em></td>
<td>Responsible Agency: Marion County</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CAP DDR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,280,000</td>
<td>0</td>
<td>1,280,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CAP LF</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>320,000</td>
<td>0</td>
<td>320,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,600,000</td>
<td>0</td>
<td>1,600,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>1,600,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801</td>
<td>AVIATION PRESERVATION PROJECT</td>
<td>LRTP No: Goal 1: Page 2-8 &amp; Goal 2: Page 2-9</td>
<td><em>Non-SIS</em></td>
<td>Responsible Agency: City of Ocala</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>CAP DDR</td>
<td>0</td>
<td>1,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CAP LF</td>
<td>0</td>
<td>250,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>250,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>0</td>
<td>1,250,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,250,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>1,250,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase Description</td>
<td>Year 2018/19</td>
<td>Year 2019/20</td>
<td>Year 2020/21</td>
<td>Year 2021/22</td>
<td>Year 2022/23</td>
<td>Total</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
<td>--------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ocala International Airport at North Industrial Park Access Road - 4384771</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AVIATION REVENUE/OPERATIONAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: City of Ocala</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP DDR</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>520,000</td>
<td>520,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP LF</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>130,000</td>
<td>130,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP FAA</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,850,000</td>
<td>5,850,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6,500,000</td>
<td>6,500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>6,500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ocala International Airport at West Industrial Park Access Road - 4384761</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AVIATION REVENUE/OPERATIONAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: City of Ocala</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP DDR</td>
<td>0</td>
<td>0</td>
<td>104,000</td>
<td>160,000</td>
<td></td>
<td>264,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP LF</td>
<td>0</td>
<td>0</td>
<td>26,000</td>
<td>40,000</td>
<td></td>
<td>66,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP FAA</td>
<td>0</td>
<td>0</td>
<td>1,170,000</td>
<td>1,800,000</td>
<td></td>
<td>2,970,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>1,300,000</td>
<td>2,000,000</td>
<td></td>
<td>3,300,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Project Cost</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3,300,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ocala International Airport at Taxiway &quot;A&quot; Rehabilitation - 4370311</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AVIATION PRESERVATION PROJECT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Responsible Agency: City of Ocala</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP DPTO</td>
<td>0</td>
<td>275,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>275,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP LF</td>
<td>0</td>
<td>275,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>275,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAP FAA</td>
<td>0</td>
<td>4,950,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,950,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>5,500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5,500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>418,998</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Project Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5,918,998</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

DRAFT APRIL 9, 2018

5-5
### MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4333121
#### OPERATING/ADMIN. ASSISTANCE
**Responsible Agency:** Ocala/Marion TPO

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPS</td>
<td>DU</td>
<td>813,390</td>
<td>854,060</td>
<td>896,764</td>
<td>941,602</td>
<td>0</td>
<td>3,505,816</td>
</tr>
<tr>
<td>OPS</td>
<td>LF</td>
<td>813,390</td>
<td>854,060</td>
<td>896,764</td>
<td>941,602</td>
<td>0</td>
<td>3,505,816</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>1,626,780</td>
<td>1,708,120</td>
<td>1,793,528</td>
<td>1,883,204</td>
<td>0</td>
<td>7,011,632</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 1,549,316  
Future Cost > 2022/23: 0  
Total Project Cost: 8,560,948

### MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4424601
#### OPERATING/ADMIN. ASSISTANCE
**Responsible Agency:** Marion County

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPS</td>
<td>DU</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>988,681</td>
<td>988,681</td>
<td>988,681</td>
</tr>
<tr>
<td>OPS</td>
<td>LF</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>988,681</td>
<td>988,681</td>
<td>988,681</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,977,362</td>
<td>1,977,362</td>
<td>1,977,362</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0  
Future Cost > 2022/23: 0  
Total Project Cost: 1,977,362

### SUNTRAN - 4355171
#### CAPITAL FOR FIXED ROUTE
**Responsible Agency:** Ocala/Marion TPO

<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAP</td>
<td>SL</td>
<td>3,600,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3,600,000</td>
<td>3,600,000</td>
</tr>
<tr>
<td>CAP</td>
<td>LF</td>
<td>900,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>900,000</td>
<td>900,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>4,500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4,500,000</td>
<td>4,500,000</td>
</tr>
</tbody>
</table>

