



CITIZENS ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34471
2nd Floor Training Room

**October 9, 2018
3:00 PM**

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. DISCUSSION ITEMS

A. 2017 TRAFFIC COUNTS

Staff will present the 2017 Traffic Counts for review and discussion.

B. INTELLIGENT TRANSPORTATION SYSTEMS FDOT GRANT

Staff will present the scope of services for the FDOT Grant FM #436631 for review and discussion.

4. ACTION ITEMS

A. TIP AMENDMENT I-75 FRAME ARTERIALS

Staff will present a proposed amendment to the TIP regarding the I-75 FRAME-OFF system for review and approval.

B. 'Roll-Forward' TIP

Staff will present the amended "Roll-Forward" Transportation Improvement Program. This document has been prepared from the latest draft of the Florida Department of Transportation's Tentative Work Program. Staff is recommending approval of the FY 2018/2019-2022/2023 Roll-Forward Transportation Improvement Program.

C. MOBILITY, BRIDGE AND PAVEMENT CONDITION PERFORMANCE MEASURES

Staff will present the targets for the required Federal Performance Measures for review and approval.

5. COMMENTS BY FDOT

6. COMMENTS BY TPO STAFF

7. COMMENTS BY CAC MEMBERS

8. PUBLIC COMMENT (Limited to 5 minutes)

9. 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 Citizens Advisory Committee will be held on
November 13, 2018.*



October 5, 2018

TO: TAC/CAC Members
FROM: Kenneth Odom, Transportation Planner
RE: 2017 Traffic Counts & Trends Manual

The 2017 Traffic Counts Manual will be presented for your review and discussion at the October 9th committee meeting. Staff will provide a brief presentation outlining significant changes in traffic count patterns around the county and answer any questions regarding the counts and trends.

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.

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

2013 -2017 TRAFFIC COUNTS & TRENDS MANUAL

Ocala/Marion County TPO



Ocala/Marion County
Transportation Planning Organization

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Mike Roberson, Traffic Engineering Technician

Marion County Staff:

Masood Mirza, **County Traffic Engineer**
Justin Shirk, Traffic Engineering Technician

Florida Department of Transportation Staff:

Cheryl Burke, Transportation Statistics Coordinator

TABLE OF CONTENTS

<u>Introduction</u>	III
<u>Marion County Population</u>	III
<u>Marion County Registered Vehicles</u>	IV
<u>Marion County Licensed Drivers</u>	IV
<u>Methodology</u>	V
<u>City of Ocala Traffic Counts</u>	

Locator Map-----	1
Map A (Northwest Marion County)-----	2
Table A-----	3
Map B (Northeast Marion County)-----	5
Table B-----	6
Map C (Northwest City of Ocala)-----	8
Table C-----	9
Map D (Northeast City of Ocala)-----	11
Table D-----	12
Map E (Southwest City of Ocala)-----	14
Table E-----	15
Map F (Southeast City of Ocala)-----	17
Table F-----	18
Map G (Southwest Marion County)-----	20
Table G-----	21
Map H (Southeast Marion County)-----	23
Table H-----	24
Map I (City of Dunnellon)& Map J (City of Belleview)-----	27
Table I & J-----	28
Map K Heaviest Traveled Corridors-----	29
Map M (Freight Traffic – Marion County)-----	30
Map N (Freight Traffic – City of Ocala)-----	31
Traffic Trends Data-----	32

INTRODUCTION

Traffic volumes are the benchmark by which the operating efficiency of all roadways is measured. Traffic counts individually reveal more about a roadway and the vehicles that use it more so than any other type of data. They are also used as the basis to generate virtually every other type of statistic that is used in roadway analysis and they are used in all phases of roadway project development, monitoring, maintenance, traffic crash monitoring, public information and transportation legislation.

Also included in this document are several different types of transportation and socioeconomic data. The purpose of this content is to illustrate the wide array of conditions and factors that impact the transportation network in Marion County. The variety of data that is contained in this report will illustrate developing trends and conditions in various areas such as accident information, population, employment, law-enforcement activities and the number of vehicles registered in Marion County.

The Ocala/Marion County TPO will continually produce and expand this report on an annual basis in order to provide an ongoing effort to better illustrate the developing growth trends that impact the Marion County regional area.

MARION COUNTY POPULATION

Population counts are based on the 2010 United States Census and 2011 through 2017 are based on interpolated data from that base year. All data for these latter years are interpolations based on demographic trends as determined by the Bureau of Economic & Business Research at the University of Florida.

POPULATION	2011	2012	2013	2014	2015	2016	2017
Belleview	4,164	4,551	4,562	4,623	4,746	4,874	4,979
Dunnellon	1,871	1,740	1,754	1,770	1,771	1,768	1,805
McIntosh	451	455	457	457	450	449	457
Reddick	505	516	510	498	501	499	546
Ocala	56,815	57,041	57,387	57,337	58,355	59,720	59,668
INCORPORATED	63,498	63,806	64,303	64,670	65,823	67,310	67,455
Unincorporated County	267,939	268,686	270,338	267,128	275,382	278,439	281,812
TOTAL	331,298	331,745	332,989	335,008	341,205	345,749	349,267

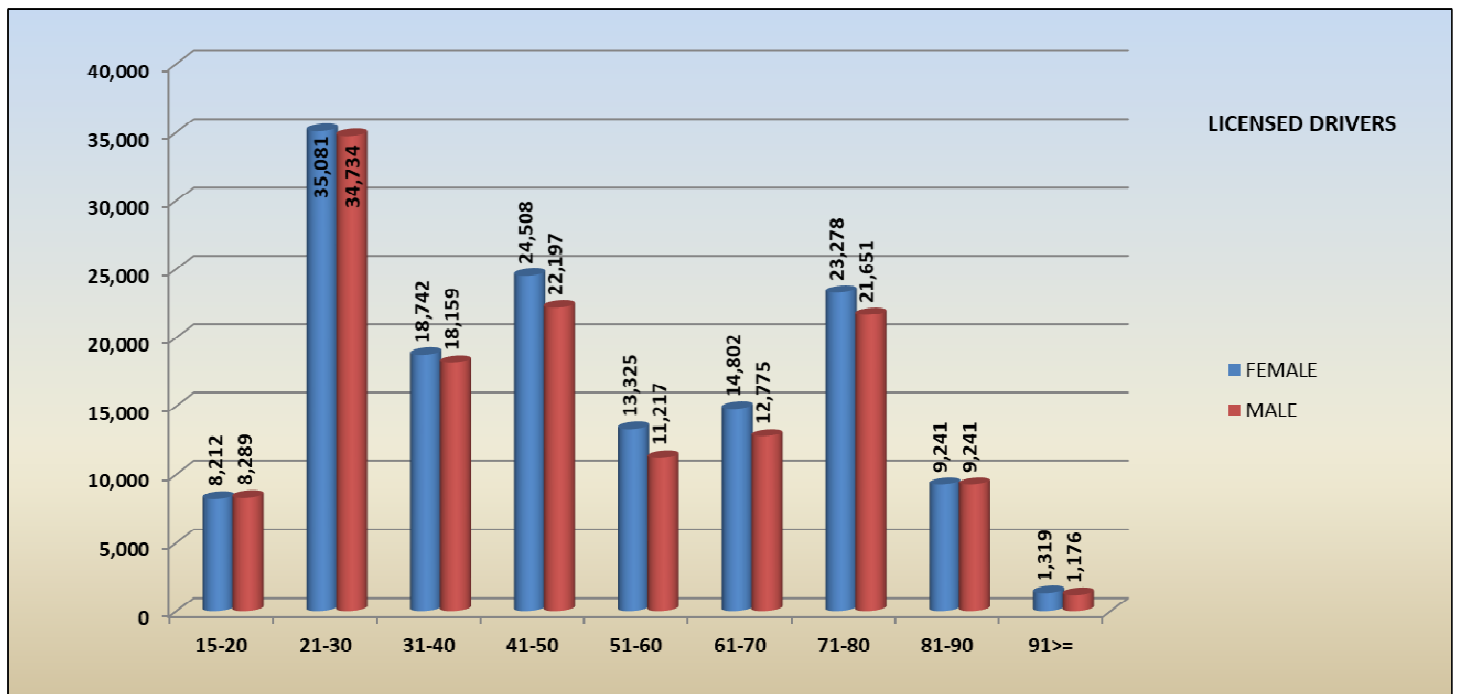
MARION COUNTY REGISTERED VEHICLES

The following table shows various classes of vehicle types and the number registered in each category during the years from 2011 to 2017. However, this table does not show every vehicle that is registered as it is not representative of aircraft, off-road vehicles, farm or industrial equipment. All other motorized vehicles are included.

VEHICLE TYPE	2011	2012	2013	2014	2015	2016	2017
Automobiles & Pickups	233,373	235,113	236,159	241,181	242,039	247,765	253,225
Motorcycles	12,407	12,471	12,735	13,170	13,277	13,590	13,834
Mobile Homes	43,458	43,151	42,671	42,305	42,317	41,971	41,651
Heavy Trucks	20,227	21,427	22,774	24,604	25,401	27,254	28,849
Travel Trailers	4,432	4,451	4,505	4,728	4,805	5,079	5,388
Vessels	15,572	15,405	15,333	15,683	15,884	16,495	16,853
Vehicle Trailers	46,557	46,914	47,101	48,774	48,927	50,968	52,522
Buses & Tools	1,002	1,016	1,019	1,038	1,018	998	975
TOTAL	381,030	377,028	379,948	382,297	393,668	404,120	413,297

MARION COUNTY LICENSED DRIVERS

2017 Florida Department Highway Safety & Motor Vehicles indicates that there was a total of 287,947 registered driver's in Marion County. Of this total, 139,439 were men and 148,508 were women. The age range with the most licensed drivers was 21 to 30 years old with 66,815 license holders. The smallest age range was 90+ with 1319 females and 1,176 males maintaining registered Florida driver's licenses.



TRAFFIC COUNT METHODOLOGY

Through cooperation with the Traffic Engineering Departments of both the City of Ocala and Marion County, it was possible for TPO staff to accurately reflect the actual locations of count station within the maps by the use of Global Positioning System (GPS) coordinates recorded by the two agencies. (GPS coordinates for FDOT locations were recorded by TPO staff.)

As in previous versions, this traffic count book contains traffic counts for locations in and around the City of Ocala, the City of Belleview, the City of Dunnellon and throughout Marion County for a five-year period. The maps are divided into ten areas:

Map A (Northwest Marion County)
Map C (Northwest Ocala)
Map E (Southwest Ocala)
Map G (Southwest Marion County)
Map I (Dunnellon)

Map B (Northeast Marion County)
Map D (Northeast Ocala)
Map F (Southeast Ocala)
Map H (Southeast Marion County)
Map J (Belleview)

All of the traffic counts contained in this book have been collected by one of the following sources: the City of Ocala, Marion County, or the Florida Department of Transportation. The source of the traffic count is denoted in the **Source** column indicating the count was taken by the City of Ocala (OCA), Marion County (MC), or the Florida Department of Transportation (FDOT).

This count book is available on the TPO website at www.ocalamariontpo.org.

City of Ocala Traffic Counts:

The City of Ocala traffic count program consists of several different count types. To determine which type of count was taken for each location, simply locate the ‘Count Type’ column in the traffic count book. The ‘Count Type’ will be listed as a 1, 2 or 3. Descriptions of the count types are as follows:

- 1- **Monthly Count:** A series of 24-hour counts taken on a Tuesday, Wednesday, or Thursday at the same location once a month for a year.
- 2- **Annual Three-Day Count:** The average of three 24-hour counts.
- 3- **One Day Count:** A single 24-hour count, taken Monday through Thursday.

Florida Department of Transportation:

The Florida Department of Transportation provided counts on state and federal roadways within the City of Ocala and throughout Marion County. These counts are denoted in the ‘Count Source’ column by FDOT, and the count station number where the count was recorded. All Florida Department of Transportation counts are daily counts representing a one-day (24-hour) count that has been adjusted using seasonal and axle factors.

For more information on the FDOT Traffic Count program, see their website: www.dot.state.fl.us/planning/statistics

Count Station Types

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

The majority of all count stations in Marion County are temporary count stations. These sites feature a portable count computer and pneumatic tubes that are taped across the roadway.

Permanent count station locations are sites that feature permanent infrastructure that has been installed into the roadway surface. ‘Loops’ replace the use of pneumatic tubes that are used with the temporary stations. They are installed directly into the pavement of the roadway. These subsurface loops are fixed and can be connected to a portable count computer or a permanent cabinet. Some permanent count stations are further enhanced by the addition of ‘piezos’ that are also installed into the pavement and a fixed cabinet where a count computer can be installed permanently. These stations allow for basic counts as well as the capability to determine vehicle class and speed.

Note:

- ◆ All traffic counts have been rounded to the nearest 100.
- ◆ ‘NC’ – Indicates that there is no traffic count available at that specific location due to a reporting error or that the count is no longer warranted and is being phased out.
- ◆ ‘CST’ – Indicates that there is no traffic count available at that specific location because construction, resurfacing, or other maintenance procedures interfered with the counting process or would otherwise not allow for an accurate indication of traffic volumes.

OCALA/MARION COUNTY TRANSPORTATION PLANNING ORGANIZATION


201 SE 3rd STREET – 2ND FLOOR
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TRAFFIC COUNTS 2013 - 2017

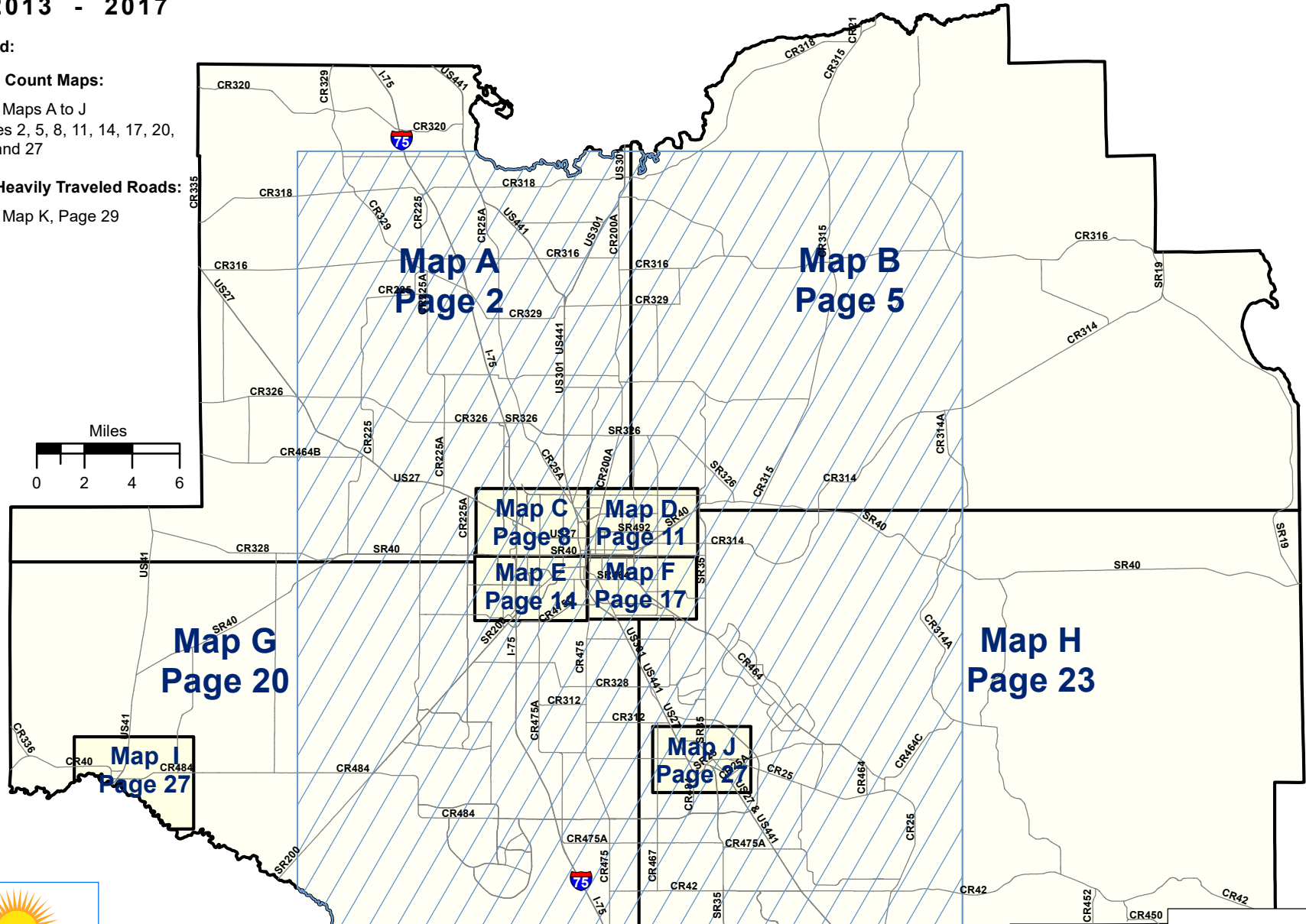
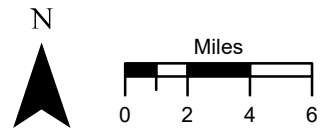
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Traffic Count Maps:

 Maps A to J
Pages 2, 5, 8, 11, 14, 17, 20,
23, and 27

Most Heavily Traveled Roads:

 Map K, Page 29

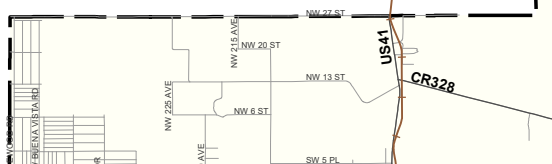
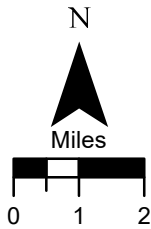
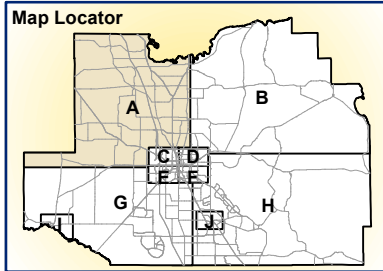


**MAP
LOCATOR**

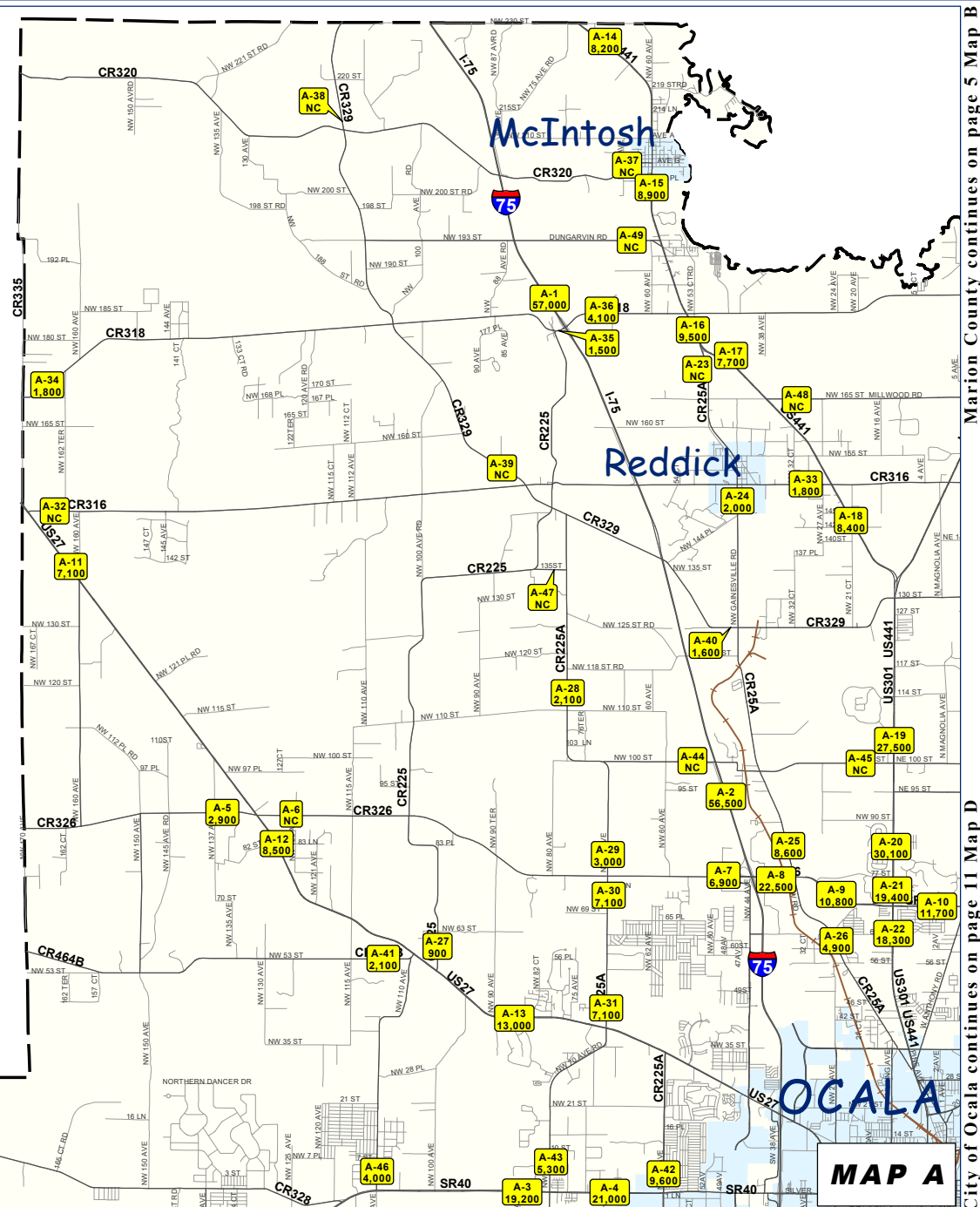
TRAFFIC COUNTS 2013 - 2017

Legend:

- A-1
57,000 Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County



Marion County continues on page 20 or Map G



City of Ocala continues on page 14 Map E

Page 2

City of Ocala continues on page 11 Map D

Marion County continues on page 5 Map B

Table A
Marion County - Northwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
A-1	.527 mi N of CR 318	FDOT	3	60,500	56,000	51,500	51,500	57,000	-1.20%
A-2	1.469 mi N of SR 326	FDOT	3	52,500	50,500	47,500	47,500	56,500	2.30%
SR 40									
A-3	.15 mi W of CR 225A	FDOT	3	16,300	16,900	17,500	18,100	19,200	4.18%
A-4	W of SW 60th Ave	MC	3	18,300	18,100	18,200	21,000	21,000	3.71%
CR/SR 326									
A-5	W of US 27	MC	2	3,000	2,800	2,900	3,000	2,900	-0.75%
A-6	E of US 27	MC	2	NC	NC	1,500	NC	NC	--
A-7	W of I-75	MC	2	5,200	5,800	6,800	6,600	6,900	7.60%
A-8	.245 mi E OF I-75	FDOT	3	18,800	16,800	19,500	22,200	22,500	5.16%
A-9	1.019 mi W OF SR 25/US 441	FDOT	3	10,100	10,300	10,800	11,500	10,800	1.81%
A-10	E of US 441	MC	2	9,700	11,100	11,700	10,200	11,700	5.43%
US 27									
A-11	W of NW 160th Ave	MC	3	6,200	6,500	7,000	7,400	7,100	3.55%
A-12	.253 mi SE of CR 326	FDOT	3	6,600	7,100	7,900	7,800	8,500	6.64%
A-13	E of CR 225	MC	3	11,400	11,600	11,600	11,800	13,000	3.41%
US 441									
A-14	.579 mi S of Alachua CL	FDOT	3	7,000	7,800	7,500	8,000	8,200	4.19%
A-15	.15 mi S of CR 320	FDOT	3	7,700	8,700	8,100	8,700	8,900	3.95%
A-16	.153 mi S of CR 318	FDOT	3	8,000	8,600	8,900	9,600	9,500	4.45%
A-17	.12 mi SE of CR 25A	FDOT	3	6,300	7,200	7,000	7,600	7,700	5.35%
A-18	S of CR 316	MC	3	7,300	7,200	7,800	8,200	8,400	3.63%
A-19	.09 mi N of NW 100th St	FDOT	3	22,500	20,000	24,500	27,400	27,500	5.90%
A-20	.3 mi N of SR 326	FDOT	1	24,400	25,300	27,500	28,700	30,100	5.41%
A-21	.239 mi N of SR 326	FDOT	3	17,700	18,000	18,600	19,600	19,400	2.35%
A-22	.128 mi S of SR 326	FDOT	3	16,400	16,600	17,000	17,500	18,300	2.79%
CR 25A									
A-23	S of US 441	MC	2	NC	NC	NC	NC	NC	--
A-24	S of CR 316	MC	2	2,500	2,200	2,500	2,500	2,000	-4.59%
A-25	N of SR 326	MC	2	7,600	7,600	7,700	7,800	8,600	3.22%
A-26	S of NW 63rd St	MC	2	4,700	4,500	4,300	4,500	4,900	1.21%
CR 225									
A-27	N of US 27	MC	2	1,000	900	900	900	900	-2.50%
CR 225A									
A-28	N of NW 110th St	MC	2	1,700	1,900	1,900	1,900	2,100	5.57%
A-29	N of CR 326	MC	2	2,600	2,500	2,700	2,800	3,000	3.75%
A-30	S of CR 326	MC	2	3,800	4,300	4,500	5,200	7,100	17.48%
A-31	N of US 27	MC	2	5,600	6,000	6,200	6,800	7,100	6.14%
CR 316									
A-32	E of US 27	MC	3	NC	NC	NC	NC	NC	--
A-33	W of US 441	MC	3	1,300	1,100	1,100	1,600	1,800	10.64%
CR 318									
A-34	E of CR 335	MC	2	1,600	1,500	1,700	1,800	1,800	3.24%
A-35	W of I-75	MC	2	3,000	3,000	2,700	2,900	1,500	-0.65%
A-36	E of I-75	MC	2	4,400	4,000	3,700	4,000	4,100	-1.50%

Table A
Marion County - Northwest

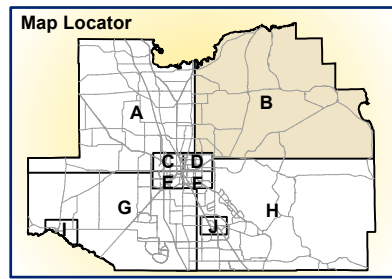
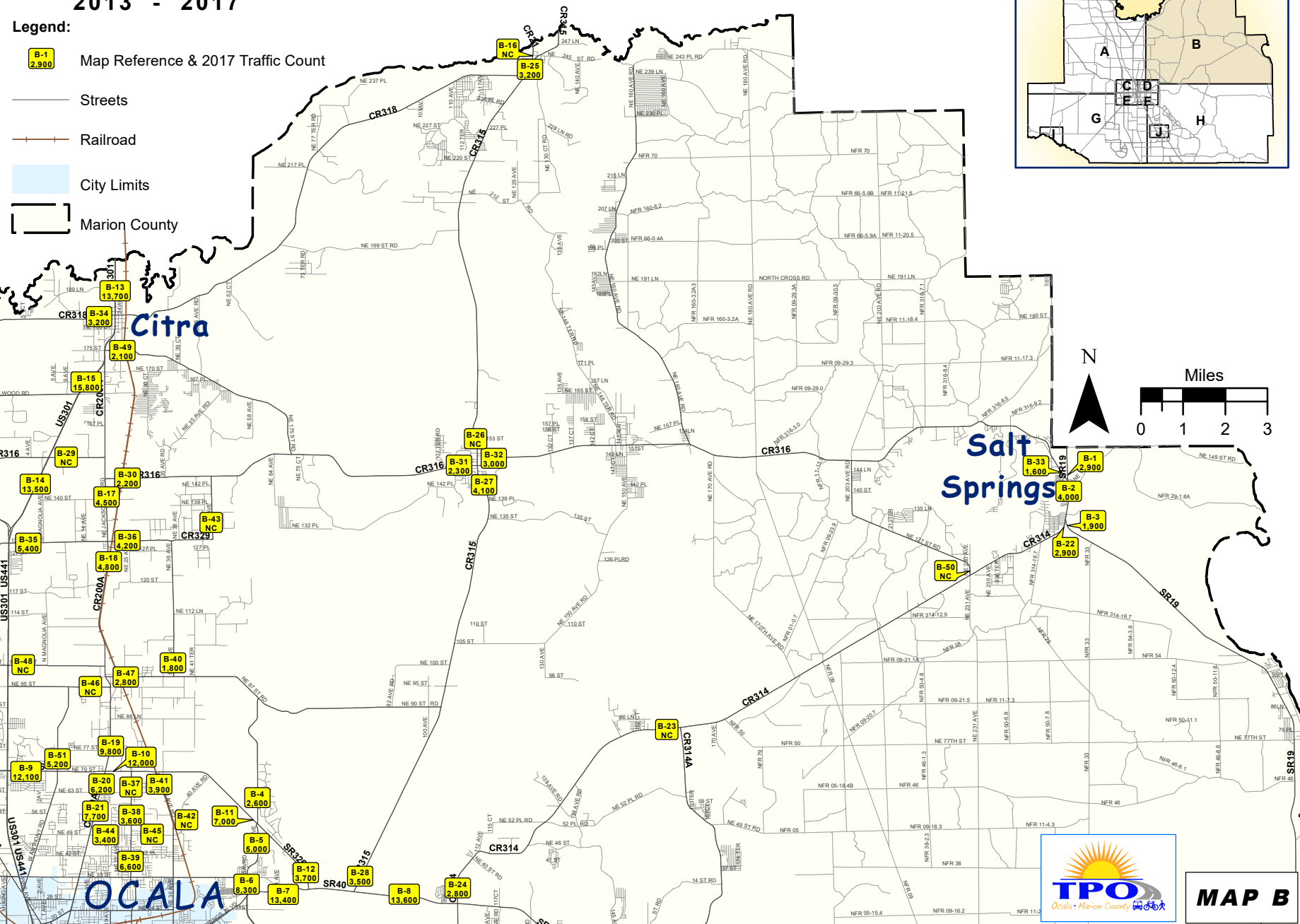
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
CR 320									
A-37	W of US 441	MC	3	NC	NC	400	NC	NC	--
CR 329									
A-38	N of CR 320	MC	3	NC	1,100	1,200	NC	NC	--
A-39	N of CR 316	MC	2	NC	1,800	NC	NC	NC	--
A-40	W of CR 25A	MC	2	1,500	1,700	1,500	1,400	1,600	2.30%
CR 464B									
A-41	W of NW 110th Ave	MC	3	2,400	2,200	2,400	2,300	2,100	-3.03%
NW 60th Ave									
A-42	N of SR 40	MC	2	7,800	8,100	7,900	8,200	9,600	5.56%
NW 80th Ave									
A-43	N of SR 40	MC	--	4,100	4,600	4,200	4,500	5,300	7.11%
NW 100th St									
A-44	W of NW 49th Ave Rd	MC	2	NC	NC	NC	NC	NC	--
A-45	W of US 441	MC	2	NC	NC	NC	NC	NC	--
NW 110th Ave									
A-46	N of SR 40	MC	2	3,700	3,000	3,700	3,900	4,000	3.10%
NW 135th St									
A-47	W of CR 225A	MC	2	NC	NC	NC	NC	NC	--
NW 165th St									
A-48	E of US 441	MC	2	NC	NC	NC	NC	NC	--
NW 193rd St									
A-49	W of US 441	MC	4	NC	NC	400	NC	NC	--

Marion County continues on page 2 Map A
City of Ocala continues on page 8 Map C
City of Ocala continues on page 17 Map F
Marion County continues on page 23 Map H

TRAFFIC COUNTS 2013 - 2017

Legend:

- Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County



MAP B

Marion County continues on page 23 Map H

Table B
Marion County - Northeast

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 19									
B-1	.1 mi N of CR 316	FDOT	3	2,300	2,200	2,500	2,700	2,900	6.17%
B-2	.08 mi S of CR 316	FDOT	3	3,600	3,200	3,500	3,700	4,000	3.02%
B-3	.347 mi SE of CR 314	FDOT	3	1,600	1,600	1,700	1,800	1,900	4.42%
CR/SR 35									
B-4	N of SR 326	MC	2	2,600	2,400	2,400	2,300	2,600	0.30%
B-5	S of SR 326	MC	2	3,900	4,700	4,400	4,700	5,000	6.83%
B-6	N of SR 40	MC	2	6,700	6,800	7,600	8,200	8,300	5.59%
SR 40									
B-7	.895 mi E of SR 35	FDOT	2	12,100	12,700	12,800	13,600	13,400	2.63%
B-8	1.201 mi E of CR 315	FDOT	3	12,500	11,400	12,900	12,700	13,600	2.47%
CR/SR 326									
B-9	.356 mi E of US 441	FDOT	3	9,900	10,500	11,000	11,600	12,100	5.15%
B-10	E of CR 200A	MC	2	9,800	10,000	10,800	11,200	12,000	5.22%
B-11	W of CR 35	MC	2	5,300	6,400	7,700	7,300	7,000	7.94%
B-12	N of SR 40	MC	2	2,700	3,300	3,500	3,100	3,700	9.05%
US 301									
B-13	.404 mi N of CR 318	FDOT	3	11,100	11,600	11,700	13,200	13,700	5.49%
B-14	.400 mi S of N Magnolia	FDOT	3	12,000	12,900	13,400	NC	13,500	4.04%
B-15	.714 mi S of CR 200A	FDOT	3	12,700	12,800	14,400	16,200	15,800	5.83%
CR 21									
B-16	N of CR 315	MC	3	NC	NC	1,000	NC	NC	--
CR 200A									
B-17	S of CR 316	MC	2	4,400	4,000	4,600	4,600	4,500	0.93%
B-18	S of CR 329	MC	2	4,500	4,200	4,800	5,600	4,800	2.50%
B-19	N of SR 326	MC	2	8,000	9,100	9,100	8,900	9,800	5.42%
B-20	S of SR 326	MC	2	5,400	6,100	6,200	6,500	6,200	3.71%
B-21	N of NE 49th St	MC	2	6,300	6,200	7,800	6,900	7,700	6.07%
CR 314									
B-22	W of SR 19	MC	2	2,700	2,600	2,800	3,000	2,900	1.95%
B-23	W of CR 314A	MC	2	NC	NC	NC	NC	NC	--
B-24	N of SR 40	MC	2	2,800	2,800	2,800	2,800	2,800	0.00%
CR 315									
B-25	S of CR 21-Putnam Co Line	MC	2	2,700	2,500	2,900	2,800	3,200	4.86%
B-26	N of CR 316	MC	2	NC	NC	3,100	NC	NC	--
B-27	S of CR 316	MC	2	3,400	3,100	3,400	3,800	4,100	5.13%
B-28	N of SR 40	MC	2	3,400	3,000	3,000	3,200	3,500	1.07%
CR 316									
B-29	E of US 301	MC	3	NC	NC	NC	NC	NC	--
B-30	E of CR 200A	MC	2	2,000	1,800	1,800	2,100	2,200	2.86%
B-31	W of CR 315	MC	2	2,100	2,000	2,500	2,600	2,300	3.17%
B-32	E of CR 315	MC	2	3,100	2,900	2,900	3,200	3,000	-0.59%
B-33	W of SR 19	MC	2	1,300	1,300	1,300	1,400	1,600	5.49%
CR 318									
B-34	W of Citra (US 301)	MC	2	2,900	2,500	2,900	3,000	3,200	3.08%
CR 329									
B-35	E of US 441	MC	3	4,300	3,900	4,400	4,900	5,400	6.27%
B-36	E of CR 200A	MC	3	3,500	3,100	3,500	4,300	4,200	5.50%

Table B
Marion County - Northeast

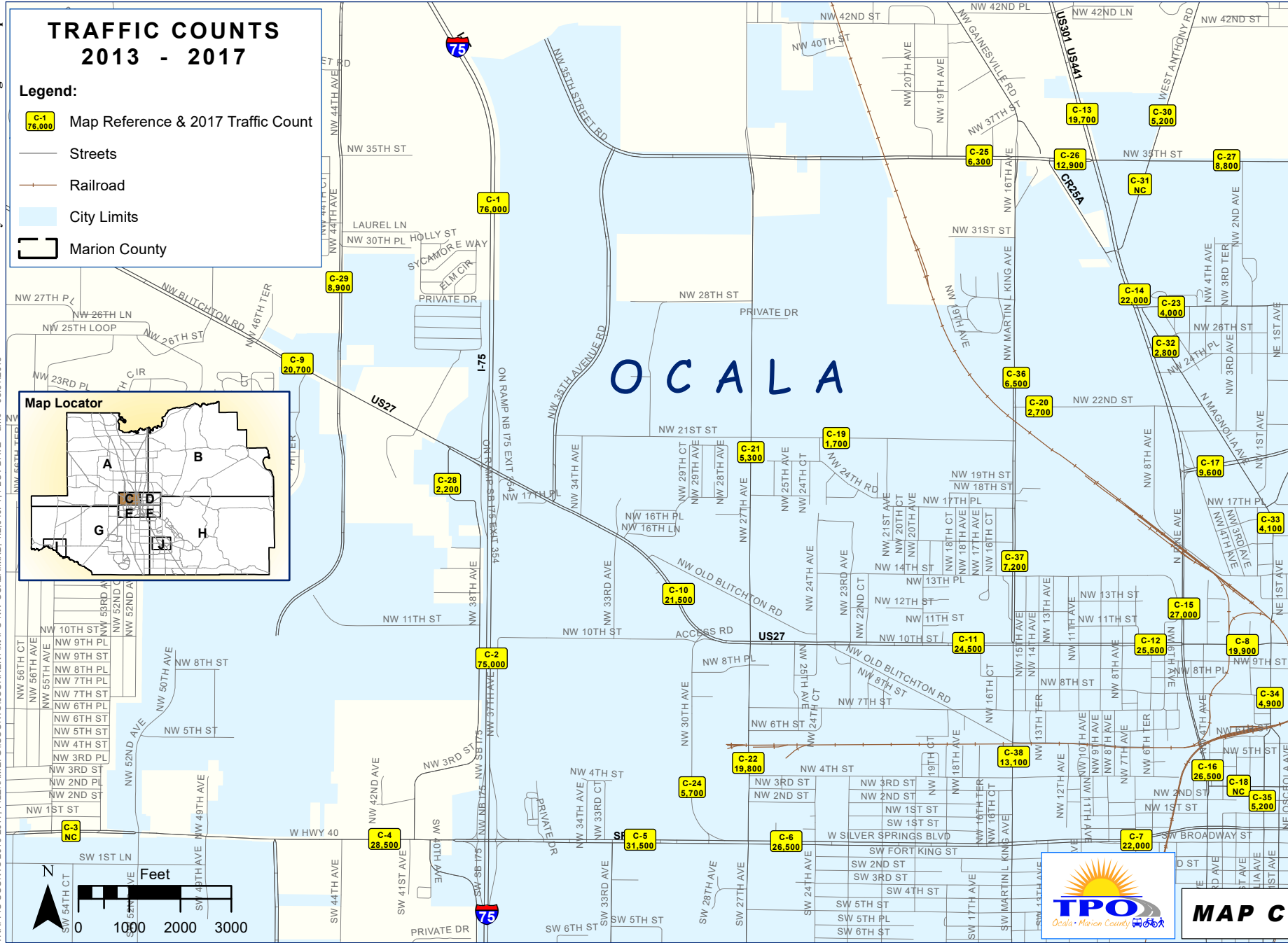
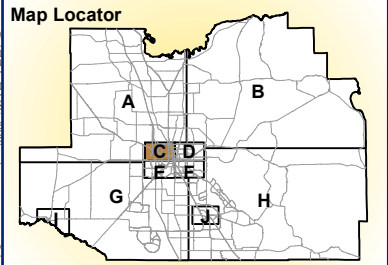
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
NE/SE 25th Ave									
B-37	S of SR 326	MC	2	NC	NC	NC	NC	NC	--
B-38	N of NE 49th St	MC	2	3,000	3,200	4,100	3,400	3,600	5.90%
B-39	S of NE 49th St	MC	2	4,700	5,300	6,600	5,600	6,600	10.00%
NE/SE 36th Ave									
B-40	N of NE 97th St Rd	MC	2	1,300	1,400	NC	1,700	1,800	8.75%
B-41	S of SR 326	MC	2	3,100	3,700	3,600	3,700	3,900	6.21%
NE 40th Ave Rd									
B-42	E of NE 36th Ave	MC	2	NC	NC	NC	NC	NC	--
NE 47th Ave									
B-43	N of CR 329	MC	3	NC	NC	NC	NC	NC	--
NE 49th St									
B-44	E of CR 200A	MC	2	3,200	3,400	3,300	3,400	3,400	1.58%
B-45	E of NE 25th Ave	MC	2	NC	NC	NC	NC	NC	--
NE 95th St									
B-46	W of CR 200A	MC	2	NC	NC	NC	NC	NC	--
NE 97th St Rd									
B-47	E of NE 21st Ave	MC	2	2,700	2,600	2,700	2,700	2,800	0.96%
NE 100th St									
B-48	E of US 441	MC	2	NC	NC	NC	NC	NC	--
NE 175th St Rd									
B-49	E of US 301	MC	2	2,000	1,900	2,000	2,000	2,100	1.32%
NE 203rd Ave Rd									
B-50	N of CR 314	MC	2	NC	NC	NC	NC	NC	--
W Anthony Rd									
B-51	N of SR 326	MC	2	NC	NC	NC	NC	5,200	--

Marion County continues on Page 2 Map A

TRAFFIC COUNTS 2013 - 2017

Legend:

- Map Reference & 2017 Traffic Count
- Streets
- Railroad
- City Limits
- Marion County



MAP C

Table C
City of Ocala - Northwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
C-1	.986 mi N of US 27	FDOT	3	61,500	62,500	65,500	61,500	76,000	5.97%
C-2	.376 mi S of US 27	FDOT	3	63,500	69,000	69,500	NC	75,000	5.77%
SR 40									
C-3	SW 52nd Ave to SW 60th Ave	OCA	3	NC	NC	28,500	NC	NC	--
C-4	0.318 mi W of I-75	FDOT	3	25,500	26,500	28,500	28,500	28,500	2.87%
C-5	SW 27th Ave to SW 33rd Ave	FDOT	3	29,500	28,000	29,500	33,000	31,500	1.90%
C-6	ML King Ave to SW 27th Ave	FDOT	3	24,000	23,500	23,000	26,700	26,500	2.78%
C-7	.07 mi W of US 441	FDOT	3	22,000	22,300	23,000	22,900	22,000	0.03%
SR 492									
C-8	US 441 to N Magnolia Ave	FDOT	3	19,000	20,100	19,500	20,700	19,900	1.27%
US 27									
C-9	.574 mi NW of I-75	FDOT	3	16,800	18,000	18,700	20,600	20,700	5.42%
C-10	I-75 to NW 27th Ave	FDOT	3	19,900	21,000	22,000	21,600	21,500	2.00%
C-11	NW 27th Ave to NW MLK Jr Ave	FDOT	3	22,500	23,000	23,000	23,900	24,500	2.16%
C-12	NW MLK Jr Ave to US 441	FDOT	3	26,000	27,000	28,000	27,100	25,500	-0.39%
US 441									
C-13	1.094 mi N of CR 25A	FDOT	3	17,500	18,300	18,400	20,500	19,700	3.16%
C-14	West Anthony Rd to CR 25A	FDOT	3	21,300	22,000	19,300	22,700	22,000	1.39%
C-15	CR 200A to US 27	FDOT	3	27,500	27,500	28,500	27,600	27,000	-0.42%
C-16	.17 mi N of SR 40	FDOT	3	25,500	25,500	26,500	28,200	26,500	1.08%
CR 200A									
C-17	US 441 to Magnolia Ave	OCA	2	8,500	9,300	10,200	NC	9,600	4.40%
NW 3rd St									
C-18	US 441 to Magnolia Ave	OCA	3	N C	2,700	2,000	NC	NC	--
NW 21st St									
C-19	NW 27th Ave to ML King Ave	OCA	3	NC	NC	NC	NC	1,700	--
NW 22nd St									
C-20	N ML King Ave to US 441	OCA	3	2,400	NC	NC	NC	2,700	--
NW/SW 27th Ave									
C-21	NW 21st St to US 27	OCA	3	3,700	3,900	4,300	NC	5,300	12.97%
C-22	US 27 to SR 40	FDOT	3	20,000	18,700	19,600	19,600	19,800	-0.17%
NW/NE 28th St									
C-23	US 441 to NW 2nd Ave	OCA	3	4,500	NC	NC	NC	4,000	--
NW 30th Ave									
C-24	SR 40 to US 27	OCA	3	3,600	NC	NC	NC	5,700	--
NW/NE 35th St									
C-25	W of NW 16th Ave	MC	2	2,700	5,700	4,500	5,900	6,300	31.99%
C-26	W of US 441	MC	2	7,500	5,900	10,100	11,300	12,900	18.97%
C-27	W Anthony Rd to NW 2nd Ave	OCA	3	NC	5,900	6,100	NC	8,800	23.83%
NW/SW 38th Ave									
C-28	S of US 27	MC	2	1,500	1,700	2,200	1,900	2,200	11.22%
NW 44th Ave									
C-29	N of US 27	MC	2	6,300	7,300	7,900	7,700	8,900	9.29%

Table C
City of Ocala - Northwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
W Anthony Rd									
C-30	N of NW 35th St	MC	2	4,900	4,400	5,100	5,400	5,200	1.97%
C-31	NW 35th St to US 441	FDOT	3	NC	2,700	2,500	NC	NC	--
Magnolia Ave									
C-32	US 441 to CR 200A	OCA	3	3,200	NC	NC	NC	2,800	--
C-33	CR 200A to NE 10th St	OCA	1	5,100	NC	5,200	NC	4,100	-9.60%
C-34	NE 10th St to NW 6th PI	OCA	2	NC	NC	NC	NC	4,900	--
C-35	NW 3rd St to SR 40	OCA	3	5,700	4,000	4,100	4,000	5,200	0.06%
MLK Jr. Ave									
C-36	Ocala City Limits to NW 22nd St	OCA	3	6,400	4,900	NC	NC	6,500	4.61%
C-37	NW 21st St to US 27	OCA	2	6,900	6,900	NC	NC	7,200	2.17%
C-38	US 27 to SR 40	OCA	1	NC	NC	14,000	14,000	13,100	-3.21%