Prior Cost < 2018/19: 0  
Future Cost > 2022/23: 0  
Total Project Cost: 4,500,000

---

*DRAFT APRIL 9, 2018*
<table>
<thead>
<tr>
<th>Phase</th>
<th>Fund Source</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041</td>
<td>OPS DPTO</td>
<td>634,679</td>
<td>660,281</td>
<td>693,295</td>
<td>727,960</td>
<td>0</td>
<td>2,716,215</td>
</tr>
<tr>
<td></td>
<td>OPS LF</td>
<td>634,679</td>
<td>660,281</td>
<td>693,295</td>
<td>727,960</td>
<td>0</td>
<td>2,716,215</td>
</tr>
<tr>
<td></td>
<td>OPS FTA</td>
<td>400,000</td>
<td>400,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>800,000</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>1,669,358</td>
<td>1,720,562</td>
<td>1,386,590</td>
<td>1,455,920</td>
<td>0</td>
<td>6,232,430</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>1,614,874</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>7,847,304</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUNTRAN FROM URBAN CAPITAL FIXED ROUTE TO FTA SECTION 5307 - 4271882</td>
<td>CAP FTA</td>
<td>2,192,058</td>
<td>2,257,820</td>
<td>2,325,554</td>
<td>2,395,321</td>
<td>2,467,181</td>
<td>11,637,934</td>
</tr>
<tr>
<td></td>
<td>CAP LF</td>
<td>548,015</td>
<td>564,455</td>
<td>581,389</td>
<td>598,830</td>
<td>616,795</td>
<td>2,909,484</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>2,740,073</td>
<td>2,822,275</td>
<td>2,906,943</td>
<td>2,994,151</td>
<td>3,083,976</td>
<td>14,547,418</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>9,252,699</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>23,800,117</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SUNTRAN FROM OPERATING FIXED ROUTE TO SEC 5307 - 4424551</td>
<td>OPS DPTO</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>764,358</td>
<td>764,358</td>
</tr>
<tr>
<td></td>
<td>OPS LF</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>764,358</td>
<td>764,358</td>
</tr>
<tr>
<td></td>
<td>OPS FTA</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>400,000</td>
<td>400,000</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1,928,716</td>
<td>1,928,716</td>
</tr>
<tr>
<td>Prior Cost &lt; 2018/19</td>
<td>0</td>
<td>Future Cost &gt; 2022/23</td>
<td>0</td>
<td>Total Project Cost</td>
<td>1,928,716</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Project Index

<table>
<thead>
<tr>
<th>FM #</th>
<th>TIP #</th>
<th>Project Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2386481</td>
<td></td>
<td>US 41</td>
<td>1-25</td>
</tr>
<tr>
<td>4106742</td>
<td></td>
<td>SR 40</td>
<td>1-21</td>
</tr>
<tr>
<td>4130194</td>
<td></td>
<td>TRAFFIC SIGNALIZATION</td>
<td>3-4</td>
</tr>
<tr>
<td>4136153</td>
<td></td>
<td>LIGHTING AGREEMENTS</td>
<td>3-2</td>
</tr>
<tr>
<td>4181071</td>
<td></td>
<td>PRIMARY IN HOUSE</td>
<td>3-4</td>
</tr>
<tr>
<td>4233912</td>
<td></td>
<td>ASPHALT RESURFACING</td>
<td>3-2</td>
</tr>
<tr>
<td>4261791</td>
<td></td>
<td>SILVER SPRINGS STATE PARK</td>
<td>4-10</td>
</tr>
<tr>
<td>4271882</td>
<td></td>
<td>SUNTRAN</td>
<td>6-3</td>
</tr>
<tr>
<td>4278392</td>
<td></td>
<td>PERFORMANCE AESTHETICS</td>
<td>3-3</td>
</tr>
<tr>
<td>4291781</td>
<td></td>
<td>UNPAVED SHOULDER REPAIR</td>
<td>3-4</td>
</tr>
<tr>
<td>4314011</td>
<td></td>
<td>TPO PLANNING STUDIES</td>
<td>2-3</td>
</tr>
<tr>
<td>4317983</td>
<td></td>
<td>NE 36TH AVENUE</td>
<td>1-14</td>
</tr>
<tr>
<td>4333041</td>
<td></td>
<td>SUNTRAN</td>
<td>6-3</td>
</tr>
<tr>
<td>4333121</td>
<td></td>
<td>MARION TRANSIT</td>
<td>6-2</td>
</tr>
<tr>
<td>4336511</td>
<td></td>
<td>CR 484</td>
<td>1-4</td>
</tr>
<tr>
<td>4336512</td>
<td></td>
<td>CR 484</td>
<td>1-3</td>
</tr>
<tr>
<td>4336513</td>
<td></td>
<td>CR 484 INTERCHANGE</td>
<td>1-5</td>
</tr>
<tr>
<td>4336521</td>
<td></td>
<td>SR 40</td>
<td>1-19</td>
</tr>
<tr>
<td>4336601</td>
<td></td>
<td>US 441</td>
<td>1-30</td>
</tr>
<tr>
<td>4336611</td>
<td></td>
<td>US 441</td>
<td>1-27</td>
</tr>
<tr>
<td>4348441</td>
<td></td>
<td>CR 42</td>
<td>1-2</td>
</tr>
<tr>
<td>4352081</td>
<td></td>
<td>SR 35</td>
<td>1-18</td>
</tr>
<tr>
<td>4352091</td>
<td></td>
<td>I-75 (AT NW 49TH STREET)</td>
<td>1-7</td>
</tr>
<tr>
<td>4354841</td>
<td></td>
<td>PRUITT TRAIL</td>
<td>4-7</td>
</tr>
<tr>
<td>4354861</td>
<td></td>
<td>SILVER SPRINGS BIKEWAY</td>
<td>4-9</td>
</tr>
<tr>
<td>4355171</td>
<td></td>
<td>SUNTRAN</td>
<td>6-2</td>
</tr>
<tr>
<td>4355471</td>
<td></td>
<td>SW 44TH AVENUE</td>
<td>1-22</td>
</tr>
</tbody>
</table>

*DRAFT APRIL 9, 2018*
## Project Index

<table>
<thead>
<tr>
<th>FM #</th>
<th>TIP #</th>
<th>Project Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4355491</td>
<td></td>
<td>SW 49TH AVENUE</td>
<td>1-23</td>
</tr>
<tr>
<td>4356602</td>
<td></td>
<td>SR 326</td>
<td>1-17</td>
</tr>
<tr>
<td>4356861</td>
<td></td>
<td>US 441</td>
<td>1-29</td>
</tr>
<tr>
<td>4363601</td>
<td></td>
<td>SR 40 (BLACK BEAR TRAIL)</td>
<td>4-11</td>
</tr>
<tr>
<td>4363611</td>
<td></td>
<td>ITS OPERATIONAL SUPPORT</td>
<td>1-13</td>
</tr>
<tr>
<td>4363751</td>
<td></td>
<td>CITYWIDE SIDEWALK IMPROVEMENTS</td>
<td>4-2</td>
</tr>
<tr>
<td>4364742</td>
<td></td>
<td>SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS</td>
<td>4-8</td>
</tr>
<tr>
<td>4364743</td>
<td></td>
<td>LEGACY ELEMENTARY SCHOOL SIDEWALKS</td>
<td>4-5</td>
</tr>
<tr>
<td>4367551</td>
<td></td>
<td>INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK</td>
<td>4-4</td>
</tr>
<tr>
<td>4367561</td>
<td></td>
<td>DOWNTOWN OCALA TO SILVER SPRINGS TRAIL</td>
<td>4-3</td>
</tr>
<tr>
<td>4368791</td>
<td></td>
<td>SR 200</td>
<td>1-16</td>
</tr>
<tr>
<td>4370171</td>
<td></td>
<td>Ocala International Airport</td>
<td>5-4</td>
</tr>
<tr>
<td>4370241</td>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>5-2</td>
</tr>
<tr>
<td>4370311</td>
<td></td>
<td>Ocala International Airport</td>
<td>5-5</td>
</tr>
<tr>
<td>4373391</td>
<td></td>
<td>US 27</td>
<td>1-24</td>
</tr>
<tr>
<td>4378261</td>
<td></td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>1-11</td>
</tr>
<tr>
<td>4378271</td>
<td></td>
<td>I-75</td>
<td>1-6</td>
</tr>
<tr>
<td>4384171</td>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>5-3</td>
</tr>
<tr>
<td>4384231</td>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>5-2</td>
</tr>
<tr>
<td>4384271</td>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>5-2</td>
</tr>
<tr>
<td>4384301</td>
<td></td>
<td>MARION-DUNNELLON</td>
<td>5-3</td>
</tr>
<tr>
<td>4384331</td>
<td></td>
<td>MARION COUNTY AIRPORT</td>
<td>5-3</td>
</tr>
<tr>
<td>4384351</td>
<td></td>
<td>MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27</td>
<td>5-4</td>
</tr>
<tr>
<td>4384761</td>
<td></td>
<td>Ocala International Airport</td>
<td>5-5</td>
</tr>
<tr>
<td>4384771</td>
<td></td>
<td>Ocala International Airport</td>
<td>5-5</td>
</tr>
<tr>
<td>4385621</td>
<td></td>
<td>I-75 MARION COUNTY REST AREAS</td>
<td>1-10</td>
</tr>
<tr>
<td>4392381</td>
<td></td>
<td>US 441</td>
<td>1-26</td>
</tr>
</tbody>
</table>
## Project Index