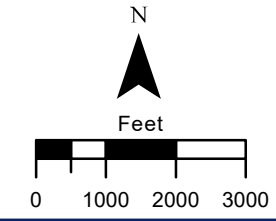
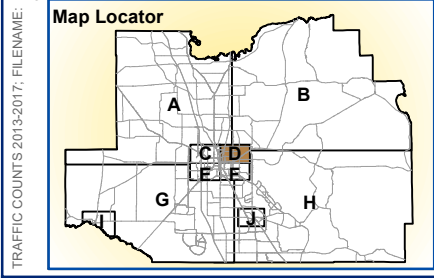
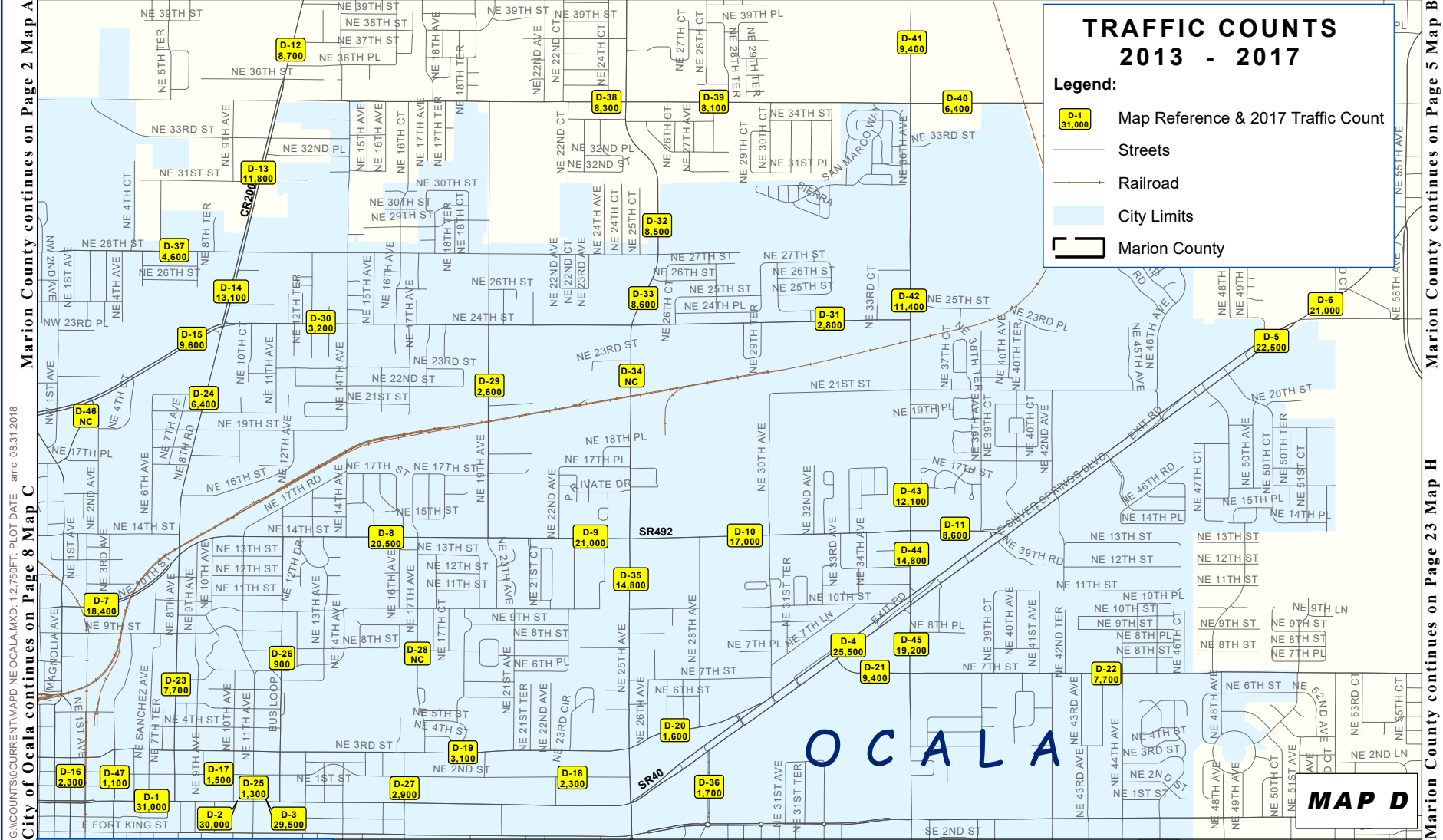


Table D
City of Ocala - Northeast

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 40									
D-1	N Magnolia Ave to NE 8th Ave	FDOT	1	31,500	31,000	NC	34,700	31,000	-0.08%
D-2	NE 8th Ave to NE 11th Ave	OCA	3	NC	NC	NC	NC	30,000	--
D-3	NE 11th Ave to NE 25th Ave	FDOT	3	28,000	31,000	30,000	31,600	29,500	1.54%
D-4	NE 25th Ave to NE 36th Ave	FDOT	3	25,500	25,500	25,000	27,000	25,500	0.12%
D-5	NE 36th Ave to City Limits	FDOT	3	20,600	21,000	22,000	22,400	22,500	2.24%
D-6	City Limits to SR 35	FDOT	3	20,000	19,900	21,000	20,900	21,000	1.26%
SR 492									
D-7	N Magnolia Ave to NE 8th Ave	FDOT	3	NC	NC	17,800	18,700	18,400	1.73%
D-8	0.512 mi W of NE 17th Ave	FDOT	3	19,900	20,500	19,000	20,500	20,500	0.90%
D-9	NE 19th Ave to NE 25th Ave	FDOT	3	19,800	19,600	20,500	20,900	21,000	1.50%
D-10	NE 25th Ave to NE 36th Ave	FDOT	3	15,300	16,500	15,500	16,800	17,000	2.84%
D-11	NE 36th Ave to SR 40	FDOT	3	7,200	7,300	7,300	7,900	8,600	4.62%
CR 200A									
D-12	N of NE 35th St	MC	2	7,700	7,000	8,400	7,800	8,700	3.83%
D-13	S of NE 35th St	MC	2	11,200	11,300	12,400	NC	11,800	1.93%
D-14	NE 28th St to NE 25th St	OCA	2	NC	12,100	NC	NC	13,100	--
D-15	NE 8th Rd to N Magnolia Ave	OCA	1	9,800	NC	10,300	10,300	9,600	-0.56%
NE 1st Ave									
D-16	SR 40 to NE 3rd St	OCA	1	2,300	2,400	2,600	2,600	2,300	-1.07%
NE 2nd St									
D-17	NE 8th Ave to NE 11th Ave	OCA	3	NC	NC	NC	NC	1,500	--
D-18	NE 16th Ave to NE 25th Ave	OCA	3	NC	NC	NC	NC	2,300	--
NE 3rd St									
D-19	NE 16th Ave to NE 25th Ave	OCA	1	3,900	NC	4,200	4,200	3,100	-6.17%
D-20	NE 25th Ave to SR 40	OCA	3	NC	NC	NC	NC	1,600	--
NE 7th St									
D-21	SR 40 to NE 36th Ave	OCA	3	5,000	7,200	NC	NC	9,400	--
D-22	NE 36th Ave to City Limits	OCA	3	7,800	7,700	NC	NC	7,700	--
NE 8th Ave									
D-23	NE 14th St to SR 40	OCA	1	8,300	NC	8,600	8,600	7,700	-2.28%
NE 8th Ave / Rd									
D-24	NE 24th St to NE 14th St	OCA	3	5,600	6,600	6,500	NC	6,400	4.93%
NE 11th Ave									
D-25	NE 2nd St to SR 40	OCA	3	NC	NC	NC	NC	1,300	--
NE 12th Ave									
D-26	NE 14th St to SR 40	OCA	3	NC	800	800	NC	900	--
NE 16th Ave									
D-27	NE 2nd St to SR 40	OCA	3	NC	NC	NC	NC	2,900	--
NE 17th Ave									
D-28	SR 492 to NE 3rd St	OCA	2	NC	NC	NC	NC	NC	--
NE 19th Ave									
D-29	NE 24th St to NE 14th St	OCA	3	NC	NC	NC	NC	2,600	--
NE 24th St									
D-30	NE 8th Rd to NE 19th Ave	OCA	1	NC	4,000	3,600	3,600	3,200	-7.04%
D-31	NE 25th Ave to NE 36th Ave	OCA	3	2,600	NC	NC	NC	2,800	--

Table D
City of Ocala - Northeast

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
NE 25th Ave									
D-32	N of NE 28th St	MC	2	8,700	8,400	8,800	9,100	8,500	-0.47%
D-33	NE 28th St to NE 24th St	OCA	3	8,300	8,300	10,300	NC	8,600	2.53%
D-34	NE 24th St to NE 14th St	OCA	2	NC	NC	14,400	NC	NC	--
D-35	NE 14th St to SR 40	OCA	1	14,200	13,900	14,600	14,600	14,800	1.07%
NE 28th Ave									
D-36	Ft King to SR 40	OCA	3	2,000	NC	NC	NC	1,700	--
NW/NE 28th St									
D-37	NW 1st Ave to Jacksonville Rd	OCA	1	4,200	NC	4,300	4,300	4,600	2.34%
NW/NE 35th St									
D-38	W of NE 25th Ave	MC	2	7,900	8,200	8,200	8,500	8,300	1.28%
D-39	E of NE 25th Ave	MC	2	6,300	7,400	7,300	8,000	8,100	6.74%
D-40	E of NE 36th Ave	MC	2	4,700	5,500	5,700	6,100	6,400	8.15%
NE/SE 36th Ave									
D-41	N of NE 35th St	MC	2	7,700	8,400	8,600	9,000	9,400	5.14%
D-42	City Limits to NE 24th St	OCA	3	11,700	10,700	NC	NC	11,400	--
D-43	NE 24th St to NE 14th St	OCA	1	10,900	NC	13,200	11,700	12,100	3.29%
D-44	NE 14th St to SR 40	OCA	2	13,900	NC	NC	NC	14,800	--
D-45	SR 40 to NE Ft King St	OCA	1	18,400	NC	18,800	19,500	19,200	1.09%
NE Jacksonville Rd									
D-46	N Magnolia Ave to CR 200A	OCA	3	1,100	1,300	NC	NC	NC	--
NE Watula Ave									
D-47	SR 40 to NE 3rd St	OCA	3	NC	NC	1,300	NC	1,100	--

Table E
City of Ocala - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
E-1	.586 mi S of SR 40	FDOT	2	69,000	60,500	59,000	74,200	78,500	4.19%
SR 200									
E-2	0.528 mi E of I-75	FDOT	2	43,000	44,500	43,500	43,500	47,500	2.61%
E-3	SW 26th St to SW 27th Ave	FDOT	2	39,000	41,500	42,000	41,900	39,500	2.46%
E-4	SW 27th Ave to SW 17th St	FDOT	2	38,500	38,500	38,500	38,300	37,500	-0.65%
E-5	SW 17th St to SW ML King Ave	FDOT	2	26,000	26,500	25,000	24,500	25,000	-0.92%
E-6	SW ML King Ave to US 441	FDOT	2	26,500	27,000	27,500	27,700	26,500	0.03%
SR 464									
E-7	SR 200 to SW 19th Ave Rd	FDOT	2	24,000	23,500	22,500	24,800	25,500	2.93%
E-8	SW 19th Ave Rd to SW 7th Ave	FDOT	2	33,000	32,000	33,500	35,900	34,000	0.88%
US 441									
E-9	0.12 mi S of SR 40	FDOT	2	34,000	35,000	33,000	34,900	35,000	0.82%
E-10	0.146 mi S of SR 200	FDOT	2	28,000	28,500	30,500	28,900	29,500	1.41%
E-11	0.13 mi N of SR 464	FDOT	2	25,500	26,000	26,500	25,300	26,500	1.02%
SW 1st Ave									
E-12	SW 10th St to SW 17th St	OCA	3	3,100	4,700	5,400	NC	NC	33.25%
SW 17th St Extension (SW 10th St & SW 13th St)									
E-13	SW 33rd Ave to SW 27th Ave	OCA	3	11,400	11,600	10,900	NC	NC	-2.14%
E-14	SW 27th Ave to SR 200	OCA	3	NC	NC	10,900	NC	12,800	--
SW 19th Ave Rd									
E-15	SW 27th Ave to SW 17th St	OCA	2	19,000	20,000	19,700	19,700	22,500	4.49%
SW 20th St									
E-16	SW 60th Ave to I-75	OCA	1	11,300	11,500	11,600	11,600	13,400	4.54%
E-17	I-75 to SW 31st Ave(CFCC Ent)	OCA	1	11,400	11,300	11,600	11,600	13,100	3.68%
E-18	SW 27th Ave to SR 200	OCA	3	11,100	10,900	NC	NC	12,700	7.36%
SW 27th Ave									
E-19	SW 20th St to SR 200	FDOT	2	19,800	21,000	21,500	20,700	21,500	0.84%
E-20	SR 200 to SW 19th Ave Rd	OCA	1	20,200	20,500	NC	20,400	20,500	0.37%
E-21	SW 34th St to SW 42nd St	OCA	3	NC	NC	NC	NC	18,400	--
SW 33rd Ave									
E-22	SW 7th St to SW 20th St	OCA	3	NC	NC	4,800	NC	3,600	--
SW 37th Ave									
E-23	SW 20th St to SW 7th St	OCA	3	6,400	NC	NC	NC	4,500	--
SW 38th Ave									
E-24	SR 40 to SW 20th St	OCA	3	3,400	3,400	3,500	NC	NC	1.47%
E-25	SW 20th St to SR 200	OCA	3	5,200	5,200	5,300	NC	6,100	5.67%
SW 42nd St (CR 475C)									
E-26	SW 7th Ave to SW 27th Ave	OCA	2	19,200	NC	NC	NC	18,800	--
E-27	SW 27th Ave to SW 31st Ave	OCA	1	13,600	NC	17,700	17,700	18,900	12.31%
E-28	SW 31st Ave to SR 200	OCA	1	11,900	NC	12,700	NC	17,600	22.65%
W Broadway St									
E-29	US 441 to S Magnolia Ave	OCA	3	NC	NC	NC	NC	800	--

Table E
City of Ocala - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
S Magnolia Ave									
E-30	SE 3rd St to SE 8th St	OCA	1	5,400	NC	5,400	NC	3,600	-16.67%
MLK Jr. Ave									
E-31	SR 40 to SR 200	OCA	2	13,000	13,200	NC	NC	12,800	-0.75%
E-32	SR 200 to SW 17th St	OCA	3	7,200	7,200	7,500	NC	8,900	11.81%

Table F
City of Ocala - Southeast

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 464									
F-1	US 441 to SE 11th Ave	FDOT	3	33,000	32,000	32,000	35,900	32,000	-0.43%
F-2	SE 11th Ave to SE 25th Ave	FDOT	2	31,500	33,000	34,000	32,300	32,500	0.85%
F-3	SE 25th Ave to SE 36th Ave	FDOT	3	33,000	33,000	33,500	37,100	36,500	2.66%
F-4	140 Ft E Of SE 47th Ave	FDOT	1	28,400	29,000	30,200	30,800	30,800	2.06%
US 441									
F-5	SE 23rd Pl to SE 31st St	OCA	1	23,000	23,000	23,000	23,000	22,800	-0.22%
CR 464A									
F-6	SW 10th Street to SR 464	OCA	1	8,800	NC	9,000	8,700	6,900	-7.25%
F-7	SR 464 to SE 31st Street	OCA	2	10,600	NC	NC	9,900	NC	--
F-8	N of SE 38th Street	MC	2	6,100	5,900	5,900	6,300	6,900	3.26%
SW 1st Ave									
F-9	SW 5th St to SW 8th St	OCA	1	NC	NC	NC	NC	5,900	--
SE 3rd Ave									
F-10	SE 8th St to CR 464A	OCA	2	NC	4,100	5,500	NC	5,600	17.98%
F-11	CR 464A to SR 464	OCA	3	NC	NC	4,900	NC	4,900	--
F-12	SR 464 to SE 23rd Pl	OCA	3	NC	NC	NC	NC	3,600	--
SE 8th St									
F-13	SE 1st Ave to SE 3rd Ave	OCA	3	3,700	NC	7,400	7,400	NC	50.00%
F-14	SE 3rd Ave to SE 11th Ave	OCA	3	3,800	NC	NC	NC	2,800	--
F-15	SE 36th Ave to SE 45th Ter	OCA	3	2,400	NC	NC	NC	2,100	--
SE 11th Ave									
F-16	SR 40 to SE Ft King St	OCA	1	NC	NC	2,700	2,700	3,200	9.26%
F-17	SE Ft King St to SR 464	OCA	3	NC	2,300	2,500	NC	3,200	18.35%
F-18	SR 464 to CR 464A	OCA	3	NC	2,800	NC	NC	2,200	--
SE 17th St									
F-19	SE 25th Ave to SE 30th Ave	OCA	3	4,000	3,600	3,800	NC	3,900	-0.60%
F-20	SE 30th Ave to SE 36th Ave	OCA	3	8,600	NC	NC	NC	3,600	--
SE 18th Ave									
F-21	SR 464 to SE 31st St	OCA	2	NC	7,500	7,100	NC	8,200	--
SE 22nd Ave									
F-22	SE Ft King St to SR 464	OCA	3	1,600	1,600	1,700	NC	1,800	4.04%
SE 24th St									
F-23	SR 464 to SE 36th Ave	OCA	3	7,900	NC	NC	NC	7,700	--
F-24	SE 36th Ave to SE 44th Ct	OCA	3	8,600	NC	NC	NC	8,500	--
SE 25th Ave									
F-25	SR 40 to SE Ft King St	OCA	2	NC	17,500	NC	NC	NC	--
F-26	SE Ft King St to SR 464	OCA	2	14,600	14,800	15,400	NC	18,700	8.95%
SE 30th Ave									
F-27	SE Ft King St to SE 17th St	OCA	3	NC	NC	NC	NC	1,400	--
SE 31st St									
F-28	US 441 to CR 464A	OCA	2	14,400	17,300	NC	17,600	17,500	7.10%
F-29	CR 464A to SE 36th Ave	OCA	1	11,800	NC	12,400	12,400	11,200	-1.53%
F-30	SE 36th Ave to SR 464	OCA	3	NC	11,500	NC	NC	NC	--
SE/SW 32nd St									
F-31	SW 7th Ave to US 441	MC	2	14,300	14,500	16,400	19,100	21,100	10.36%

Table F
City of Ocala - Southeast

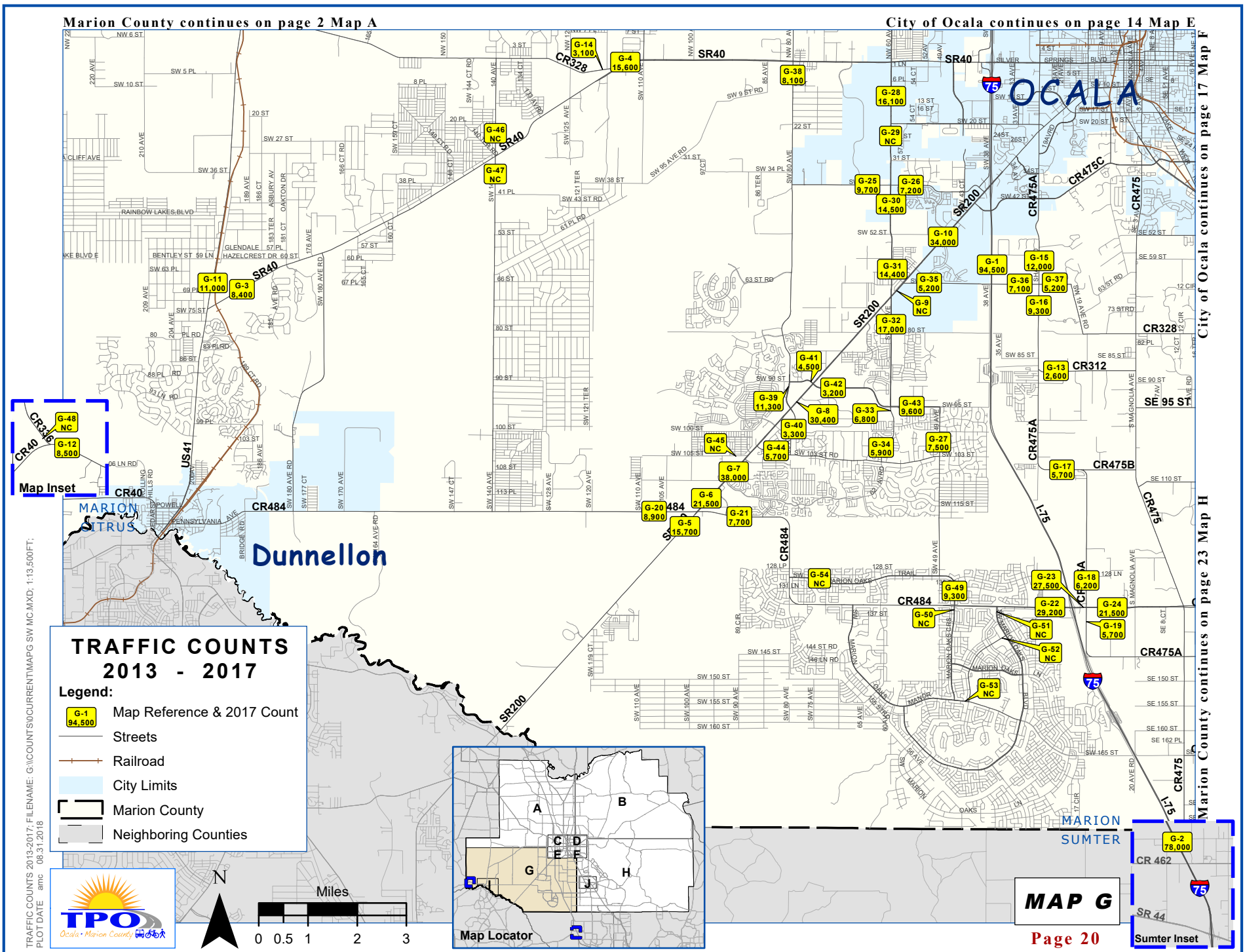
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SE 36th Ave									
F-32	SE Ft King St to SE 17th St	OCA	1	18,800	19,400	18,000	18,000	17,300	-1.98%
F-33	SE 17th St to SR 464	OCA	2	15,900	15,900	18,400	NC	16,000	0.89%
F-34	SR 464 to SE 31st St	OCA	3	10,200	NC	NC	NC	10,600	--
F-35	SE 31st St to SE 38th St	MC	2	5,300	5,800	6,300	6,900	7,500	9.07%
SE 38th St									
F-36	CR 464A to SE 36th Ave	OCA	3	5,000	6,400	6,600	NC	7,900	16.94%
F-37	W of SE 36th Ave	MC	2	4,900	5,000	5,000	5,500	5,900	5.76%
Fort King St									
F-38	SE 1st Ave to SE 11th Ave	OCA	2	6,100	6,300	5,500	NC	6,300	1.71%
F-39	SE 11th Ave to SE 16th Ave	OCA	1	6,600	NC	6,300	6,300	5,900	-3.63%
F-40	SE 16th Ave to SE 25th Ave	OCA	3	6,100	6,500	7,900	NC	8,400	11.47%
F-41	SE 25th Ave to SE 36th Ave	OCA	1	5,300	NC	6,600	6,800	6,400	7.23%
F-42	SE 36th Ave to SR 35	OCA	2	6,700	6,400	6,200	NC	7,600	4.99%
SE Watula Ave									
F-43	SE Ft King St to SE 8th St	OCA	3	NC	NC	NC	NC	4,200	--

Marion County continues on page 2 Map A

City of Ocala continues on page 14 Map E

City of Ocala continues on page 17 Map F

Marion County continues on page 23 Map H



TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\CURRENT\MAPG SW MC.MXD; 1:13,500FT;
PLOT DATE: amc 08/31/2018

Table G
Marion County - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
G-1	.35 miles N of Williams Road	FDOT	3	77,500	80,800	87,000	90,500	94,500	5.09%
G-2	From SR 44 to CR 484	FDOT	3	64,000	66,500	75,500	72,500	78,000	5.26%
SR 40									
G-3	.422 mi NE of US 41	FDOT	3	7,600	7,700	7,900	8,200	8,400	2.54%
G-4	.371 mi E of CR 328	FDOT	3	13,400	13,700	14,200	15,000	15,600	3.88%
SR 200									
G-5	.2 mi SW of CR 484	FDOT	3	12,800	13,700	14,200	15,100	15,700	5.25%
G-6	.12 mi NE of CR 484	FDOT	3	17,900	18,300	19,500	19,900	21,500	4.72%
G-7	.985 mi NE of CR 484	FDOT	3	30,500	31,000	33,000	34,100	38,000	5.72%
G-8	S of SW 80th St	MC	3	18,000	18,700	23,500	29,200	30,400	14.48%
G-9	2.932 mi SW of I-75	FDOT	3	36,000	38,500	41,500	NC	NC	7.37%
G-10	I-75 to SW 66th St	OCA	1	37,500	37,000	38,500	NC	34,000	-2.99%
US 41									
G-11	.663 mi N of SR 40	FDOT	3	10,100	9,800	10,300	11,000	11,000	2.23%
CR 40									
G-12	E of CR 336	MC	2	2,600	2,600	2,500	9,100	8,500	86.72%
CR 312									
G-13	E of CR 475A	MC	2	2,400	2,300	2,500	2,400	2,600	2.22%
CR 328									
G-14	N of SR 40	MC	2	4,300	4,300	5,300	NC	3,100	-6.08%
CR 475A									
G-15	N of SW 66th St	MC	2	12,300	11,500	12,500	12,300	12,000	-0.46%
G-16	S of SW 66th St	MC	2	8,900	8,400	9,400	9,700	9,300	1.34%
G-17	W of CR 475B	MC	2	5,000	5,200	5,500	5,700	5,700	3.35%
G-18	N of CR 484	MC	2	4,800	5,700	5,700	6,000	6,200	6.84%
G-19	S of CR 484	MC	2	5,400	5,700	5,700	5,600	5,700	1.40%
CR 484									
G-20	W of SR 200	MC	2	7,800	8,600	8,500	9,500	8,900	3.64%
G-21	E of SR 200	MC	2	7,000	7,600	7,500	8,100	7,700	2.58%
G-22	W of I-75	MC	2	24,500	26,400	29,600	28,100	29,200	4.68%
G-23	E of I-75	MC	2	22,800	23,800	25,000	26,100	27,500	4.80%
G-24	E of CR 475A	MC	2	17,900	18,300	21,600	20,600	21,500	5.00%
SW 38th St									
G-25	W of SW 60th Ave	MC	2	7,500	7,200	8,300	8,000	9,700	7.23%
G-26	E of SW 60th Ave	MC	2	4,800	5,200	5,800	5,900	7,200	10.91%
SW 49th Ave									
G-27	N of SW 103rd St Rd	MC	2	7,400	8,700	8,100	8,100	7,500	0.82%
SW 60th Ave									
G-28	SR 40 to SW 20th St	OCA	2	14,000	12,800	NC	NC	16,100	8.60%
G-29	S of SW 20th St	MC	2	12,500	NC	NC	NC	NC	--
G-30	S of SW 38th St	MC	2	14,300	NC	NC	15,100	14,500	0.81%
G-31	N of SR 200	MC	3	13,700	12,700	14,400	14,800	14,400	4.49%
G-32	S of SR 200	MC	2	15,500	15,600	17,400	17,200	17,000	2.47%
SW 62nd Ave Rd									
G-33	S of SW 95th St	MC	2	6,300	6,300	6,600	7,100	6,800	2.03%
G-34	N of SW 103rd St Rd	MC	2	6,200	6,300	6,200	6,100	5,900	-1.22%

Table G
Marion County - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SW 66th St									
G-35	E of SR 200	MC	2	5,500	5,400	5,000	4,900	5,200	-1.28%
G-36	W of CR 475A	MC	2	7,900	7,000	7,300	7,300	7,100	-2.46%
G-37	E of CR 475A	MC	2	4,100	3,800	4,000	4,100	5,200	6.82%
SW 80th Ave									
G-38	S of SR 40	MC	2	6,100	6,100	6,300	6,700	8,100	7.63%
G-39	N of SR 200	MC	2	7,800	7,600	8,800	8,300	11,300	10.92%
G-40	S of SR 200	MC	3	2,500	3,300	2,700	2,800	3,300	8.84%
SW 90th St									
G-41	W of SR 200	MC	2	3,500	3,200	4,100	4,600	4,500	7.39%
SW 95th St Rd/SW 95th St									
G-42	E of SR 200	MC	2	2,300	2,400	2,400	2,800	3,200	8.83%
G-43	E of SW 62nd Ave Rd	MC	2	8,200	8,100	9,200	9,000	9,600	4.21%
SW 103rd St Rd									
G-44	E of SR 200	MC	2	4,700	5,700	5,600	5,600	5,700	5.33%
SW 105th St									
G-45	W of SR 200	MC	2	NC	NC	NC	NC	NC	--
SW 140th Ave									
G-46	N of SR 40	MC	2	NC	NC	NC	NC	NC	--
G-47	S of SR 40	MC	2	NC	NC	NC	NC	NC	--
CR 336									
G-48	N of CR 40	MC	3	NC	NC	NC	NC	NC	--
Marion Oaks Course									
G-49	N of CR 484	MC	3	8,000	8,100	8,700	9,100	9,300	3.86%
G-50	S of CR 484	FDOT	3	NC	5,100	NC	NC	NC	--
Marion Oaks Boulevard									
G-51	S of CR 484	FDOT	3	NC	12,100	NC	NC	NC	--
Marion Oaks Drive									
G-52	W of Marion Oaks Blvd	FDOT	3	NC	4,100	NC	NC	NC	--
Marion Oaks Manor									
G-53	W of Marion Oaks Dr	FDOT	3	NC	1,500	NC	NC	NC	--
Marion Oaks Trail									
G-54	E of SW 73rd Ave Rd	FDOT	3	NC	1,450	NC	NC	NC	--

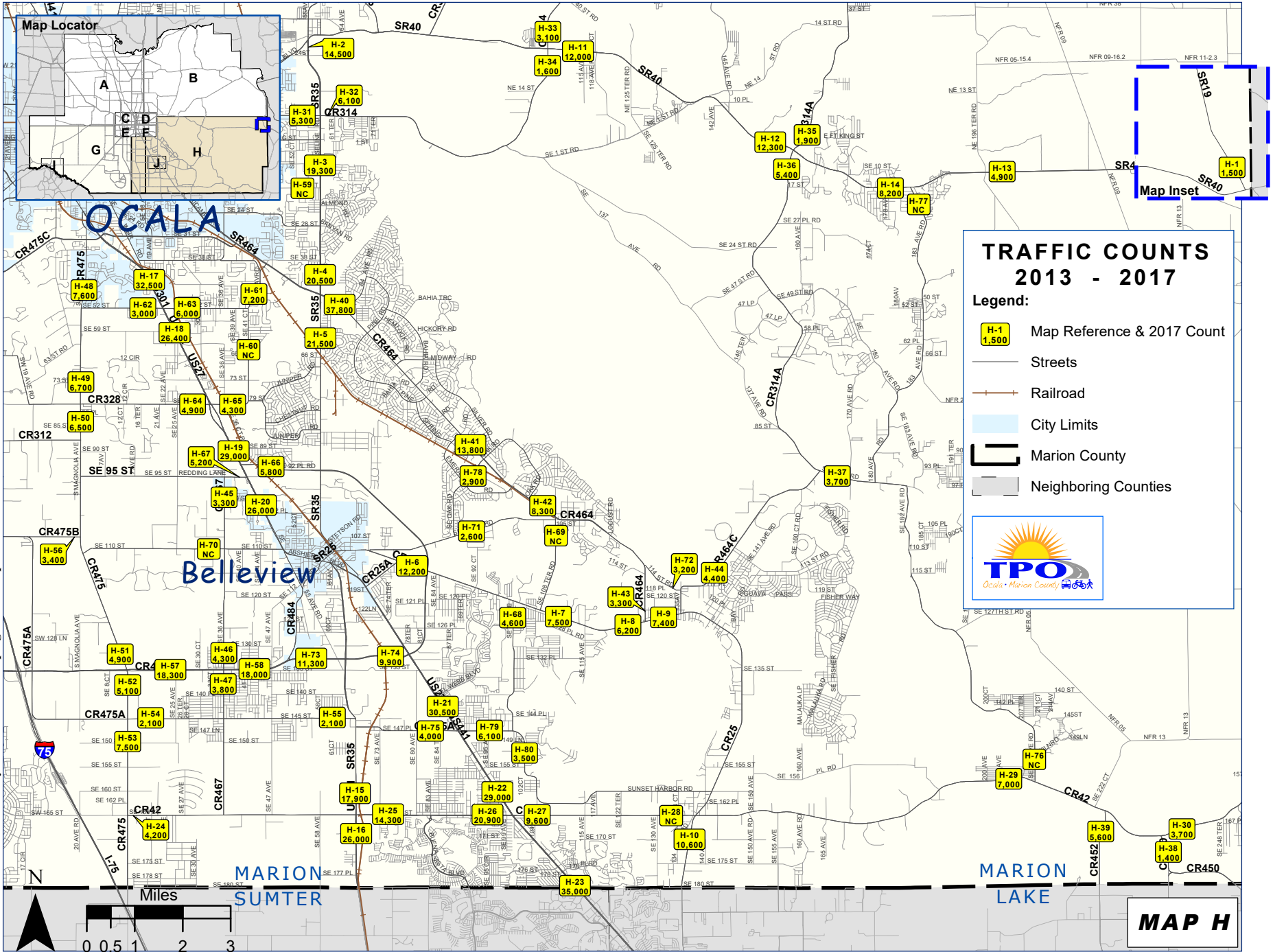


Table H
Marion County - Southeast

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 19									
H-1	.24 mi N of SR 40	FDOT	3	1,300	1,400	1,400	1,700	1,500	4.34%
SR 35									
H-2	.643 mi S of SR 40	FDOT	3	12,800	12,900	12,900	14,700	14,500	3.34%
H-3	S of Fort King Street	MC	3	16,300	17,200	17,900	18,800	19,300	4.32%
H-4	.41 mi N of SR 464	FDOT	3	16,400	18,300	18,300	21,200	20,500	6.03%
H-5	1.053 mi S of SR 464	FDOT	3	18,300	19,200	20,300	19,800	21,500	4.19%
CR 25									
H-6	E of SR 35	MC	2	12,300	12,200	12,300	13,600	12,200	0.07%
H-7	.04 mi E of SE 108th Ter Rd	FDOT	3	5,900	5,900	6,100	7,400	7,500	6.51%
H-8	W of CR 464	MC	2	4,700	4,900	5,800	5,900	6,200	7.36%
H-9	E of CR 464	MC	2	7,200	7,100	6,900	7,400	7,400	0.76%
H-10	S of CR 42	MC	2	8,300	8,500	8,300	8,700	10,600	6.68%
SR 40									
H-11	.109 mi E of CR 314	FDOT	3	9,800	10,600	10,600	11,000	12,000	5.26%
H-12	.297 mi W of CR 314A	FDOT	3	11,200	11,000	11,100	11,400	12,300	2.43%
H-13	4.456 mi E of CR 314A	FDOT	3	4,100	4,000	4,000	4,300	4,900	4.75%
H-14	.072 mi W of SE 183rd Ave Rd	FDOT	3	7,100	6,800	7,100	7,200	8,200	3.87%
US 301									
H-15	.188 mi N of CR 42	FDOT	3	14,100	13,900	16,400	16,700	17,900	6.40%
H-16	.169 mi S of CR 42	FDOT	3	18,200	18,500	19,800	19,400	26,000	10.17%
US 441									
H-17	.215 mi S of CR 464A	FDOT	3	30,500	29,000	30,500	32,400	32,500	1.70%
H-18	S of SE 52nd St	MC	2	25,800	28,900	25,600	26,400	26,400	0.93%
H-19	.075 mi S of SE 38th Ter	FDOT	3	25,500	26,500	27,500	27,200	29,000	3.31%
H-20	N of 102nd PI Rd	MC	2	25,500	25,000	25,600	26,300	26,000	0.51%
H-21	N of SE 147th PI	MC	3	26,300	24,200	27,900	28,800	30,500	4.11%
H-22	.509 mi N of CR 42	FDOT	3	26,000	28,000	30,000	29,200	29,000	2.87%
H-23	S of CR 42	MC	3	29,100	32,300	33,600	34,600	35,000	4.79%
CR 42									
H-24	E of CR 475	MC	2	3,700	4,000	4,000	3,900	4,200	3.33%
H-25	E of US 301	MC	2	11,300	12,300	12,700	13,100	14,300	6.10%
H-26	W of US 441	MC	2	15,100	16,900	16,700	18,100	20,900	8.65%
H-27	E of US 441	MC	2	7,700	8,300	8,500	8,900	9,600	5.69%
H-28	528' W of CR 25	FDOT	3	6,900	6,700	6,900	6,900	NC	0.03%
H-29	W of SE 182nd Ave Rd	MC	2	5,900	6,300	6,300	6,800	7,000	4.41%
H-30	E of CR 450	MC	1	3,100	3,200	3,200	3,500	3,700	4.58%
CR 314									
H-31	W of SR 35	MC	2	4,900	5,300	5,400	5,200	5,300	2.07%
H-32	E of SR 35	MC	3	5,200	5,500	5,600	6,200	6,100	4.17%
H-33	N of SR 40	FDOT	3	NC	2,800	2,800	2,800	3,100	3.57%
H-34	S of SR 40	MC	2	NC	1,600	1,400	1,500	1,600	0.44%
CR 314A									
H-35	N of SR 40	MC	2	1,700	1,500	1,500	1,700	1,900	3.33%
H-36	S of SR 40	MC	2	5,100	5,200	5,300	5,500	5,400	1.46%
H-37	E of CR 464C	MC	2	3,100	3,300	3,200	3,500	3,700	4.63%
CR 450									
H-38	S of CR 42	MC	2	1,200	1,100	1,100	NC	1,400	6.31%
CR 452									
H-39	S of CR 42	MC	2	4,100	4,100	4,300	NC	5,600	11.70%

Table H
Marion County - Southeast

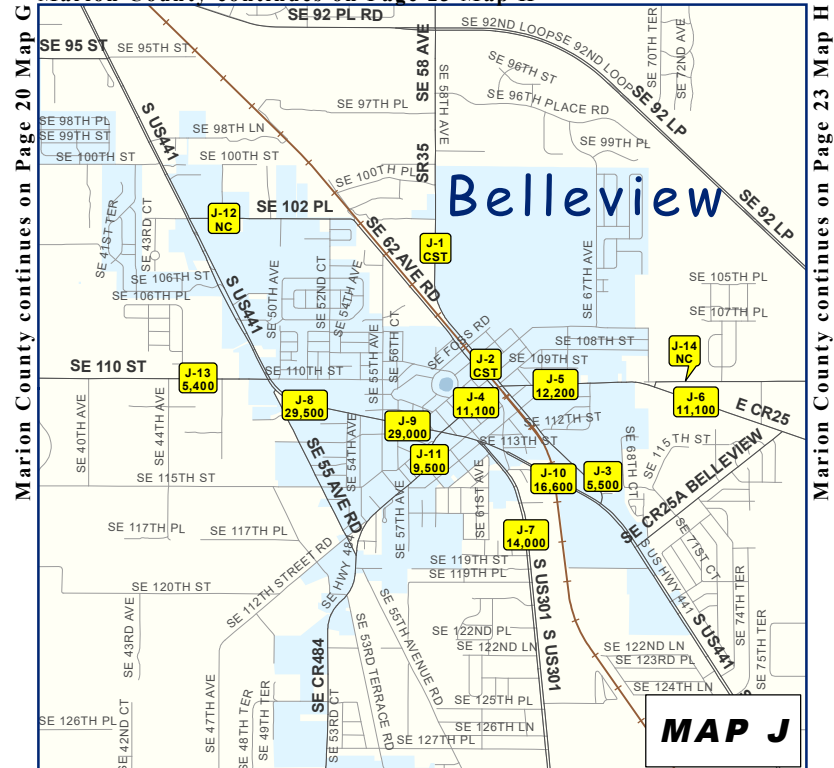
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
CR 464									
H-40	E of SR 35	MC	2	28,500	30,300	34,600	34,200	37,800	7.47%
H-41	W of Oak Rd	MC	2	11,400	12,800	12,400	13,200	13,800	5.04%
H-42	W of SE 108th Ter Rd	MC	3	6,700	7,900	7,600	8,200	8,300	5.81%
H-43	N of CR 25	MC	2	2,400	2,600	2,800	3,000	3,300	8.29%
CR 464C									
H-44	E of SE 141st Terr	MC	2	3,900	3,800	3,800	4,300	4,400	3.23%
CR 467									
H-45	S of SE 95th St	MC	2	3,700	3,800	4,100	4,400	3,300	-1.77%
H-46	N of CR 484	MC	2	4,500	4,300	4,500	4,500	4,300	-1.06%
H-47	S of CR 484	MC	2	3,500	3,700	3,800	3,700	3,800	2.12%
CR 475									
H-48	N of SE 52nd St	MC	2	6,400	6,600	6,900	7,200	7,600	4.39%
H-49	N of CR 328	MC	2	5,600	5,700	5,800	6,000	6,700	4.66%
H-50	N of CR 312	MC	2	6,000	6,000	6,000	6,500	6,500	2.08%
H-51	N of CR 484	MC	3	4,300	4,300	4,100	4,600	4,900	3.52%
H-52	S of CR 484	MC	2	4,500	4,700	4,400	4,700	5,100	3.35%
H-53	S of CR 475A	MC	3	6,800	6,900	6,900	6,800	7,500	2.58%
CR 475A									
H-54	E of CR 475	MC	2	1,700	1,600	1,600	1,500	2,100	6.97%
H-55	W of US 301/SR 35	MC	2	2,300	2,200	2,200	2,200	2,100	-2.22%
CR 475B									
H-56	W of CR 475	MC	2	2,700	2,600	2,800	3,100	3,400	6.10%
CR 484									
H-57	E of CR 475	MC	2	14,000	14,200	15,700	16,400	18,300	7.01%
H-58	E of CR 467	MC	2	15,500	15,500	15,900	16,600	18,000	3.85%
SE 17th St									
H-59	W of SR 35	MC	2	NC	NC	NC	NC	NC	--
SE 41st Ct									
H-60	N of SE 66th St	MC	2	NC	3,800	NC	NC	NC	--
SE 44th Ave Rd									
H-61	N of SE 52nd St	MC	2	6,400	6,700	6,800	6,900	7,200	3.00%
SE 52nd St									
H-62	W of US 441	MC	2	2,200	2,500	2,500	2,700	3,000	8.19%
H-63	E of US 441	MC	2	4,900	4,800	5,300	5,100	6,000	5.56%
SE 80th St									
H-64	W of US 441	MC	2	4,000	4,100	4,200	4,500	4,900	5.24%
H-65	E of US 441	MC	2	3,800	3,900	3,900	4,000	4,300	3.17%
SE 92nd PI Rd									
H-66	E of US 441	MC	2	4,900	5,200	5,400	5,500	5,800	4.32%
SE 95th St									
H-67	W of US 441	MC	2	4,800	5,100	5,200	5,200	5,200	2.05%
SE 100th Ave									
H-68	S of CR 25	MC	2	3,800	3,800	3,700	4,200	4,600	5.10%
SE 108th Ter Rd									
H-69	S of SE 110th St Rd	MC	2	NC	NC	1,600	NC	NC	--
SE 110th St									
H-70	W of CR 467	MC	2	NC	NC	1,600	NC	NC	--

Table H
Marion County - Southeast

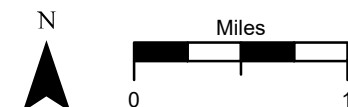
ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SE 110th St Rd									
H-71	E of Oak Rd	MC	2	2,100	2,100	2,300	2,400	2,600	5.55%
SE 114th St Rd									
H-72	W of CR 464C	MC	2	2,500	2,900	3,100	3,400	3,200	6.67%
SE 132nd St									
H-73	E of CR 484	MC	2	8,200	8,600	9,800	11,400	11,300	8.57%
H-74	W of US 441	MC	2	7,300	7,400	8,300	9,800	9,900	8.16%
SE 147th St / 147th PI									
H-75	W of US 441	MC	2	3,700	3,700	3,900	4,300	4,000	2.17%
SE 182nd Ave Rd									
H-76	N of CR 42	MC	2	NC	NC	1,900	NC	NC	--
SE 183rd Ave Rd									
H-77	S of SR 40	MC	2	NC	NC	NC	NC	NC	--
SE Oak Rd									
H-78	S of CR 464	MC	2	3,200	3,200	3,100	3,100	2,900	-2.39%
Sunset Harbor Rd									
H-79	E of US 441	MC	2	6,000	NC	5,700	6,000	6,100	0.64%
H-80	N of SE 155th St	MC	2	3,700	3,900	3,900	3,900	3,500	-1.21%

Marion County continues on Page 20 Map G

Marion County continues on Page 23 Map H



Legend



**Table I
City of Dunnellon**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
US 41									
I-1	1.027 mi N of CR 484	FDOT	3	17,900	18,100	19,100	19,400	20,000	2.83%
I-2	.549 mi N of CR 484	FDOT	3	23,000	23,000	24,000	24,000	25,000	2.13%
I-3	.01 mi N of Citrus Co Line	FDOT	3	18,800	18,700	19,600	19,800	21,500	3.47%
CR 40									
I-4	W of US 41	MC	2	3,100	3,200	2,900	3,300	3,200	1.15%
CR 484									
I-5	E of US 41	MC	2	8,500	8,300	7,500	8,400	8,500	0.30%
Powell Rd									
I-6	W of US 41	MC	2	3,500	3,600	3,500	3,700	4,000	3.48%
SW 180th Ave Rd									
I-7	N of CR 484	MC	2	2,400	2,400	2,300	2,600	2,300	-0.67%

**Table J
City of Belleview**

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SR 35									
J-1	S of SE 97th Place	MC	3	15,200	15,800	15,500	14,800	CST	-0.82%
J-2	.104 mi N of SR 25	FDOT	3	14,300	14,600	16,200	16,500	CST	4.97%
Baseline Extension									
J-3	SE 110th St to US 441	MC	2	4,700	4,900	5,200	5,700	5,500	4.12%
CR/SR 25									
J-4	W of SR 35	MC	2	10,700	11,100	12,900	12,100	11,100	1.37%
J-5	E of SR 35	MC	2	12,300	12,200	NC	13,600	12,200	0.12%
J-6	E of SE 110th St Rd	MC	2	9,300	9,000	8,800	9,600	11,100	4.82%
US 301									
J-7	.043 mi N of SE 118th Pl	FDOT	3	12,900	13,200	13,600	13,800	14,000	2.07%
US 441									
J-8	.666 mi N of SR 25	FDOT	3	27,500	28,000	25,500	27,700	29,500	2.00%
J-9	.152 mi NW of SR 25	FDOT	3	28,000	28,500	29,500	27,600	29,000	0.98%
J-10	.542 mi SE of US 301	FDOT	3	15,600	15,500	15,500	15,800	16,600	1.59%
CR 484									
J-11	W of US 441	MC	2	8,000	8,200	8,000	8,800	9,500	4.50%
SE 102nd Pl									
J-12	E of US 441	MC	3	NC	4,100	4,300	NC	NC	--
SE 110th St									
J-13	W of US 441	MC	--	4,700	5,400	5,200	5,300	5,400	3.75%
SE 110th St Rd									
J-14	E of CR 25	MC	2	NC	NC	NC	NC	NC	--

TRAFFIC COUNTS 2017 MOST HEAVILY TRAVELED CORRIDORS

Legend:

Corridor Segments



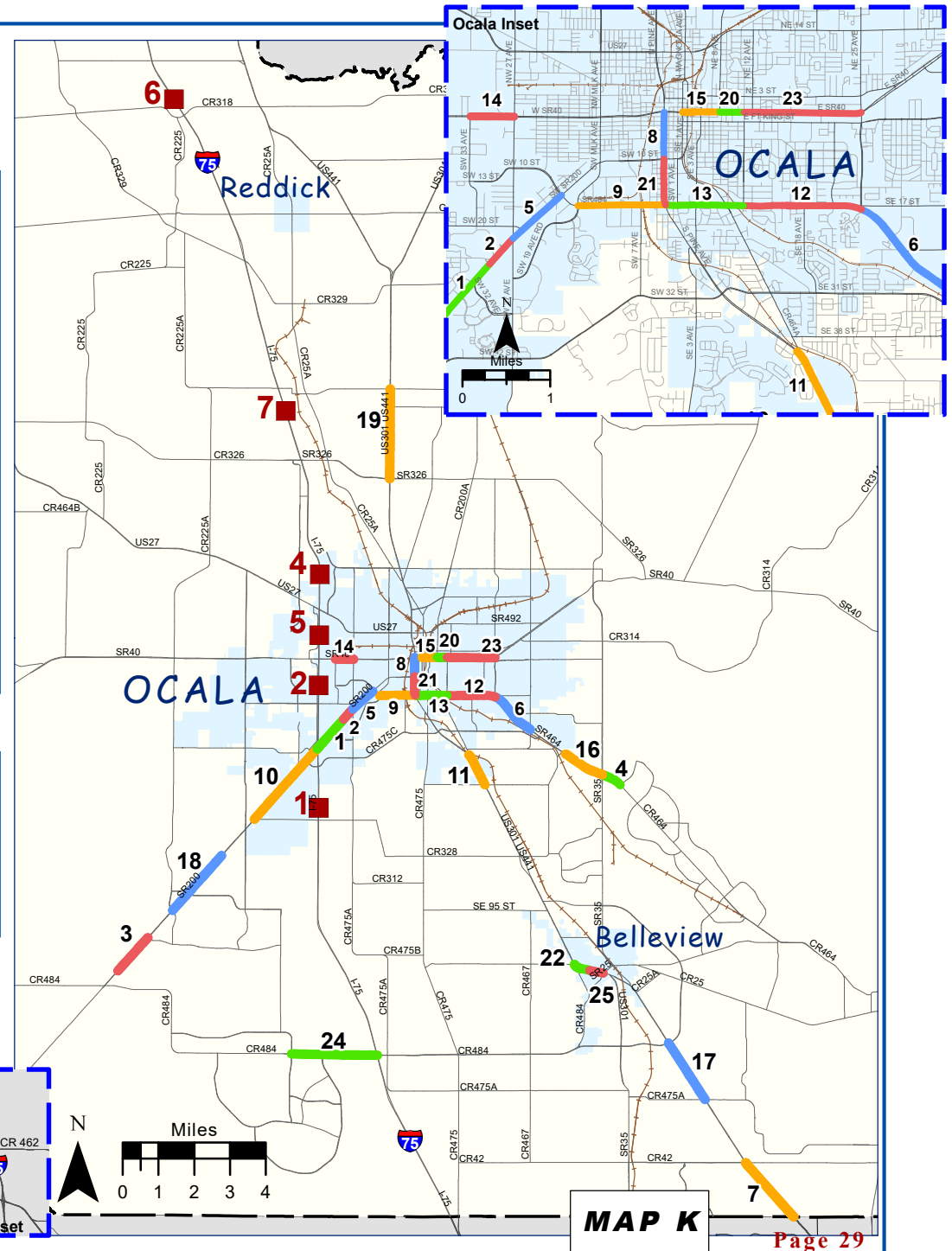
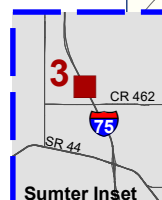
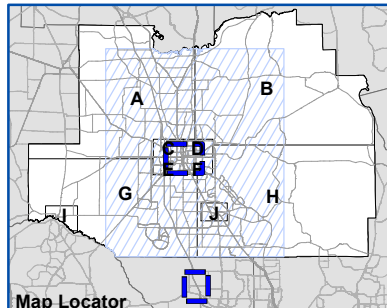
Color is for graphical purposes:
to aid in distinguishing corridor
segments.

RANK	2017 MAP REF	CORRIDOR	SEGMENT LOCATION	2017 COUNT
1	E-2	SR 200	0.528 mi E of I-75	47,500
2	E-3	SR 200	SW 26th St to SW 27th Ave	39,500
3	G-7	SR 200	.985 mi NE of CR 484	38,000
4	H-40	CR 464	E of SR 35	37,800
5	E-4	SR 200	SW 27th Ave to SW 17th St	37,500
6	F-3	SR 464	SE 25th Ave to SE 36th Ave	36,500
7	H-23	US 441	S of CR 42	35,000
8	E-9	US 441	0.12 mi S of SR 40	35,000
9	E-8	SR 464	SW 19th Ave Rd to SW 7th Ave	34,000
10	G-10	SR 200	I-75 to SW 66th St	34,000
11	H-17	US 441	.215 mi S of CR 464A	32,500
12	F-2	SR 464	SE 11th Ave to SE 25th Ave	32,500
13	F-1	SR 464	US 441 to SE 11th Ave	32,000
14	C-5	SR 40	SW 27th Ave to SW 33rd Ave	31,500
15	D-1	SR 40	N Magnolia Ave to NE 8th Ave	31,000
16	F-4	SR 464	140 Ft E Of SE 47th Ave	30,800
17	H-21	US 441	N of SE 147th Pl	30,500
18	G-8	SR 200	S of SW 80th St	30,400
19	A-20	US 441	.3 mi N of SR 326	30,100
20	D-2	SR 40	NE 8th Ave to NE 11th Ave	30,000
21	E-10	US 441	0.146 mi S of SR 200	29,500
22	J-8	US 441	.666 mi N of SR 25	29,500
23	D-3	SR 40	NE 11th Ave to NE 25th Ave	29,500
24	G-22	CR 484	W of I-75	29,200
25	J-9	US 441	.152 mi NW of SR 25	29,000

I-75 Counts

Count Stations

RANK	2017 MAP REF	CORRIDOR	SEGMENT LOCATION	2017 COUNT
1	G-1	I-75	.35 miles N of Williams Road	94,500
2	E-1	I-75	.586 mi S of SR 40	78,500
3	G-2	I-75	From SR 44 to CR 484	78,000
4	C-1	I-75	.986 mi N of US 27	76,000
5	C-2	I-75	.376 mi S of US 27	75,000
6	A-1	I-75	.527 mi N of CR 318	57,000
7	A-2	I-75	1.469 mi N of SR 326	56,500



MAP K



October 5, 2018

TO: TAC/CAC Members

FROM: Michael Daniels, Director

RE: ITS Strategic Plan Scope of Services

In July of 2018, The TPO approved the Intelligent Transportation Systems (ITS) Strategic Plan Update. The projects developed shall contribute to a safe and efficient transportation system for the City and County by addressing pressing operational needs identified in the study, as well as planning for specific needs for the next five years, and general needs for the 5 to 10 year timeframe.

Enclosed in your packet are the scope of services, and excerpts from the ATMS/ITS Master Plan regarding Potential Strategies and Recommended Projects.

While ITS equipment needs in specific corridors was included in the scope, the primary focus of the grant is to provide additional staff for the City and County Transportation Management Centers (TMCs). Stakeholder meetings conducted during the Master Plan update consistently identified lack of proper staffing as one of the major factors contributing to the ineffectiveness of the region's traffic management system. As a result, as part of the Master Plan Update, appropriate staffing levels for the TMCs were included in the recommendations and will be the primary use for the ITS Operational Support Grant, from FDOT (FM #436361-1) which will be available for use in FY 2021.

If you have any questions, please contact me at 629-8297.

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

FPN: 436136-1

This exhibit forms an integral part of the Local Agency Program Agreement between the State of Florida, Department of Transportation and

CITY OF OCALA, 110 SE Watula Ave, Ocala, FL 34471

PROJECT LOCATION:

- ☐ The project is on the National Highway System.
- ☐ The project is on the State Highway System.

PROJECT LENGTH AND MILE POST LIMITS: Citywide

I. PROJECT DESCRIPTION:

ITS Vision

This ITS strategic plan is a successor and update to the original ITS plan Ocala/Marion TPO prepared in 2008. At that time, ITS was in its initial stages and local agencies were preparing for the installation of new ITS technology to improve the operation of the region's transportation network. Therefore, the 2008 plan focused on a comprehensive assessment of the existing transportation network and its shortcomings, then provided a variety of recommendations for improving the performance of the transportation network using ITS technology. The 2008 plan concentrated heavily on new ITS equipment that could be installed to improve the performance of the transportation network. Recommendations included establishing both the City of Ocala and Marion County Traffic Management Centers (TMC), upgrading traffic signal technology, adding ITS devices, expanding the fiber optic interconnect cable network, improving the communication hubs, and many other forms of equipment.

Ten years later, many of those earlier recommendations were implemented. ITS technologies have advanced significantly over the past decade and the local agencies also operate at a much higher technical level. A map of the existing During stakeholder meetings over the past year, the needs identified included continuing to expand and enhance the current system, as well as needs that were more strategic in nature, such as improving upon the existing processes and improving interagency coordination.

The lack of proper staffing was consistently identified as one of the major factors contributing to the ineffectiveness of the region's traffic management system. Currently, both the City and County have no dedicated staff for their respective TMC's. Instead the TMC is operated as needed by other City/County transportation department staff on an as needed basis. This is not ideal, as it limits the effectiveness of the TMC and the equipment placed in the field to support the TMC. As a result, to the improve the potency of the local TMC's, the staffing issue become the top issue to be addressed.

Other needs included:

System expansion

- Communication
- Advanced traffic signal controllers
- Cameras and data collection

Performance of repairs and replacements in the field, onsite and in the office, of ITS equipment, CCTV camera systems, and network devices.

iii. Research, testing and documentation of system components including traffic control equipment, fiber optic cable plant, communications equipment, and network equipment.

iv. Installation and performance of preventative maintenance on CCTV cameras.

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

II. SCOPE OF SERVICES

1. Operating – Staff
 - a. ITS Systems/TMC Managers
 - b. ITS Systems/TMC Operators
2. ITS Equipment
 - a. ITS Maintenance

1. Operating - Staff

a) ITS Systems / TMC Managers

The ITS Systems TMC Manager is responsible for ensuring that day to day activities of the center are conducted efficiently and effectively by operations staff under their management. While keeping day to day operations on the forefront of their thinking, they must also plan for what the future holds for their ATMS and how future projects and initiatives will impact the functionality and capabilities of their operations.

This is a full-time, salaried position and as such will receive benefits including retirement and medical insurance in accordance with the applicable City of Ocala Policies and Procedures and shall report to the Traffic System Manager.

b) ITS Systems/TMC Operator

The ITS Systems/TMC Operator is dedicated to the configuration, operation and management of the city and countywide ATMS system. The ITS Operator is a City of Ocala staff member and shall report to the TMC Manager. Duties for this position include:

- i. Performs system health checks and detects anomalies in travel time and ITS system data that identifies a malfunctioning device, works with maintenance staff for device troubleshooting and repair.
- ii. Maintains supporting networks of the City/Countywide ITS system.
- iii. Performs system integration to ensure interoperability and compatibility of all components.
- iv. Assists and supports management of small and large-scale projects relating to ITS systems.
- v. Reviews plans and provides comments for any submissions of ITS construction plans.
- vi. Attends local, state, national meetings and workgroups relating to ITS.
- vii. Performs field related work as described for the ITS Systems Technician position's duties, as required.
- viii. May respond to emergency calls relating to the ITS components on a 24-hour basis.

This is a full-time, salaried position and as such will receive benefits including retirement and medical insurance in accordance with the applicable City of Ocala Policies and Procedures.

2. ITS Equipment

While the primary emphasis of the scope is to focus on staffing, additional available funding can be used for ITS equipment. The ITS staff personnel perform skilled technical work in the installation, configuration, maintenance, operation and construction of ITS and ITS related systems. Equipment and parts related to ITS are required to perform these duties and provide continuous operation of the systems that make up the ATMS citywide expansion project's ITS systems, the network, and fiber optic facilities. This equipment will be purchased in accordance with all federal regulations and guidelines as well as the City of Ocala purchasing procedures. The ATMS/ITS Expansion Projects included the installation of ITS infrastructure and ITS sub-components along the following corridors in the City of Ocala:

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROGRAM AGREEMENT

525-010-40
PROGRAM MANAGEMENT
OGC - 08/15
Page 3 of 3

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

**City of Ocala Proposed Project
Corridors**

Roadway	From	To	ATC Controllers	CCTV Devices	Radio Devices	Bluetooth Devices
US 27	NW 70th Ave.	I-75	4	0	2	3
SR 40	NE 1st Ave.	SE 25th Ave.	0	4	0	0
E Magnolia Avenue/E 1st Avenue	NE 20th St	CR 200A	18	6	0	0
SR 464	SR 200	Oak Rd	24	2	0	0
SE 36th Avenue	SR 464	SR 40	5	3	0	0
NW 35th Street	NW 35th Ave	NE 36th Ave	5	0	4	0
CR 200A	US 301	NE 49th St	4	3	0	1
SW 42nd Street	SR 200	SR 464	6	2	0	1
SW 27th Ave/SW 19th Ave Rd	SW 42nd St	SR 464	4	0	0	0
SW 20th Street	NW 60th St	SR 200	5	0	0	1

SPECIAL CONSIDERATIONS BY AGENCY:

The audit report(s) required in the Agreement shall include a Schedule of Project Assistance that will reflect the Department's contract number, the Financial Project Number (FPN), the Federal Authorization Number (FAN), where applicable, the amount of state funding action (receipt and disbursement of funds), any federal or local funding action, and the funding action from any other source with respect to the project.

Invoices shall be submitted on a quarterly basis and progress reports shall be submitted as requested to:

James Miller, P.E.
ITS Project Manager
Florida Department of Transportation
719 South Woodland Boulevard, MS 3-562
DeLand, Florida 32720

The Agency shall commence the project's activities subsequent to the execution of this Agreement and shall perform in accordance with the following schedule:

- a) Study to be completed by N/A.
- b) Design to be completed by N/A.
- c) Right-of-Way requirements identified and provided to the Department by N/A.
- d) Right-of-Way to be certified by N/A.
- e) Construction contract to be let by N/A.
- f) Construction to be completed by N/A.

If this schedule cannot be met, the Agency will notify the Department in writing with a revised schedule or the project is subject to the withdrawal of federal funding.

SPECIAL CONSIDERATIONS BY DEPARTMENT: The City will be performing services utilizing its own forces. The City will only be reimbursed for direct costs (this excludes general and administrative overhead). Timesheets showing project hours will be required when submitting invoices for those reimbursement requests

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

FPN: 436136-1

This exhibit forms an integral part of the Local Agency Program Agreement between the State of Florida, Department of Transportation and

MARION COUNTY, 601 SE 25TH Avenue, Ocala, FL 34471

PROJECT LOCATION:

- ☐ The project is on the National Highway System.
- ☐ The project is on the State Highway System.

PROJECT LENGTH AND MILE POST LIMITS: Countywide

PROJECT DESCRIPTION:

ITS Vision

This ITS strategic plan is a successor and update to the original ITS plan Ocala/Marion TPO prepared in 2008. At that time, ITS was in its initial stages and local agencies were preparing for the installation of new ITS technology to improve the operation of the region's transportation network. Therefore, the 2008 plan focused on a comprehensive assessment of the existing transportation network and its shortcomings, then provided a variety of recommendations for improving the performance of the transportation network using ITS technology. The 2008 plan concentrated heavily on new ITS equipment that could be installed to improve the performance of the transportation network. Recommendations included establishing both the City of Ocala and Marion County Traffic Management Centers (TMC), upgrading traffic signal technology, adding ITS devices, expanding the fiber optic interconnect cable network, improving the communication hubs, and many other forms of equipment.

Ten years later, many of those earlier recommendations were implemented. ITS technologies have advanced significantly over the past decade and the local agencies also operate at a much higher technical level. A map of the existing During stakeholder meetings over the past year, the needs identified included continuing to expand and enhance the current system, as well as needs that were more strategic in nature, such as improving upon the existing processes and improving interagency coordination.

The lack of proper staffing was consistently identified as one of the major factors contributing to the ineffectiveness of the region's traffic management system. Currently, both the City and County have no dedicated staff for their respective TMC's. Instead the TMC is operated as needed by other City/County transportation department staff on an as needed basis. This is not ideal, as it limits the effectiveness of the TMC and the equipment placed in the field to support the TMC. As a result, in order to the improve the potency of the local TMC's, the staffing issue become the top issue to be addressed.

Other needs included:

- i. System expansion
 - o Communication
 - o Advanced traffic signal controllers
 - o Cameras and data collection
- ii. Performance of repairs and replacements in the field, onsite and in the office, of ITS equipment, CCTV camera systems, and network devices.
- iii. Research, testing and documentation of system components including traffic control equipment, fiber optic cable plant, communications equipment, and network equipment.
- iv. Installation and performance of preventative maintenance on CCTV cameras.

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

The ATMS/ITS Expansion Projects included the installation of ITS infrastructure and ITS sub-components along the following corridors in Marion County:

II. SCOPE OF SERVICES

1. Operating – Staff

- a. Traffic Signal System Analyst (1 FTE)
- b. Traffic Signal Maintenance Technician (2 FTE)
- c. ITS Systems/TMC Operator (1 FTE)

2. ITS Equipment

- a. ITS Maintenance

1. Operating - Staff

a) Traffic Signal System Analyst

- Performs system health checks and detects anomalies in travel time and ITS system data that identifies a malfunctioning device, works with maintenance staff for device troubleshooting and repair.
- Maintains supporting networks of the City/Countywide ITS system.
- Performs system integration to ensure interoperability and compatibility of all components.
- Assists and supports management of small and large-scale projects relating to ITS systems.
- Reviews plans and provides comments for any submissions of ITS construction plans.
- Attends local, state, national meetings and workgroups relating to ITS.
- Performs field related work as described for the ITS Systems Technician position's duties, as required.
- May respond to emergency calls relating to the ITS components on a 24-hour basis.
- Monitor day-to-day operations of Traffic Management Center (TMC).
- Compile and produce reports of the statistical data from the traffic signal controller, and performs all applicable testing.
- Complete field reports and other service-related documents that may include time used, failure/repair data, and follow-up actions that may be required.
- Provide reports (traffic, budgetary needs, inquiries, etc.)
- Review of plans/reports and work of others

This could be either a full-time position and as such will receive benefits including retirement and medical insurance in accordance with the applicable Marion County Policies and Procedures and shall report to the County's Traffic Engineer or this could be a consultant position managed by County's Traffic Engineer.

B) Traffic Signal Technician

- Assists in the installation and maintenance of analog, digital, and micro-processor traffic control devices, including traffic signals, school flashers, and four-way flashers.
- Investigates complaints and service requests pertaining to defective traffic signal devices and initiates the appropriate corrective measures under general supervision. Assists in the handling of complaints and inquiries from the general public, other persons, and other governmental agencies either by phone or in person.
- Assists in preventive maintenance on all traffic signal devices.
- Maintains work records pertinent to the installation and repair of equipment for which the County is responsible for.

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

- Represents Marion County's Traffic Operations section at meetings as necessary for traffic signal related items.
- Provides information for the maintenance of inventory of traffic related supplies.
- Programs signal controllers and school flashers with prescribed timings. Replaces bulbs in traffic signal heads.
- Required to report to work at the appointed hour, as scheduled, and to work the entire assigned schedule.

These will be full-time position and as such will receive benefits including retirement and medical insurance in accordance with the applicable Marion County Policies and Procedures and shall report to the Traffic ATMS/Signal Supervisor.

C) TMC Operator

- Monitor traffic flow
- Detect and verify on-going traffic incidents
- Initiate and coordinate incident management process
- Report on emergency
- Coordinate with other organizations such as FHP and Marion County's first responders.
- Operate CCTV Cameras, DMS (Dynamic Message Sign), and other related ITS systems
- Document all incidents into the ATMS (Advanced Traffic Management System) software and any other related and required data sharing or archival systems

This could be either be a full-time position and as such will receive benefits including retirement and medical insurance in accordance with the applicable Marion County Policies and Procedures and shall report to the County's Traffic Engineer or this could be a consultant position managed by County's Traffic Engineer.

2. ITS Equipment

While the primary emphasis of the scope is to focus on staffing, additional available funding can be used for ITS equipment. ITS staff personnel perform skilled technical work in the installation, configuration, maintenance, operation and construction of ITS and ITS related systems. Equipment and parts related to ITS are required to perform these duties and provide continuous operation of the systems that make up the ATMS countywide expansion project's ITS systems, the network, and fiber optic facilities. This equipment will be purchased in accordance with all federal regulations and guidelines as well as the Marion County purchasing procedures. The proposed equipment to be purchased is provided in the attached "Proposed Project Corridor" Table:

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROGRAM AGREEMENT

525-010-40
PROGRAM MANAGEMENT
OGC - 08/15
Page 4 of 5

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

Proposed Project Corridor

Roadway	From	To	ATC Controllers	CCTV Devices	Radio Devices	Bluetooth Devices
US 27	NW 70th Ave.	I-75	4	0	2	3
SR 40	SR 35	CR 314A	4	1	0	2
SR 326	I-75	CR 200A	6	1	5	2
SR 200	SR 484	SR 464	15	6	0	1
US 301/US 441	SE 165th St.	SR 464	19	0	0	3
US 301	NW 35th St.	SR 326	0	1	1	0
SR 40	Hwy 328 .	SW 27 TH Avenue	3	1	3	1
SR 464	SR 200	Oak Rd.	24	2	0	0
SR 484	Marion Oaks Course	US 441	11	0	0	2
Hwy 42	US 301	US 441	4	0	5	1

SPECIAL CONSIDERATIONS BY AGENCY:

The audit report(s) required in the Agreement shall include a Schedule of Project Assistance that will reflect the Department's contract number, the Financial Project Number (FPN), the Federal Authorization Number (FAN), where applicable, the amount of state funding action (receipt and disbursement of funds), any federal or local funding action, and the funding action from any other source with respect to the project.

Invoices shall be submitted on a quarterly basis and progress reports shall be submitted as requested to:

James Miller, P.E.
ITS Project Manager
Florida Department of Transportation
719 South Woodland Boulevard, MS 3-562
DeLand, Florida 32720

The Agency shall commence the project's activities subsequent to the execution of this Agreement and shall perform in accordance with the following schedule:

- a) Study to be completed by N/A.
- b) Design to be completed by N/A.
- c) Right-of-Way requirements identified and provided to the Department by N/A.
- d) Right-of-Way to be certified by N/A.
- e) Construction contract to be let by N/A.
- f) Construction to be completed by N/A.

If this schedule cannot be met, the Agency will notify the Department in writing with a revised schedule or the project is

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
LOCAL AGENCY PROGRAM AGREEMENT

525-010-40
PROGRAM MANAGEMENT
OGC - 08/15
Page 5 of 5

EXHIBIT "A"

PROJECT DESCRIPTION AND RESPONSIBILITIES

subject to the withdrawal of federal funding.

SPECIAL CONSIDERATIONS BY DEPARTMENT: The County will be performing services utilizing its own forces. The County will only be reimbursed for direct costs (this excludes general and administrative overhead). Timesheets showing project hours will be required when submitting invoices for those reimbursement requests

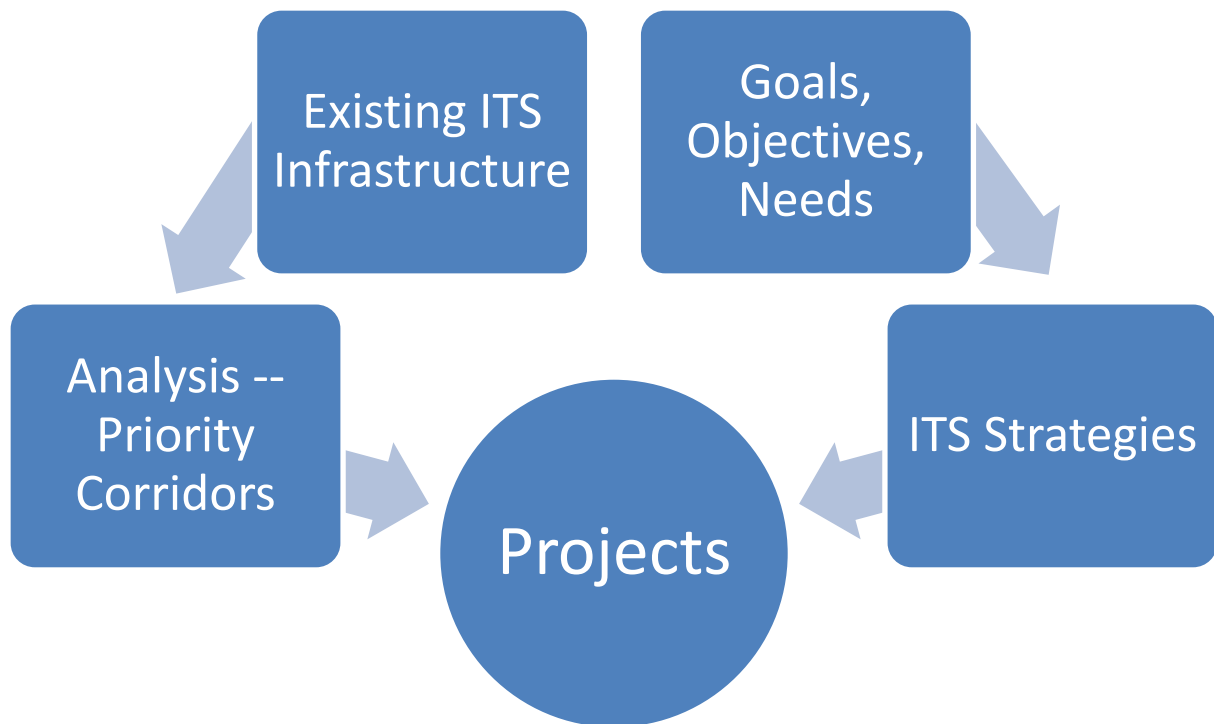
Chapter 6 | Proposed ITS Projects

This chapter will summarize a variety of ITS projects identified for implementation throughout the region. In support of the recommendations presented in Chapter 5, this chapter will present a specific list of corridors that will benefit from ITS device installation, identify the specific ITS elements recommended for each project, and summarize cost estimates for construction, maintenance and operations for the life cycle of the devices. This chapter will also discuss staffing needs for both the City of Ocala and Marion County to meet current and future needs.

Methodology to Identify Projects

The methodology used in the identification of the proposed ITS project corridors that support the Goals and Objectives are presented in this section. Figure 24 illustrates the elements used to identify the projects.

Figure 24 ITS Project Selection Elements



The first set of key components of the process are the goals and objectives presented in Chapter 2 and the relationship of the needs and potential ITS strategies and technologies presented in Chapter 5. The goals and objectives are important to the region (and therefore the recommendations presented) and the projects and the technology recommended for each project below were selected to meet those regional goals and objectives. The results of the Traffic Operations Analysis in Chapter 4, and the identification of the Top 25 Priority Corridors were used to identify the specific roadways where continued investment in ITS has the potential to provide operational benefit.

The Top 25 segments overall, and Top 25 segments categorized by roadway classification, were reviewed and roadway facilities which presented multiple segments which scored in the top 25 of the lists were grouped into initial potential projects. The existing ITS infrastructure was then used to screen the initial projects to determine opportunities to expand remote communication (fiber or radio), CCTV cameras and Bluetooth® travel time devices. Identification of intersecting facilities that are also in the Top 25 lists were also identified and used to determine starting and ending points of a projects.

With the project limits defined, the existing ITS infrastructure was once again referenced and used to identify appropriate locations to expand the communication infrastructure, locations of CCTV cameras and Bluetooth® travel time devices.

Additionally, locations for Advanced Traffic Controller (ATC) upgrades were identified along these corridors. As mentioned previously, the City of Ocala has already upgraded about half of the signalized intersections with the new standard of traffic signal controllers. However, Marion County has not begun this process to date. The recommended location for ATC upgrades are on both City and County roadways. Even though the County currently does not use the technology, there is a likelihood in the next 10 years for the County to begin upgrading for strategic operational needs. Some of those needs include Automated Traffic Signal Performance Measures and future Connected Vehicle deployments discussed in Chapter 5.

In addition to the ITS Project Corridors, this report presents a separate standalone project recommendation. Based on the need to improve First Responder response times, implementation of an Emergency Vehicle Preemption (EVP) system is recommended. The decision to establish this as a separate project is based on how similar projects are implemented. The routes identified to provide the EVP are traffic signals on roadways that lead from fire stations, connect to roadways that typically experience congested operations throughout the day and are likely the sources of delay for emergency vehicles, and lead to hospitals with emergency room services. Other agencies who have implemented this regionally, typically do not select one or two corridors for initial implementation. Rather, they create a network of roadways to cover the various routes their personnel and equipment would be dispatched to. The process to determine recommended EVP corridors presented below followed this methodology. The routes from the fire stations along the major corridors which experience congestion to hospitals were identified and presented in the recommendations.

Recommended Projects

This section presents the recommend ITS Project Corridors and the recommended Emergency Vehicle Preemption.

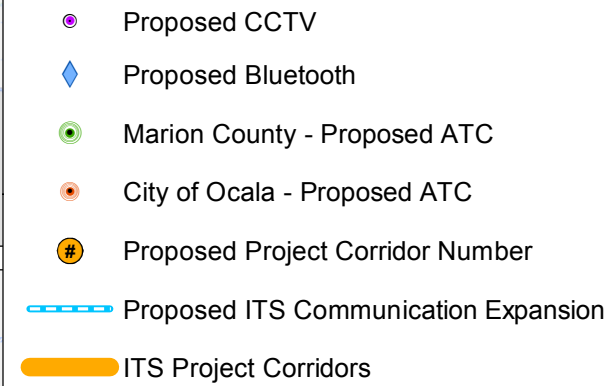
Table 10 summarizes the Proposed Project Corridors the limits, and the recommended devices. The table also includes a cost estimate which includes capital costs, maintenance and operations cost and life-cycle replacement costs. Appendix XX contains the detailed summary of the cost breakdown and Figure 25 illustrates the location of the project corridors and the recommend ITS devices.

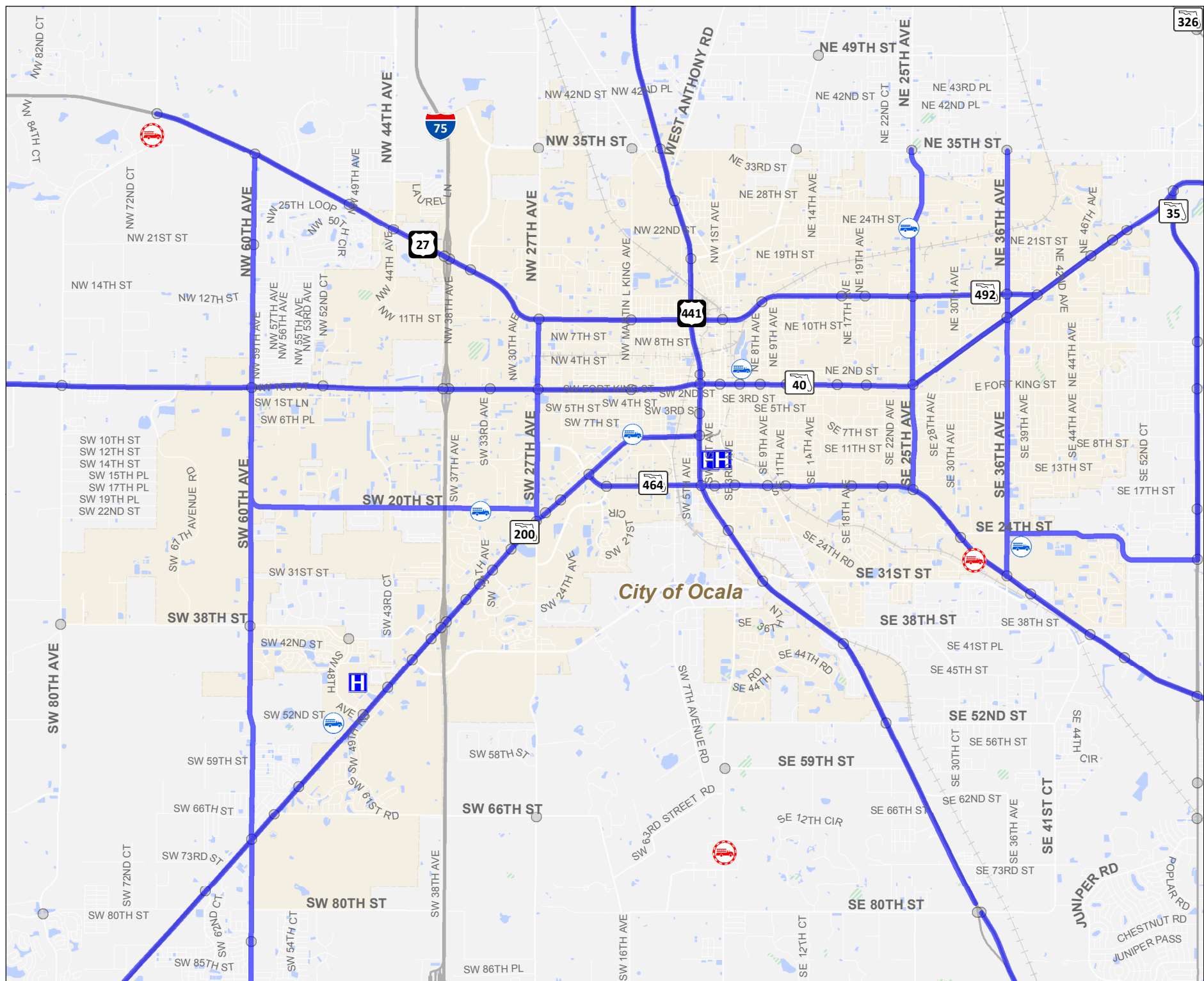
Figure 26 illustrates the location of the proposed Emergency Preemption Corridors.

Table 10 Proposed Project Corridors

Project Number	Road Name	From	To	ATC Devices	CCTV Devices	Bluetooth® Devices	Cost Estimate*
1	US 27	NW 70 th Ave.	I-75	4	0	3	-
2	SR 40	SR 35	CR 314A	4	1	2	-
3	SR 326	I-75	SR 200A	6	1	2	-
4	SR 200	SR 484	SR 464	15	6	1	-
5	US 301/US 441	SE 165 th St.	SR 464	19	0	3	-
6	US 301	NW 35 th St.	SR 326	0	1	0	-
7	SR 40	Hwy 328	SW 27 th Ave.	3	1	1	-
8	SR 40	NE 1 st Ave.	SE 25 th Ave.	0	4	0	-
9	E Magnolia Ave/E 1 st Ave.	NE 20 th St.	SR 200A	18	6	0	-
10	SR 464	SR 200	Oak Rd.	24	2	0	-
11	SE 36 th St.	SR 464	SR 40	5	3	0	-
12	NW 35 th St.	NW 35 th Ave. Rd.	NE 36 th Ave.	5	0	0	-
13	SR 200A	US 301	NE 49 th St.	4	3	1	-
14	SW 42 nd St.	SR 200	SR 464	6	2	1	-
15	SR 484	Marion Oaks Course	SR 464	11	0	2	-
16	Hwy 42	US 301	US 441	4	0	1	-
17	SW 27 th Ave/SW 19 th Ave Road	SW 42 nd St.	SR 464	4	0	0	-
18	SW 20 th St.	NW 60 th Ave.	SR 200	5	0	1	-

*Cost estimates not completed yet.





Staffing Needs and Estimates

As discussed throughout this ITS plan, stakeholders repeatedly listed staffing as one of the major needs for a more effective ITS network. This section will discuss the existing traffic staff in the region, as well as discussing criteria for increasing staff and estimates for those increases. Chapter 3 described the existing staff levels for traffic divisions of the City of Ocala and Marion County, with Table 2 and Table 3 showing each jurisdiction's respective staff level.

Current Staff Levels

The City of Ocala operates its traffic division with eight employees, with most serving as signal technicians. The budget has not allowed for a dedicated staff member for the operation of the Ocala Traffic Management Center, so the signal technicians typically manage it in addition to their other duties. However, this is only done in times of emergency or when the technicians' other responsibilities do not interfere. This fact was repeatedly discussed in the stakeholder meetings as a major hindrance to the effective function of the TMC, as it means that the TMC is not regularly utilized effectively.

Marion County faces many of the same challenges in their traffic management strategies. They operate their traffic division with six employees and most serve as signal technicians, like the City of Ocala. Just as with the City of Ocala, the budget has not allowed for a dedicated staff member for the operation of the Marion County Traffic Management Center, so the signal technicians typically manage it in addition to their other duties. This poses the same problems as the City of Ocala has experienced, as it prevents the TMC from being used effectively.

Criteria for Staff Increases

The stakeholder meetings discussed earlier clearly identified a need for staff increases in the traffic divisions for the City of Ocala and Marion County, especially in TMC positions. To provide guidelines for this expansion of traffic management staffs, this plan will reference the recommendations of FDOT's *District 5 Districtwide ITS Master Plan*. This FDOT plan provided criteria for agencies operating both traffic signals and ITS devices with a TMC. The criteria recommended staff levels for each position based on the combined number of the signals and ITS devices. These criteria are shown in Table 11 below.

Table 11 Summary of ITS Needs

Position	Number of Signals + ITS End Devices				
	<100	<200	<350	<700	<1400
Traffic Engineering Operations Manager	0	0-1	1	1	1
Traffic Signal Engineer	0-1	0-1	1-2	2-3	2-5
Traffic Signal Analysts/Technician	1-3	3-5	4-10	8-16	15-30
Traffic Signal Maintenance/ITS Fiber Technician	*	0-1	1	1-2	2-3
Network Specialist	*	0-1	1	1-2	2-3
Electronics Specialist (L2 Network Tech)	0-1	0-1	1	1-3	2-7
TMC Manager	*	0-1	1	1	1-2
Supervisor	*	0-1	1	1-2	2-3
TMC Operators	0-1	1	1	2-4	4-6

** This position is desirable, but not required*

*** This position is required 14 hours a day (Weekdays Only). Note that FDOT and the City of Orlando are 24 hours a day/7 days a week/365 days a year.*

Both the City of Ocala and Marion County operate enough signals and devices to be in the <200 level, so these staffing recommendations will be used for the cost estimates provided below, although local staffing realities will also be considered in these recommendations.

Cost Estimates for Staff Increases

The recommendations above form the basis of cost estimates for increasing the staff of the traffic divisions for the City of Ocala and Marion County. These cost estimates will begin by comparing the current staff level of each department with the recommended staff levels shown above. It is worth noting that the staff levels shown below represent information provided by the City and County and may not completely align with the older FDOT report referenced in Chapter 3. Then, the average salary (with a 2.15 multiplier to accurately reflect the true cost of each employee) of each employee will be computed for each recommended addition to the staff.

With these criteria, several recommendations for the City of Ocala staff were made. The City of Ocala should add a TMC manager and TMC operator. The total costs of these staff increases will be about \$226,000. Likewise, recommendations for Marion County staff were also made. Marion County should add a signal technician, TMC manager, and TMC operator. These staff increases will cost about \$360,000. The recommended staff increases are detailed in Table 12 and Table 13.

Table 12 City of Ocala Staffing

City of Ocala Staffing					
Position	Existing Staff	Current Needed - Recommended Staff	Current Needed - Additional Staff	Average Pay (Includes 2.15 multiplier)	Total Proposed Cost
Traffic Engineering Operations Manager	1.0	1.0	0.0	\$ 268,750	\$ -
Traffic Signal Engineer	0.0	0.0	0.0	\$ 201,240	\$ -
Traffic Signal Analyst/Technician	0.0	0.0	0.0	\$ 134,160	\$ -
Traffic Signal Maintenance / ITS Fiber Technician	5.0	5.0	0.0	\$ 112,226	\$ -
Network Specialist	0.0	0.0	0.0	\$ 182,750	\$ -
Electronic Specialist (L2 Network Tech)	1.0*	1.0	0.0	\$ 115,581	\$ -
TMC Manager	0.0	1.0	1.0	\$ 172,000	\$ 172,000
TMC Supervisor	0.0	0.0	0.0	\$ 80,625	\$ -
TMC Operator	0.0	1.0	1.0	\$ 53,750	\$ 53,750
				TOTAL	\$ 225,750

* This staff person is maintained by the Ocala Fiber Network

Table 13 Marion County Staffing

Marion County Staffing					
Position	Existing Staff	Current Needed - Recommended Staff	Current Needed - Additional Staff	Average Pay (Includes 2.15 multiplier)	Total Proposed Cost
Traffic Engineering Operations Manager	0.0	0.0	0.0	\$ 268,750	\$ -
Traffic Signal Engineer	0.0	0.0	0.0	\$ 201,240	\$ -
Traffic Signal Analyst/Technician	1.0	1.0	0.0	\$ 134,160	\$ 134,160
Traffic Signal Maintenance / ITS Fiber Technician	3.0	3.0	0.0	\$ 112,226	\$ -
Network Specialist	0.0	0.0	0.0	\$ 182,750	\$ -
Electronic Specialist (L2 Network Tech)	0.0	0.0	0.0	\$ 115,581	\$ -
TMC Manager	0.0	1.0	1.0	\$ 172,000	\$ 172,000
TMC Supervisor	0.0	0.0	0.0	\$ 80,625	\$ -
TMC Operator	0.0	1.0	1.0	\$ 53,750	\$ 53,750
				TOTAL	\$ 359,910



October 3, 2018

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner

RE: FY 2018/2019-2022/2023 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:

- **440900-2:** *Add \$4.44 Million to CST for FRAME-OFF ITS Systems*

Specific details regarding the additional allocations to these projects will be discussed at the October 9th, 2018 meeting.

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

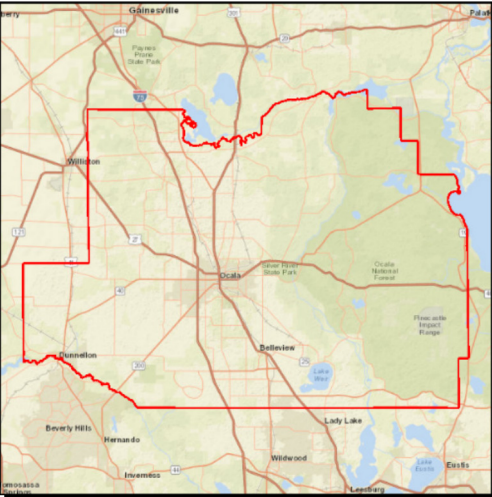
Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

4409002

I-75 FRAME OFF SYSTEM

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: Managed by FDOT

Length: .000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	10,000	0	0	0	0	10,000
DSB	ACFP	448,239	0	0	0	0	448,239
CST	ACFP	6,046,220	0	0	0	0	6,046,220
Total		6,504,459	0	0	0	0	6,504,459

Prior Cost < 2018/19: 410,419

Future Cost > 2022/23: 0

Total Project Cost: 6,914,878

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



October 5, 2018

TO: TPO Board Members

FROM: Kenneth Odom, Transportation Planner

**RE: DRAFT FY 2018/2019-2022/2023 'ROLL-FORWARD'
TRANSPORTATION IMPROVEMENT PROGRAM**

Attached is the DRAFT 'Roll-Forward' 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 Interchange Improvements – Add \$985K CST
- **435209-1:** NW 49th Street Interchange – Add \$442 PE
- **440900-2:** I-75 'FRAME OFF' System (ITS) – Add \$4.45 Million CST
- **431798-3:** NE 36th Ave. Rail Bridge – Add \$1.15 Million CST
- **433652-1:** SR 40 from SW 27th Ave to SW 40th Ave – Add \$990K ROW

TPO staff will present these, and additional, changes to committee members at the October 9th. TPO staff is requesting approval of the projects and their associated tables within the DRAFT 'Roll-Forward' 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.

ROLL-FORWARD
2018/2019 – 2022/2023
TRANSPORTATION
IMPROVEMENT PROGRAM



Adopted October XX, 2018

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
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Marion County Commission

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Desi Leibfried, Grants Manager

Shakayla Jacobs, Administrative Assistant

GLOSSARY OF ABBREVIATIONS

CAC	-	Citizen's Advisory Committee
CFR	-	Code of Federal Regulations
CTD	-	Commission for the Transportation Disadvantaged
DCA	-	Department of Community Affairs
DEP	-	Department of Environmental Protection
EPA	-	Environmental Protection Agency
FAA	-	Federal Aviation Administration
FDOT	-	Florida Department of Transportation
FHWA	-	Federal Highway Administration
FTA	-	Federal Transit Administration
FSUTMS	-	Florida Standard Urban Transportation Modeling Structure
ISTEA	-	Intermodal Surface Transportation Efficiency Act of 1991
JPA	-	Joint Participation Agreement
TPO	-	Metropolitan Planning Organization
NHS	-	National Highway System
PL	-	Planning-federal funds provided for the administration of the TPO

RPC	-	Regional Planning Council
STP	-	Surface Transportation Program
TAC	-	Technical Advisory Committee
TDLCB	-	Transportation Disadvantaged Local Coordinating Board
TDP	-	Transit Development Plan
TDTF	-	Transportation Disadvantaged Trust Funds
FAST	-	Fixing America's Surface Transportation
TIP	-	Transportation Improvement Program
TMA	-	Transportation Management Area (TPO's with a population >200,000)
UPWP	-	Unified Planning Work Program
USC	-	United States Code

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)

The National Transit Database Report for FY 2018 showed that SunTran provided 30,943 revenue hours and 483,342 revenue miles of service to 409,623 unlinked passengers. Total annual operating expenses for the period were \$1.82 million. 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.