<table>
<thead>
<tr>
<th>FM #</th>
<th>TIP #</th>
<th>Project Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4393312</td>
<td></td>
<td>Ocala/Marion Urban Area FY 2018/2019-2020 UPWP</td>
<td>2-2</td>
</tr>
<tr>
<td>4393313</td>
<td></td>
<td>Ocala/Marion Urban Area FY 2020/2021-2021-2022 UPWP</td>
<td>2-2</td>
</tr>
<tr>
<td>4393314</td>
<td></td>
<td>Ocala/Marion Urban Area FY 2022/2023-2023-2024 UPWP</td>
<td>2-2</td>
</tr>
<tr>
<td>4398871</td>
<td></td>
<td>Pedestrian Lighting Bundle</td>
<td>1-15</td>
</tr>
<tr>
<td>4398872</td>
<td></td>
<td>Marion County Pedestrian Lighting Bundle</td>
<td>3-3</td>
</tr>
<tr>
<td>4403111</td>
<td></td>
<td>I-75 Wildwood Weigh Station Repairs</td>
<td>1-12</td>
</tr>
<tr>
<td>4407801</td>
<td></td>
<td>Ocala International</td>
<td>5-4</td>
</tr>
<tr>
<td>4407971</td>
<td></td>
<td>Transit Planning Studies</td>
<td>2-3</td>
</tr>
<tr>
<td>4408801</td>
<td></td>
<td>Marion Oaks-Sunrise/Horizon Sidewalks</td>
<td>4-6</td>
</tr>
<tr>
<td>4409001</td>
<td></td>
<td>I-75 Frame On System</td>
<td>1-9</td>
</tr>
<tr>
<td>4409002</td>
<td></td>
<td>I-75 Frame Off System</td>
<td>1-8</td>
</tr>
<tr>
<td>4411361</td>
<td></td>
<td>US 441</td>
<td>1-28</td>
</tr>
<tr>
<td>4413661</td>
<td></td>
<td>SR 40</td>
<td>1-20</td>
</tr>
<tr>
<td>4419341</td>
<td></td>
<td>Concrete Repairs</td>
<td>3-2</td>
</tr>
<tr>
<td>4424551</td>
<td></td>
<td>Suntran</td>
<td>6-3</td>
</tr>
<tr>
<td>4424601</td>
<td></td>
<td>Marion Transit</td>
<td>6-2</td>
</tr>
<tr>
<td>4425721</td>
<td></td>
<td>Ocala Operations Complex Contracted Services Project</td>
<td>3-3</td>
</tr>
</tbody>
</table>

*Draft April 9, 2018*