SAFETY/PERFORMANCE MANAGEMENT MEASURES





Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures

the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

-  Improving Safety;
-  Maintaining Infrastructure Condition;
-  Reducing Traffic Congestion;
-  Improving the Efficiency of the System
-  Improving Freight Movement;
-  Protecting the Environment; and,
-  Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule was finalized and published in the **Federal Register**. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

-  Fatalities;
-  Serious Injuries;
-  Nonmotorized Fatalities and Serious Injuries;
-  Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and



Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in TPO plans. The SHSP guides FDOT, T/MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that zero deaths vision. As such, the TPO is supporting the adoption of the FDOT statewide HSIP interim safety performance measures and FDOT's 2018 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths.

The TIP considers potential projects that fall into specific investment priorities established by the TPO in the Long-Range Transportation Plan (LRTP). For the Ocala/Marion County TPO this includes safety programs such as collaborative community efforts with the Marion County CTST, Safety Through Engineering, Education and Responsibility (S.T.E.E.R.), the Bike 'Roadeo' program with the Marion County Health Department, CarFit, Walk Your Kids to School Day and the Safe Routes to

School (SRTS) program. Other efforts by the TPO include monitoring of crash data and trends through the annual Traffic Counts & Trends Manual, crash mitigation and data collection efforts through Intelligent Transportation Systems deployment, Roadway Safety Audits (RSAs), and operational and safety analysis for any projects that are added to any of the three Priority Project lists that are maintained by the TPO. These analyses allow for TPO staff to predict the potential safety and operational benefits that each project would afford to the each corridor and the overall system as a whole.

The TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO will continue to coordinate with FDOT and transit providers to take action on the additional targets and other requirements of the federal performance management process.

Exhibit A

Ocala / Marion County Transportation Planning Organization Calendar Year Targets

Safety Performance Measures	2018 Performance Measure Target
Number of Fatalities	73*
Rate of Fatalities per 100 VMT	1.54
Number of Serious Injuries	354*
Rate of Serious injuries per 100 million VMT	7.44
Number of non-motorized fatalities and serious injuries	47*

*The fatality, serious injury and non-motorized fatalities and serious injury targets were determined by using historical trend data as provided by FDOT to predict the 2017 & 2018 Vehicle Miles Traveled (VMT) Data and multiplying that number by the average rate, which was determined by using FDOT data.

Transit Asset Performance

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018.

The table below identifies performance measures outlined in the final rule for transit asset management.

Asset Category	Performance Measure
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

Transit Asset Management Performance Targets

On October 1, 2018, the Ocala/Marion TPO established the following transit asset targets for the TPO’s planning area:

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
Revenue Vehicles			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Articulated Bus	n/a	0%
	Bus	12	80%
	Mini-Bus	10	80%
	Van	n/a	0%

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
	Etc.	n/a	0%
Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	7	80%
	Trucks and other Rubber Tire Vehicles	7	80%
	Maintenance Equipment	10-20	80%
	Etc.	n/a	0%
Infrastructure			
% of track segments with performance restrictions	Rail fixed guideway track	n/a	%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	n/a	%
	Maintenance	n/a	%
	Parking Structures	n/a	%
	Passenger Facilities	n/a	%
	Shelter	n/a	%
	Storage	n/a	%
	Etc.	n/a	%

The Ocala/Marion TPO TIP was developed and is managed in cooperation with SunTran. It reflects the investment priorities established in the 2040 Ocala/Marion County TPO LRTP. Transit asset condition and state of good repair is a consideration in the methodology Ocala/Marion County TPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the TPO's planning area. The TPO's goal of improving transit asset condition is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The SunTran bus system administered by the Ocala/Marion TPO, is committed to effectively managing its capital assets and maintaining its system in a State of Good Repair (SGR) to enhance safety, reduce maintenance costs, increase reliability and improve service delivery. This policy outlines the agencies approach to overall asset management, identifies responsibility for monitoring and administering the Transit Asset Management (TAM) Plan and is established to ensure compliance with federal laws and regulations including Moving Ahead for Progress in the 21st Century (MAP-21) and 49 U.S.C. Section 5326.

SunTran has 6 bus routes predominantly in and around the City of Ocala. This agency receives financial assistance through the Federal Transit Administration, State Block Grant and Local funds. While our main assets are bus vehicles, we also manage an operation and maintenance building and service vehicles which all work together to provide the best service for the Ocala/Marion County area.

For the purposes of complying with applicable federal regulations, SunTran, as a Tier II provider (100 or fewer vehicles in peak revenue service), has developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owned by the agency except "non- service vehicle" equipment with an acquisition value under \$50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
 - a. Monitor and predict the performance of the assets
 - b. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows SunTran to estimate capital investment needs over time and develop an investment prioritization
4. A project based prioritization of investments, developed in accordance with CFR 49 Section 625.33.

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).

State & Federal Consistency

Ocala/Marion County TIP

Long Range Transportation Plan All projects included in the TIP are consistent with the Ocala/Marion County TPO's 2040 LRTP adopted on November 24th, 2015.

FDOT Freight Plan

The TIP includes specific investment priorities that support all of the TPO's goals including freight, using a prioritization and project selection process established in the LRTP. The TPO will continue to coordinate with FDOT to take action on the additional targets and other requirements of the federal performance management process.

FDOT Asset Management Plan

The TIP includes specific investment priorities that support all of the TPO's goals including modal options, using a prioritization and project selection process established in the LRTP. The TPO will continue to coordinate with FDOT to take action on the additional targets and other requirements of the federal performance management process.

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.

OCALA/MARION COUNTY TPO
ADOPTED FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
1	NW 49th Street Interchange											
	(FDOT FM# 435209-1)	-	-	-	-	-	-	-	Yes	New Interchange	ROW/CST	Project Manager: Heather Grubert MLOU Approved: 1/26/2015 JIR Approval Date: June 2016 Working with Marion County/FDOT to possibly expedite project schedule.
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		PD&E	\$21,649									
		PE						\$1,661,140				
2	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: Gene Verano
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: Gene Verano
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
	Phase II	PE	\$91,230									
3	SR 40 East Multi-Modal Improvement											
	NE 49th Terrace to NE 60th Court (FDOT FM# 435490-1)	1.5	4	D	32,400	20,900	65%	C	No	Add turn-lanes, enhanced illumination, pedestrian safety measures.	PE	Project Manager: Amir Asgarik
4	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: Anthony Miller Plans Complete: 12/2016 Fully funded.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW			\$697,200	\$667,200		\$240,000				
		CST						\$2,796,481				
5	US 441 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: Anthony Miller Plans Complete: 7/2016 \$2,100,603 LRE
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW		\$175,000	\$340,000	\$213,300	\$120,000	\$43,680				
6	SR 35 Intersection Op. Improvement											
	at SR 25, Foss Rd., & Robinson Rd. (FDOT FM# 435208-1)	NA	2	D	14,800	16,500	111%	F	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarik Wait for finalized scope to determine if ROW is necessary.
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		PE				\$1,005,000						
7	SR 40/SR 35 Intersection Improvement											
	(FDOT FM# 435490-1)	0.1	4	D	32,400	20,900	65%	C	No	Intersection reconstruction at SR 35.	PE	Project Manager: Amir Asgarik
8	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	Project Manager: Amir Asgarik
9	US 41											
	SW 111TH PL LN to SR 40 (FDOT FM# 238648-1)	3.6	2	D	18,600	23,000	124%	D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 4/2017
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW		\$4,210,727								
		CST						\$42,827,665				

OCALA/MARION COUNTY TPO
ADOPTED FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
10	SR 200											
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	15,100	180%	F	No	Add 2 Lanes	CST	Project Manager: Naziru Isaac Plans Complete: 1/2017 Right of way complete Estimate: \$34,465,223 (LRE 8/11/2015)
11	SR 40/I-75 Interchange Operational Improvements											
	SW 40 th Avenue to SW 27th Avenue (FDOT FM# 433652-1)	-	4	D	32,400	28,500	88%	D	Yes	Operations Improvements at I-75 interchange and at SW 27 th Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 5/2017 Right of way: FY 2018-2019
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW				\$1,220,000	\$2,170,000	\$1,412,409				
12	CR 484/I-75 Interchange Operational Improvements											
	SW 20 th Avenue Road to CR 475A (FDOT FM# 433651-1 & -2 & -3)	-	4	D	32,400	28,100	87%	D	Yes	Operational/Capacity Improvements	ROW	Project Manager: Su Hao Plans complete: 7/2017 LF: \$4,393,910 (2nd ROW)
		PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		PE		\$105,000								
		ROW		\$1,340,000	\$1,110,000	\$250,000	\$138,000					
		CST				\$7,934,381						
13	NE 36 th Avenue											
	SR 492 to NE 35 th Street (FDOT FM# 431798-1)	1.6	2	D	14,040	11,700	83%	D	No	Add 2 Lanes	N/A	Project Manager: Tye Garner LDCA Scheduled Approval: 12/2015 Segment only for PD&E
	PD&E Underway	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
	Implementation Phases:											
	SR 492 to NE 20th Place (.4 miles) (FDOT FM# 431798-2)									Add 2 Lanes	ROW	Project Manager: Tye Garner Plans complete: 5/2017
	(.4 miles) (FDOT FM# 431798-3) Project includes grade separation over CSX S line	PE	\$123,833							Add 2 Lanes & Bridge over CSX rail line	FULLY FUNDED	Project Manager: Heather Grubert Plans complete: 5/2017
		ROW	\$4,251,558	\$4,285,000	\$1,615,550	\$257,840						
		RRU		\$650,000								
		CST		\$14,840,792								
	(.8 miles) (FDOT FM# 431798-4)									Add 2 Lanes	ROW	Project Manager: Tye Garner Plans complete: 5/2017
14	Marion Oaks Extension and Flyover											
	SW 18th Ave Rd to CR 475/w I-75 Flyover	2.4	2	-	-	-	-	-	No	New 2 Lane Road/w New Overpass	PD&E	New Project
15	Emerald Road Extension											
	SE 92nd Loop to Emerald Road	0.5	2	-	-	-	-	-	No	New 2 Lane Road	PD&E	New Project
16	SR 40											
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	8,200	50%	C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 Next phase right of way
17	NW 37th Avenue											
	SR 40 to US 27	1.63	2	-	-	-	-	-	No	New 2 Lane Road	PE	New Project
18	NE 8th Avenue											
	SR 40 to SR 492	0.85	4	E	28,900	8,600	30%	C	No	Remove 2 Lanes/ Multi- modal enhancements	PE	New Project

OCALA/MARION COUNTY TPO
ADOPTED FY 2024 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2024	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2016 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
19	SR 40 - East											
	NE 60th Court to CR 314 (FDOT FM# 410674-2)	10.0	2	C	12,400	13,600	110%	E	Yes	Add 2 Lanes 2 bridge structures, from CR 326 to CR 314 concrete, wildlife crossings	FULLY FUNDED	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 3/2017 LRE being updated
	Funding Status	PHASE	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23				
		ROW		\$5,240,000	\$1,690,000	\$388,100						
		CST			\$129,637,273							
	CR 314 to CR 314A (FDOT FM# 410674-3)	5.8	2	C	8,400	11,400	136%		Yes	Add 2 Lanes	ROW	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 2/2017 Next phase decision
	CR 314A to Levy Hammock Road (FDOT FM# 410674-4)	2.6	2	C	8,400	7,200	86%		Yes	Add 2 Lanes	PE	New Project Includes Black Bear Scenic Trail Next phase decision
20	US 27/75 Interchange Operational Improvements											
	NW 44 th Avenue to NW 35 th Avenue (FDOT FM# 433680-1)	-	4	D	39,800	21,600	54%	C	Yes	Improvements	PD&E	Project Manager: Amy Sirmans
21	NE 25 th Avenue											
	SR 492 to NE 35 th Street (FDOT FM# 431797-1)	1.6	2	D	14,040	9,100	65%	D	No	Add 2 Lanes	ROW	Project Manager: Naziru Isaac Plans complete: 10/2018
22	SW 40 th Avenue Realignment											
		0.15	2	D	14,040	3,500	25%	C	No	Add 2 Lanes	PE	New Project
23	SW 95th Street Interchange (FDOT FM# 429582-1)	-	-	-	-	-	-	-	Yes	New Interchange	PD&E	Project Manager: Amy Sirmans
24	US 27 NW 27th Ave. to NW 44th Ave. (FDOT FM# 433633-1)	1.8	4	D	37,900	20,600	54%	C	Yes	Add 2 Lanes	PE	New Project
25	SR 40 SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	28,500	72%	C	No	Add 2 Lanes	PD&E	New Project
26	CR 484 SW 49th Avenue to Marion Oaks Pass	1.3	2	E	15,930	8,100	51%	C	No	Add 2 Lanes	PD&E	New Project
27	CR 484 CR 475A to SW 49th Ave	4.2	4	D	29,160	28,100	96%	D	No	Add 2 Lanes	PE	New Project
28	US 441 CR 42 to Sumter County Line (FDOT FM# 238395-8)	2.0	4	D	39,800	34,600	87%	C	No	Add 2 Lanes	ROW	Project Manager: Ashraf Elmaghraby
29	US 301 - South SE 143rd Place to CR 42 (FDOT FM# 411256-4)	2.00	2	D	24,200	16,700	69%	C	No	Add 2 Lanes	ROW	Project Manager: Marcus Lisicki 10/30/09 Plans complete
30	SR 326 US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	11,500	68%	C	Yes	Add 2 Lanes	PE	Project Manager: Amir Asgarnik

IR - Interchange Justification Report
PD - Project Development/Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

Off-System Priorities

2024 OFF-SYSTEM PRIORITIES									
Priority	Project	From	To	Length (mi)	Agency	Project Type	Phase	Phase Estimate	Notes
1	SW 44 th Avenue	SR200	SW 20th Street	1.7	Ocala	Capacity	CST	\$ 4,600,000	New 4-lane.
2A	SW 49 th Avenue	Osceola Boulevard	SW 95th Street	4.1	MC	Capacity	CST	\$ 16,290,000	<u>Funded in FY2019.</u> \$9.0M local funds, \$7.3 FDOT funds.
2B	SW 49 th Avenue	Marion Oaks Trail	Marion Oaks Manor	3.0	MC	Capacity	PE	\$ 1,340,000	Widen existing two-lane corridor to four-lanes and construct new four-lane road. (PE-
3A	SE 113th St	Hames Road	SE 56th Avenue	0.14	Qty of Belleview	Sdewalk	DES	TBD	Add sidewalks on the north side of the corridor.
3B	US301	320' N of SE 62nd Ave Rd	SE 115th Lane	0.22	Qty of Belleview	Sdewalk	DES/BLD	\$ 110,000	Add sidewalks on the west side of the corridor. (PE_ \$ 15K, CST-\$ 95K)
4	East Pennsylvania Avenue (CR484) Bicycle	Rainbow River Bridge	US41	0.8	Qty of Dunnellon	Bike Path	DES	\$ 242,167	Project to add bicycle path facilities and improved access to Blue Run Park.
5	Countywide ITS Operations & Maintenance	-	-	-	Ocala & MC	O/M	-	\$ 500,000	Annual allocation (\$250K each agency) for ITS Ops & Maintenance.
6	NE 19th Avenue	SR492	NE 28th St	0.99	Qty of Ocala	Sdewalk	DES	TBD	Add Sdewalks
7	NE 7th Street	NE 36th Ave	NE 44th Ave	0.75	Qty of Ocala	Sdewalk	DES	TBD	Add Sdewalks
8	Marion Oaks Boulevard	at CR484	-	-	MC	Reconfigure Intersection	DES	TBD	Study to reconfigure intersection and signalization.
9	CR315 Resurfacing	CR316	CR318	9.9	MC	Resurfacing	CST	\$ 6,700,000	Reclaim, resurface, widen and add shoulders.
10	Lake Tusawilla Flood Relief	NE Watula Avenue	-	-	Qty of Ocala	Flood Mitigation	DES	\$ 5,000,000	Expand Lake Tusawilla mitigate flooding on NE Watula Ave and the CSX rail line.
2024 OFF-SYSTEM PRIORITIES (FULLY FUNDED)									
(1)	Osceola Linear Park	SE 3rd Street	NE 5th Street	0.52	Ocala	Linear Park	CST	\$ 700,000	<u>Funded in FY2018.</u> Full remodel of the corridor to include multi-modal facilities
(2)	SunTran Replacement Buses	-	-	-	SunTran	Transit	-	\$ 3,600,000	<u>Funded in FY2019.</u> Replacement of seven transit buses. Two have been ordered.
(3)	Sunrise/Horizon Schools	Marion Oaks Manor	Marion Golf Way	0.83	MC	Sdewalks	DES	\$ 325,000	<u>PE funded in FY2019.</u>
(4)	NW 110th Ave	N of SR40	NW 21st Street	1.51	MC	Widen Shoulders	CST	\$ 336,952	<u>CST funded in FY2021.</u> Widen shoulders to mitigate roadway departure crashes.

Ocala/Marion County TPO
Regional Trail Priorities
FY2018

Priority	Project	From	To	Length (mi)	Regional Trail	Phase	Phase Estimate	Notes
1	Pruitt Trail	Bridges Road	SR200	9.5	HOF	CST	\$ 3,325,000	CST FY2021 (Delayed). Project will be divided into two separate segments because of ROW negotiation delays.
2	SR200 Trails/Wildlife Underpass	at SR200		TBD	HOF	CST	TBD	
3	Ocala to Silver Springs Trail	Osceola Trail	Silver Springs State Park	6	-	CST	\$ 1,800,000	DES FY2020. (\$253,000)
4	CR484 - Pennsylvania Ave. Multi-Modal Improvements w/ Bridge Option	Blue Run Park	Mary Street	0.8	-	DES	\$ 75,000	Total project cost estimated at \$4 Million. Will include significant utilities infrastructure update.
5	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead	5	-	DES	\$ 155,000	Design funded in FY2019.
6	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR42	18.5	HOF	DES	\$ 555,000	
7	Bellevue Greenway Trail	Lake Lillian Park	Cross Florida Greenway	5.3	-	DES	\$ 159,000	Feasibility study underway.
8	Watula & NE8th Road Trail	Tusawilla Art Park	CR200A	1.5	-	CST	TBD	Design FY2019
9	Santos to Baseline Trail	Baseline Trailhead	Santos Trailhead	4.5	HOF	CST	\$ 1,500,000	The DEP is applying for a SUN Trails grant to expedite the completion of PE and begin CST. (PE - 60%)
10	Nature Coast Trail	Levy County Line	CR484	7.5	-	PD&E	-	Regional trail connection that will extend north to Chiefland and to Tallahassee.
11	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp (1 mi. east of SR19)	27	HOF	PD&E	\$ 750,000	PD&E FY2020.
12	Silver Springs to Hawthorne Trail	Silver Springs State Park		Approx. 30	-	PD&E	\$ 750,000	

DEP - Department of Environmental Protection

DES - Design

HOF - Heart of Florida Loop

ROW - Right-of-way

PD&E - Preliminary Design & Environmental

STJMMMD - St. Johns Water Management District

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 February 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.

<u>Code</u>	<u>Project Phase Information</u>
ADM	Administration
CEI	Construction Engineering Inspection
CRT MNT	Contract Routine Maintenance
CST	Construction
CAP	Capital
DES	Design
ENG	Engineering
ENV CON	Environmental/Conservation
INC	Construction Incentive/Bonus
MNT	Maintenance
MSC	Miscellaneous Construction
OPS	Operations
PD&E	Project Development & Environmental Study
PE	Preliminary Engineering
PLEMO	Planning and Environmental Offices Study
PLN	In House Planning
PST DES	Post Design
R/R CST	Railroad Construction
RELOC	Relocation
ROW	Rights-of-Way Support & Acquisition
RRU	Railroad & Utilities
RT MNT	Routine Maintenance
UTIL	Utilities Construction

Funding Source Codes - Abbreviations used for each funding source within the project chart section are given in the following table.

FEDERAL FUNDING TYPES

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
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NATIONAL HIGHWAY SYSTEM

ACNH, NH	75% Federal	On any eligible National Highway System Project.
I	85% Federal	Interstate Resurfacing, Rehabilitating, & Reconstruction on the approved Federal Interstate System.
IM	85% Federal	Interstate Maintenance.

SURFACE TRANSPORTATION PROGRAM

SU	75% Federal	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.
SL	75% Federal	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.
SA	75% Federal	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.

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
SN	100% Federal	Mandatory Rural Funds. This fund must be used exclusively in rural areas with populations of 5,000 or less. Consists of STP funds.
SE	100% Federal	Transportation Enhancements. 10% set aside of STP funds for Transportation Enhancement activities. There are no geographic location restrictions.
MG	75% Federal	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.
PLH	100% Federal	Available for projects on unappropriated or unreserved public land.

SAFETY CONSTRUCTION ACTIVITIES

SH	85% Federal	High Hazard Elimination.
SS	85% Federal	Any Safety Improvement, Railroad-Highway Crossings, & Hazard Elimination Program.
SR	85% Federal	Railroad Hazard Elimination.
SP	85% Federal	Railroad Protection Devices.

BRIDGE REPLACEMENT PROGRAM

BRT	73% Federal	Bridge Replacement and Rehabilitation on the Federal System plus 15% of this allocation must be spent off the Federal System as required by the 1978 Highway Act.
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<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
BRTZ	73% Federal	Bridge Replacement and Rehabilitation off the Federal System.
BRTD	73% Federal	Discretionary Bridge Replacement and Rehabilitation on the Federal System with construction cost in excess of 10 million.

OTHER FEDERAL ACTIVITIES

ARRA	100% Federal	American Recovery & Reinvestment Act
CM	75% Federal	Congestion Mitigation
HP	80% Federal	Highway Planning
HR	75% Federal	Highway Research
PL	100% Federal	Metropolitan Planning
HPP	100% Federal	High-Priority Project – SAFETELU Appropriation
SR2S	100% Federal	Safe Route to School (ROW acquisition funding under this program)

On non-state facilities, local government will 50/50 split with FDOT on the remaining 25% balance.

STATE OF FLORIDA FUNDING

<u>Funding Code</u>	<u>Source</u>	<u>Fund Description</u>
BNDS	Bonds	
BRRP	100% State	Bridge Repair and Rehabilitation Program.
BRP	100% State	Bridge Replacement
CIGP	50% State	County Incentive Grant Program offers 50/50 county/state match.
D	100% State	
DDR	100% State	District Dedicated Revenue
DIH	100% State	District In-House
DPE	100% State	For Preliminary Engineering (PE) and Construction Engineering Inspection (CEI) on all state funded projects and certain federal-aid projects which qualify.
DPTO	100% State	Aviation, Transit, and Rail
DS	100% State	Primary funds for use on the state highway system for new construction, preservation, traffic operations type projects, and right-of-way acquisitions.
DSB	100% State	Primary - Reimbursed by bonds
DSL	100% State	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.

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

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ACER - ADVANCE CONSTRUCTION (ER)							
4422114	MAINTENANCE OF TRAFFIC	0	0	0	0	0	9,350
4426121	SINKHOLE REPAIR US 441	10,492	0	0	0	0	171,242
Total		10,492	0	0	0	0	180,592
ACFP - ADVANCE CONSTRUCTION (FP)							
4336511	CR 484	0	0	8,918,881	0	49,995	8,968,876
4409001	I-75 FRAME ON SYSTEM	5,897,696	0	0	0	0	6,756,828
4409002	I-75 FRAME OFF SYSTEM	6,494,459	0	0	0	0	6,904,878
Total		12,392,155	0	8,918,881	0	49,995	22,630,582
ACNP - ADVANCE CONSTRUCTION NHPP							
4106742	SR 40	0	92,628,114	0	0	0	92,628,114
4306431	I-75	221,272	0	0	0	0	232,734
4356592	SR 200	343,598	0	0	0	0	4,266,855
4356602	SR 326	391,735	1,298,199	121,550	0	0	1,886,620
Total		956,605	93,926,313	121,550	0	0	99,014,323
ACSA - ADVANCE CONSTRUCTION (SA)							
2386481	US 41	2,500,000	0	0	0	0	2,500,000
4106742	SR 40	0	2,717,094	0	0	0	3,111,836
4317971	NE 25TH AVENUE	19,356	0	0	0	0	70,006
4317972	NE 25TH AVENUE	10,000	0	0	0	0	10,000
4317973	NE 25TH AVENUE	10,000	0	0	0	0	10,000
4317981	NE 36TH AVENUE	400,000	0	0	0	0	400,000
4356602	SR 326	14,369	0	0	0	0	23,280
Total		2,953,725	2,717,094	0	0	0	6,125,122
ACSL - ADVANCE CONSTRUCTION (SL)							
4302521	OCALA/MARION COUNTY ITS	1,422,394	0	0	0	0	2,779,970

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ACSL - ADVANCE CONSTRUCTION (SL)							
4317971	NE 25TH AVENUE	0	0	0	0	0	221,946
4317984	NE 36TH AVENUE	0	0	0	0	0	47,944
Total		1,422,394	0	0	0	0	3,049,860
ACSN - ADVANCE CONSTRUCTION (SN)							
2386481	US 41	0	500,000	0	0	0	500,000
4106742	SR 40	1,444,337	379,230	0	0	0	2,915,010
4336511	CR 484	198,142	1,800,000	0	0	0	2,271,099
Total		1,642,479	2,679,230	0	0	0	5,686,109
ACSS - ADVANCE CONSTRUCTION (SS)							
4348441	CR 42	0	404,200	0	0	0	404,200
4398871	PEDESTRIAN LIGHTING BUNDLE	171,668	0	0	0	0	171,668
4398872	MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	150,000	0	0	0	0	150,000
Total		321,668	404,200	0	0	0	725,868
ACTA - ADVANCE CONSTRUCTION TALT							
4106743	SR 40	394,186	0	0	0	0	394,187
Total		394,186	0	0	0	0	394,187
ACTL - ADVANCE CONSTRUCTION TALL							
4362911	SANTOS GAP TRAIL	0	0	0	0	0	500,000
Total		0	0	0	0	0	500,000
ACTN - ADVANCE CONSTRUCTION TALN							
4106742	SR 40	163,794	0	0	0	0	163,794
Total		163,794	0	0	0	0	163,794
BNDS - BOND - STATE							
2386511	SR 200	0	0	0	0	0	251,979

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
BNDS - BOND - STATE							
Total		0	0	0	0	0	251,979
BRRP - STATE BRIDGE REPAIR & REHAB							
4293631	SR 40	0	0	0	0	0	519,480
4432701	US 441	62,469	0	0	0	0	62,469
Total		62,469	0	0	0	0	581,949
CIGP - COUNTY INCENTIVE GRANT PROGRAM							
4355491	SW 49TH AVENUE	5,962,100	0	0	0	0	5,962,100
Total		5,962,100	0	0	0	0	5,962,100
CM - CONGESTION MITIGATION - AQ							
4317982	NE 36TH AVENUE	0	0	0	0	0	521,958
4317984	NE 36TH AVENUE	0	0	0	0	0	390,358
Total		0	0	0	0	0	912,316
D - UNRESTRICTED STATE PRIMARY							
4136153	LIGHTING AGREEMENTS	363,801	374,721	385,961	397,536	409,458	2,627,109
4181071	PRIMARY IN HOUSE	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	40,189,082
4233912	ASPHALT RESURFACING	200,000	229,000	0	0	0	3,265,465
4278392	PERFORMANCE AESTHETICS	758,500	740,000	740,000	740,000	740,000	7,030,000
4291781	UNPAVED SHOULDER REPAIR	600,000	581,000	0	0	0	2,313,550
4291821	PAVEMENT MARKINGS -	513,684	300,000	0	0	0	3,622,588
4383291	NATURAL DISASTER MARION COUNTYWIDE	101	0	0	0	0	101
4383293	NATURAL DISASTER MARION OFF STATE ON FED	101	0	0	0	0	101
4383294	NATURAL DISASTER MARION OFF STATE OFF FED	101	0	0	0	0	101
4383295	NATURAL DISASTER MARION INTERSTATE	101	0	0	0	0	101
4419341	CONCRETE REPAIRS	73,830	0	0	0	0	73,830

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
D - UNRESTRICTED STATE PRIMARY							
4425721	OCALA OPERATIONS COMPLEX CONTRACTED	64,500	0	0	0	0	64,500
Total		4,342,453	3,992,455	2,957,934	2,969,509	2,981,431	59,186,528
DC - STATE PRIMARY PE CONSULTANTS							
2387191	SR 40	0	0	0	0	0	1,628
4368791	SR 200	0	0	0	0	0	2,720
4373391	US 27	0	0	0	0	0	1,609
4373441	SR 200	0	0	0	0	0	2,720
Total		0	0	0	0	0	8,677
DDR - DISTRICT DEDICATED REVENUE							
2386481	US 41	0	0	0	47,071,871	0	58,148,687
2386511	SR 200	0	0	0	0	0	402,670
2386782	US 27	0	0	0	0	0	557,895
2386931	SR 35	934,392	0	0	0	0	4,383,674
2387191	SR 40	0	0	0	0	0	8,302,265
4106741	SR 40	0	0	0	0	0	2,294,994
4106742	SR 40	0	0	493,253	0	0	989,459
4112565	US 301	0	0	0	0	0	213,069
4130194	TRAFFIC SIGNALIZATION	0	0	0	0	0	3,499,614
4136153	LIGHTING AGREEMENTS	0	0	0	0	0	3,169,391
4242831	US 441	0	0	0	0	0	449,480
4282132	I-75	0	0	0	0	0	18,332
4306551	SR 492	32,177	0	0	0	0	72,177
4319351	SR 40 DOWNTOWN OCALA	0	0	0	0	0	778,866
4336521	SR 40	0	0	1,610,357	0	0	1,717,388

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DDR - DISTRICT DEDICATED REVENUE							
4336601	US 441	340,000	360,000	80,000	30,000	0	810,000
4336611	US 441	0	650,000	1,113,000	0	155,010	1,918,010
4344081	SR 40	0	0	0	0	0	192,217
4350571	I-75	6	0	0	0	0	1,044,007
4352081	SR 35	0	1,000,000	0	0	0	1,000,000
4352091	I-75 (AT NW 49TH STREET)	0	0	0	442,990	0	2,926,974
4354922	SR 40 INTERSECTION IMPROVEMENTS	0	0	0	0	0	740,722
4356592	SR 200	0	0	0	0	0	260,661
4356602	SR 326	0	8,208	0	0	0	23,077
4356661	US 441	2,006	0	0	0	0	2,307,448
4356861	US 441	0	492,413	0	0	0	492,413
4363711	US 441	0	0	0	0	0	56,341
4368791	SR 200	1,056,013	0	0	0	0	1,901,994
4370171	OCALA INTERNATIONAL AIRPORT	0	1,000,000	0	0	0	1,000,000
4373391	US 27	8,110,148	0	0	0	0	8,660,918
4373441	SR 200	0	0	0	0	0	4,697,799
4378181	I-75	0	0	0	0	0	407,700
4378261	I-75 MARION COUNTY REST AREAS	0	0	0	810,749	0	810,749
4378271	I-75	0	0	0	570,000	0	570,000
4378281	I-75	0	0	0	0	0	438,500
4384271	MARION COUNTY AIRPORT	0	0	0	0	600,000	600,000
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	1,280,000	0	1,280,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	104,000	160,000	0	264,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	520,000	520,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DDR - DISTRICT DEDICATED REVENUE							
4385621	I-75 MARION COUNTY REST AREAS	400,000	0	0	0	19,678,128	20,078,128
4392381	US 441	30,000	1,628,724	0	0	0	3,899,834
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	628,373	0	0	0	0	628,373
4407801	OCALA INTERNATIONAL	0	0	0	360,000	760,000	1,120,000
4411361	US 441	1,200,000	0	1,367,147	0	0	2,567,147
4436691	SR 492	470,000	0	0	0	0	470,000
Total		13,203,115	5,139,345	4,767,757	50,725,610	21,713,138	146,684,973
DER - EMERGENCY RELIEF - STATE FUNDS							
2386931	SR 35	0	0	0	0	0	48,328
4354661	I-75	0	0	0	0	0	1,165
4378181	I-75	0	0	0	0	0	5,220
4383281	NATURAL DISASTER MARION COUNTYWIDE	600	0	0	0	0	3,207
4422084	SIGN REPAIR	1,000	0	0	0	0	1,000
4422114	MAINTENANCE OF TRAFFIC	0	0	0	0	0	18,800
4423073	SIGN REPAIR/REPLACEMENT	5,000	0	0	0	0	5,000
4423074	SIGN REPAIR/REPLACEMENT	5,000	0	0	0	0	5,000
4423075	SIGN REPAIR/REPLACEMENT	2,000	0	0	0	0	2,000
4425973	FDOT FACILITY DAMAGES	9,578	0	0	0	0	16,000
4426121	SINKHOLE REPAIR US 441	0	0	0	0	0	23,685
Total		23,178	0	0	0	0	129,405
DI - ST. - S/W INTER/INTRASTATE HWY							
4106742	SR 40	0	25,650,000	0	0	0	25,650,000
4282132	I-75	0	0	0	0	0	2,213,236
4350571	I-75	703	0	0	0	0	2,162,071

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DI - ST. - S/W INTER/INTRASTATE HWY							
4356602	SR 326	0	0	0	0	0	5,033
Total		703	25,650,000	0	0	0	30,030,340
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
2386481	US 41	15,000	0	0	54,050	0	1,539,902
2386511	SR 200	7,591	0	0	0	0	1,469,451
2386774	SE 92ND LOOP (BELLEVIEW BELTWAY)	1,339	0	0	0	0	27,817
2386782	US 27	18,287	0	0	0	0	58,258
2386931	SR 35	45,645	0	0	0	0	967,621
2387191	SR 40	44,957	0	0	0	0	1,210,494
4106741	SR 40	556	0	0	0	0	164,083
4106742	SR 40	20,000	0	0	0	0	329,857
4106743	SR 40	10,000	0	0	0	0	308,962
4112565	US 301	5,000	0	0	0	0	9,340
4162201	SR 326	10,891	0	0	0	0	56,469
4195841	US 41	82,432	0	0	0	0	154,950
4242831	US 441	43,392	0	0	0	0	67,558
4272731	SR 35	5,637	0	0	0	0	20,658
4282132	I-75	107,986	0	0	0	0	286,537
4293631	SR 40	88,607	0	0	0	0	102,512
4295821	I-75 (AT SW 95TH STREET)	39,868	0	0	0	0	40,356
4306551	SR 492	96,597	0	0	0	0	210,335
4317983	NE 36TH AVENUE	0	0	0	0	0	14,412
4324211	SR 40	0	0	0	0	0	37,941
4336521	SR 40	15,522	0	42,500	42,500	42,308	283,011

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4336601	US 441	42,189	38,000	34,000	0	0	226,349
4336611	US 441	13,477	17,200	17,200	17,100	0	107,774
4344081	SR 40	2,756	0	0	0	0	25,568
4350571	I-75	30,188	0	0	0	0	100,809
4352081	SR 35	0	5,000	0	0	0	5,000
4352091	I-75 (AT NW 49TH STREET)	4,032	0	0	0	0	59,157
4354661	I-75	51,891	0	0	0	0	80,592
4354922	SR 40 INTERSECTION IMPROVEMENTS	9,525	0	0	0	0	10,156
4356661	US 441	67,926	0	0	0	0	141,032
4356861	US 441	5,363	64,302	0	0	0	85,855
4363711	US 441	0	0	0	0	0	3,350
4368791	SR 200	51,120	0	0	0	0	93,374
4373391	US 27	12,212	0	0	0	0	59,342
4373441	SR 200	605,070	0	0	0	0	673,784
4378181	I-75	28,636	0	0	0	0	68,371
4378261	I-75 MARION COUNTY REST AREAS	87,253	0	0	0	0	87,253
4378271	I-75	0	0	0	135,248	0	135,248
4378281	I-75	26,688	0	0	0	0	47,039
4385621	I-75 MARION COUNTY REST AREAS	33,748	0	0	0	55,550	90,721
4392381	US 441	20,000	5,130	0	0	0	74,991
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	3,970	0	0	0	0	10,401
4411361	US 441	10,000	0	10,530	0	0	20,530
4413661	SR 40	4,586	0	0	0	0	5,141
4432701	US 441	2,000	0	0	0	0	2,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DIH - STATE IN-HOUSE PRODUCT SUPPORT							
4437031	SR 35	71,610	0	0	0	0	71,610
Total		1,843,547	129,632	104,230	248,898	97,858	9,645,971
DIS - STRATEGIC INTERMODAL SYSTEM							
4282132	I-75	0	0	0	0	0	4,784,766
Total		0	0	0	0	0	4,784,766
DITS - STATEWIDE ITS - STATE 100%.							
4130194	TRAFFIC SIGNALIZATION	666,361	0	0	0	0	1,361,373
Total		666,361	0	0	0	0	1,361,373
DPTO - STATE - PTO							
4314011	TPO PLANNING STUDIES	17,503	8,199	8,932	0	0	44,456
4317983	NE 36TH AVENUE	123,915	0	0	0	0	2,779,746
4333041	SUNTRAN	1,242,116	660,281	693,295	727,960	0	3,323,652
4370111	MARION COUNTY AIRPORT	289,664	0	0	0	0	1,056,232
4370241	MARION COUNTY AIRPORT	185,190	0	0	0	0	198,790
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	308,520
4384171	MARION COUNTY AIRPORT	0	0	145,600	0	0	145,600
4384231	MARION COUNTY AIRPORT	0	0	38,782	0	0	38,782
4384281	MARION COUNTY AIRPORT	209,402	0	0	0	0	209,402
4384301	MARION-DUNNELLON	0	200,000	0	0	0	200,000
4384331	MARION COUNTY AIRPORT	0	93,573	0	0	0	93,573
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
Total		2,067,790	1,237,053	886,609	737,648	791,075	9,199,516
DRA - REST AREAS - STATE 100%							
4385621	I-75 MARION COUNTY REST AREAS	1,800,000	0	0	0	23,604,010	25,404,010

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DRA - REST AREAS - STATE 100%							
Total		1,800,000	0	0	0	23,604,010	25,404,010
DS - STATE PRIMARY HIGHWAYS & PTO							
2386481	US 41	0	0	0	0	0	3,212,378
2386511	SR 200	0	0	0	0	0	93,900
2386931	SR 35	30,000	0	0	0	0	20,515,383
2387191	SR 40	0	0	0	0	0	12,418,567
4106741	SR 40	0	0	0	0	0	12,609
4106742	SR 40	0	0	0	0	0	8,039
4106743	SR 40	0	0	0	0	0	39,205
4112565	US 301	0	0	0	0	0	820
4162201	SR 326	0	0	0	0	0	378,990
4195841	US 41	0	0	0	0	0	72,709
4242831	US 441	0	0	0	0	0	50,932
4282132	I-75	0	0	0	0	0	832,116
4293631	SR 40	0	0	0	0	0	42,960
4306431	I-75	0	0	0	0	0	1,115,715
4306551	SR 492	12,418	0	0	0	0	112,877
4317983	NE 36TH AVENUE	0	0	0	0	0	45,346
4319351	SR 40 DOWNTOWN OCALA	0	0	0	0	0	1,993
4324211	SR 40	0	0	0	0	0	36,385
4336521	SR 40	0	0	0	0	0	1,726,995
4336601	US 441	0	0	0	0	0	689,533
4336611	US 441	0	0	0	0	0	624,735
4344081	SR 40	0	0	0	0	0	65,344

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DS - STATE PRIMARY HIGHWAYS & PTO							
4350571	I-75	0	0	0	0	0	138,446
4354661	I-75	0	0	0	0	0	596,142
4356592	SR 200	0	0	0	0	0	148,316
4356602	SR 326	148,260	0	0	0	0	148,260
4356661	US 441	0	0	0	0	0	208,725
4356861	US 441	0	0	0	0	0	228,142
4368791	SR 200	6,501,745	0	0	0	0	6,524,212
4373391	US 27	114,089	0	0	0	0	139,847
4373441	SR 200	0	0	0	0	0	34,254
4378181	I-75	0	0	0	0	0	134
4378281	I-75	0	0	0	0	0	21,656
4392381	US 441	0	0	0	0	0	34,029
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	50,000	0	0	0	0	65,525
4411361	US 441	0	0	210,600	0	0	210,600
4437031	SR 35	450,000	0	0	0	0	450,000
4437301	US 301 / US 441 SPLIT (THE Y) JUST	495,000	0	0	0	0	495,000
Total		7,801,512	0	210,600	0	0	51,540,819
DU - STATE PRIMARY/FEDERAL REIMB							
4314011	TPO PLANNING STUDIES	140,042	61,699	67,566	0	0	347,886
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4407971	TRANSIT PLANNING STUDIES	0	0	0	73,610	213,734	287,344
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681
Total		953,432	915,759	964,330	1,015,212	1,202,415	5,904,385
DWS - WEIGH STATIONS - STATE 100%							
4403111	I-75 WILDWOOD WEIGH STATION REPAIRS	7,074,315	0	0	0	0	7,074,315

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DWS - WEIGH STATIONS - STATE 100%							
Total		7,074,315	0	0	0	0	7,074,315
EB - EQUITY BONUS							
2386481	US 41	35	0	0	0	0	6,851
4106742	SR 40	0	0	0	0	0	139,975
4106743	SR 40	0	0	0	0	0	136,930
4317971	NE 25TH AVENUE	0	0	0	0	0	876,499
4317981	NE 36TH AVENUE	0	0	0	0	0	188,327
4319351	SR 40 DOWNTOWN OCALA	0	0	0	0	0	258,845
4354841	PRUITT TRAIL	0	0	0	0	0	2,084
Total		35	0	0	0	0	1,609,511
FAA - FEDERAL AVIATION ADMIN							
4370241	MARION COUNTY AIRPORT	2,083,385	0	0	0	0	2,236,385
4370311	OCALA INTERNATIONAL AIRPORT	0	4,950,000	0	0	0	5,327,098
4384231	MARION COUNTY AIRPORT	0	0	436,300	0	0	436,300
4384761	OCALA INTERNATIONAL AIRPORT	0	0	1,170,000	1,800,000	0	2,970,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	5,850,000	5,850,000
Total		2,083,385	4,950,000	1,606,300	1,800,000	5,850,000	16,819,783
FEMA - EMERGENCY OPERATIONS FUNDING							
4422074	PRE-EVENT CEI (DEBRIS MONITORING)	200	0	0	0	0	200
4422474	PRE-EVENT CEI (DEBRIS MONITORING)	200	0	0	0	0	200
4422721	DEBRIS DUMPING LANDFILL	30,000	0	0	0	0	30,000
Total		30,400	0	0	0	0	30,400
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271881	SUNTRAN	2,132,968	0	0	0	0	2,132,968

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
FTA - FEDERAL TRANSIT ADMINISTRATION							
4271882	SUNTRAN	9,594,217	2,257,820	2,325,554	2,395,321	2,467,181	19,040,093
4333041	SUNTRAN	400,000	400,000	0	0	0	1,200,000
4424551	SUNTRAN	0	0	0	0	400,000	400,000
Total		12,127,185	2,657,820	2,325,554	2,395,321	2,867,181	22,773,061
HPP - HIGH PRIORITY PROJECTS							
2386481	US 41	0	0	0	0	0	692,422
Total		0	0	0	0	0	692,422
HSP - SAFETY (HIWAY SAFETY PROGRAM)							
4324211	SR 40	0	0	0	0	0	972,817
4348441	CR 42	0	0	0	0	0	25,014
4350571	I-75	0	0	0	0	0	892,724
4363711	US 441	0	0	0	0	0	176,193
4398871	PEDESTRIAN LIGHTING BUNDLE	9,784	0	0	0	0	70,000
Total		9,784	0	0	0	0	2,136,748
IM - INTERSTATE MAINTENANCE							
4306431	I-75	0	0	0	0	0	5,591
Total		0	0	0	0	0	5,591
LF - LOCAL FUNDS							
4271881	SUNTRAN	633,242	0	0	0	0	633,242
4271882	SUNTRAN	2,398,555	564,455	581,389	598,830	616,795	4,760,024
4314011	TPO PLANNING STUDIES	17,503	8,199	8,932	0	0	44,456
4333041	SUNTRAN	634,679	660,281	693,295	727,960	0	3,323,652
4333121	MARION TRANSIT	813,390	854,060	896,764	941,602	0	4,280,474
4336513	CR 484 INTERCHANGE	0	0	4,393,910	0	0	4,393,910

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
LF - LOCAL FUNDS							
4355171	SUNTRAN	900,000	0	0	0	0	900,000
4355471	SW 44TH AVENUE	1,553,699	0	0	0	0	1,553,699
4355491	SW 49TH AVENUE	5,962,100	0	0	0	0	5,962,100
4356592	SR 200	0	0	0	0	0	111,000
4361861	SW 80TH AVENUE	0	0	0	0	0	23,984
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	103,226	0	0	103,226
4370111	MARION COUNTY AIRPORT	72,416	0	0	0	0	264,058
4370171	OCALA INTERNATIONAL AIRPORT	0	250,000	0	0	0	250,000
4370241	MARION COUNTY AIRPORT	46,297	0	0	0	0	49,697
4370311	OCALA INTERNATIONAL AIRPORT	0	275,000	0	0	0	283,380
4384171	MARION COUNTY AIRPORT	0	0	36,400	0	0	36,400
4384231	MARION COUNTY AIRPORT	0	0	9,696	0	0	9,696
4384271	MARION COUNTY AIRPORT	0	0	0	0	150,000	150,000
4384281	MARION COUNTY AIRPORT	52,350	0	0	0	0	52,350
4384301	MARION-DUNNELLON	0	50,000	0	0	0	50,000
4384331	MARION COUNTY AIRPORT	0	23,393	0	0	0	23,393
4384351	MARION-DUNNELLON PARALLEL TAXIWAY TO	0	0	0	320,000	0	320,000
4384761	OCALA INTERNATIONAL AIRPORT	0	0	26,000	40,000	0	66,000
4384771	OCALA INTERNATIONAL AIRPORT	0	0	0	0	130,000	130,000
4393101	OSCEOLA TRAIL	0	0	0	0	0	194,476
4407801	OCALA INTERNATIONAL	0	0	0	90,000	190,000	280,000
4407971	TRANSIT PLANNING STUDIES	0	0	0	9,688	26,717	36,405
4424551	SUNTRAN	0	0	0	0	764,358	764,358
4424601	MARION TRANSIT	0	0	0	0	988,681	988,681

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
LF - LOCAL FUNDS							
Total		13,084,231	2,685,388	6,749,612	2,728,080	2,866,551	30,038,661
ML - MA, AREAS <= 200K							
2386511	SR 200	0	0	0	0	0	1,891,323
Total		0	0	0	0	0	1,891,323
NHPP - IM, BRDG REPL, NATNL HWY-MAP21							
4306431	I-75	0	0	0	0	0	25,690,190
4356592	SR 200	822	0	0	0	0	732,711
4356602	SR 326	0	0	0	0	0	393,270
Total		822	0	0	0	0	26,816,171
NHRE - NAT HWY PERFORM - RESURFACING							
4306551	SR 492	0	0	0	0	0	4,178,483
4344081	SR 40	0	0	0	0	0	385,107
4368791	SR 200	1,731,375	0	0	0	0	1,731,375
Total		1,731,375	0	0	0	0	6,294,965
PL - METRO PLAN (85% FA; 15% OTHER)							
4393312	OCALA/MARION URBAN AREA FY	807,110	499,316	0	0	0	1,306,426
4393313	OCALA/MARION URBAN AREA FY	0	0	499,316	499,316	0	998,632
4393314	OCALA/MARION URBAN AREA FY	0	0	0	0	499,316	499,316
Total		807,110	499,316	499,316	499,316	499,316	2,804,374
RHP - RAIL HIGHWAY X-INGS - PROT DEV							
4405941	NW 56TH STREET	917	0	0	0	0	191,005
Total		917	0	0	0	0	191,005
SA - STP, ANY AREA							
2386481	US 41	0	0	0	0	0	987,634

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SA - STP, ANY AREA							
2386511	SR 200	0	0	0	0	0	538,174
4106742	SR 40	0	513,000	527,425	0	0	1,040,425
4106743	SR 40	0	0	0	0	0	1,000,000
4195841	US 41	0	0	0	0	0	81,156
4306551	SR 492	42,527	0	0	0	0	50,000
4317971	NE 25TH AVENUE	5,000	0	0	0	0	125,264
4317981	NE 36TH AVENUE	0	0	0	0	0	537,549
4317982	NE 36TH AVENUE	7,642	0	0	0	0	430,676
4317984	NE 36TH AVENUE	9,700	0	0	0	0	123,424
4319351	SR 40 DOWNTOWN OCALA	76,000	0	0	0	0	150,117
4324211	SR 40	0	0	0	0	0	355,115
4344081	SR 40	6,311	0	0	0	0	11,081
4356602	SR 326	8,247	0	0	0	0	86,179
4362911	SANTOS GAP TRAIL	9,267	0	0	0	0	10,183
4363601	SR 40 (BLACK BEAR TRAIL)	0	1,100,000	0	0	0	1,100,000
4363711	US 441	19,087	0	0	0	0	30,000
4392381	US 441	0	21,461,989	0	0	0	21,461,989
4409002	I-75 FRAME OFF SYSTEM	10,000	0	0	0	0	10,000
4411361	US 441	0	0	12,964,993	0	0	12,964,993
Total		193,781	23,074,989	13,492,418	0	0	41,093,959
SIWR - 2015 SB2514A-STRATEGIC INT SYS							
4106742	SR 40	0	18,791,804	0	0	0	18,791,804
Total		0	18,791,804	0	0	0	18,791,804
SL - STP, AREAS <= 200K							
2386481	US 41	149,470	0	0	1,825,000	0	7,899,146

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SL - STP, AREAS <= 200K							
2386511	SR 200	0	0	0	0	0	213,888
2386931	SR 35	0	0	0	0	0	8,397,543
4106742	SR 40	0	0	1,479,322	0	0	7,139,575
4106743	SR 40	0	0	0	0	0	5,416,792
4195841	US 41	0	0	0	0	0	49,069
4272731	SR 35	0	0	0	0	0	187,310
4302521	OCALA/MARION COUNTY ITS	0	0	0	0	0	345,288
4317971	NE 25TH AVENUE	157,981	0	0	0	0	1,169,364
4317981	NE 36TH AVENUE	10,541	0	0	0	0	247,055
4317982	NE 36TH AVENUE	0	0	0	0	0	294,824
4317984	NE 36TH AVENUE	0	0	0	0	0	538,161
4324211	SR 40	68,908	0	0	0	0	185,326
4336511	CR 484	204,600	144,599	50,000	0	0	556,178
4336512	CR 484	0	0	2,063,796	0	0	2,063,796
4336521	SR 40	0	0	229,643	2,170,000	1,560,000	3,959,643
4336611	US 441	0	0	0	2,696,349	0	2,696,349
4350571	I-75	0	0	0	0	0	34,289
4352091	I-75 (AT NW 49TH STREET)	0	0	0	1,661,141	0	1,661,141
4354841	PRUITT TRAIL	4,787	0	0	0	0	157,500
4354861	SILVER SPRINGS BIKEWAY	0	662,942	0	0	0	662,942
4355171	SUNTRAN	3,600,000	0	0	0	0	3,600,000
4355471	SW 44TH AVENUE	2,874,301	0	0	0	0	2,874,301
4361861	SW 80TH AVENUE	33	0	0	0	0	1,354,408
4362911	SANTOS GAP TRAIL	341	0	0	0	0	2,955,340

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SL - STP, AREAS <= 200K							
4363611	ITS OPERATIONAL SUPPORT	0	0	2,617,154	0	0	2,617,154
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	8,353	0	0	8,353
Total		7,070,962	807,541	6,448,268	8,352,490	1,560,000	57,284,735
SN - STP, MANDATORY NON-URBAN <= 5K							
2386481	US 41	264	0	0	0	0	2,171,796
2386511	SR 200	0	0	0	0	0	213,876
2386931	SR 35	0	0	0	0	0	1,771,590
4106742	SR 40	421,987	232,500	100,000	223,364	0	1,515,778
4106743	SR 40	0	0	0	0	0	124,266
4195841	US 41	0	0	0	0	0	1,444,745
4261791	SILVER SPRINGS STATE PARK	0	0	8,099	0	0	8,099
4336511	CR 484	507,347	0	1,000,000	106,000	0	3,222,128
4344081	SR 40	5,669	0	0	0	0	30,270
4348441	CR 42	0	3,000	0	0	0	3,000
4354841	PRUITT TRAIL	0	0	0	1,623,636	0	1,623,636
4354861	SILVER SPRINGS BIKEWAY	0	602,938	0	0	0	602,938
4363711	US 441	0	0	0	0	0	46,159
Total		935,267	838,438	1,108,099	1,953,000	0	12,778,281
TALL - TRANSPORTATION ALTS- <200K							
4319351	SR 40 DOWNTOWN OCALA	5,722	0	0	0	0	135,783
4354841	PRUITT TRAIL	0	0	0	292,891	0	292,891
4354861	SILVER SPRINGS BIKEWAY	0	518,153	0	0	0	518,153
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	290,249	0	290,249
4367551	INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE	0	0	0	155,000	0	155,000

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TALL - TRANSPORTATION ALTS- <200K							
4367561	DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	0	253,000	0	0	0	253,000
4393101	OSCEOLA TRAIL	0	0	0	0	0	799,175
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	35,605	0	35,605
Total		5,722	771,153	0	773,745	0	2,479,856
TALN - TRANSPORTATION ALTS- < 5K							
4106743	SR 40	0	0	0	0	0	150,000
4261791	SILVER SPRINGS STATE PARK	0	0	252,844	0	0	252,844
4354841	PRUITT TRAIL	0	0	0	252,844	0	252,844
4354861	SILVER SPRINGS BIKEWAY	0	251,997	0	0	0	251,997
Total		0	251,997	252,844	252,844	0	907,685
TALT - TRANSPORTATION ALTS- ANY AREA							
4106743	SR 40	16,000	0	0	0	0	471,813
4261791	SILVER SPRINGS STATE PARK	5,197	0	0	0	0	390,058
4319351	SR 40 DOWNTOWN OCALA	22,938	0	0	0	0	122,193
4354841	PRUITT TRAIL	0	0	0	1,540,629	0	1,540,629
4354861	SILVER SPRINGS BIKEWAY	24,977	2,444,014	0	0	0	2,969,014
4363751	CITYWIDE SIDEWALK IMPROVEMENTS	0	0	763,647	0	0	763,647
4364742	SADDLEWOOD ELEMENTARY SIDEWALK	0	0	0	26,847	0	26,847
4364743	LEGACY ELEMENTARY SCHOOL SIDEWALKS	0	0	0	1,441,659	0	1,441,659
4393101	OSCEOLA TRAIL	17,479	0	0	0	0	288,285
4408801	MARION OAKS-SUNRISE/HORIZON SIDEWALKS	0	0	0	605	0	605
Total		86,591	2,444,014	763,647	3,009,740	0	8,014,750
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4317983	NE 36TH AVENUE	25,476,582	690,000	347,000	0	0	34,422,645

5-Year Summary of Projects by Funding Category

Project #	Project Name	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TRIP - TRANS REGIONAL INCENTIVE PROGM							
4336513	CR 484 INTERCHANGE	0	0	1,432,794	0	0	1,432,794
Total		25,476,582	690,000	1,779,794	0	0	35,855,439

5-Year Summary of Funding Source

Funding Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
Federal	46,294,266	136,937,864	36,501,207	20,051,668	12,028,907	251,813,912
Local	13,084,231	2,685,388	6,749,612	2,728,080	2,866,551	28,113,862
State	70,300,947	36,838,485	10,706,924	54,681,665	49,187,512	221,715,533
State 100%	23,178	18,791,804	0	0	0	18,814,982
Total	129,702,622	195,253,541	53,957,743	77,461,413	64,082,970	520,458,289

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

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACSS	0	404,200	0	0	0	404,200
CST	SN	0	3,000	0	0	0	3,000
Total		0	407,200	0	0	0	407,200

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.

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
Total		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 #12)

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	489	0	0	0	0	489
ROW	SN	506,858	0	1,000,000	106,000	0	1,612,858
ROW	ACSN	93,142	1,800,000	0	0	0	1,893,142
PE	ACSN	105,000	0	0	0	0	105,000
ROW	SL	194,600	144,599	50,000	0	0	389,199
PE	SL	10,000	0	0	0	0	10,000
CST	ACFP	0	0	8,918,881	0	49,995	8,968,876
Total		910,089	1,944,599	9,968,881	106,000	49,995	12,979,564

Prior Cost < 2018/19: 2,038,717

Future Cost > 2022/23: 0

Total Project Cost: 15,018,281

Project Description: Interchange improvements to lengthen turn bays, widen interchange on CR 484 and improve ramp access. (Priority Project #12)

CR 484 INTERCHANGE

4336513

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT
From: SW 20TH AVE
To: CR475A
Lead Agency: Marion County
Length: .161
LRTP #: Page 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	LF	0	0	4,393,910	0	0	4,393,910
ROW	TRIP	0	0	1,432,794	0	0	1,432,794
Total		0	0	5,826,704	0	0	5,826,704

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. (Priority Project #12)

I-75

4282132

SIS



Work Summary:

ITS COMMUNICATION SYSTEM

From: N of US 27

To: ALACHUA CL

Lead Agency:

MANAGED BY OCALA/MARION TPO

Length: 20 Miles

LRTP #: Goal 3 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	107,986	0	0	0	0	107,986
Total		107,986	0	0	0	0	107,986

Prior Cost < 2018/19: 3,977,083

Future Cost > 2022/23: 0

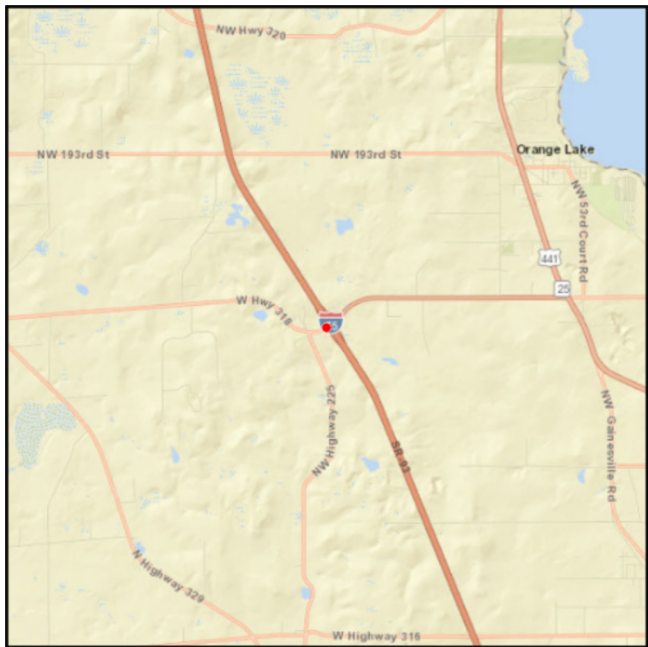
Total Project Cost: 4,085,069

Project Description: Continuing development of the countywide Intelligent Transportation System program. (Installation of underground fiber-optic cable.)

I-75

4378181

SIS



Work Summary: LANDSCAPING

From: AT CR 318

To:

Lead Agency: Managed by FDOT

Length: .413

L RTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	28,636	0	0	0	0	28,636
Total		28,636	0	0	0	0	28,636

Prior Cost < 2018/19: 452,789

Future Cost > 2022/23: 0

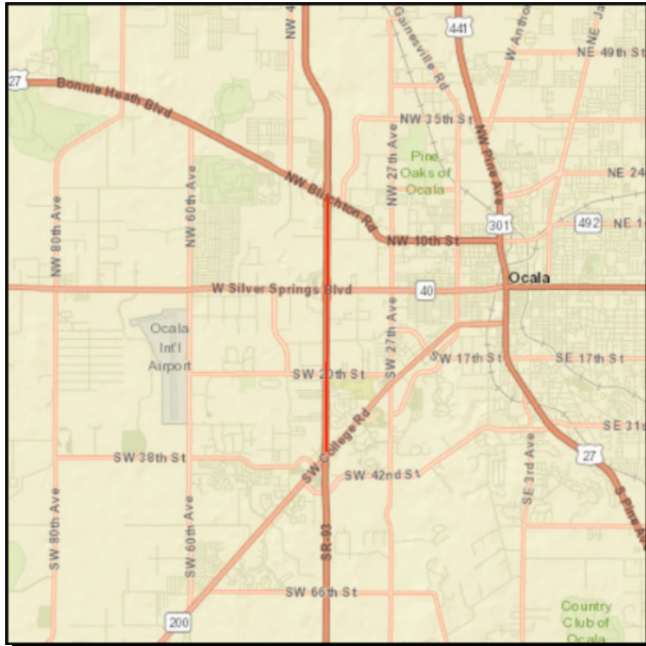
Total Project Cost: 481,425

Project Description: Landscaping and aesthetic improvements at the CR 318 interchange.

I-75

4354661

SIS



Work Summary: LANDSCAPING

From: SR 200 & US 27

To:

Lead Agency: FDOT

Length: 4.364 MI

LRTP #: Objective 1.15: Page 2-3

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	51,891	0	0	0	0	51,891
Total		51,891	0	0	0	0	51,891

Prior Cost < 2018/19: 626,008

Future Cost > 2022/23: 0

Total Project Cost: 677,899

Project Description: Landscaping & aesthetic improvements at SR 200 and US 27 interchanges. Beautification projects are intended to assist the City of Ocala with the Gateway Initiative to aesthetically enhance the primary corridors entering the city.

I-75

4378271

SIS



Work Summary: LANDSCAPING

From: AT CR 484

To:

Lead Agency: FDOT

Length: .407

LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	0	0	0	135,248	0	135,248
CST	DDR	0	0	0	570,000	0	570,000
Total		0	0	0	705,248	0	705,248

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 705,248

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

I-75

4306431

SIS



Work Summary: RESURFACING

From: N OF US 27 INTERCHANGE

To: ALACHUA CL

Lead Agency: FDOT

Length: 19.846 mi

LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACNP	221,272	0	0	0	0	221,272
Total		221,272	0	0	0	0	221,272

Prior Cost < 2018/19: 26,822,958

Future Cost > 2022/23: 0

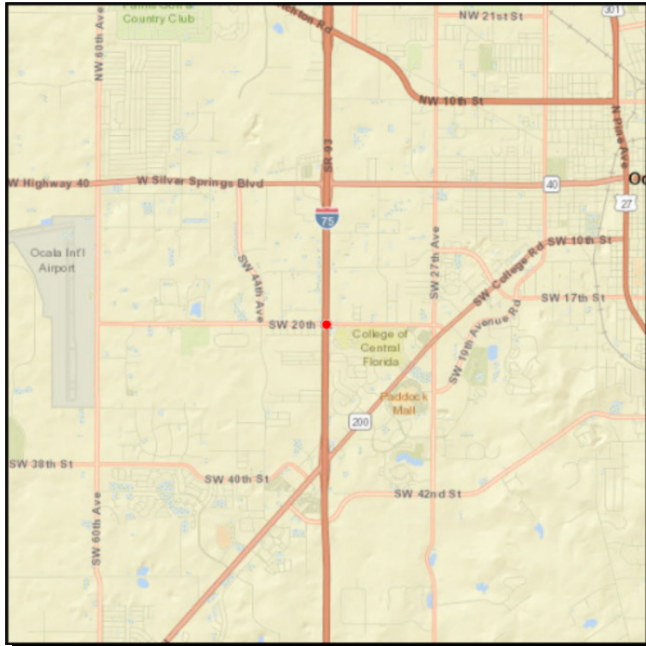
Total Project Cost: 27,044,230

Project Description: Routine resurfacing.

I-75

4378281

SIS



Work Summary: LANDSCAPING **From:** AT SW 20TH STREET
To:
Lead Agency: FDOT **Length:** .500
LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	26,688	0	0	0	0	26,688
Total		26,688	0	0	0	0	26,688

Prior Cost < 2018/19: 480,507

Future Cost > 2022/23: 0

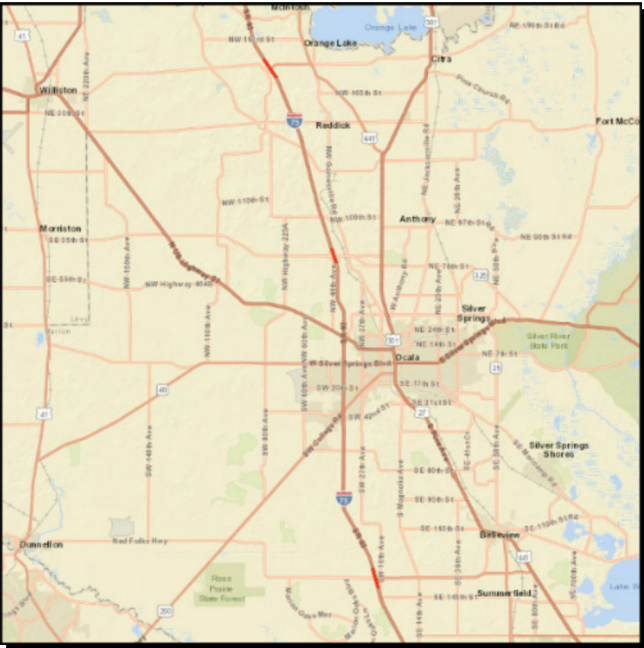
Total Project Cost: 507,195

Project Description: Landscaping and aesthetic improvements at the SW 20th Street overpass.

I-75

4350571

SIS



Work Summary:

LIGHTING

From:

AT CR 484, SR 326 & CR 318

To:

Lead Agency:

FDOT

Length:

28.270 MI

LRTP #:

Goal 6: Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DI	703	0	0	0	0	703
PE	DIH	5,188	0	0	0	0	5,188
CST	DIH	25,000	0	0	0	0	25,000
CST	DDR	6	0	0	0	0	6
Total		30,897	0	0	0	0	30,897

Prior Cost < 2018/19:

4,341,449

Future Cost > 2022/23:

0

Total Project Cost:

4,372,346

Project Description:

Enhance illumination at selected interchanges.

I-75 (AT NW 49TH STREET)

4352091

SIS



Work Summary: INTERCHANGE (NEW) **From:** NW 49TH ST
To: NW 35TH ST
Lead Agency: FDOT **Length:** .001
LRTP #: Goal 3: Objective 3 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DIH	4,032	0	0	0	0	4,032
PE	DDR	0	0	0	442,990	0	442,990
PE	SL	0	0	0	1,661,141	0	1,661,141
Total		4,032	0	0	2,104,131	0	2,108,163

Prior Cost < 2018/19: 2,539,109

Future Cost > 2022/23: 0

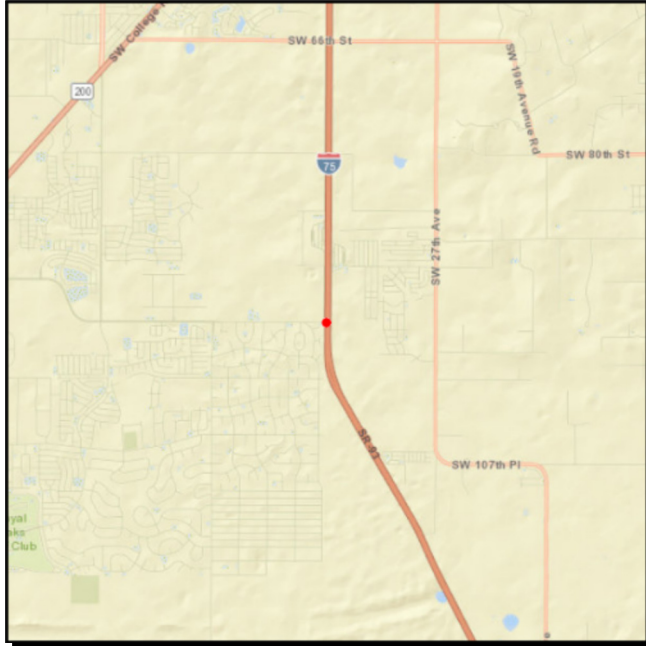
Total Project Cost: 4,647,272

Project Description: Construct new interchange at NW 49th Street and I-75 to facilitate projected increases in freight traffic. (Priority Project #1)

I-75 (AT SW 95TH STREET)

4295821

SIS



Work Summary: PD&E/EMO STUDY
From: SW 49TH AVE
To: CR 475A
Lead Agency: FDOT
Length: 1.200 mi
LRTP #: Goal 3: Objective 3 -
 Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DIH	39,868	0	0	0	0	39,868
Total		39,868	0	0	0	0	39,868

Prior Cost < 2018/19: 488

Future Cost > 2022/23: 0

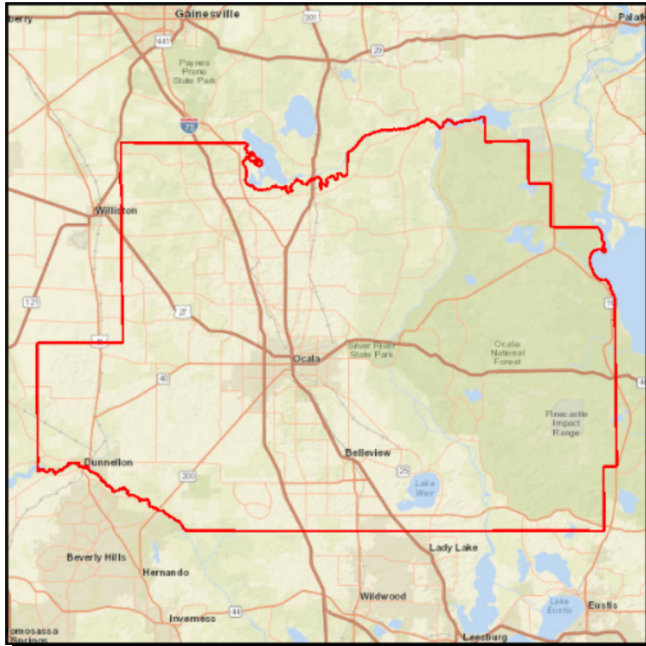
Total Project Cost: 40,356

Project Description: New interchange construction at I-75 and SW 95th Street. (Priority Project #16)

I-75 FRAME OFF SYSTEM

4409002

Non-SIS



Work Summary: ITS COMMUNICATION SYSTEM

From:

To:

Lead Agency: Managed by FDOT

Length: .000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	10,000	0	0	0	0	10,000
DSB	ACFP	448,239	0	0	0	0	448,239
CST	ACFP	6,046,220	0	0	0	0	6,046,220
Total		6,504,459	0	0	0	0	6,504,459

Prior Cost < 2018/19: 410,419

Future Cost > 2022/23: 0

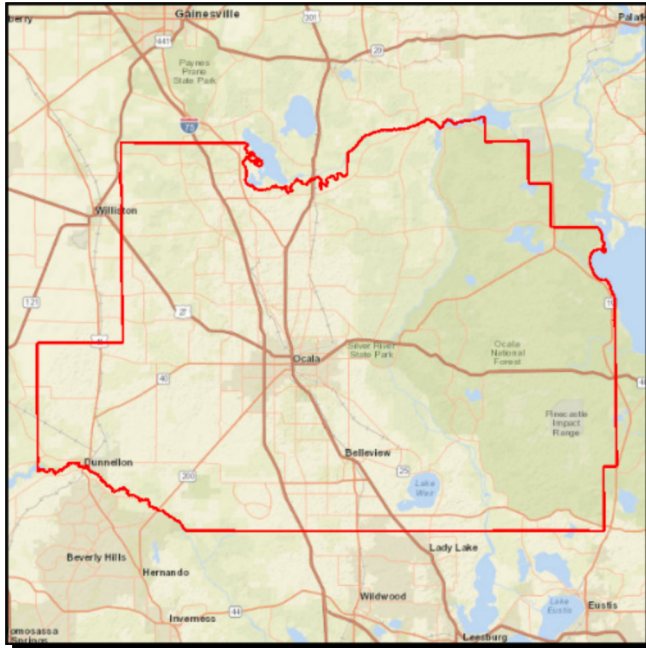
Total Project Cost: 6,914,878

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

4409001

Non-SIS



Work Summary: ITS FREEWAY MANAGEMENT

From:

To:

Lead Agency: FDOT

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	ACFP	5,897,696	0	0	0	0	5,897,696
Total		5,897,696	0	0	0	0	5,897,696

Prior Cost < 2018/19: 859,132

Future Cost > 2022/23: 0

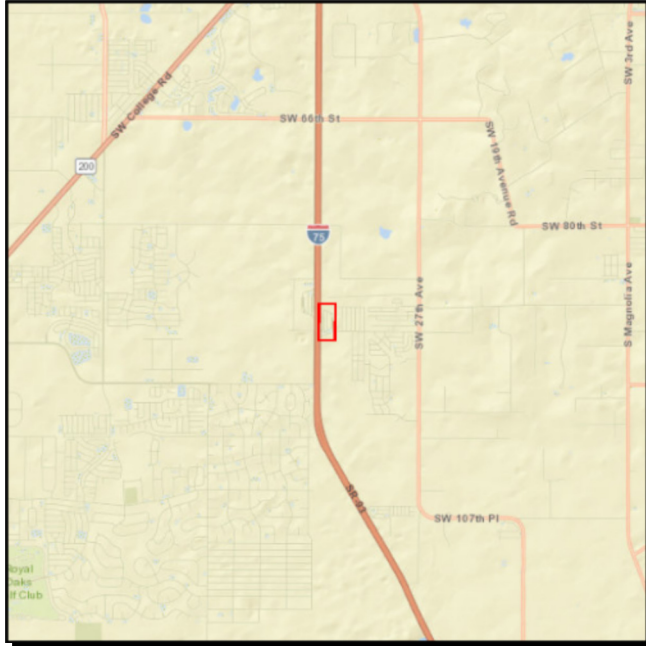
Total Project Cost: 6,756,828

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 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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	33,748	0	0	0	0	33,748
PE	DDR	400,000	0	0	0	0	400,000
PE	DRA	1,800,000	0	0	0	0	1,800,000
CST	DRA	0	0	0	0	23,604,010	23,604,010
CST	DIH	0	0	0	0	55,550	55,550
CST	DDR	0	0	0	0	19,678,128	19,678,128
Total		2,233,748	0	0	0	43,337,688	45,571,436

Prior Cost < 2018/19: 1,423

Future Cost > 2022/23: 0

Total Project Cost: 45,572,859

Project Description: Design funding to expand services at the I-75 rest area in Marion County.

I-75 MARION COUNTY REST AREAS

4378261

SIS



Work Summary: LANDSCAPING

From:

To:

Lead Agency: FDOT

Length: .542

LRTP #: Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	87,253	0	0	0	0	87,253
CST	DDR	0	0	0	810,749	0	810,749
Total		87,253	0	0	810,749	0	898,002

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

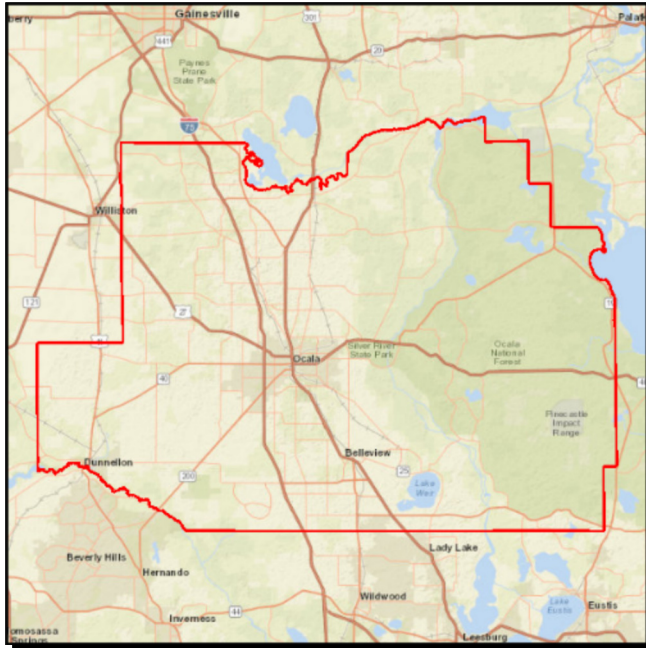
Total Project Cost: 898,002

Project Description: Vegetative installation and maintenance.

I-75 WILDWOOD WEIGH STATION REPAIRS

4403111

SIS



Work Summary: MCCO WEIGH STATION From: STATIC/WIM

To:

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
PE	DIH	3,970	0	0	0	0	3,970
CST	DS	50,000	0	0	0	0	50,000
CST	DWS	7,074,315	0	0	0	0	7,074,315
CST	DDR	628,373	0	0	0	0	628,373
Total		7,756,658	0	0	0	0	7,756,658

Prior Cost < 2018/19: 21,956

Future Cost > 2022/23: 0

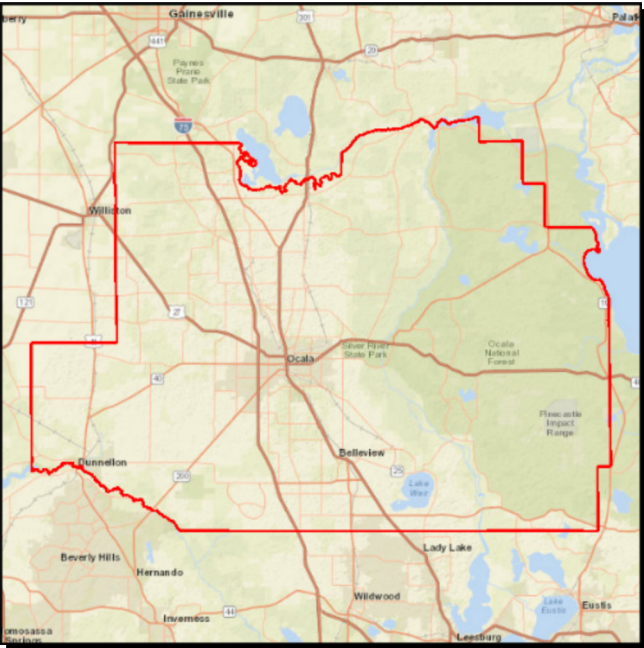
Total Project Cost: 7,778,614

Project Description: Repair concrete aprons around the vehicle scales.

ITS OPERATIONAL SUPPORT

4363611

Non-SIS



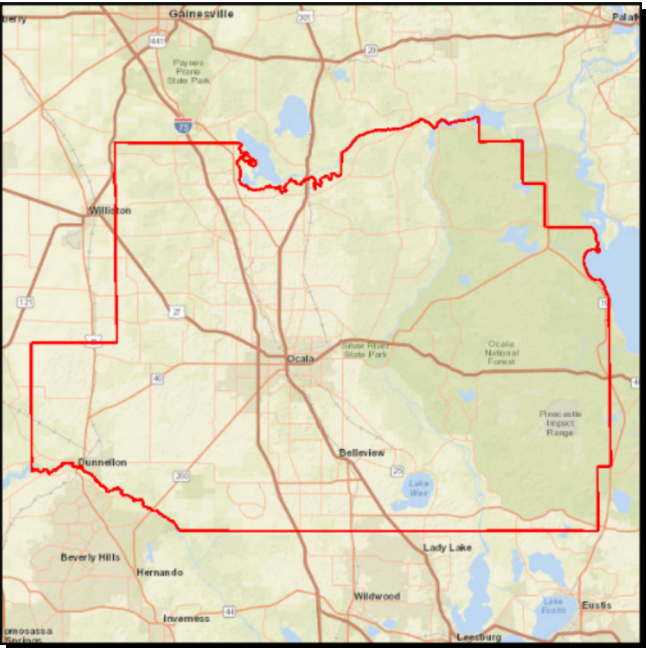
Work Summary:		ITS COMMUNICATION SYSTEM		From:	MARION COUNTY/CITY OF OCALA		
				To:			
Lead Agency:		City of Ocala/Marion County		Length:	.000		
				LRTP #:	Goal 6: Objective 1 - Page 2-11		
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OPS	SL	0	0	2,617,154	0	0	2,617,154
Total		0	0	2,617,154	0	0	2,617,154

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.

NATURAL DISASTER MARION COUNTYWIDE

4383281

Non-SIS



Work Summary: EMERGENCY OPERATIONS
From:
To:
Lead Agency: Managed by FDOT
Length: .000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MSC	DER	600	0	0	0	0	600
Total		600	0	0	0	0	600

Prior Cost < 2018/19: 2,607
Future Cost > 2022/23: 0
Total Project Cost: 3,207
Project Description:

NE 25TH AVENUE

4317973

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: NE 14TH ST
To: NE 35TH ST

LRTP #: 7-15

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	ACSA	10,000	0	0	0	0	10,000
Total		10,000	0	0	0	0	10,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 10,000
Project Description: Capacity expansion project to widen NE 25th Avenue from two to four-lanes. Project alternatives include grade-separated crossing over the CSX 'S'-line. (Priority Project #20)

NE 25TH AVENUE

4317971

Non-SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From:

NE 14TH STREET (SR 492)

To:

NE 35TH STREET

Lead Agency:

FDOT

Length:

1.597 mi

LRTP #:

7-15

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SA	5,000	0	0	0	0	5,000
PDE	SL	1,146	0	0	0	0	1,146
PE	ACSA	19,356	0	0	0	0	19,356
PE	SL	156,835	0	0	0	0	156,835
Total		182,337	0	0	0	0	182,337

Prior Cost < 2018/19: 2,280,742

Future Cost > 2022/23: 0

Total Project Cost: 2,463,079

Project Description: Capacity expansion project to widen NE 25th Avenue from two to four-lanes. Project alternatives include grade-separated crossing over the CSX 'S'-line. (Priority Project #20)

NE 25TH AVENUE

4317972

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: NE 14TH ST
To: NE 35TH ST
Lead Agency: City of Ocala
LRTP #: 7-15

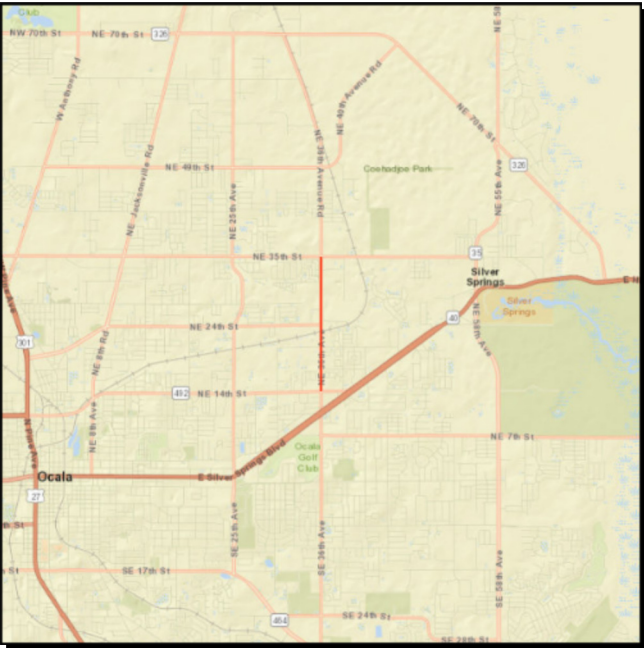
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	ACSA	10,000	0	0	0	0	10,000
Total		10,000	0	0	0	0	10,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 10,000
Project Description: Capacity expansion project to widen NE 25th Avenue from two to four-lanes. Project alternatives include grade-separated crossing over the CSX 'S'-line. (Priority Project #20)

NE 36TH AVENUE

4317984

Non-SIS

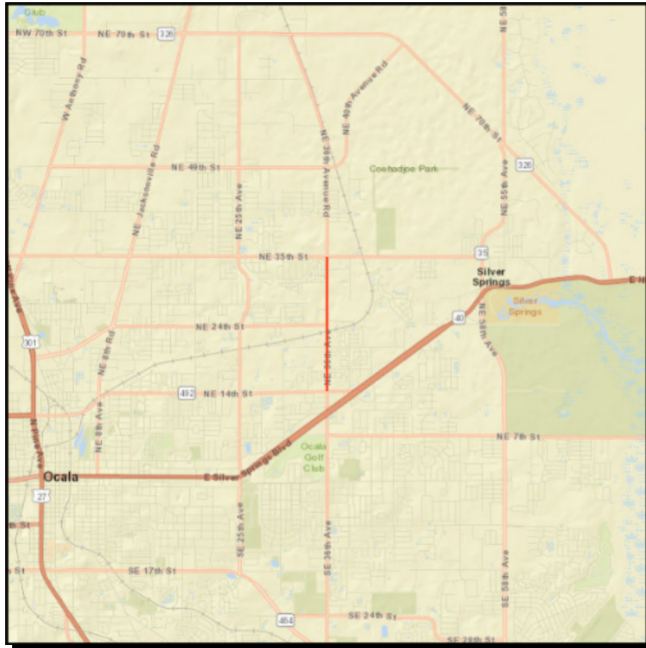


Work Summary: ADD LANES & RECONSTRUCT
From: NORTH OF NE 25TH STREET
To: NE 35TH STREET
Lead Agency: Managed by FDOT
Length: .719

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	9,700	0	0	0	0	9,700
Total		9,700	0	0	0	0	9,700

Prior Cost < 2018/19: 1,090,187
Future Cost > 2022/23: 0
Total Project Cost: 1,099,887
Project Description: Capacity expansion project to widen NE 36th Avenue from two to four lanes. (Priority Project #13)

Non-SIS



Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SA	7,642	0	0	0	0	7,642
Total		7,642	0	0	0	0	7,642

Project Description: Capacity expansion project to widen NE 36th Avenue from two to four-lane. (Priority Project #13)

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TRIP	20,400,645	0	0	0	0	20,400,645
RRU	TRIP	650,000	0	0	0	0	650,000
PE	DPTO	123,915	0	0	0	0	123,915
ROW	TRIP	4,425,937	690,000	347,000	0	0	5,462,937
Total		25,600,497	690,000	347,000	0	0	26,637,497

Prior Cost < 2018/19: 10,624,652

Future Cost > 2022/23: 0

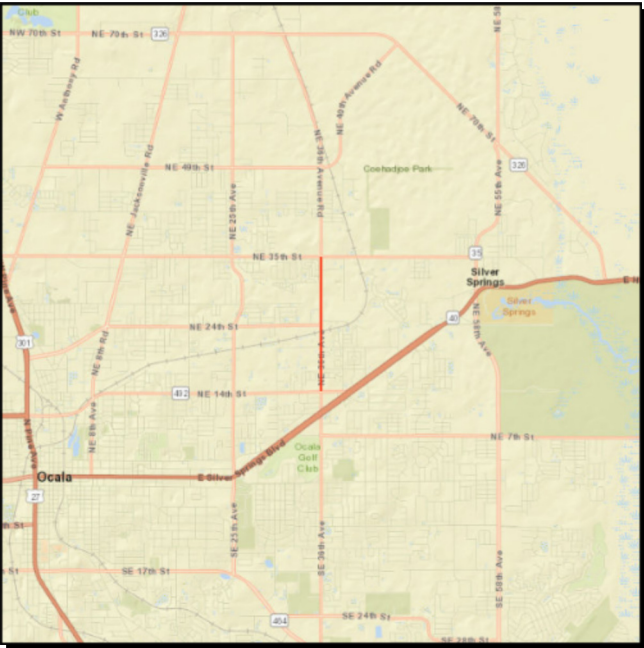
Total Project Cost: 37,262,149

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 #13)

NE 36TH AVENUE

4317981

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: SR 492
To: SE 35th Street
Lead Agency: Managed by FDOT
Length: 1.517
LRTP #: PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SL	10,541	0	0	0	0	10,541
RRU	ACSA	400,000	0	0	0	0	400,000
Total		410,541	0	0	0	0	410,541

Prior Cost < 2018/19: 962,390
Future Cost > 2022/23: 0
Total Project Cost: 1,372,931
Project Description: Capacity expansion project to widen NE 36th Avenue form two to four-lane. (Priority Project #13)

NW 56TH STREET

4405941

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** CSX XING #627164-B

To:

Lead Agency: Managed by FDOT

Length: .010

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
RRU	RHP	917	0	0	0	0	917
Total		917	0	0	0	0	917

Prior Cost < 2018/19: 190,088

Future Cost > 2022/23: 0

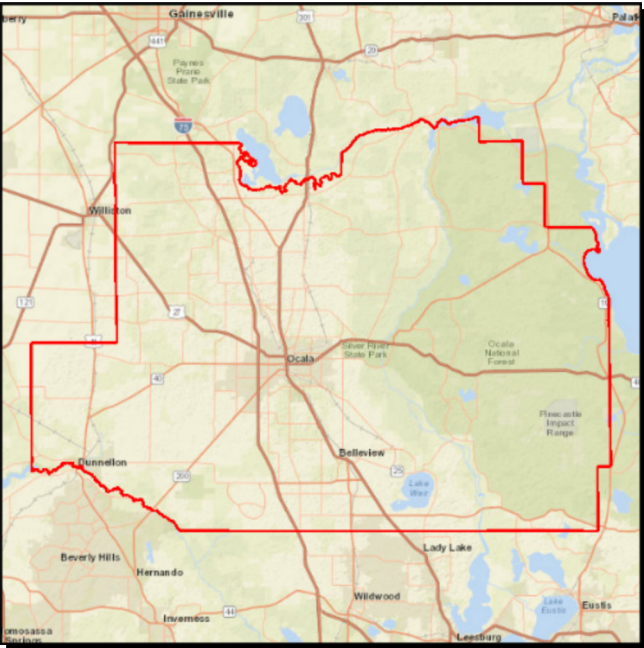
Total Project Cost: 191,005

Project Description: At-grade rail crossing improvements. Replace/Upgrade signalization, cabinets and crossing surface.

PEDESTRIAN LIGHTING BUNDLE

4398871

SIS



Work Summary: LIGHTING

From:

To:

Lead Agency: FDOT

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	HSP	9,784	0	0	0	0	9,784
CST	ACSS	171,668	0	0	0	0	171,668
Total		181,452	0	0	0	0	181,452

Prior Cost < 2018/19: 60,216

Future Cost > 2022/23: 0

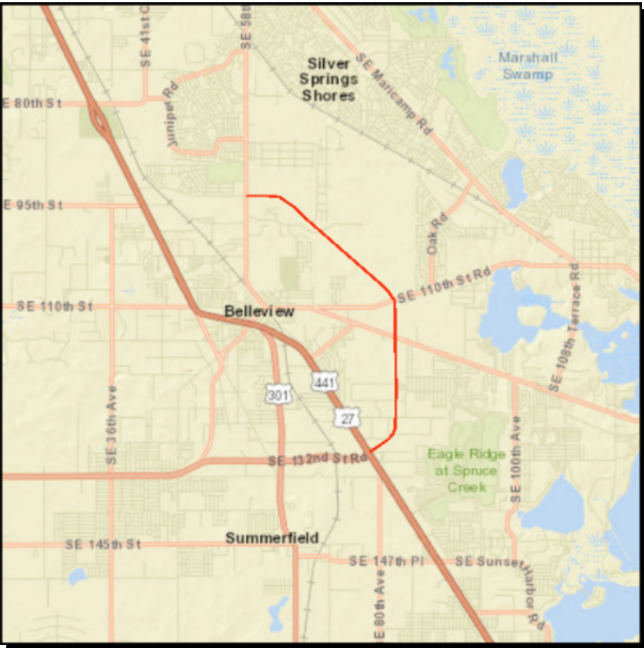
Total Project Cost: 241,668

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.

SE 92ND LOOP (BELLEVIEW BELTWAY)

2386774

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
From: US 441
To: SR 35
Lead Agency: Marion County
Length: 0.001 mi
LRTP #: 7-13

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	1,339	0	0	0	0	1,339
Total		1,339	0	0	0	0	1,339

Prior Cost < 2018/19: 26,478
Future Cost > 2022/23: 0
Total Project Cost: 27,817
Project Description: Design funding for the SE 92nd Loop (Bellevue Beltway) project.

SR 200

4368791

Non-SIS



Work Summary: RESURFACING

From: S OF CR 484

To: SW 60TH AVE

Lead Agency: FDOT

Length: 6.168

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	10,000	0	0	0	0	10,000
CST	DS	6,501,745	0	0	0	0	6,501,745
CST	DIH	41,120	0	0	0	0	41,120
CST	DDR	1,056,013	0	0	0	0	1,056,013
CST	NHRE	1,731,375	0	0	0	0	1,731,375
Total		9,340,253	0	0	0	0	9,340,253

Prior Cost < 2018/19: 913,422

Future Cost > 2022/23: 0

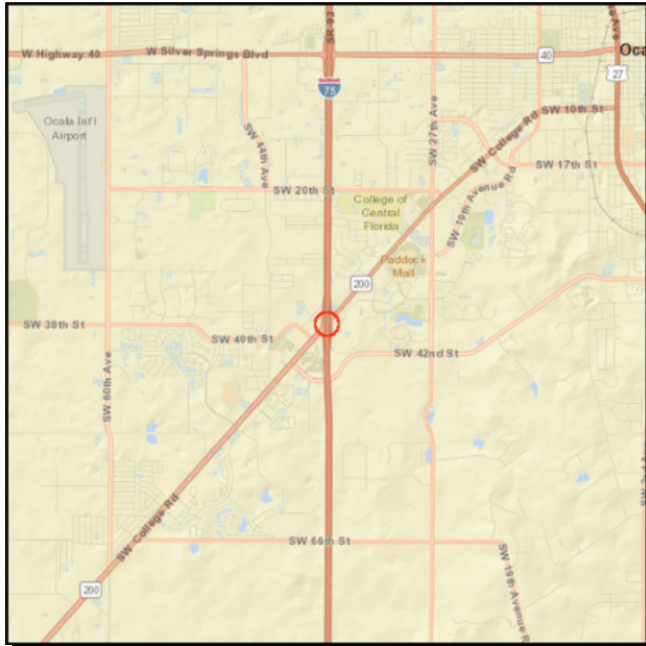
Total Project Cost: 10,253,675

Project Description: Routine resurfacing.

SR 200

4356592

SIS



Work Summary: ADD TURN LANE(S) **From:** at I-75

To:

Lead Agency: FDOT

Length: 0.364

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	NHPP	822	0	0	0	0	822
PE	ACNP	18,193	0	0	0	0	18,193
CST	ACNP	325,405	0	0	0	0	325,405
Total		344,420	0	0	0	0	344,420

Prior Cost < 2018/19: 5,175,123

Future Cost > 2022/23: 0

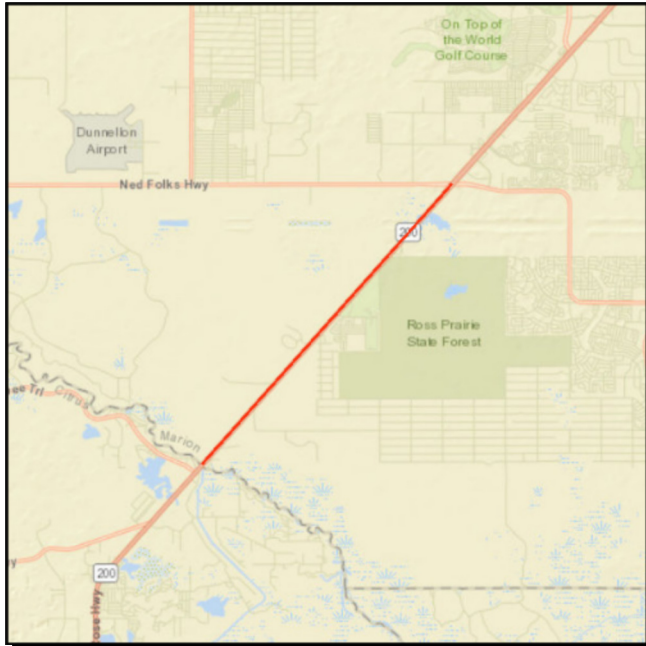
Total Project Cost: 5,519,543

Project Description: Add left and right turn lanes at I-75 off ramps.

SR 200

2386511

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT

From: CITRUS CO LINE

To: CR 484

Lead Agency: FDOT

Length: 5.343 mi

LRTP #: 7-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	7,591	0	0	0	0	7,591
Total		7,591	0	0	0	0	7,591

Prior Cost < 2018/19: 5,067,670

Future Cost > 2022/23: 0

Total Project Cost: 5,075,261

Project Description: Capacity expansion project which will widen SR 200 from two to four-lanes. FDOT already owns ROW. CST will be next programmed phase. (Priority Project #10)

SR 200

4373441

Non-SIS



Work Summary: RESURFACING

From: E OF SW 60TH AVE

To: E OF SW 38TH CT

Lead Agency: FDOT

Length: 2.767

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	142,232	0	0	0	0	142,232
CST	DIH	462,838	0	0	0	0	462,838
Total		605,070	0	0	0	0	605,070

Prior Cost < 2018/19: 4,803,487

Future Cost > 2022/23: 0

Total Project Cost: 5,408,557

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ROW	ACNP	391,735	201,735	121,550	0	0	715,020
PE	SA	8,247	0	0	0	0	8,247
PE	DS	148,260	0	0	0	0	148,260
PE	ACSA	14,369	0	0	0	0	14,369
CST	DDR	0	8,208	0	0	0	8,208
CST	ACNP	0	1,096,464	0	0	0	1,096,464
Total		562,611	1,306,407	121,550	0	0	1,990,568

Prior Cost < 2018/19: 575,151

Future Cost > 2022/23: 0

Total Project Cost: 2,565,719

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.

SIS



From: AT CR 35

Length: 0.200 mi

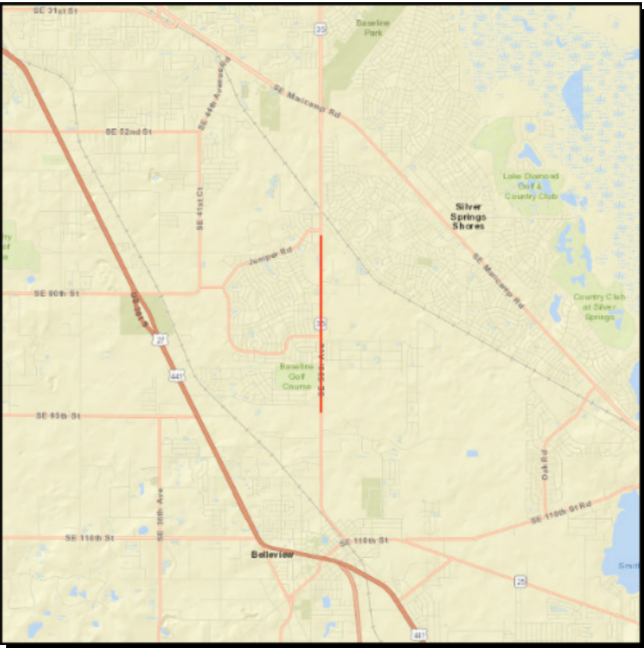
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	10,891	0	0	0	0	10,891
Total		10,891	0	0	0	0	10,891

Project Description:	Traffic signal installation and operational improvements will include the addition of left turn lanes on SR 326 for northwest and southeast traffic turning onto CR 35. (Project is completed. Awaiting final dispensation of funding.)
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SR 35

4272731

Non-SIS



Work Summary:

RESURFACING

From:

SE 96TH PLACE ROAD

To:

S OF JUNIPER RD

Lead Agency:

FDOT

Length:

2.330 mi

LRTP #:

Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	5,637	0	0	0	0	5,637
Total		5,637	0	0	0	0	5,637

Prior Cost < 2018/19:202,331

Future Cost > 2022/23:0

Total Project Cost:207,968

Project Description:Routine resurfacing.

SR 35

4437031

Non-SIS



Work Summary:

LANDSCAPING

From:

SR/CR 464

To:

SR 40

Lead Agency:

Managed by FDOT

Length:

5.393

LRTP #:

Goal 5: Page 2-10

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	450,000	0	0	0	0	450,000
CST	DIH	71,610	0	0	0	0	71,610
Total		521,610	0	0	0	0	521,610

Prior Cost < 2018/19:

0

Future Cost > 2022/23:

0

Total Project Cost:

521,610

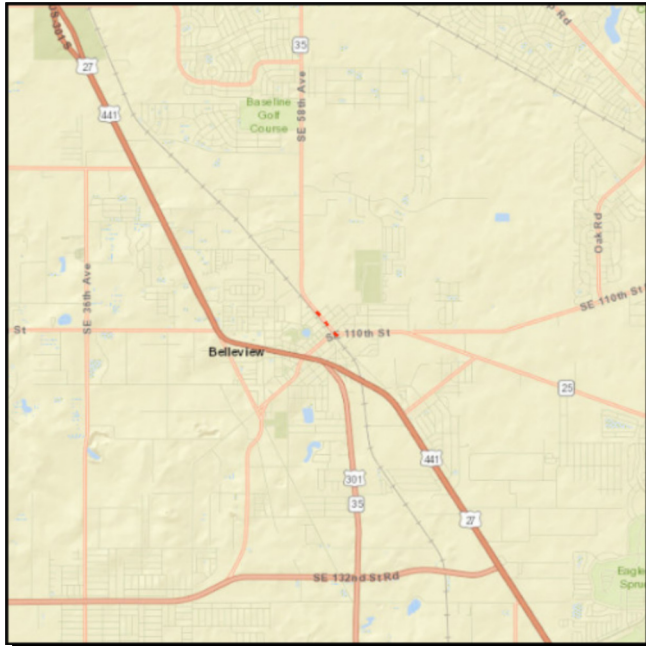
Project Description:

Landscaping and aesthetic improvements one the SR 35 corridor.

SR 35

4352081

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: AT FOSS ROAD, ROBINSON ROAD & SR 25

To:

Lead Agency: FDOT

Length: .250 MI

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

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

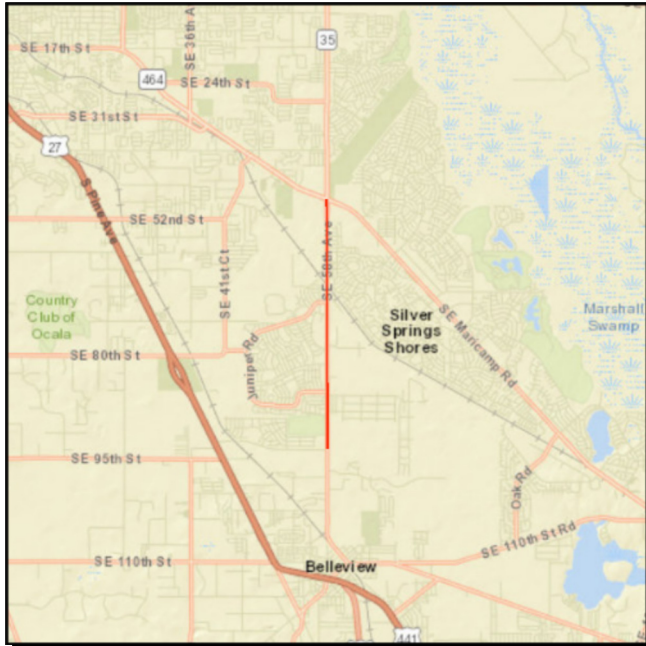
Prior Cost < 2018/19: 0

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 #6)

Non-SIS



From: SE 92ND PLACE (BELLEVIEW
BELTWAY)

Lead Agency: FDOT

Length: 3.758 mi

L RTP #: PAGE 3-4

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
DSB	DIH	41,138	0	0	0	0	41,138
PE	DIH	4,507	0	0	0	0	4,507
INC	DDR	750,000	0	0	0	0	750,000
DSB	DDR	184,392	0	0	0	0	184,392
RRU	DS	30,000	0	0	0	0	30,000
Total		1,010,037	0	0	0	0	1,010,037

Project Description: Capacity expansion project to widen SR 35 from two to four lanes.

SR 40

4413661

Non-SIS



Work Summary:SAFETY PROJECT

From:SW 27TH AVE

To:MLK JR AVE

Lead Agency:Managed by FDOT

Length:.981

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	4,586	0	0	0	0	4,586
PE		306,000	0	0	0	0	306,000
Total		310,586	0	0	0	0	310,586

Prior Cost < 2018/19:555

Future Cost > 2022/23:0

Total Project Cost:311,141

Project Description:Access management project to modify median openings.

SR 40

4106741

SIS



Work Summary:

PD&E/EMO STUDY

From:

END OF 4 LN SECTION

To:

LAKE COUNTY LINE

Lead Agency:

Managed by FDOT

Length:

25.943

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	DIH	556	0	0	0	0	556
Total		556	0	0	0	0	556

Prior Cost < 2018/19:

2,471,130

Future Cost > 2022/23:

0

Total Project Cost:

2,471,686

Project Description:

SR 40 **4106742** **SIS**



Work Summary: ADD LANES & RECONSTRUCT
From: END OF 4 LANES
To: TO CR 314
Lead Agency: FDOT
Length: 5.327 mi
LRTP #: PAGE 5-2

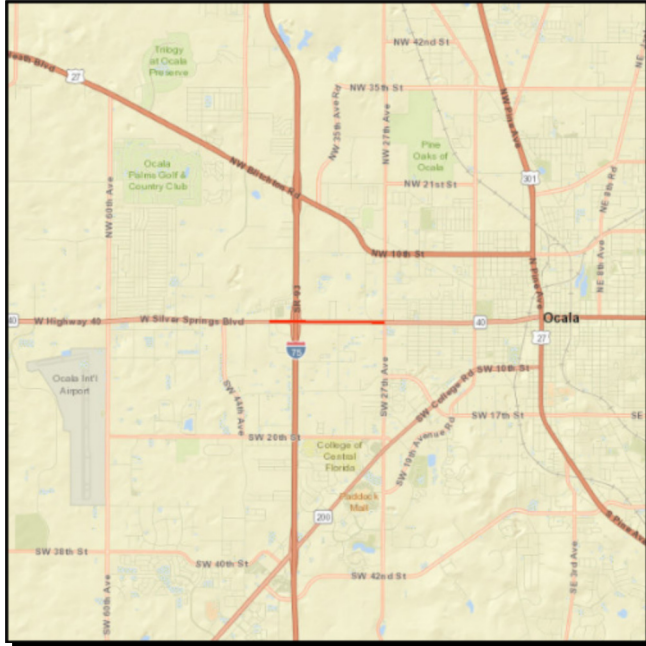
Prior Cost < 2018/19: 8,638,442
Future Cost > 2022/23: 0
Total Project Cost: 154,423,666
Project Description: Capacity expansion project to widen SR 40 from two to four lanes. (Priority Project #19)

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	20,000	0	0	0	0	20,000
ROW	ACSN	1,244,337	379,230	0	0	0	1,623,567
ENV	ACTN	163,794	0	0	0	0	163,794
ROW	SN	421,987	232,500	100,000	223,364	0	977,851
PE	ACSN	200,000	0	0	0	0	200,000
CST	DI	0	25,650,000	0	0	0	25,650,000
CST	SIWR	0	18,791,804	0	0	0	18,791,804
ROW	ACSA	0	2,717,094	0	0	0	2,717,094
CST	SA	0	513,000	0	0	0	513,000
CST	ACNP	0	92,628,114	0	0	0	92,628,114
ROW	DDR	0	0	493,253	0	0	493,253
ROW	SA	0	0	527,425	0	0	527,425
ROW	SL	0	0	1,479,322	0	0	1,479,322
Total		2,050,118	140,911,742	2,600,000	223,364	0	145,785,224

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	15,522	0	0	0	0	15,522
ROW	DIH	0	0	42,500	42,500	42,308	127,308
ROW	DDR	0	0	1,610,357	0	0	1,610,357
ROW	SL	0	0	229,643	2,170,000	1,560,000	3,959,643
Total		15,522	0	1,882,500	2,212,500	1,602,308	5,712,830

Prior Cost < 2018/19: 1,974,207

Future Cost > 2022/23: 0

Total Project Cost: 7,687,037

Project Description: Upgrade existing interchange including additional turn-lanes. (Priority Project #11)

SR 40

4324211

Non-SIS



Work Summary:

INTERSECTION IMPROVEMENT

From:

NE 25TH AVE

To:

NE 10TH ST

Lead Agency:

FDOT

Length:

1.158 MI

LRTP #:

Objective 2.16: Page 2-7

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SL	68,908	0	0	0	0	68,908
Total		68,908	0	0	0	0	68,908

Prior Cost < 2018/19:

1,518,676

Future Cost > 2022/23:

0

Total Project Cost:

1,587,584

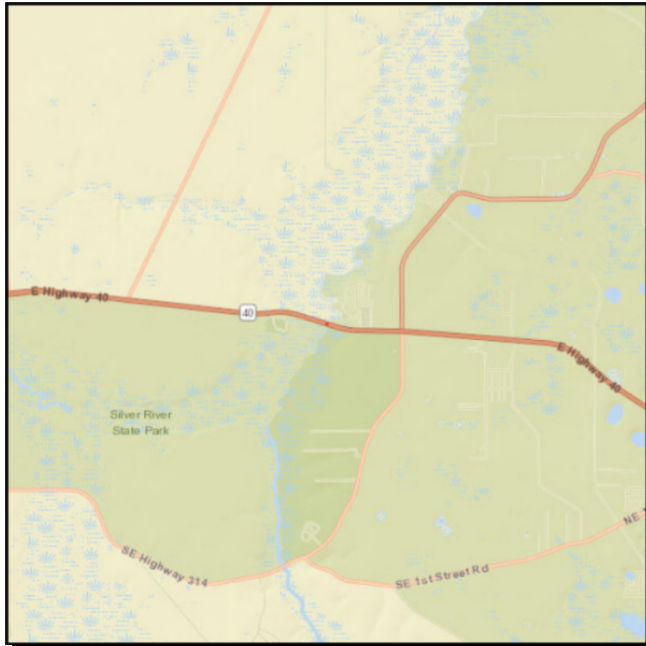
Project Description:

Safety/Access managment project to modify median openings to mitigate crash frequencies.

SR 40

4293631

SIS



Work Summary:

From: OVER OKLAWAHA RIVER

To:

Lead Agency: FDOT

Length: 0.520 mi

LRTP #: Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	88,607	0	0	0	0	88,607
Total		88,607	0	0	0	0	88,607

Prior Cost < 2018/19: 576,345

Future Cost > 2022/23: 0

Total Project Cost: 664,952

Project Description: Paint/sealant application to steel bridge infrastructure (Corrosion resistance). Project is complete

SR 40

4344081

SIS



Work Summary:

RESURFACING

From:

E OF NE 10TH ST

To:

E OF NE 145TH AVE RD

Lead Agency:

FDOT

Length:

1.037

LRTP #:

Goal 6: Objective 3 -
Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	2,756	0	0	0	0	2,756
CST	SN	5,669	0	0	0	0	5,669
CST	SA	6,311	0	0	0	0	6,311
Total		14,736	0	0	0	0	14,736

Prior Cost < 2018/19:

694,851

Future Cost > 2022/23:

0

Total Project Cost:

709,587

Project Description:

Routine resurfacing.

SR 40

2387191

Non-SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From: CR 328

To: SW 80TH AVE(CR 225A)

Lead Agency:

Managed by FDOT

Length: 4.035

LRTP #: Goal 2: Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	8,286	0	0	0	0	8,286
ROW	DIH	4,632	0	0	0	0	4,632
CST	DIH	32,039	0	0	0	0	32,039
Total		44,957	0	0	0	0	44,957

Prior Cost < 2018/19: 21,887,997

Future Cost > 2022/23: 0

Total Project Cost: 21,932,954

Project Description: Project to four-lane this segment of SR 40 has been completed. Allocated funding must still be presented in the TIP until final dispensation of funds is complete.

SR 40

4106743

SIS



Work Summary:

PRELIM ENG FOR FUTURE CAPACITY

From:

FROM EAST OF CR 314

To:

EAST OF CR 314A

Lead Agency:

Managed by FDOT

Length:

6.140

LRTP #:

PAGE 5-2

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ENV	TALT	16,000	0	0	0	0	16,000
PE	DIH	10,000	0	0	0	0	10,000
ENV	ACTA	394,186	0	0	0	0	394,186
Total		420,186	0	0	0	0	420,186

Prior Cost < 2018/19:

7,621,969

Future Cost > 2022/23:

0

Total Project Cost:

8,042,155

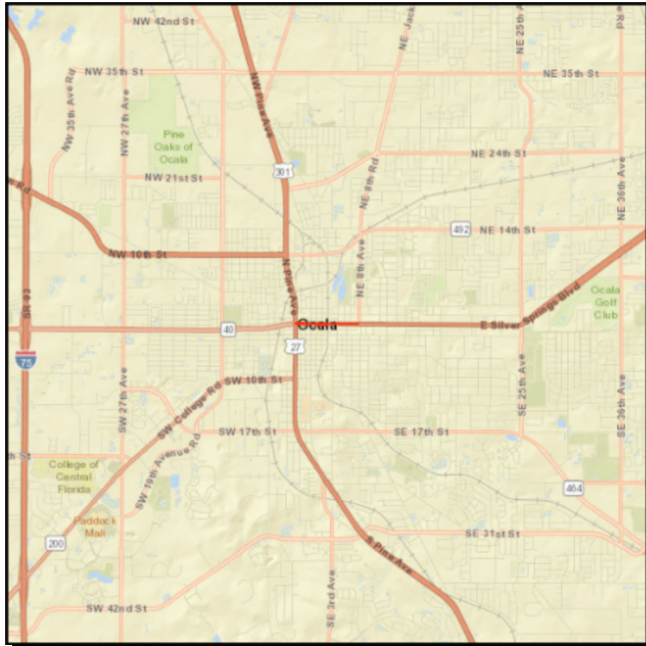
Project Description:

Capacity expansion project to widen SR 40 from two to four-lanes. (Priority Project #19)

SR 40 DOWNTOWN OCALA

4319351

Non-SIS



Work Summary: SIDEWALK

From: US 441

To: NE 8TH AVE

Lead Agency: FDOT

Length: 0.633 mi

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	22,938	0	0	0	0	22,938
PE	SA	76,000	0	0	0	0	76,000
PE	TALL	5,722	0	0	0	0	5,722
Total		104,660	0	0	0	0	104,660

Prior Cost < 2018/19: 1,343,137

Future Cost > 2022/23: 0

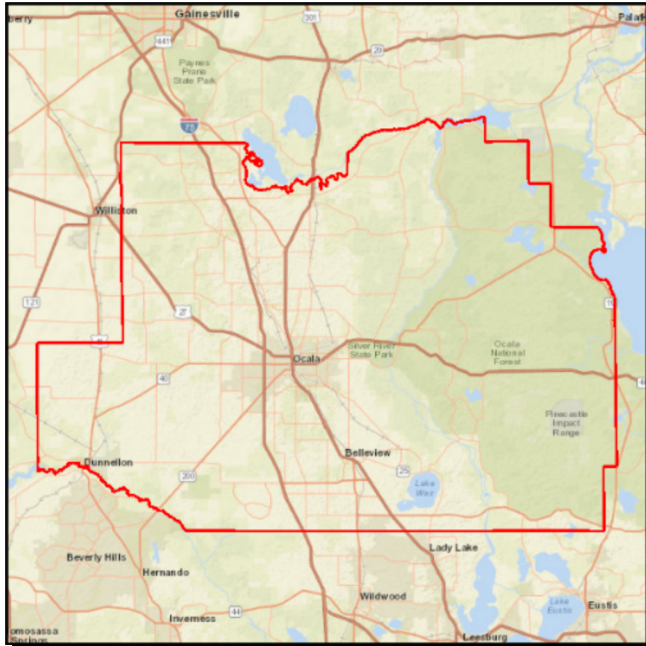
Total Project Cost: 1,447,797

Project Description: Project will enhance pedestrian accessibility/facilities on the SR 40 corridor in and near the City of Ocala Central Business District. Intersection improvements at selected locations are also alternatives for this project.(Priority Project #2)

SR 40 INTERSECTION IMPROVEMENTS

4354922

Non-SIS



Work Summary:

INTERSECTION
IMPROVEMENT

From:

AT MARTIN LUTHER KING BLVD.

To:

Lead Agency:

City of Ocala

Length:

0.114

LRTP #:

GOAL 6: Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	9,525	0	0	0	0	9,525
Total		9,525	0	0	0	0	9,525

Prior Cost < 2018/19: 741,353

Future Cost > 2022/23: 0

Total Project Cost: 750,878

Project Description: Intersection improvements include repaving, burying utilities and concrete stamping to create west side gateway feature into the City of Ocala. Project is in tandem with 435492-1.

SR 492

4306551

Non-SIS



Work Summary: RESURFACING

From: US 441

To: SR 40

Lead Agency: FDOT

Length: 3.737

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	90,380	0	0	0	0	90,380
CST	DS	12,418	0	0	0	0	12,418
CST	DIH	6,217	0	0	0	0	6,217
CST	SA	42,527	0	0	0	0	42,527
CST	DDR	32,177	0	0	0	0	32,177
Total		183,719	0	0	0	0	183,719

Prior Cost < 2018/19: 4,440,153

Future Cost > 2022/23: 0

Total Project Cost: 4,623,872

Project Description: Routine resurfacing.

SR 492

4436691

Non-SIS



Work Summary:

TRAFFIC OPS
IMPROVEMENT

From:

NE 30TH AVE

To:

Lead Agency:

MANAGED BY CITY OF
OCALA

Length:

.002

LRTP #:

Goal 6: Objective 1 -
Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DDR	470,000	0	0	0	0	470,000
Total		470,000	0	0	0	0	470,000

Prior Cost < 2018/19:

0

Future Cost > 2022/23:

0

Total Project Cost:

470,000

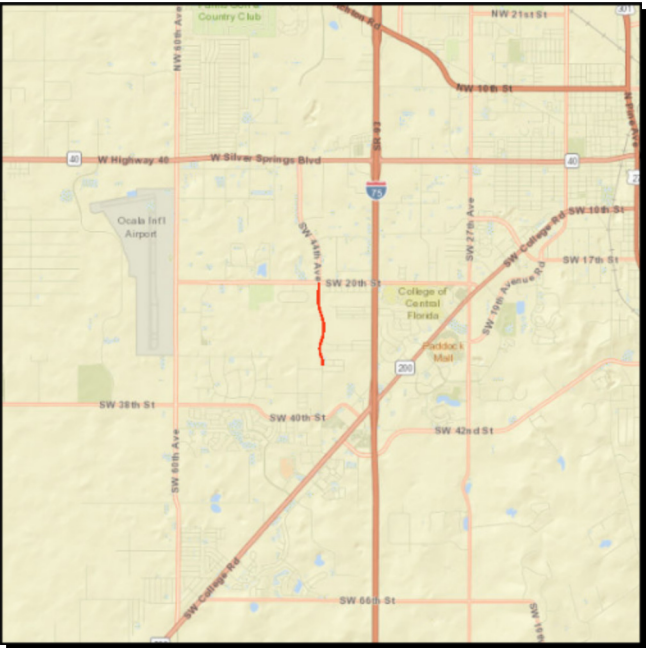
Project Description:

Signalization installation at the intersection of SR 492 and SE 30th Ave.

SW 44TH AVENUE

4355471

Non-SIS



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

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

SW 49TH AVENUE

4355491

Non-SIS



Work Summary: NEW ROAD CONSTRUCTION
From: SW 95TH ST
To: SW 42ND ST
Lead Agency: Marion County
Length: .000
LRTP #: PAGE 3-2

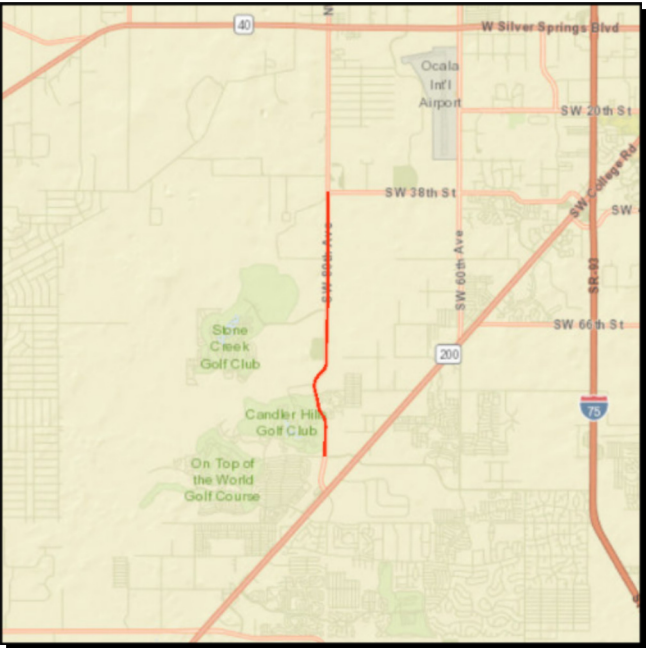
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	LF	5,962,100	0	0	0	0	5,962,100
CST	CIGP	5,962,100	0	0	0	0	5,962,100
Total		11,924,200	0	0	0	0	11,924,200

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 11,924,200
Project Description: Construct a new four-lane, divided roadway with sidewalks and bicycle lanes.

SW 80TH AVENUE

4361861

Non-SIS



Work Summary: RESURFACING **From:** SW 38TH AVENUE
To: SW 90TH STREET

Lead Agency: Marion County

LRTP #: Objective 1.53: Page 2-6

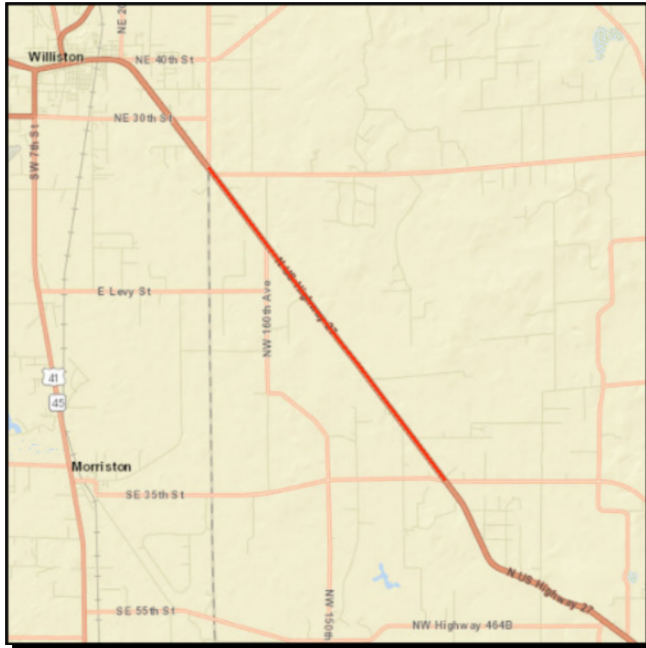
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SL	33	0	0	0	0	33
Total		33	0	0	0	0	33

Prior Cost < 2018/19: 1,378,359
Future Cost > 2022/23: 0
Total Project Cost: 1,378,392
Project Description: Routine resurfacing.

US 27

4373391

SIS



Work Summary: RESURFACING

From: LEVY COUNTY LINE

To: CR 326

Lead Agency: FDOT

Length: 6.683

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	7,212	0	0	0	0	7,212
CST	DS	114,089	0	0	0	0	114,089
CST	DIH	5,000	0	0	0	0	5,000
CST	DDR	8,110,148	0	0	0	0	8,110,148
Total		8,236,449	0	0	0	0	8,236,449

Prior Cost < 2018/19: 625,267

Future Cost > 2022/23: 0

Total Project Cost: 8,861,716

Project Description: Routine resurfacing.

US 27 **2386782** **SIS**



Work Summary: SIGNING/PAVEMENT MARKINGS
From: CR 225
To: W OF NW 95TH AVE
Lead Agency: FDOT
LRTP #: Objective 2.15: Page 2-7

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	18,287	0	0	0	0	18,287
Total		18,287	0	0	0	0	18,287

Prior Cost < 2018/19: 597,866

Future Cost > 2022/23: 0

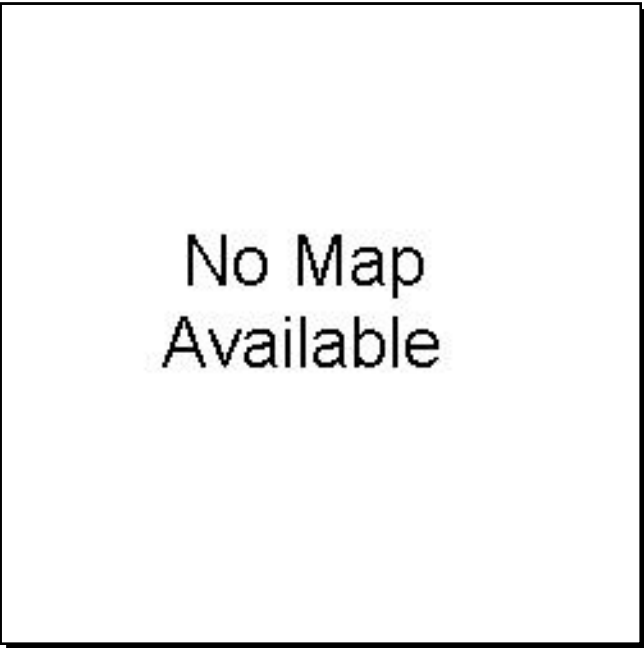
Total Project Cost: 616,153

Project Description: Install audible pavement markings to mitigate roadway departure incidents.

US 301

4112565

Non-SIS



Work Summary: PRELIMINARY ENGINEERING **From:** DALLAS POND REDESIGN

Lead Agency: Managed by FDOT **To:**

Length: 1.404

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

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

Prior Cost < 2018/19: 218,229

Future Cost > 2022/23: 0

Total Project Cost: 223,229

Project Description: Redesign and capacity expansion of primary drainage retention area. (Located near SE 173rd Lane)

US 301 / US 441 SPLIT (THE Y) JUST

4437301

SIS

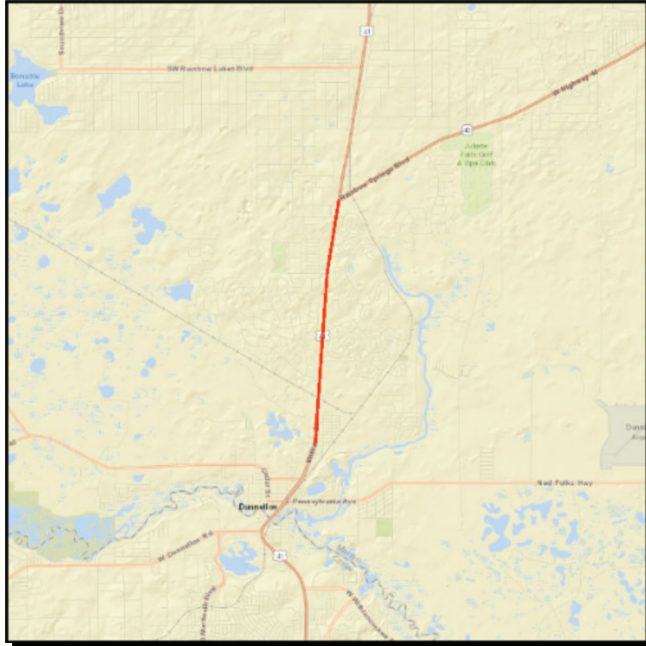


Work Summary: LANDSCAPING **From:** SOUTH OF SPLIT
To: NORTH OF SPLIT
Lead Agency: Managed by FDOT **Length:** 2.262

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DS	495,000	0	0	0	0	495,000
Total		495,000	0	0	0	0	495,000

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 495,000
Project Description: Landscaping and aesthetic enhancements on green areas surrounding the US 301/US 401 convergence/divergence.

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	EB	35	0	0	0	0	35
PE	SN	264	0	0	0	0	264
ROW	DIH	10,000	0	0	0	0	10,000
ROW	ACSA	2,500,000	0	0	0	0	2,500,000
ROW	SL	149,470	0	0	0	0	149,470
PE	ACSN	0	500,000	0	0	0	500,000
CST	DIH	0	0	0	54,050	0	54,050
CST	SL	0	0	0	1,825,000	0	1,825,000
CST	DDR	0	0	0	47,071,871	0	47,071,871
Total		2,664,769	500,000	0	48,950,921	0	52,115,690

Prior Cost < 2018/19: 25,543,126

Future Cost > 2022/23: 0

Total Project Cost: 77,658,816

Project Description: Capacity expansion project to widen the US 41 corridor from two to four-lanes. (Priority Project #9)

US 41

4195841

Non-SIS



Work Summary:

RESURFACING

From:

SW 108TH PLACE

To:

SR 40

Lead Agency:

FDOT

Length:

3.407 mi

LRTP #:

Objective 1.53: Page 2-6

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	82,432	0	0	0	0	82,432
Total		82,432	0	0	0	0	82,432

Prior Cost < 2018/19:1,720,197

Future Cost > 2022/23:0

Total Project Cost:1,802,629

Project Description:Routine resurfacing.

US 441 **4363711** **Non-SIS**



Work Summary: SIGNING/PAVEMENT MARKINGS
From: S of CR 318
To: ALACHUA CL
Lead Agency: FDOT
Length: 6.239
LRTP #: GOAL 3: Objective 2 - Page 2-9

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SA	19,087	0	0	0	0	19,087
Total		19,087	0	0	0	0	19,087

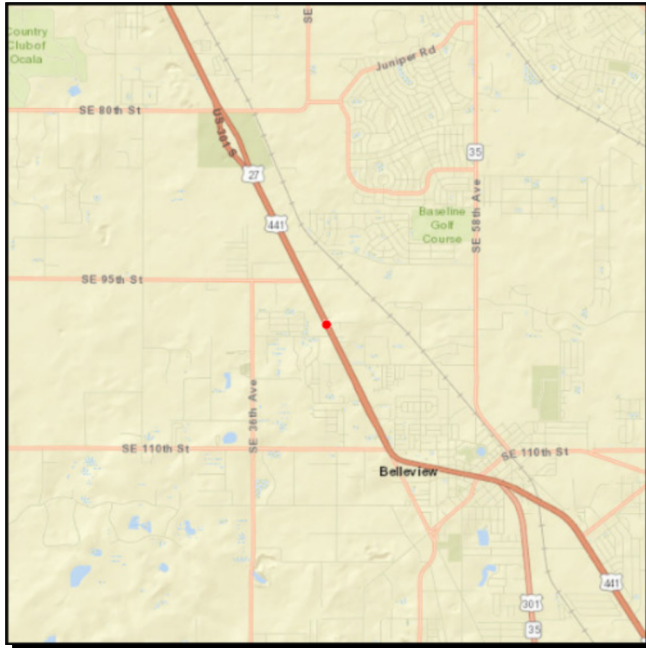
Prior Cost < 2018/19: 292,956

Future Cost > 2022/23: 0

Total Project Cost: 312,043

Project Description: Install audible warning systems along the interior and exterior travel lane border lines to mitigate roadway departure crashes. (Type of audible warning systems is yet to be determined. (Adhesive pucks, ground in strips, etc.)

US 441 **4356861** **Non-SIS**



Work Summary: ADD LEFT TURN LANE(S)
From: SE 98TH LANE
To:
Lead Agency: Managed by FDOT
Length: .189
LRTP #: Goal 6: Objective 1 - Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	5,363	0	0	0	0	5,363
CST	DIH	0	64,302	0	0	0	64,302
CST	DDR	0	492,413	0	0	0	492,413
Total		5,363	556,715	0	0	0	562,078

Prior Cost < 2018/19: 244,332

Future Cost > 2022/23: 0

Total Project Cost: 806,410

Project Description: Add northbound and southbound left-turn lanes on US 441 at SE 98th Lane.

US 441

4411361

SIS

No Map
Available

Work Summary: RESURFACING **From:** CR 25A

To: US 301

Lead Agency: Managed by FDOT **Length:** 8.846

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	10,000	0	0	0	0	10,000
PE	DDR	1,200,000	0	0	0	0	1,200,000
CST	DS	0	0	210,600	0	0	210,600
CST	DIH	0	0	10,530	0	0	10,530
CST	SA	0	0	12,964,993	0	0	12,964,993
CST	DDR	0	0	1,367,147	0	0	1,367,147
Total		1,210,000	0	14,553,270	0	0	15,763,270

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 15,763,270
Project Description: Routine resurfacing.

US 441

4432701

Non-SIS



Work Summary:

From: BRIDGES #360025 & #360026

To: S OF CR 25A

Lead Agency: Managed by FDOT

Length: .790

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	2,000	0	0	0	0	2,000
PE	BRRP	62,469	0	0	0	0	62,469
Total		64,469	0	0	0	0	64,469

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 64,469

Project Description: Preliminary design for bridge repair and upgrade.

US 441

4242831

Non-SIS



Work Summary: LANDSCAPING **From:** SOUTH OF CR 475
To:
Lead Agency: FDOT **Length:** 0.304 mi
LRTP #: NA-Project is completed

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	DIH	43,392	0	0	0	0	43,392
Total		43,392	0	0	0	0	43,392

Prior Cost < 2018/19: 524,578
Future Cost > 2022/23: 0
Total Project Cost: 567,970
Project Description: Landscaping/aesthetic improvements near the southern boundary of the Ocala city limits. (Project is completed. Awaiting final dispensation of funding.)

US 441 **4336601** **Non-SIS**



Work Summary: TRAFFIC OPS IMPROVEMENT

From: AT SR 464

To:

Lead Agency: FDOT

Length: 0.433

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	4,189	0	0	0	0	4,189
ROW	DIH	38,000	38,000	34,000	0	0	110,000
ROW	DDR	340,000	360,000	80,000	30,000	0	810,000
Total		382,189	398,000	114,000	30,000	0	924,189

Prior Cost < 2018/19: 801,693

Future Cost > 2022/23: 0

Total Project Cost: 1,725,882

Project Description: Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane. (Priority Project #5)

US 441

4392381

Non-SIS

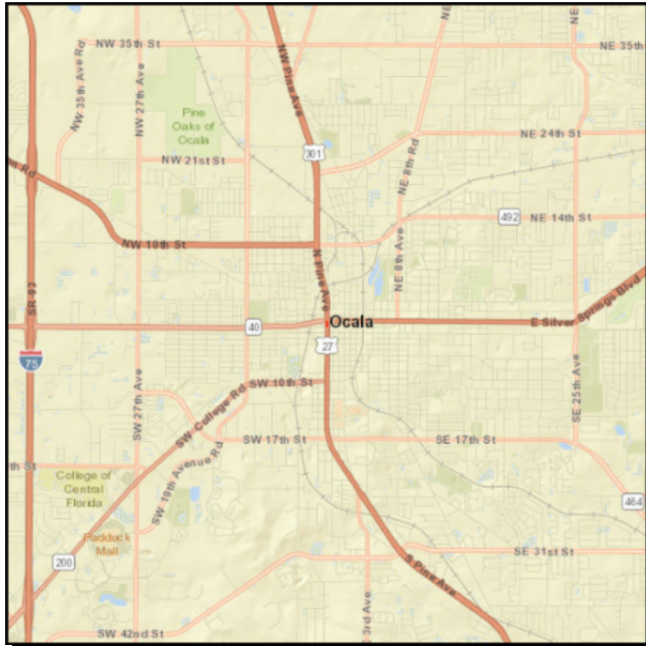


Work Summary: RESURFACING **From:** SR 35
To: SR 200
Lead Agency: Managed by FDOT **Length:** 10.612
LRTP #: Goal 6: Objective 3 -
Page 2-11

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	20,000	0	0	0	0	20,000
RRU	DDR	30,000	0	0	0	0	30,000
CST	DIH	0	5,130	0	0	0	5,130
CST	SA	0	21,461,989	0	0	0	21,461,989
CST	DDR	0	1,628,724	0	0	0	1,628,724
Total		50,000	23,095,843	0	0	0	23,145,843

Prior Cost < 2018/19: 2,325,000
Future Cost > 2022/23: 0
Total Project Cost: 25,470,843
Project Description: Routine resurfacing

US 441 **4336611** **Non-SIS**



Work Summary: TRAFFIC OPS IMPROVEMENT

From: SR 40

To: SR 40A/SW BROADWAY ST

Lead Agency: FDOT

Length: .055 MI

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	13,477	0	0	0	0	13,477
ROW	DIH	0	17,200	17,200	17,100	0	51,500
ROW	DDR	0	650,000	1,050,000	0	155,010	1,855,010
PE	DDR	0	0	63,000	0	0	63,000
CST	SL	0	0	0	2,226,349	0	2,226,349
ROW	SL	0	0	0	470,000	0	470,000
Total		13,477	667,200	1,130,200	2,713,449	155,010	4,679,336

Prior Cost < 2018/19: 667,532

Future Cost > 2022/23: 0

Total Project Cost: 5,346,868

Project Description: Extend NB left-turn queue South Broadway Street to increase storage capacity. (Priority Project #4)

US 441 **4356661** **Non-SIS**



Work Summary: DRAINAGE IMPROVEMENTS

From: SE 10TH AVE

To: SE 31ST ST

Lead Agency: FDOT

Length: .289

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	DIH	599	0	0	0	0	599
CST	DIH	67,327	0	0	0	0	67,327
CST	DDR	2,006	0	0	0	0	2,006
Total		69,932	0	0	0	0	69,932

Prior Cost < 2018/19: 2,587,273

Future Cost > 2022/23: 0

Total Project Cost: 2,657,205

Project Description: Upgrade existing drainage systems on the US 441 corridor.

Section 2 - TPO Funding

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP - 4393312						*Non-SIS*	
TRANSPORTATION PLANNING						Length: .000	
Responsible Agency: Ocala/Marion TPO							
PLN	PL	807,110	499,316	0	0	0	1,306,426
Total		807,110	499,316	0	0	0	1,306,426
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	1,306,426
OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP - 4393313						*Non-SIS*	
TRANSPORTATION PLANNING						Length: .000	
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	499,316	499,316	0	998,632
Total		0	0	499,316	499,316	0	998,632
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	998,632
OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP - 4393314						*Non-SIS*	
TRANSPORTATION PLANNING						Length: .000	
Responsible Agency: Ocala/Marion TPO							
PLN	PL	0	0	0	0	499,316	499,316
Total		0	0	0	0	499,316	499,316
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	499,316

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
TPO PLANNING STUDIES FROM TO SECTION 5303 - 4314011						*Non-SIS*	
PTO STUDIES							
Responsible Agency: Ocala/Marion TPO							
PLN	DU	140,042	61,699	67,566	0	0	269,307
PLN	DPTO	17,503	8,199	8,932	0	0	34,634
PLN	LF	17,503	8,199	8,932	0	0	34,634
Total		175,048	78,097	85,430	0	0	338,575
Prior Cost < 2018/19		98,223	Future Cost > 2022/23		0	Total Project Cost	436,798
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	Future Cost > 2022/23		0	Total Project Cost	360,154

Section 3 - Countywide

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
ASPHALT RESURFACING AT VARIOUS LOCATIONS - 4233912							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	200,000	229,000	0	0	0	429,000
Total		200,000	229,000	0	0	0	429,000
Prior Cost < 2018/19		2,836,465	Future Cost > 2022/23		0	Total Project Cost	3,265,465
CONCRETE REPAIRS - 4419341							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS				LRTP No: Objective 1.53 - Page 2-6		Length: .000	
Responsible Agency: FDOT							
MNT	D	73,830	0	0	0	0	73,830
Total		73,830	0	0	0	0	73,830
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	73,830
DEBRIS DUMPING LANDFILL AT HURRICANE IRMA - 4422721							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
MSC	FEMA	30,000	0	0	0	0	30,000
Total		30,000	0	0	0	0	30,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	30,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
FDOT FACILITY DAMAGES AT HURRICANE IRMA - 4425973						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
MSC	DER	9,578	0	0	0	0	9,578
Total		9,578	0	0	0	0	9,578
<i>Prior Cost < 2018/19</i>		<i>6,422</i>	<i>Future Cost > 2022/23</i>		<i>Total Project Cost</i>		<i>16,000</i>
				0			
LIGHTING AGREEMENTS AT DDR FUNDS - 4136153						*Non-SIS*	
LIGHTING							
Responsible Agency: FDOT							
MNT	D	363,801	374,721	385,961	397,536	409,458	1,931,477
Total		363,801	374,721	385,961	397,536	409,458	1,931,477
<i>Prior Cost < 2018/19</i>		<i>3,865,023</i>	<i>Future Cost > 2022/23</i>		<i>Total Project Cost</i>		<i>5,796,500</i>
				0			
MAINTENANCE OF TRAFFIC AT HURRICANE IRMA - 4422114						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
CST		1,987	0	0	0	0	1,987
Total		1,987	0	0	0	0	1,987
<i>Prior Cost < 2018/19</i>		<i>28,150</i>	<i>Future Cost > 2022/23</i>		<i>Total Project Cost</i>		<i>30,137</i>
				0			

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY PEDESTRIAN LIGHTING BUNDLE - 4398872						*SIS*	
LIGHTING						Length: 1.234	
Responsible Agency: FDOT							
CST	ACSS	150,000	0	0	0	0	150,000
Total		150,000	0	0	0	0	150,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	150,000
NATURAL DISASTER MARION COUNTYWIDE EMERGENCY SIGN REPAIR - 4383291						*Non-SIS*	
EMERGENCY OPERATIONS						LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000	
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	101
NATURAL DISASTER MARION INTERSTATE EMERGENCY SIGN REPAIR - 4383295						*Non-SIS*	
EMERGENCY OPERATIONS						LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000	
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	101
NATURAL DISASTER MARION OFF STATE OFF FED EMERGENCY SIGN REPAIR - 4383294						*Non-SIS*	
EMERGENCY OPERATIONS						LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000	
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	101

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
NATURAL DISASTER MARION OFF STATE ON FED EMERGENCY SIGN REPAIR - 4383293						*Non-SIS*	
EMERGENCY OPERATIONS		LRTP No: Goal 6: Objective 3 - Page 2-11 Length: .000					
Responsible Agency: Managed by FDOT							
MSC	D	101	0	0	0	0	101
Total		101	0	0	0	0	101
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	101
OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT - 4425721						*Non-SIS*	
FIXED CAPITAL OUTLAY		Length: .000					
Responsible Agency: Managed by FDOT							
MNT	D	64,500	0	0	0	0	64,500
Total		64,500	0	0	0	0	64,500
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	64,500
OCALA/MARION COUNTY ITS AT COUNTYWIDE - 4302521						*Non-SIS*	
ITS COMMUNICATION SYSTEM							
Responsible Agency: City of							
CST	ACSL	1,422,394	0	0	0	0	1,422,394
Total		1,422,394	0	0	0	0	1,422,394
Prior Cost < 2018/19		1,702,864	Future Cost > 2022/23		0	Total Project Cost	3,125,258

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PAVEMENT MARKINGS - AT THERMOPLASTIC AND RPM'S - 4291821							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	513,684	300,000	0	0	0	813,684
Total		513,684	300,000	0	0	0	813,684
Prior Cost < 2018/19		2,808,904	Future Cost > 2022/23		0	Total Project Cost	3,622,588
PERFORMANCE AESTHETICS - 4278392							*Non-SIS*
ROUTINE MAINTENANCE CONTRACTS							Length: .000
Responsible Agency: FDOT							
MNT	D	758,500	740,000	740,000	740,000	740,000	3,718,500
Total		758,500	740,000	740,000	740,000	740,000	3,718,500
Prior Cost < 2018/19		3,311,500	Future Cost > 2022/23		0	Total Project Cost	7,030,000
PRE-EVENT CEI (DEBRIS MONITORING) AT HURRICANE IRMA - 4422074							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
MSC	FEMA	200	0	0	0	0	200
Total		200	0	0	0	0	200
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	200
PRE-EVENT CEI (DEBRIS MONITORING) AT HURRICANE IRMA - 4422474							*Non-SIS*
EMERGENCY OPERATIONS							Length: .000
Responsible Agency: Managed by FDOT							
MSC	FEMA	200	0	0	0	0	200
Total		200	0	0	0	0	200
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	200

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PRIMARY IN HOUSE AT VARIOUS ROADWAYS - 4181071						*Non-SIS*	
ROUTINE MAINTENANCE CONTRACTS							
Responsible Agency: FDOT							
MNT	D	1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
Total		1,767,734	1,767,734	1,831,973	1,831,973	1,831,973	9,031,387
Prior Cost < 2018/19		31,157,695	Future Cost > 2022/23		0	Total Project Cost	40,189,082
SIGN REPAIR AT HURRICANE IRMA - 4422084						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
MSC	DER	1,000	0	0	0	0	1,000
Total		1,000	0	0	0	0	1,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	1,000
SIGN REPAIR/REPLACEMENT AT HURRICANE IRMA - 4423073						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
MSC	DER	5,000	0	0	0	0	5,000
Total		5,000	0	0	0	0	5,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	5,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SIGN REPAIR/REPLACEMENT AT HURRICANE IRMA - 4423074						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
MSC	DER	5,000	0	0	0	0	5,000
Total		5,000	0	0	0	0	5,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>Total Project Cost</i>		<i>5,000</i>
SIGN REPAIR/REPLACEMENT AT HURRICANE IRMA - 4423075						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
MSC	DER	2,000	0	0	0	0	2,000
Total		2,000	0	0	0	0	2,000
<i>Prior Cost < 2018/19</i>		<i>0</i>	<i>Future Cost > 2022/23</i>		<i>Total Project Cost</i>		<i>2,000</i>
SINKHOLE REPAIR US 441 AT HURRICANE IRMA - 4426121						*Non-SIS*	
EMERGENCY OPERATIONS						Length: .000	
Responsible Agency: Managed by FDOT							
CST	ACER	10,492	0	0	0	0	10,492
Total		10,492	0	0	0	0	10,492
<i>Prior Cost < 2018/19</i>		<i>184,435</i>	<i>Future Cost > 2022/23</i>		<i>Total Project Cost</i>		<i>194,927</i>

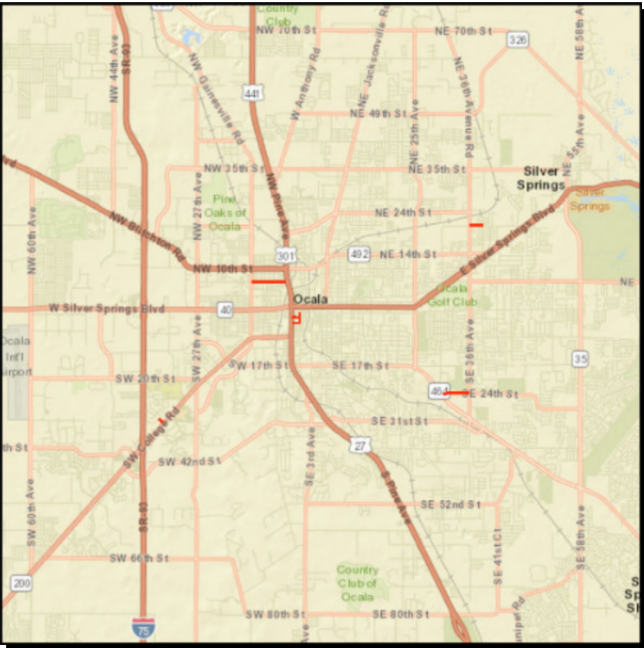
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total	
TRAFFIC SIGNALIZATION AT VARIOUS LOCATIONS - 4130194							*Non-SIS*	
ROUTINE MAINTENANCE CONTRACTS								
Responsible Agency: FDOT								
OPS	DITS	666,361	0	0	0	0	666,361	
Total		666,361	0	0	0	0	666,361	
Prior Cost < 2018/19		4,194,626	Future Cost > 2022/23		0		Total Project Cost	4,860,987
UNPAVED SHOULDER REPAIR - 4291781							*Non-SIS*	
ROUTINE MAINTENANCE CONTRACTS								
LRTP No: Objective 1.53 - Pg 2-6								
Responsible Agency: FDOT								
MNT	D	600,000	581,000	0	0	0	1,181,000	
Total		600,000	581,000	0	0	0	1,181,000	
Prior Cost < 2018/19		1,132,550	Future Cost > 2022/23		0		Total Project Cost	2,313,550

Section 4 - Bike / Ped Projects

CITYWIDE SIDEWALK IMPROVEMENTS

4363751

Non-SIS



Work Summary: SIDEWALK

From:

To:

Lead Agency: City of Ocala

Length: .000

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

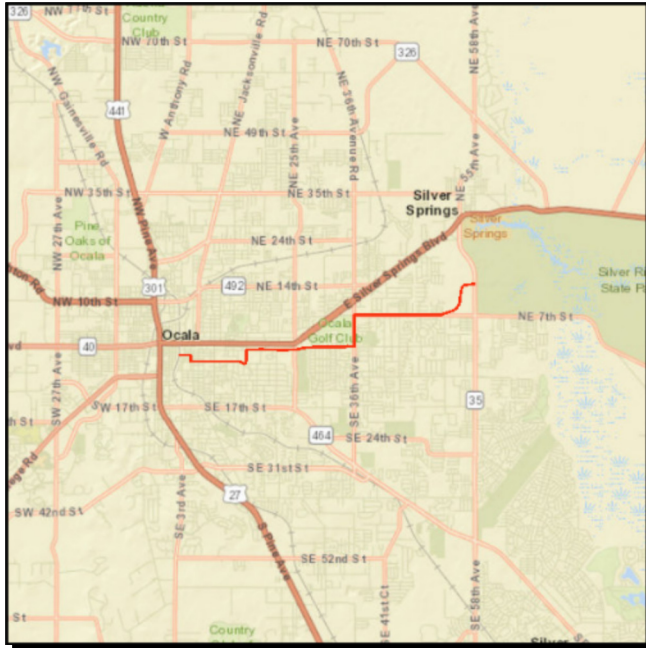
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	763,647	0	0	763,647
CST	LF	0	0	103,226	0	0	103,226
CST	SL	0	0	8,353	0	0	8,353
Total		0	0	875,226	0	0	875,226

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 875,226
Project Description: Downtown sidewalk construction (Various locations).

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 -
Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALL	0	253,000	0	0	0	253,000
Total		0	253,000	0	0	0	253,000

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

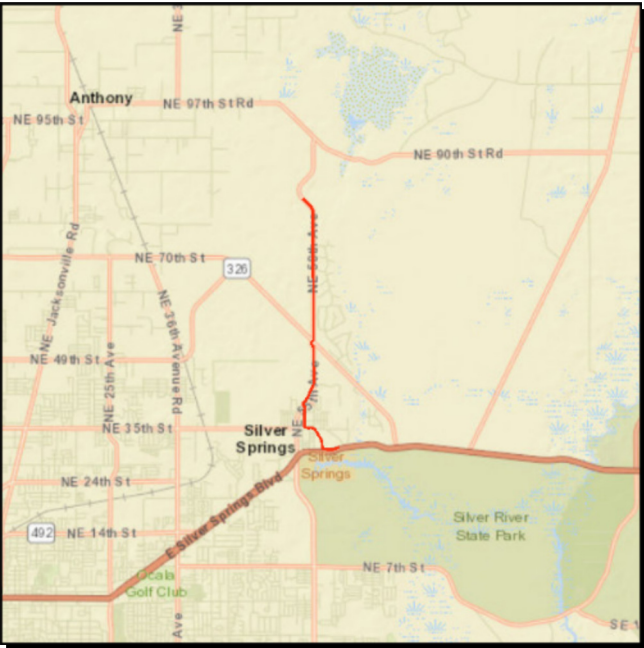
Total Project Cost: 253,000

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

Lead Agency:

Marion County

Length:

.000

LRTP #:

GOAL 1: Objective 2 -
Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALL	0	0	0	155,000	0	155,000
Total		0	0	0	155,000	0	155,000

Prior Cost < 2018/19:

0

Future Cost > 2022/23:

0

Total Project Cost:

155,000

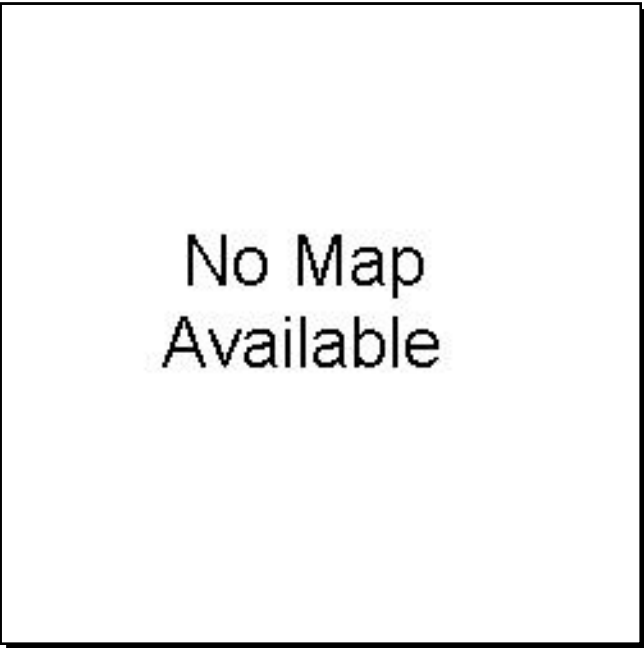
Project Description:

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

LEGACY ELEMENTARY SCHOOL SIDEWALKS

4364743

Non-SIS



Work Summary: SIDEWALK **From:** CHESTNUT RD, LARCH RD,
JUNIPER RD & SE 79TH ST
To:
Lead Agency: Managed by MARION COUNTY **Length:** .000
LRTP #: Goal 1 & 3: Page 2-8 & 2-9

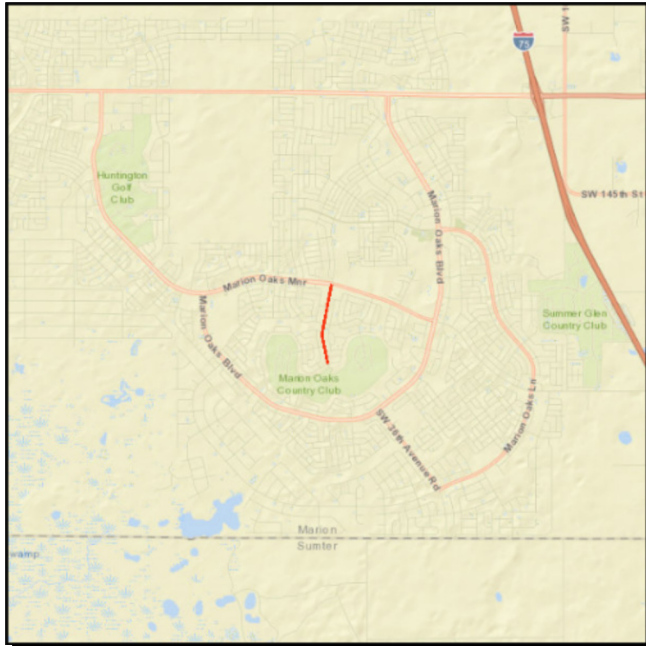
Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	1,441,659	0	1,441,659
Total		0	0	0	1,441,659	0	1,441,659

Prior Cost < 2018/19: 0
Future Cost > 2022/23: 0
Total Project Cost: 1,441,659
Project Description: Construct sidewalks Larch Road and SE 79th Street. Complete construction on sidewalks on Chestnut Road and Juniper Road.

MARION OAKS-SUNRISE/HORIZON SIDEWALKS

4408801

Non-SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	0	0	0	605	0	605
PE	TALL	0	0	0	35,605	0	35,605
Total		0	0	0	36,210	0	36,210

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

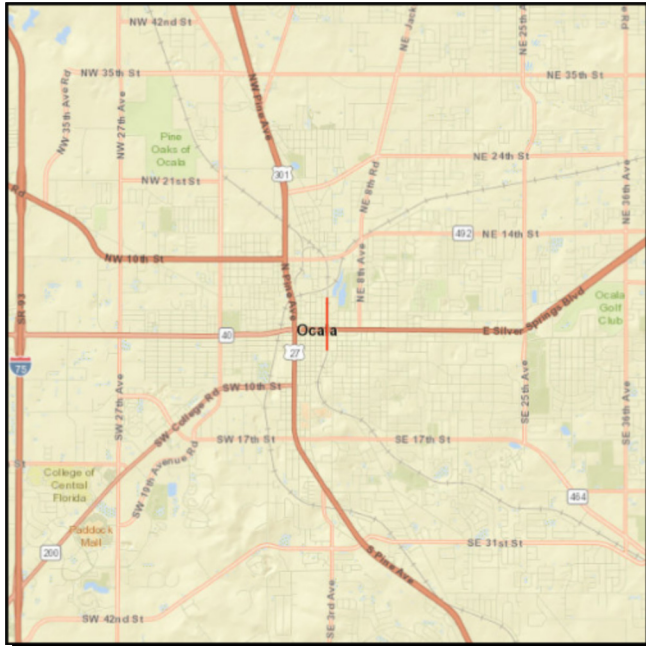
Total Project Cost: 36,210

Project Description: Construct 0.84 miles of five-foot sidewalks from Marion Oaks Country Club to Marion Oaks Manor.

OSCEOLA TRAIL

4393101

Non-SIS



Work Summary: BIKE PATH

From: SE 3RD STREET

To: NE 5TH STREET

Lead Agency: City of Ocala

Length: .000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	17,479	0	0	0	0	17,479
Total		17,479	0	0	0	0	17,479

Prior Cost < 2018/19: 1,264,457

Future Cost > 2022/23: 0

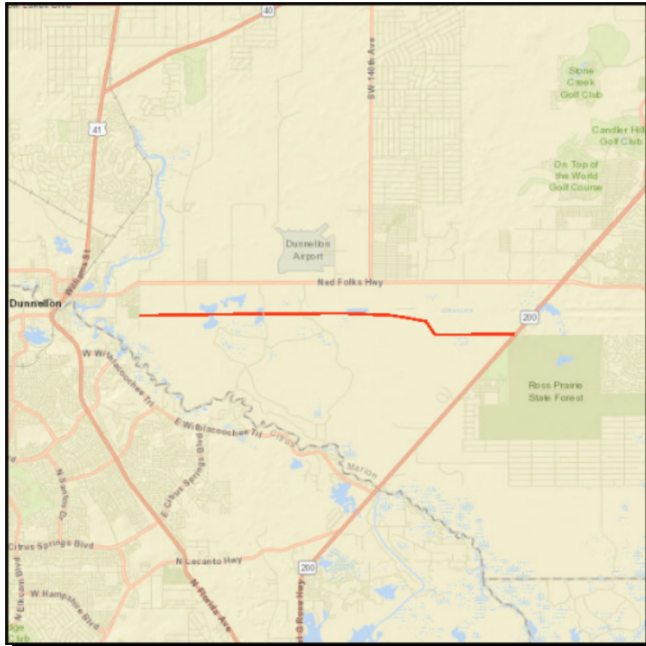
Total Project Cost: 1,281,936

Project Description: The Osceola Trail is designed to be a multi-use path for pedestrians and bicyclists which will connect the southern section of the downtown Ocala area to the midtown area near the Ocala Train Station and eventually to Tusawilla Park, the Watula Trail and the Downtown to Silver Springs Trail.

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SL	4,787	0	0	0	0	4,787
CST	TALT	0	0	0	1,540,629	0	1,540,629
CST	TALN	0	0	0	252,844	0	252,844
CST	TALL	0	0	0	292,891	0	292,891
CST	SN	0	0	0	1,623,636	0	1,623,636
Total		4,787	0	0	3,710,000	0	3,714,787

Prior Cost < 2018/19: 154,797

Future Cost > 2022/23: 0

Total Project Cost: 3,869,584

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

SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS

4364742

Non-SIS



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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	TALT	0	0	0	26,847	0	26,847
CST	TALL	0	0	0	290,249	0	290,249
Total		0	0	0	317,096	0	317,096

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.

SANTOS GAP TRAIL

4362911

Non-SIS



Work Summary: BIKE PATH

From: SW 49TH AVE

To: SANTOS TRAILHEAD

Lead Agency: Marion County

L RTP #: Objective 1.33: Page 2-5

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
CST	SL	341	0	0	0	0	341
CST	SA	9,267	0	0	0	0	9,267
Total		9,608	0	0	0	0	9,608

Prior Cost < 2018/19: 3,455,915

Future Cost > 2022/23: 0

Total Project Cost: 3,465,523

Project Description: Construct a twelve-foot wide multi-use path from US 441 to SW 49th Avenue. Trail is part of the Heart of Florida Loop.

SILVER SPRINGS BIKEWAY

4354861

Non-SIS



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 -
Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	24,977	0	0	0	0	24,977
CST	TALT	0	2,444,014	0	0	0	2,444,014
CST	SL	0	662,942	0	0	0	662,942
CST	TALN	0	251,997	0	0	0	251,997
CST	TALL	0	518,153	0	0	0	518,153
CST	SN	0	602,938	0	0	0	602,938
Total		24,977	4,480,044	0	0	0	4,505,021

Prior Cost < 2018/19: 500,023

Future Cost > 2022/23: 0

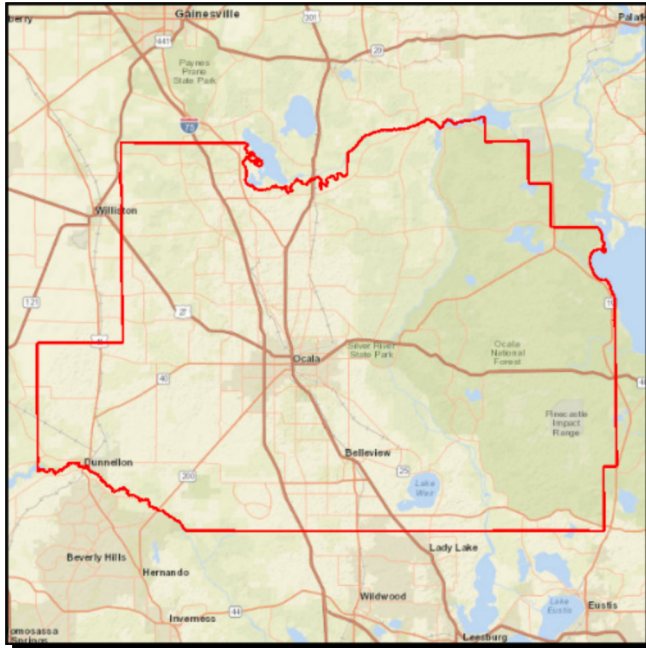
Total Project Cost: 5,005,044

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.

SILVER SPRINGS STATE PARK

4261791

Non-SIS



Work Summary: BRIDGE-NEW STRUCTURE

From: PEDESTRIAN BRIDGES

To:

Lead Agency: Managed by FDOT

LRTP #: Goal 1:Objective2 - Page 2-8

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	TALT	5,197	0	0	0	0	5,197
PE	SN	0	0	8,099	0	0	8,099
PE	TALN	0	0	252,844	0	0	252,844
Total		5,197	0	260,943	0	0	266,140

Prior Cost < 2018/19: 64,861

Future Cost > 2022/23: 0

Total Project Cost: 331,001

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



Work Summary: BIKE PATH

From: SE 183RD AVENUE ROAD

To: US 17 (VOLUSIA COUNTY)

Lead Agency: FDOT

Length: Approx. 27 Miles

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PDE	SA	0	1,100,000	0	0	0	1,100,000
Total		0	1,100,000	0	0	0	1,100,000

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

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY AIRPORT - 4384231							*Non-SIS*
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9 Length: .000					
Responsible Agency: Marion County							
CAP	DPTO	0	0	38,782	0	0	38,782
CAP	LF	0	0	9,696	0	0	9,696
CAP	FAA	0	0	436,300	0	0	436,300
Total		0	0	484,778	0	0	484,778
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	484,778
MARION COUNTY AIRPORT AT PARALLEL TAXIWAY TO RUNWAY 5-23 - 4370241							*Non-SIS*
AVIATION SAFETY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	185,190	0	0	0	0	185,190
CAP	LF	46,297	0	0	0	0	46,297
CAP	FAA	2,083,385	0	0	0	0	2,083,385
Total		2,314,872	0	0	0	0	2,314,872
Prior Cost < 2018/19		170,000	Future Cost > 2022/23		0	Total Project Cost	2,484,872
MARION COUNTY AIRPORT FROM LANDSIDE ACCESS & PARKING IMPROVEMENTS TO PHASE II - 4384271							*Non-SIS*
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DDR	0	0	0	0	600,000	600,000
CAP	LF	0	0	0	0	150,000	150,000
Total		0	0	0	0	750,000	750,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	750,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY AIRPORT AT HANGAR CONSTRUCTION - 4370111							*Non-SIS*
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	289,664	0	0	0	0	289,664
CAP	LF	72,416	0	0	0	0	72,416
Total		362,080	0	0	0	0	362,080
Prior Cost < 2018/19		958,210	Future Cost > 2022/23		0	Total Project Cost	1,320,290
MARION COUNTY AIRPORT AT CONSTRUCT AIRCRAFT PARKING APRON - 4384281							*Non-SIS*
AVIATION CAPACITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	209,402	0	0	0	0	209,402
CAP	LF	52,350	0	0	0	0	52,350
Total		261,752	0	0	0	0	261,752
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	261,752
MARION COUNTY AIRPORT AT OVERLAY RUNWAY 9/27 - 4384171							*Non-SIS*
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
Responsible Agency: Marion County							
CAP	DPTO	0	0	145,600	0	0	145,600
CAP	LF	0	0	36,400	0	0	36,400
Total		0	0	182,000	0	0	182,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	182,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION COUNTY AIRPORT AT SECURITY IMPROVEMENTS - 4384331						*Non-SIS*	
AVIATION SECURITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: Marion County					
CAP	DPTO	0	93,573	0	0	0	93,573
CAP	LF	0	23,393	0	0	0	23,393
Total		0	116,966	0	0	0	116,966
Prior Cost < 2018/19		0	Future Cost > 2022/23	0	Total Project Cost		116,966
MARION-DUNNELLON AT LANDSIDE ACCESS & PARKING IMPROVEMENTS - 4384301						*Non-SIS*	
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: Marion County					
CAP	DPTO	0	200,000	0	0	0	200,000
CAP	LF	0	50,000	0	0	0	50,000
Total		0	250,000	0	0	0	250,000
Prior Cost < 2018/19		0	Future Cost > 2022/23	0	Total Project Cost		250,000
MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27 AT PARALLEL TAXIWAY TO RUNWAY 9-27 - 4384351						*Non-SIS*	
AVIATION CAPACITY PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: Marion County					
CAP	DDR	0	0	0	1,280,000	0	1,280,000
CAP	LF	0	0	0	320,000	0	320,000
Total		0	0	0	1,600,000	0	1,600,000
Prior Cost < 2018/19		0	Future Cost > 2022/23	0	Total Project Cost		1,600,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OCALA INTERNATIONAL AT EXPAND FUEL FARM - 4407801							*Non-SIS*
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					Length: .000
		Responsible Agency: City of Ocala					
CAP	DDR	0	0	0	360,000	760,000	1,120,000
CAP	LF	0	0	0	90,000	190,000	280,000
Total		0	0	0	450,000	950,000	1,400,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	1,400,000
OCALA INTERNATIONAL AIRPORT AT LAND ACQUISITION - 4370171							*Non-SIS*
AVIATION ENVIRONMENTAL PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: City of Ocala					
CAP	DDR	0	1,000,000	0	0	0	1,000,000
CAP	LF	0	250,000	0	0	0	250,000
Total		0	1,250,000	0	0	0	1,250,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	1,250,000
OCALA INTERNATIONAL AIRPORT AT NORTH INDUSTRIAL PARK ACCESS ROAD - 4384771							*Non-SIS*
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: City of Ocala					
CAP	DDR	0	0	0	0	520,000	520,000
CAP	LF	0	0	0	0	130,000	130,000
CAP	FAA	0	0	0	0	5,850,000	5,850,000
Total		0	0	0	0	6,500,000	6,500,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	6,500,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
OCALA INTERNATIONAL AIRPORT AT WEST INDUSTRIAL PARK ACCESS ROAD - 4384761							*Non-SIS*
AVIATION REVENUE/OPERATIONAL		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: City of Ocala					
CAP	DDR	0	0	104,000	160,000	0	264,000
CAP	LF	0	0	26,000	40,000	0	66,000
CAP	FAA	0	0	1,170,000	1,800,000	0	2,970,000
Total		0	0	1,300,000	2,000,000	0	3,300,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	3,300,000
OCALA INTERNATIONAL AIRPORT AT TAXIWAY "A" REHABILITATION - 4370311							*Non-SIS*
AVIATION PRESERVATION PROJECT		LRTP No: Goal 1: Page 2-8 & Goal 2: Page 2-9					
		Responsible Agency: City of Ocala					
CAP	DPTO	0	275,000	0	0	0	275,000
CAP	LF	0	275,000	0	0	0	275,000
CAP	FAA	0	4,950,000	0	0	0	4,950,000
Total		0	5,500,000	0	0	0	5,500,000
Prior Cost < 2018/19		418,998	Future Cost > 2022/23		0	Total Project Cost	5,918,998

Section 6 - Transit Projects

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
MARION TRANSIT FROM RURAL TRANSPORTATION TO SECTION 5311 - 4333121						*Non-SIS*	
OPERATING/ADMIN. ASSISTANCE				LRTP No: Goal 1: Page 2-8		Length: .000	
Responsible Agency: Ocala/Marion TPO							
OPS	DU	813,390	854,060	896,764	941,602	0	3,505,816
OPS	LF	813,390	854,060	896,764	941,602	0	3,505,816
Total		1,626,780	1,708,120	1,793,528	1,883,204	0	7,011,632
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						*Non-SIS*	
OPERATING/ADMIN. ASSISTANCE				LRTP No: Goal 1: Page 2-8		Length: .000	
Responsible Agency: Marion County							
OPS	DU	0	0	0	0	988,681	988,681
OPS	LF	0	0	0	0	988,681	988,681
Total		0	0	0	0	1,977,362	1,977,362
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	1,977,362

SUNTRAN - 4355171						*Non-SIS*	
CAPITAL FOR FIXED ROUTE				LRTP No: Goal 1: Page 2-8		Length: .000	
Responsible Agency: Ocala/Marion TPO							
CAP	SL	3,600,000	0	0	0	0	3,600,000
CAP	LF	900,000	0	0	0	0	900,000
Total		4,500,000	0	0	0	0	4,500,000
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	4,500,000

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SUNTRAN FROM OPERATING FIXED ROUTE TO SECTION 5307 - 4333041						*Non-SIS*	
OPERATING FOR FIXED ROUTE				LRTP No: Goal 1: Page 2-8		Length: .000	
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	1,242,116	660,281	693,295	727,960	0	3,323,652
OPS	LF	634,679	660,281	693,295	727,960	0	2,716,215
OPS	FTA	400,000	400,000	0	0	0	800,000
Total		2,276,795	1,720,562	1,386,590	1,455,920	0	6,839,867
Prior Cost < 2018/19		1,007,437	Future Cost > 2022/23		0	Total Project Cost	7,847,304
SUNTRAN FROM BLOCK GRANT-CAPITAL TO SECTION 5307 - 4271881						*Non-SIS*	
CAPITAL FOR FIXED ROUTE				LRTP No: 2-4			
CAP	FTA	2,132,968	0	0	0	0	2,132,968
CAP	LF	633,242	0	0	0	0	633,242
Total		2,766,210	0	0	0	0	2,766,210
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	2,766,210
SUNTRAN FROM URBAN CAPITAL FIXED ROUTE TO FTA SECTION 5307 - 4271882						*Non-SIS*	
CAPITAL FOR FIXED ROUTE				LRTP No: Goal 1: Page 2-8			
Responsible Agency: Ocala/Marion TPO							
CAP	FTA	9,594,217	2,257,820	2,325,554	2,395,321	2,467,181	19,040,093
CAP	LF	2,398,555	564,455	581,389	598,830	616,795	4,760,024
Total		11,992,772	2,822,275	2,906,943	2,994,151	3,083,976	23,800,117
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	23,800,117

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
SUNTRAN FROM OPERATING FIXED ROUTE TO SEC 5307 - 4424551						*Non-SIS*	
OPERATING FOR FIXED ROUTE				LRTP No: Goal: 1: Page 2-8		Length: .000	
Responsible Agency: Ocala/Marion TPO							
OPS	DPTO	0	0	0	0	764,358	764,358
OPS	LF	0	0	0	0	764,358	764,358
OPS	FTA	0	0	0	0	400,000	400,000
Total		0	0	0	0	1,928,716	1,928,716
Prior Cost < 2018/19		0	Future Cost > 2022/23		0	Total Project Cost	1,928,716

Project Index

FM #	TIP #	Project Name	Page
2386481		US 41	1-62
2386511		SR 200	1-34
2386774		SE 92ND LOOP (BELLEVIEW BELTWAY)	1-31
2386782		US 27	1-59
2386931		SR 35	1-41
2387191		SR 40	1-49
4106741		SR 40	1-43
4106742		SR 40	1-44
4106743		SR 40	1-50
4112565		US 301	1-60
4130194		TRAFFIC SIGNALIZATION	3-9
4136153		LIGHTING AGREEMENTS	3-3
4162201		SR 326	1-37
4181071		PRIMARY IN HOUSE	3-7
4195841		US 41	1-63
4233912		ASPHALT RESURFACING	3-2
4242831		US 441	1-68
4261791		SILVER SPRINGS STATE PARK	4-12
4271881		SUNTRAN	6-3
4271882		SUNTRAN	6-3
4272731		SR 35	1-38
4278392		PERFORMANCE AESTHETICS	3-6
4282132		I-75	1-6
4291781		UNPAVED SHOULDER REPAIR	3-9
4291821		PAVEMENT MARKINGS -	3-6
4293631		SR 40	1-47
4295821		I-75 (AT SW 95TH STREET)	1-14

Project Index

FM #	TIP #	Project Name	Page
4302521		OCALA/MARION COUNTY ITS	3-5
4306431		I-75	1-10
4306551		SR 492	1-53
4314011		TPO PLANNING STUDIES	2-3
4317971		NE 25TH AVENUE	1-23
4317972		NE 25TH AVENUE	1-24
4317973		NE 25TH AVENUE	1-22
4317981		NE 36TH AVENUE	1-28
4317982		NE 36TH AVENUE	1-26
4317983		NE 36TH AVENUE	1-27
4317984		NE 36TH AVENUE	1-25
4319351		SR 40 DOWNTOWN OCALA	1-51
4324211		SR 40	1-46
4333041		SUNTRAN	6-3
4333121		MARION TRANSIT	6-2
4336511		CR 484	1-4
4336512		CR 484	1-3
4336513		CR 484 INTERCHANGE	1-5
4336521		SR 40	1-45
4336601		US 441	1-69
4336611		US 441	1-71
4344081		SR 40	1-48
4348441		CR 42	1-2
4350571		I-75	1-12
4352081		SR 35	1-40
4352091		I-75 (AT NW 49TH STREET)	1-13
4354661		I-75	1-8

Project Index

FM #	TIP #	Project Name	Page
4354841		PRUITT TRAIL	4-8
4354861		SILVER SPRINGS BIKEWAY	4-11
4354922		SR 40 INTERSECTION IMPROVEMENTS	1-52
4355171		SUNTRAN	6-2
4355471		SW 44TH AVENUE	1-55
4355491		SW 49TH AVENUE	1-56
4356592		SR 200	1-33
4356602		SR 326	1-36
4356661		US 441	1-72
4356861		US 441	1-65
4361861		SW 80TH AVENUE	1-57
4362911		SANTOS GAP TRAIL	4-10
4363601		SR 40 (BLACK BEAR TRAIL)	4-13
4363611		ITS OPERATIONAL SUPPORT	1-20
4363711		US 441	1-64
4363751		CITYWIDE SIDEWALK IMPROVEMENTS	4-2
4364742		SADDLEWOOD ELEMENTARY SIDEWALK IMPROVEMENTS	4-9
4364743		LEGACY ELEMENTARY SCHOOL SIDEWALKS	4-5
4367551		INDIAN LAKE TRAIL FROM SILVER SPRINGS STATE PARK TO INDIAN LAKE PARK	4-4
4367561		DOWNTOWN OCALA TO SILVER SPRINGS TRAIL	4-3
4368791		SR 200	1-32
4370111		MARION COUNTY AIRPORT	5-3
4370171		OCALA INTERNATIONAL AIRPORT	5-5
4370241		MARION COUNTY AIRPORT	5-2
4370311		OCALA INTERNATIONAL AIRPORT	5-6
4373391		US 27	1-58
4373441		SR 200	1-35

Project Index

FM #	TIP #	Project Name	Page
4378181		I-75	1-7
4378261		I-75 MARION COUNTY REST AREAS	1-18
4378271		I-75	1-9
4378281		I-75	1-11
4383281		NATURAL DISASTER MARION COUNTYWIDE	1-21
4383291		NATURAL DISASTER MARION COUNTYWIDE EMERGENCY SIGN REPAIR	3-4
4383293		NATURAL DISASTER MARION OFF STATE ON FED EMERGENCY SIGN REPAIR	3-5
4383294		NATURAL DISASTER MARION OFF STATE OFF FED EMERGENCY SIGN REPAIR	3-4
4383295		NATURAL DISASTER MARION INTERSTATE EMERGENCY SIGN REPAIR	3-4
4384171		MARION COUNTY AIRPORT	5-3
4384231		MARION COUNTY AIRPORT	5-2
4384271		MARION COUNTY AIRPORT	5-2
4384281		MARION COUNTY AIRPORT	5-3
4384301		MARION-DUNNELLON	5-4
4384331		MARION COUNTY AIRPORT	5-4
4384351		MARION-DUNNELLON PARALLEL TAXIWAY TO RUNWAY 9-27	5-4
4384761		OCALA INTERNATIONAL AIRPORT	5-6
4384771		OCALA INTERNATIONAL AIRPORT	5-5
4385621		I-75 MARION COUNTY REST AREAS	1-17
4392381		US 441	1-70
4393101		OSCEOLA TRAIL	4-7
4393312		OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP	2-2
4393313		OCALA/MARION URBAN AREA FY 2020/2021-2021/2022 UPWP	2-2
4393314		OCALA/MARION URBAN AREA FY 2022/2023-2023/2024 UPWP	2-2
4398871		PEDESTRIAN LIGHTING BUNDLE	1-30
4398872		MARION COUNTY PEDESTRIAN LIGHTING BUNDLE	3-4
4403111		I-75 WILDWOOD WEIGH STATION REPAIRS	1-19

Project Index

FM #	TIP #	Project Name	Page
4405941		NW 56TH STREET	1-29
4407801		OCALA INTERNATIONAL	5-5
4407971		TRANSIT PLANNING STUDIES	2-3
4408801		MARION OAKS-SUNRISE/HORIZON SIDEWALKS	4-6
4409001		I-75 FRAME ON SYSTEM	1-16
4409002		I-75 FRAME OFF SYSTEM	1-15
4411361		US 441	1-66
4413661		SR 40	1-42
4419341		CONCRETE REPAIRS	3-2
4422074		PRE-EVENT CEI (DEBRIS MONITORING)	3-6
4422084		SIGN REPAIR	3-7
4422114		MAINTENANCE OF TRAFFIC	3-3
4422474		PRE-EVENT CEI (DEBRIS MONITORING)	3-6
4422721		DEBRIS DUMPING LANDFILL	3-2
4423073		SIGN REPAIR/REPLACEMENT	3-7
4423074		SIGN REPAIR/REPLACEMENT	3-8
4423075		SIGN REPAIR/REPLACEMENT	3-8
4424551		SUNTRAN	6-4
4424601		MARION TRANSIT	6-2
4425721		OCALA OPERATIONS COMPLEX CONTRACTED SERVICES PROJECT	3-5
4425973		FDOT FACILITY DAMAGES	3-3
4426121		SINKHOLE REPAIR US 441	3-8
4432701		US 441	1-67
4436691		SR 492	1-54
4437031		SR 35	1-39
4437301		US 301 / US 441 SPLIT (THE Y) JUST	1-61



October 5, 2018

TO: TAC/CAC Members

FROM: Michael Daniels, Director

SUBJECT: Transportation Performance Measures and Targets


Nationally, state-specific, and locally, transportation plans exist to enhance mobility and safety for all users of the transportation system. A coordinated effort to connect all the safety plans has long been in effect in the transportation realm, but over the last two years, a system of Performance Management has led to a greater push for comprehensive and coordinated transportation and safety planning. Performance Measures for Safety, System Performance, Pavement and Bridge condition have been developed by the FHWA, for which targets are being established cooperatively between the FDOT and MPO's within the State of Florida (as well as nationally). Through this coordinated effort, the goals of the Highway Safety Improvement Program (HSIP), Highway Safety Plan (HSP), Strategic Highway Safety Plan (SHSP), and region-specific safety and transportation plans can be shown to guide and support one another. In February of 2018, the Ocala / Marion County TPO , the FDOT adopted the five (5) safety performance measures adopted by the Federal Highway Administration (FHWA) for all public roads based on historic trend data in order to meet federal requirements. The Safety Performance Measures.

FHWA has established an additional set of performance measures for Pavement and Bridge Condition (PM2) and System Performance (PM3). It is recommended that the TPO support FDOT's new measures and targets for PM2 and PM3. The attached information provides more information on these new measures and targets.

Cooperative and comprehensive planning for our transportation needs
Marion County • City of Belleview • City of Dunnellon • City of Ocala

121 S.E. Watula Avenue • Ocala, Florida 34471
Telephone: (352) 629-8297 • Fax: (352) 629-8240 • www.ocalamariontpo.org

National Highway System: Ocala, FL



U.S. Department of Transportation
Federal Highway Administration

Eisenhower Interstate System

Other NHS Routes

Non-Interstate STRAHNET Route

STRAHNET Connector

Intermodal Connector

Intermodal/STRAHNET Connector

Unbuilt NHS Routes

MAP-21 NHS Principal Arterials

Census Urbanized Areas

Department of Defense

Water

Airport

Intercity Bus Terminal

Ferry Terminal

Truck/Pipeline Terminal


Multipurpose Passenger Facility

Port Terminal

Truck/Rail Facility

AMTRAK Station

Public Transit Station



0

1.5

3

Miles

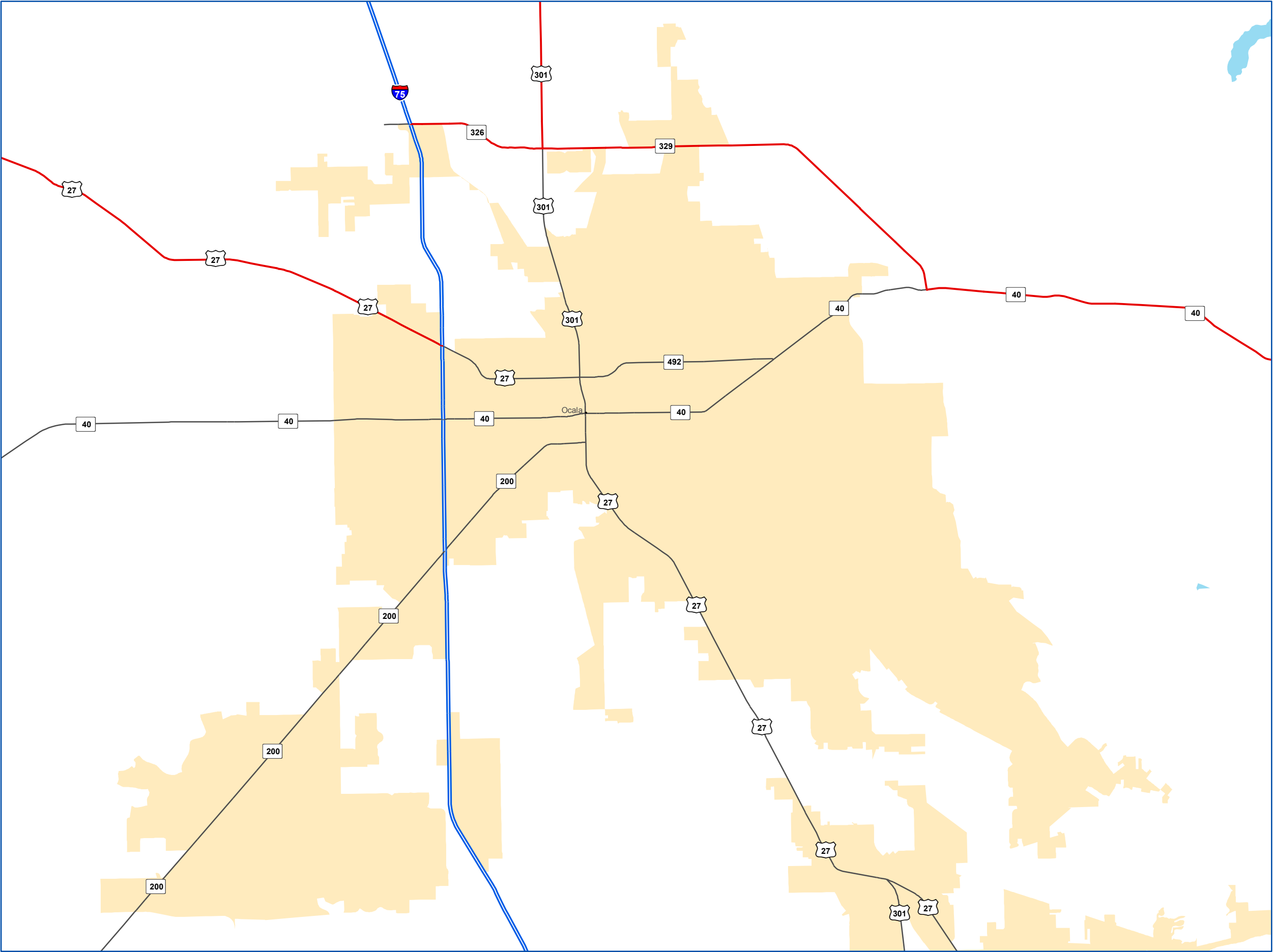
0

2.5

5

Kilometers

FHWA: March 25, 2015



MAP-21 Performance Management

June 2018

OVERVIEW

Between 2016 and 2017, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published several rules establishing performance measures and reporting requirements for State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies. This document highlights key provisions of these rules and their implications for Florida's MPOs. It also provides a timeline, reporting requirements and options for target setting.

PLANNING RULE FRAMEWORK

FHWA and FTA jointly issued a Planning Rule to document changes in the statewide and metropolitan planning processes consistent with the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act. Among other changes, this rule specifies the requirements for State DOTs and MPOs to implement a performance-based approach to planning and programming. Under this framework, the three FHWA Performance Measures (PM) rules and FTA transit rule established various performance measures required to monitor the performance of safety (PM1), bridge and pavement (PM2), system performance (PM3), and transit asset management (TAM). The rules also indicate how MPOs should set targets, report progress, and integrate performance management into their Long-Range Transportation Plans (L RTPs) and Transportation Improvement Programs (TIPs).



Long-Range Transportation Plans

The Planning Rule specifies how performance management is incorporated into the MPO's LRTP. The LRTP must:

- » Describe the performance measures and performance targets used in assessing the performance of the transportation system.
- » Include a System Performance Report that:
 - Evaluates the condition and performance of the transportation system with respect to performance targets.
 - Documents the progress achieved by the MPO in meeting the targets in comparison to performance recorded in past reports.
- » Integrate the goals, objectives, performance measures, and targets described in all the plans and processes required as part of a performance-based program.

Transportation Improvement Programs

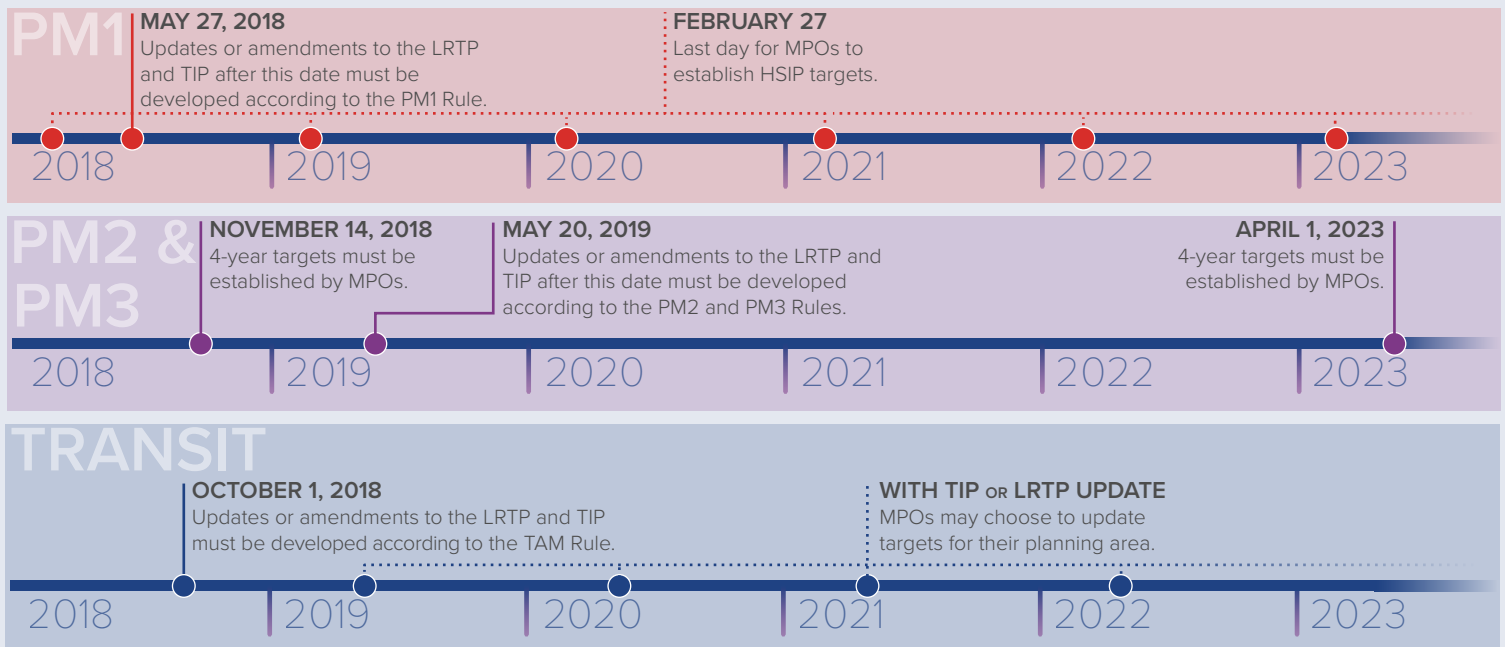
MPO TIPs shall:

- » Reflect the investment priorities established in the current metropolitan transportation plan.
- » Be designed such that once implemented, it makes progress toward achieving the performance targets established.
- » Include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

FDOT and the Metropolitan Planning Organization Advisory Council (MPOAC) have developed model language for inclusion of performance measures and targets in the LRTPs and TIPs

*Please refer to the four accompanying fact sheets to obtain key information for the three FHWA performance measures rules and FTA transit rule.

TIMELINE



TARGET SETTING OPTIONS

The Florida Department of Transportation (FDOT), the MPOs, and providers of public transportation will set their respective performance targets in coordination with one another. Each MPO will establish a target for each applicable federally required performance measure. MPOs should establish their targets through existing processes such as the TIP and LRTP update. For the TAM measures, MPOs will set their own target in coordination with transit agencies and FDOT. For the PM1, PM2, and PM3 measures, each MPO will have the option of establishing a target by one of two options:

Support the statewide target established by FDOT.

If the MPO chooses to support the statewide target, the MPO should provide documentation to FDOT stating that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's state-wide target for that performance measure.

OR

Set own target, using a quantifiable methodology for MPO planning area.

If the MPO chooses to set its own target, the MPO will develop the target in coordination with FDOT. The MPO will provide documentation to FDOT that includes the target adopted by the MPO board and when it was set.

MPOs must provide the selected option to FDOT no later than 180 days after FDOT sets its target.

ASSESSMENT OF SIGNIFICANT PROGRESS

While FHWA will determine whether FDOT has met or made significant progress toward meeting the adopted targets, it will not directly assess MPO progress toward meeting their targets. However, FHWA will review MPO performance relative to targets as part of periodic transportation planning process reviews, including the MPO certification reviews and reviews of adopted and amended LRTPs and adopted and amended MPO TIPs.

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PM1: Safety



MAP-21 Performance Management

June 2018

OVERVIEW

The first of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on April 14, 2016, establishing measures to assess the condition of road safety. This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.*

PERFORMANCE MEASURES – APPLICABLE TO ALL PUBLIC ROADS

NUMBER OF FATALITIES	The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.	COORDINATION WITH OTHER PLANS FDOT's Florida Transportation Plan and Metropolitan Planning Organization's (MPO) Long-Range Transportation Plans (LRTPs) updated on or after May 27, 2018 must include safety performance measures and targets. Statewide Transportation Improvement Programs (STIPs) and Transportation Improvement Programs (TIPs) updated on or after May 27, 2018 must include a description of how the STIP/TIP contributes to achieving performance targets in the LRTP.
RATE OF FATALITIES	The ratio of total number of fatalities to the number of vehicle miles traveled (VMT) in a calendar year.	
NUMBER OF SERIOUS INJURIES	The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.	
RATE OF SERIOUS INJURIES	The ratio of total number of serious injuries to the number of VMT (in 100 million VMT) in a calendar year.	
NUMBER OF NON-MOTORIZED FATALITIES AND NON-MOTORIZED SERIOUS INJURIES	The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.	

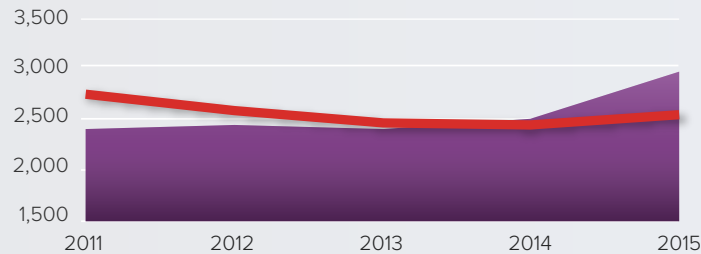
TIMELINE



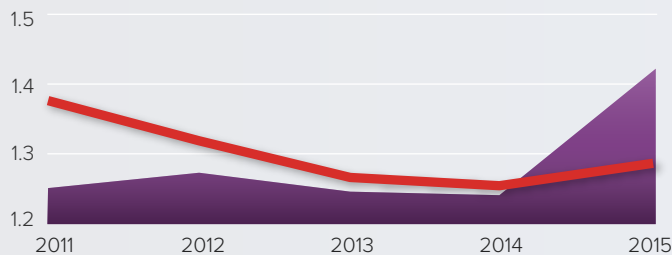
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

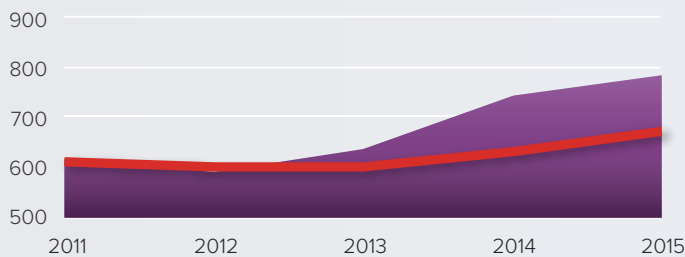
ANNUAL FATALITIES



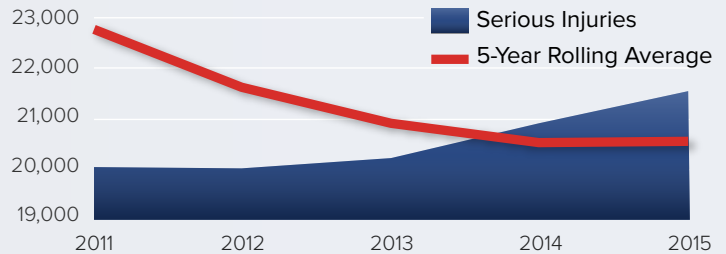
FATALITY RATE (PER HUNDRED MILLION VMT)



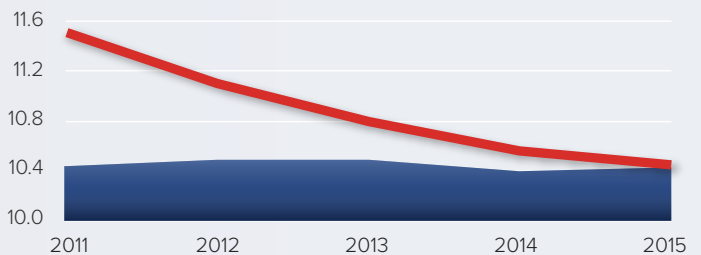
NUMBER OF NON-MOTORIZED FATALITIES



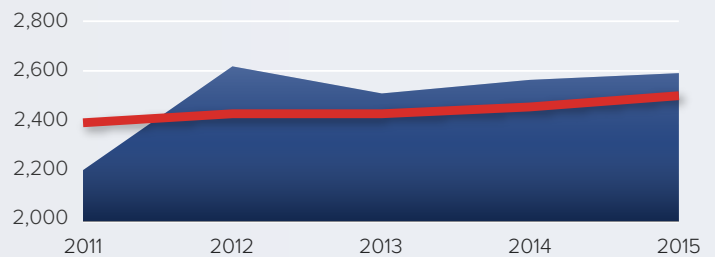
ANNUAL SERIOUS INJURIES



SERIOUS INJURY RATE (PER HUNDRED MILLION VMT)



NUMBER OF NON-MOTORIZED SERIOUS INJURIES



Source: 2017 Florida Highway Safety Improvement Program.

STATEWIDE TARGETS

- » FDOT established statewide targets for calendar year 2018 in the Highway Safety Plan (submitted on July 1, 2017) and HSIP Annual Report (submitted on August 31, 2017), and will update **annually** thereafter.
- » Targets are applicable to all public roads regardless of functional classification or ownership.

Given FDOT's firm belief that every life counts, the target set for all safety performance measures is ZERO.

Based on statistical forecasting, the five-year rolling average for each performance measure for 2018 is projected to be 3,052 fatalities, 165 fatalities per 100 million VMT, 20,861 serious injuries, 11.06 serious injuries per 100 million VMT, and 3,447 non-motorized fatalities and serious injuries.

MPO TARGETS

If an MPO decides to establish its own targets, it has 180 days after FDOT reports its targets on the HSIP Annual Report.

This means that MPOs would need to report their safety targets no later than February 27 **every year**.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA considers a State to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

If FHWA determines that FDOT has not met or made significant progress toward meeting safety performance targets, FDOT must: 1) use a portion of its obligation authority only for HSIP projects, and 2) submit an annual implementation plan that describes actions FDOT will take to meet their targets.

FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

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PM2: Bridge and Pavement



MAP-21 Performance Management

June 2018

OVERVIEW

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the condition of the pavements and bridges on the National Highway System (NHS). This fact sheet summarizes the requirements of this rule and the targets Florida Department of Transportation (FDOT) selected to meet them.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

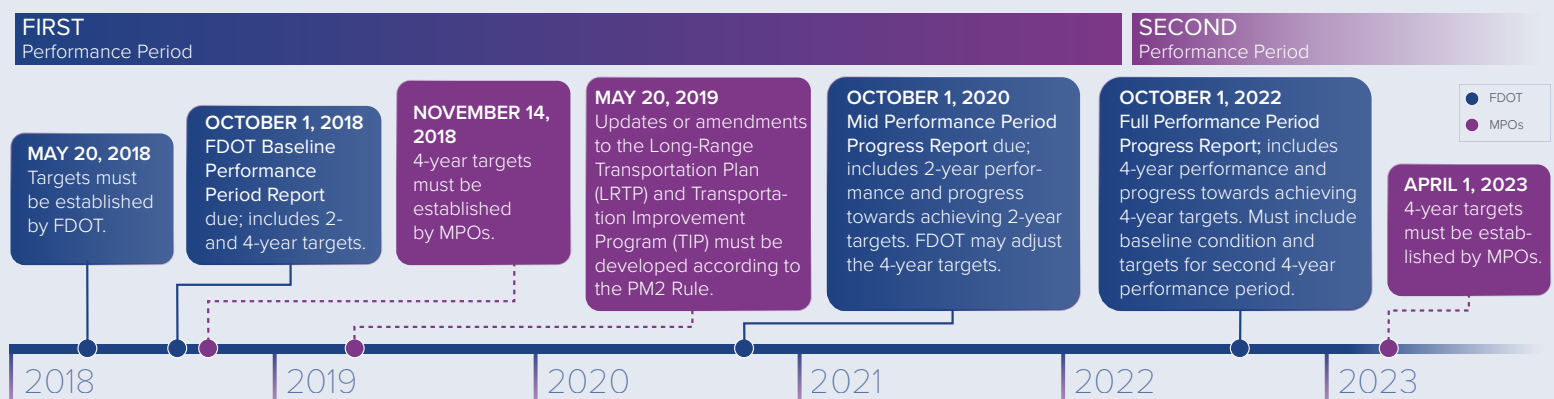
BRIDGE PERFORMANCE MEASURES

- » Percentage of NHS bridges by deck area classified as in **GOOD** condition.
- » Percentage of NHS bridges by deck area classified as in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

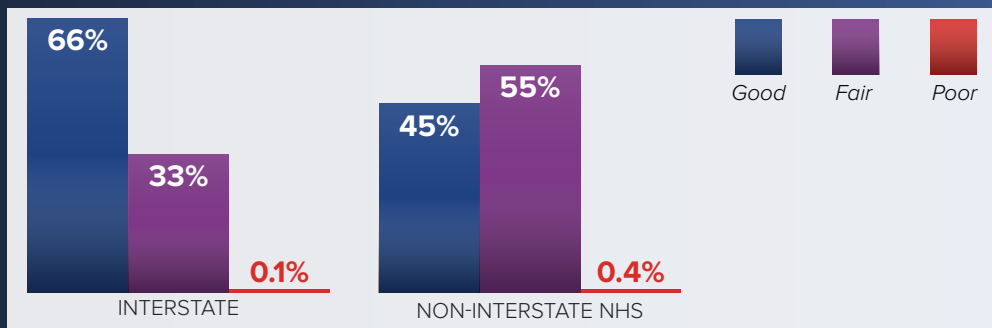
TIMELINE



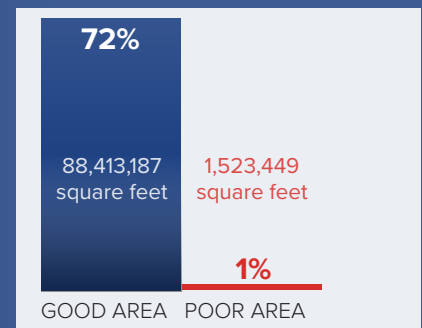
* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

Pavement (Flexible and Rigid Combined)



NHS Bridge Deck Area



Source: FDOT State Materials Office and Maintenance Office.

STATEWIDE TARGETS

FDOT established 2- and 4-year targets on May 18, 2018 for the full extent of the NHS in Florida. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period. FDOT is also responsible for developing an Asset Management Plan, intended to manage NHS pavement and bridge assets.

Performance Measure	2-Year Target	4-Year Target
<i>Pavement</i>		
% of Interstate pavements in <i>GOOD</i> condition	Not Required	≥ 60%
% of Interstate pavements in <i>POOR</i> condition	Not Required	≤ 5%
% of non-Interstate NHS pavements in <i>GOOD</i> condition	≥ 40%	≥ 40%
% of non-Interstate NHS pavements in <i>POOR</i> condition	≤ 5%	≤ 5%
<i>Bridge</i>		
% of NHS bridges by deck area classified as in <i>GOOD</i> condition	≥ 50%	≥ 50%
% of NHS bridges by deck area classified as in <i>POOR</i> condition	≤ 10%	≤ 10%

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own target, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their bridge and pavement targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress, it must document the actions it will take to achieve the target. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended LRTPs and TIPs.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting the state-wide minimum condition requirements. If it is not, FDOT must obligate funds to meet minimum requirements.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION REQUIREMENTS

- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓
- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓

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2017 Pavement Condition by MPOs

Interstate NHS

MPO	MPO Name	% of Interstate pavements in			% of Interstate lane miles with MISSING Data
		Good	Fair	Poor	
01	SPACE COAST TPO	98.9%	1.1%	0.0%	0.0%
02	CHARLOTTE CO-PUNTA GORDA MPO	70.6%	29.4%	0.0%	0.5%
03	BROWARD MPO	76.6%	23.4%	0.0%	0.4%
04	OKALOOSA-WALTON TPO	91.9%	8.1%	0.0%	0.0%
05	GAINESVILLE MTPO	35.2%	64.8%	0.0%	0.0%
06	HERNANDO/CITRUS MPO	100.0%	0.0%	0.0%	43.1%
07	HILLSBOROUGH MPO	50.9%	49.1%	0.0%	33.1%
08	INDIAN RIVER COUNTY MPO	98.4%	1.6%	0.0%	34.8%
09	NORTH FLORIDA TPO	57.5%	42.5%	0.0%	13.7%
10	POLK TPO	48.2%	51.8%	0.0%	0.0%
11	LEE COUNTY MPO	97.7%	2.3%	0.0%	0.2%
12	MARTIN MPO	67.3%	32.7%	0.0%	0.0%
13	MIAMI-DADE TPO	68.6%	31.4%	0.0%	3.1%
14	COLLIER MPO	36.2%	63.8%	0.0%	0.0%
15	OCALA/MARION COUNTY TPO	62.5%	37.5%	0.0%	0.0%
16	METROPLAN ORLANDO	48.3%	51.7%	0.0%	45.8%
18	PASCO COUNTY MPO	91.6%	8.4%	0.0%	31.4%
19	FLORIDA-ALABAMA TPO	72.8%	27.2%	0.0%	9.5%
20	FORWARD PINELLAS	33.4%	65.9%	0.7%	1.6%
21	SARASOTA/MANATEE MPO	94.7%	5.3%	0.0%	18.6%
22	ST LUCIE TPO	96.3%	3.7%	0.0%	0.0%
23	CAPITAL REGION TPA	73.6%	26.4%	0.0%	0.0%
24	RIVER TO SEA TPO	35.0%	65.0%	0.0%	24.9%
25	PALM BEACH TPA	55.2%	44.8%	0.0%	2.3%
26	LAKE-SUMTER MPO	98.6%	1.4%	0.0%	25.5%

Note:

- 1 For calculating % of Interstate pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.

2017 Pavement Condition by MPOs

Non-Interstate NHS

MPO	MPO Name	% of Non-Interstate NHS pavements in			% of Non-Interstate NHS lane miles with MISSING Data
		Good	Fair	Poor	
01	SPACE COAST TPO	41.8%	57.9%	0.4%	5.8%
02	CHARLOTTE CO-PUNTA GORDA MPO	47.1%	51.8%	1.1%	9.6%
03	BROWARD MPO	38.4%	61.2%	0.4%	2.9%
04	OKALOOSA-WALTON TPO	32.3%	67.7%	0.0%	7.8%
05	GAINESVILLE MTPO	35.7%	64.3%	0.0%	1.0%
06	HERNANDO/CITRUS MPO	64.1%	35.8%	0.0%	0.1%
07	HILLSBOROUGH MPO	42.0%	57.8%	0.2%	6.8%
08	INDIAN RIVER COUNTY MPO	51.5%	47.5%	1.0%	0.2%
09	NORTH FLORIDA TPO	36.2%	63.2%	0.6%	2.5%
10	POLK TPO	67.6%	32.3%	0.2%	0.6%
11	LEE COUNTY MPO	47.6%	52.3%	0.1%	0.6%
12	MARTIN MPO	38.9%	60.6%	0.5%	0.5%
13	MIAMI-DADE TPO	45.7%	53.7%	0.6%	12.9%
14	COLLIER MPO	50.2%	49.8%	0.0%	0.3%
15	OCALA/MARION COUNTY TPO	43.7%	56.3%	0.0%	0.1%
16	METROPLAN ORLANDO	47.3%	52.2%	0.5%	6.7%
17	BAY COUNTY TPO	51.4%	45.6%	3.0%	8.6%
18	PASCO COUNTY MPO	66.0%	33.9%	0.1%	0.6%
19	FLORIDA-ALABAMA TPO	47.3%	50.9%	1.7%	0.5%
20	FORWARD PINELLAS	43.1%	55.7%	1.2%	6.8%
21	SARASOTA/MANATEE MPO	39.7%	59.8%	0.5%	1.2%
22	ST LUCIE TPO	41.1%	58.0%	0.8%	2.6%
23	CAPITAL REGION TPA	35.2%	63.1%	1.7%	0.3%
24	RIVER TO SEA TPO	33.9%	66.1%	0.0%	0.8%
25	PALM BEACH TPA	40.3%	59.2%	0.5%	0.8%
26	LAKE-SUMTER MPO	47.4%	52.5%	0.1%	4.9%
27	HEARTLAND REGIONAL TPO	35.5%	64.2%	0.3%	3.9%

Note:

- 1 For calculating % of Non-Interstate NHS pavements in Good/Fair/Poor Condition, sections with bridges, unpaved surfaces, "other" surface types and missing data (any of IRI, Cracking %, Rutting or Faulting) are excluded.
- 2 A section can have missing, invalid or unresolved data (any of IRI, Cracking %, Rutting or Faulting) due to roadway under construction, data not collected, etc.

PM3: System Performance



MAP-21 Performance Management

June 2018

OVERVIEW

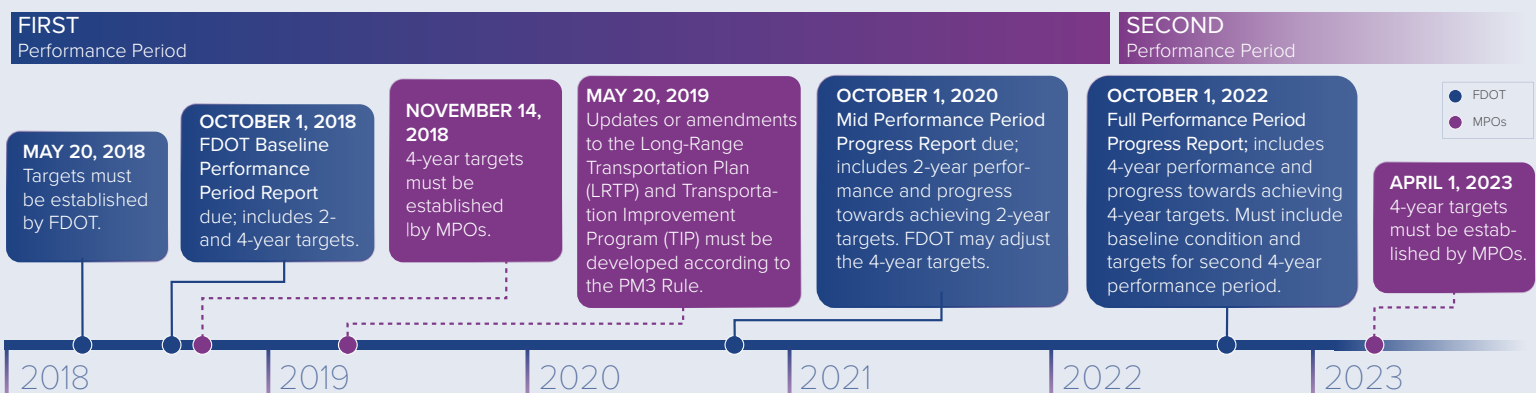
The third of the three performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the performance of the National Highway System (NHS), freight movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ). This fact sheet summarizes the requirements of this rule and the targets that the Florida Department of Transportation (FDOT) selected to meet them.*

PERFORMANCE MEASURES

Performance Measure	Typically Referred to As	What It Measures
Percent of Person-Miles Traveled on the Interstate that Are Reliable	Interstate Reliability	Seeks to assess how reliable the NHS network is by creating a ratio (called level of travel time reliability, or LOTTR) that compares the worst travel times on a road against the travel time that is typically experienced. Road miles with a LOTTR less than 1.5 are considered reliable. Traffic volume and an average vehicle occupancy are factored in to determine the person miles that are reliable, and this is converted to a percent of total miles.
Percent of Person-Miles Traveled on the Non- Interstate NHS that Are Reliable	Non-Interstate Reliability	
Truck Travel Time Reliability (TTTR) Index	Freight Reliability	Seeks to assess how reliable the interstate network is for trucks by creating a ratio (called Truck Travel Time Reliability, or TTTR) that compares the very worst travel times for trucks against the travel time they typically experience.

This rule also contains measures addressing the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These are applicable only for areas that are designated as nonattainment or maintenance, of which Florida currently has none. Therefore, they are currently not applicable to Florida or any of its Metropolitan Planning Organizations (MPOs).

TIMELINE

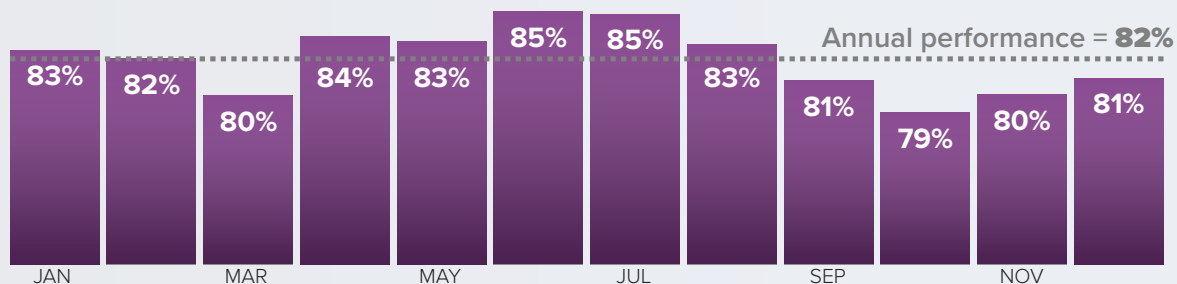


* Please refer to the fact sheet addressing *MPO Requirements* for information about MPO targets and planning processes.

EXISTING STATEWIDE CONDITIONS

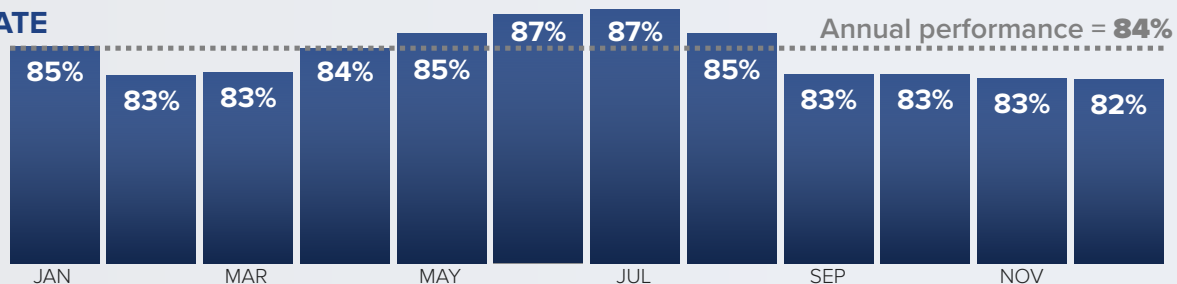
INTERSTATE

Percent of the Person-Miles Traveled on the Interstate that Are Reliable in 2017



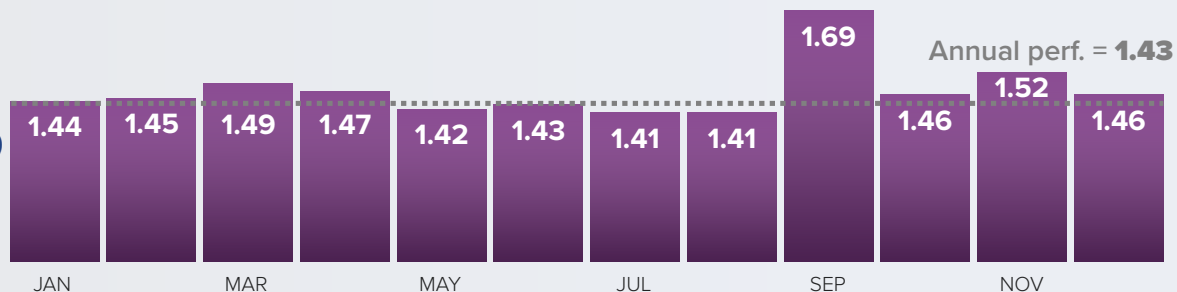
NON-INTERSTATE

Percent of the Person-Miles Traveled on the Non-Interstate NHS that Are Reliable in 2017



TRUCK

Truck Travel Time Reliability Index (Interstate) in 2017



Note: a higher TTTR index means lower reliability.

Source: NPMRDS and FHWA Occupancy Factor.

STATEWIDE TARGETS

FDOT established the following 2- and 4-year targets on May 18, 2018. Two-year targets reflect the anticipated performance level at the mid point of each performance period, while 4-year targets reflect it for the end of the performance period.

Performance Measure	2-Year Target	4-Year Target
Interstate Reliability	75%	70%
Non-Interstate Reliability	Not Required	50%
Freight Reliability	1.75	2.00

MPO TARGETS

If a Metropolitan Planning Organization (MPO) decides to establish its own targets, it has 180 days after FDOT sets its 4-year statewide targets. This means that MPOs would need to report their system performance targets no later than November 14, 2018 for the first performance period. For the second performance period and onwards, MPO targets would be reported every 4 years starting on April 1, 2023.

ASSESSMENT OF SIGNIFICANT PROGRESS

On August 16, 2020 and every two years thereafter, FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year applicable statewide target if either:

- » The actual condition/performance level is better than the baseline condition/performance; or
- » The actual condition/performance level is equal to or better than the established target.

If FDOT does not make significant progress for the Interstate and Non-Interstate reliability measures, it must document the actions it will take to achieve the target. For the freight reliability measure, it must provide additional documentation. FHWA will not directly assess MPO progress toward meeting their targets. Rather, it will do so through the periodic transportation planning reviews, including the MPO certification reviews and reviews of adopted/amended L RTPs and TIPs.

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An Update: 2017 Results

The MAP-21 PM3 measure (Level of Travel Time Reliability for the Interstate and non-Interstate NHS and Truck Travel Time Reliability Index) results for 2017 are now available for each MPO. Please see the charts on the following pages.

The Interstate Reliability measure remained relatively stable for most of Florida's MPOs, with the notable exception of certain large MPOs, including Miami-Dade TPO, MetroPlan Orlando, and North Florida TPO. However, Non-Interstate Reliability continues to show erratic results, with most MPOs experiencing dramatic upward swings in reliability from 2016 to 2017. The Truck Travel Time Reliability Index (an Interstate only measure) also remained relatively stable. Miami-Dade TPO is a notable outlier, showing a drastic improvement in the index.

These erratic trends can largely be attributed to the data sources. The measures for 2014 to 2016 were calculated using the National Performance Management Research Data Set Version 1 (NPMRDS v1), provided to the states by FHWA. A new vendor was chosen by FHWA to provide travel time data beginning in February 2017, commonly referred to as NPMRDS v2.

While both versions of NPMRDS use GPS probes to obtain travel times, a number of differences exist between the two.

NPMRDS v2 farms from a different set of GPS probes and uses a different Traffic Message Channel segmentation. A small number of segments that are not a part of the NHS are included though this amount is 26% less than v1. NPMRDS v2 also uses different data processing and aggregation methods. Most notably, NPMRDS v2 uses path processing to derive more accurate travel times between two points while v1 uses the older spot speed approach.

PM3 Results 2014-2017

Table 1. Percent of Person-Miles Traveled on the Interstate That Are Reliable

MPO	2014	2015	2016	2017
Bay County TPO	n/a			
Broward MPO	80%	71%	67%	67%
Capital Region TPA	100%	100%	100%	100%
Charlotte County-Punta Gorda MPO	100%	100%	100%	100%
Collier County MPO	100%	100%	100%	100%
Florida-Alabama TPO	100%	100%	100%	100%
Gainesville MTPO	100%	100%	100%	100%
Heartland Regional TPO	n/a			
Hernando/Citrus MPO	100%	100%	100%	100%
Hillsborough County MPO	81%	80%	75%	74%
Indian River County MPO	100%	100%	100%	100%
Lake-Sumter MPO	100%	100%	100%	100%
Lee County MPO	100%	100%	100%	100%
Martin MPO	100%	100%	100%	100%
METROPLAN Orlando	62%	63%	71%	52%
Miami-Dade TPO	51%	48%	48%	57%
North Florida TPO	87%	84%	75%	80%
Ocala/Marion County TPO	100%	100%	100%	100%
Okaloosa-Walton TPO	100%	100%	100%	100%
Palm Beach MPO	86%	85%	86%	84%
Pasco County MPO	100%	100%	100%	100%
Pinellas County MPO	81%	78%	76%	77%
Polk TPO	100%	100%	100%	95%
River to Sea TPO	100%	100%	100%	100%
Sarasota/Manatee MPO	100%	97%	93%	92%
Space Coast TPO	100%	100%	100%	100%
St. Lucie TPO	100%	100%	100%	100%
Statewide	88%	86%	85%	82%

Table 2. Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

MPO	2014	2015	2016	2017
Bay County TPO	84%	82%	74%	95%
Broward MPO	37%	35%	36%	80%
Capital Region TPA	63%	59%	55%	88%
Charlotte County-Punta Gorda MPO	86%	77%	55%	97%
Collier County MPO	56%	46%	42%	97%
Florida-Alabama TPO	73%	71%	59%	88%
Gainesville MTPO	49%	44%	41%	78%
Heartland Regional TPO	95%	94%	92%	99%
Hernando/Citrus MPO	80%	77%	75%	96%
Hillsborough County MPO	65%	59%	56%	79%
Indian River County MPO	65%	57%	50%	94%
Lake-Sumter MPO	95%	94%	92%	99%
Lee County MPO	80%	70%	66%	89%
Martin MPO	80%	63%	68%	97%
METROPLAN Orlando	69%	67%	67%	84%
Miami-Dade TPO	32%	31%	30%	59%
North Florida TPO	62%	59%	60%	85%
Ocala/Marion County TPO	71%	65%	53%	91%
Okaloosa-Walton TPO	79%	72%	81%	90%
Palm Beach MPO	53%	48%	48%	89%
Pasco County MPO	83%	72%	67%	88%
Pinellas County MPO	54%	49%	47%	82%
Polk TPO	90%	88%	84%	97%
River to Sea TPO	51%	47%	39%	89%
Sarasota/Manatee MPO	76%	71%	60%	91%
Space Coast TPO	57%	51%	46%	92%
St. Lucie TPO	77%	68%	60%	95%
Statewide	63%	59%	57%	84%

Table 3. Truck Travel Time Reliability Index on the Interstate

MPO	2014	2015	2016	2017
Bay County TPO	n/a			
Broward MPO	1.84	1.97	1.96	1.81
Capital Region TPA	1.10	1.08	1.08	1.07
Charlotte County-Punta Gorda MPO	1.11	1.11	1.09	1.14
Collier County MPO	1.10	1.10	1.14	1.12
Florida-Alabama TPO	1.16	1.14	1.14	1.19
Gainesville MTPO	1.06	1.06	1.08	1.11
Heartland Regional TPO	n/a			
Hernando/Citrus MPO	1.10	1.11	1.08	1.09
Hillsborough County MPO	2.06	1.95	1.96	1.92
Indian River County MPO	1.11	1.10	1.07	1.08
Lake-Sumter MPO	1.11	1.16	1.14	1.26
Lee County MPO	1.14	1.16	1.22	1.30
Martin MPO	1.10	1.09	1.10	1.11
METROPLAN Orlando	2.85	2.91	2.80	2.62
Miami-Dade TPO	4.14	4.56	3.84	2.98
North Florida TPO	1.57	1.64	1.67	1.67
Ocala/Marion County TPO	1.11	1.13	1.12	1.29
Okaloosa-Walton TPO	1.11	1.10	1.10	1.07
Palm Beach MPO	1.74	1.81	1.84	1.72
Pasco County MPO	1.16	1.27	1.23	1.15
Pinellas County MPO	2.27	2.24	2.31	1.89
Polk TPO	1.14	1.21	1.36	1.49
River to Sea TPO	1.12	1.20	1.19	1.2
Sarasota/Manatee MPO	1.29	1.51	1.60	1.45
Space Coast TPO	1.10	1.09	1.08	1.02
St. Lucie TPO	1.13	1.11	1.10	1.12
Statewide	1.42	1.45	1.44	1.43

**Ocala/Marion County
TPO / SunTran Transit
Asset Management
Plan
Michael Daniels, TPO
Director**

Introduction

The SunTran bus system administered by the Ocala/Marion TPO utilizing a 3rd party contractor, RATP Dev. The County is located approximately 100 miles northwest of Orlando. We are committed to effectively managing our capital assets and maintaining our system in a State of Good Repair (SGR) to enhance safety, reduce maintenance costs, increase reliability and improve service delivery. This policy outlines the agencies approach to overall asset management, identifies responsibility for monitoring and administering the Transit Asset Management (TAM) Plan and is established to ensure compliance with federal laws and regulations including Moving Ahead for Progress in the 21st Century (MAP-21) and 49 U.S.C. Section 5326.

SunTran has 6 bus routes predominantly in and around the City of Ocala. This agency receives financial assistance through the Federal Transit Administration, State Block Grant and Local funds. While our main assets are bus vehicles, we also manage an operation and maintenance building and service vehicles which all work together to provide the best service for the Ocala/Marion County area.

For the purposes of complying with applicable federal regulations, SunTran, as a Tier II provider (100 or fewer vehicles in peak revenue service), has developed a TAM plan which includes the following required elements:

1. An inventory of the number and type of capital assets that includes all capital assets owned by the agency except “non- service vehicle” equipment with an acquisition value under \$50,000.
2. A condition assessment of inventoried assets in a level of detail sufficient to:
 - a. Monitor and predict the performance of the assets
 - b. Inform the investment prioritization
3. A description of analytical processes or decision-support tools that allows SunTran to estimate capital investment needs over time and develop an investment prioritization
4. A project-based prioritization of investments, developed in accordance with CFR 49 Section 625.33

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2019 Target	2020 Target
Rolling Stock-Bus <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	80%	60%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%	20%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	N/A	N/A

Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Mileage	Average Value	Building Square Footage
Revenue Vehicles					
Bus	10	11	494,824	\$90,400	
Equipment					
Non-Revenue Service Vehicles*	3	12	140,505	\$4,333	
Service Truck*	1	6	35,145	\$12,000	
Facilities					
Admin Office**	1				4,080
Garage**	1				5,022

*targets do not apply to individual maintenance assets listed are under \$50,000.

**Admin/Maintenance Facility is a shared facility with the City of Ocala that the TPO does not have capital responsibility for replacement.

Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

Asset Condition Summary

Asset Category	Total Number	Average Age	Average Term Condition	Average Value	% at or Past ULB
Revenue Vehicles					
Bus	10	11	n/a	\$90,400	80%
Equipment					
Service Vehicle	3	12	n/a	\$4,333	100%
Truck	1	6	n/a	\$12,000	0%
Post Lift	1	20	n/a	\$8,000	100%
Bus Wash	1	5	n/a	\$15,000	100%

Decision Support Tools and Management Approach

Investment Prioritization

Maintenance managers use their best judgment to prioritize needs and return a list of priorities to the General Manager and in turn sends the list to the TPO for review and approval.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Funding	Determination of the various funding sources and funds availability from those sources by the TPO
Annual Vehicle Inspections	Annual vehicle inspections are utilized as a method to determine safety and life cycle conditions.
Bus Replacement Schedule	Replacement Schedule spreadsheets are used to assist with a broad view of the fleet needs based on ULB and federal interest remaining.
Maintenance Plan	Sun Tran's Maintenance Plan in Appendix D outlines the strategies for maintaining of the inventory for the fleet and facilities assets.

Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	Maintenance Plan

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/ Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Current Cost/Value	Replacement Cost/Value
Rolling Stock	Transit Bus	9	Gillig	30' LF	1	15GGE181421090567	City of Ocala	2003	743,571	\$4,000	\$480,000
Rolling Stock	Transit Bus	10	Gillig	35' LF	1	15GGB291371078253	City of Ocala	2007	567,235	\$40,000	\$480,000
Rolling Stock	Transit Bus	11	Gillig	35' LF	1	15GGB291571078254	City of Ocala	2007	578,715	\$40,000	\$480,000
Rolling Stock	Transit Bus	12	Gillig	35' LF	1	15GGB291771078255	City of Ocala	2007	551,967	\$40,000	\$480,000
Rolling Stock	Transit Bus	13	Gillig	35' LF	1	15GGB291971078256	City of Ocala	2007	567,382	\$40,000	\$480,000
Rolling Stock	Transit Bus	14	Gillig	35' LF	1	15GGB291071078257	City of Ocala	2007	556,152	\$40,000	\$480,000
Rolling Stock	Transit Bus	15	Gillig	35' LF	1	15GGB291271078258	City of Ocala	2007	569,961	\$40,000	\$480,000
Rolling Stock	Transit Bus	16	Gillig	35' LF	1	15GGB291471078259	City of Ocala	2007	565,751	\$40,000	\$480,000
Rolling Stock	Transit Bus	17	Gillig	35' LF	1	15GGB2712D182070	City of Ocala	2013	247,498	\$120,000	\$480,000
Rolling Stock	Transit Bus	18	Gillig	35' LF	1	15GGB2711H3186850	City of Ocala	2017	45,510	\$480,000	\$480,000
Equipment	Service Veh	26	Chevy	Trailblazer	1	GNDS13S742177564	City of Ocala	2004	110,164	\$3,500	\$30,000
Equipment	Service Veh	27	Dodge	Caravan	1	1D8HN44H38B192883	City of Ocala	2008	154,474	\$4,500	\$24,000
Equipment	Service Veh	28	Chevy	Express	1	1GBJG312961154120	City of Ocala	2006	156,977	\$5,000	\$23,000
Equipment	Shop Truck	31	Chevy	Truck	1	1GB0CXCGXCF211446	City of Ocala	2012	35,145	\$12,000	\$30,000

Appendix B: Asset Condition Data

B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Depreciated Cost	Replacement / Cost Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Rolling Stock	Transit Bus	9	1	15GGE181421090567	16	743,571	\$50,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	10	1	15GGB291371078253	12	567,235	\$ 4,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	11	1	15GGB291571078254	12	578,715	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	12	1	15GGB291771078255	12	551,967	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	13	1	15GGB291971078256	12	567,382	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	14	1	15GGB291071078257	12	556,152	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	15	1	15GGB291271078258	12	569,961	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	16	1	15GGB291471078259	12	565,751	\$40,000	\$480,000	12	Yes
Rolling Stock	Transit Bus	17	1	15GGB2712D182070	5	247,498	\$120,000	\$480,000	12	No
Rolling Stock	Transit Bus	18	1	15GGB2711H3186850	1	45,510	\$480,000	\$480,000	12	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Service Veh	26	1	1GNDS13S742177564	14	110,164	\$3,500	7	Yes
Equipment	Service Veh	27	1	1GBJG312961154120	12	154,474	\$4,500	7	Yes
Equipment	Service Veh	28	1	1D8HN44H38B192883	10	156,977	\$5,000	8	Yes
Equipment	Shop Truck	31	1	1GB0CXCGXCF211446	6	35,145	\$12,000	7	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value	Square Footage
Facilities	Admin and Maintenance Facility	Office	1		20	N/A*	N/A	4,080
Facilities	Maintenance Facility	Garage	1		20	N/A*	N/A	5,022

*Shared facility maintained by the City of Ocala

Appendix C: Proposed Investment Project Replacement List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	High
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	High
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium
2018	Gillig 35' LF	Revenue Vehicle	\$480,000	Medium

Appendix D: Maintenance Plan

Asset Category/Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
Transit Bus	6, 18 and 30,000 mile PM services	By Mileage	4 to 6 hrs.	\$400 to \$1,000
Service vehicle	3 and 12,000 mile PM services	By Mileage	2 to 4 hrs	\$100 to \$300

Each vehicle has a daily defect sheet fill out, any defects notated are addressed by the maintenance and recorded on a work order which includes the defects, corrective action, parts used and labor time.

Asset Category/Class	Overhaul Strategy
Transit Buses	Engine and transmission rebuilds at manufactures recommendations cost approx. \$22,000 for engines and \$8,000 for transmissions

Asset Category/CI	Disposal Strategy
All Buses	Buses are not disposed of until a replacement bus has been put into service, at that point the out of service bus will be either sent to auction or given to another county dept.
Asset Category/Class	Acquisition and Renewal Strategy
All Buses	Acquisitions are only completed on a as needed basis, i.e. end of life service.