



# **Transportation Improvement Program FY 2020/21 - FY 2024/25**

RESOLUTION OF THE OCALA/MARION COUNTY  
TRANSPORTATION PLANNING ORGANIZATION (TPO)  
ENDORING THE TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR FISCAL YEAR 2020/21 – 2024/25.

WHEREAS, the Ocala/Marion County Transportation Planning Organization, designated by the Governor of the State of Florida as the body responsible for the urban transportation planning process for the Ocala/Marion County area; and

WHEREAS, Title 23 U.S.C 134(h), 23 CFR Section 450 and Florida Statute 339.175(7) require each Metropolitan/Transportation Planning Organization to annually submit a Transportation Improvement Program; and

WHEREAS, a Transportation Improvement Program is defined as “a staged, multi-year, inter-modal program of transportation projects which is consistent with the metropolitan (long-range) transportation plan [23 CFR 450.104].

WHEREAS the TPO Board has authorized the TPO Director to perform revisions and amendments to plans, programs, and documents approved by the TPO, when such action is needed to obtain state or federal approval within a constrained timeframe. The authorization includes the following tenets:

- (i) The TPO Director shall include any such revision or amendment on the agenda of the next regularly scheduled meeting for ratification by TPO Board;
- (ii) No revision or amendment performed by the TPO Director shall substantially modify any plans, programs, or document approved by the TPO Board or result in the need to conduct a public hearing regarding such revision or amendment.

NOW THEREFORE BE IT RESOLVED that the Ocala/Marion County Transportation Planning Organization endorses the ‘Roll-Forward’ Transportation Improvement Program for FY 2020/21 – 2024/25.

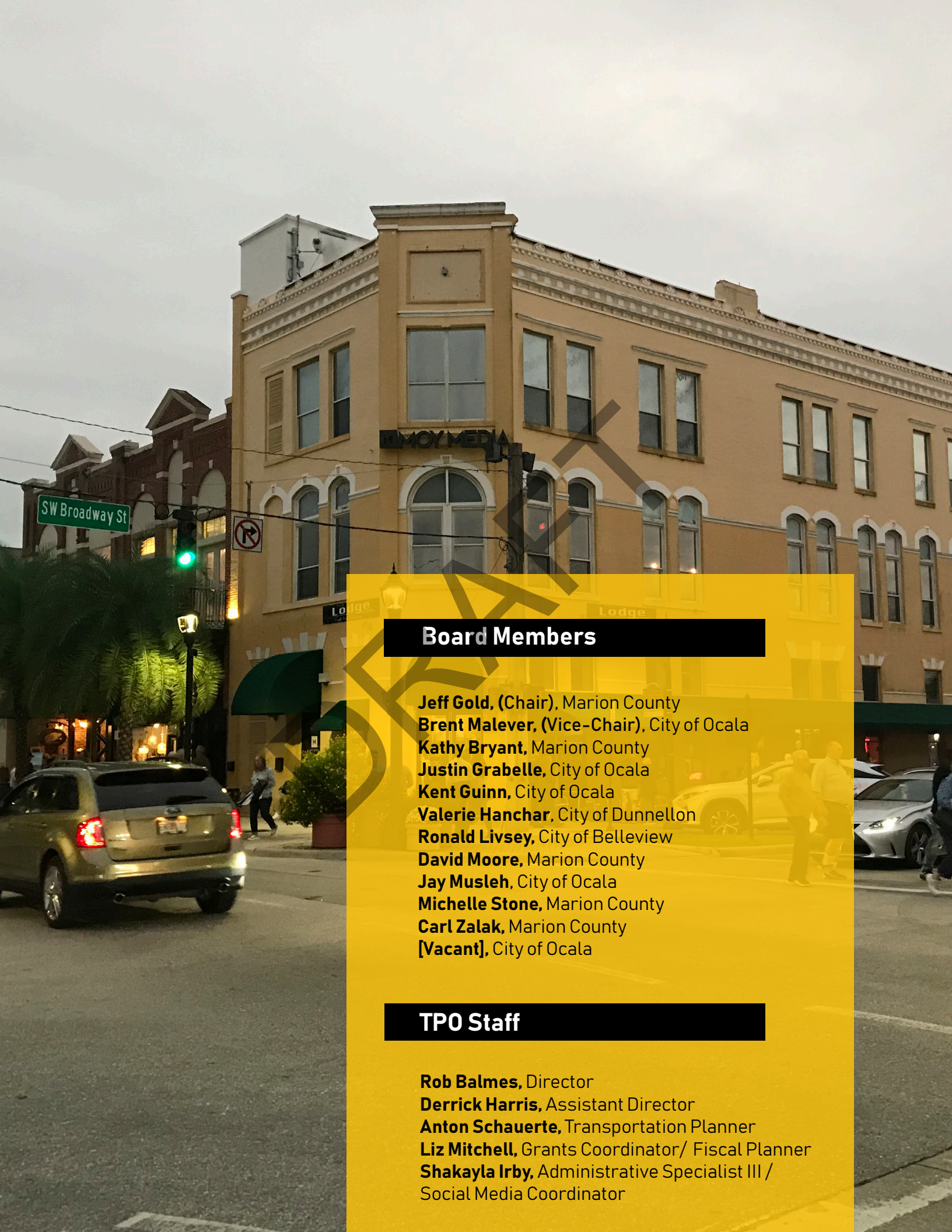
CERTIFICATE

The undersigned duly qualified and acting Chairman of the Ocala/Marion County Transportation Planning Organization hereby certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Ocala/Marion County Transportation Planning Organization held on this 23<sup>rd</sup> day of June 2020.

By: \_\_\_\_\_  
Jeff Gold, Chair

Attest: \_\_\_\_\_  
Robert Balmes, TPO Director





## Board Members

**Jeff Gold**, (Chair), Marion County  
**Brent Malever**, (Vice-Chair), City of Ocala  
**Kathy Bryant**, Marion County  
**Justin Grabelle**, City of Ocala  
**Kent Guinn**, City of Ocala  
**Valerie Hanchar**, City of Dunnellon  
**Ronald Livsey**, City of Belleview  
**David Moore**, Marion County  
**Jay Musleh**, City of Ocala  
**Michelle Stone**, Marion County  
**Carl Zalak**, Marion County  
**[Vacant]**, City of Ocala

## TPO Staff

**Rob Balmes**, Director  
**Derrick Harris**, Assistant Director  
**Anton Schauerte**, Transportation Planner  
**Liz Mitchell**, Grants Coordinator/ Fiscal Planner  
**Shakayla Irby**, Administrative Specialist III /  
Social Media Coordinator



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# INTRODUCTION

## PURPOSE

The Ocala Marion Transportation Planning Organization (TPO) is the federally designated Metropolitan Planning Organization (MPO) for Marion County, Florida and is responsible for developing the Transportation Improvement Program (TIP). The TIP is a five-year schedule of transportation projects proposed by government agencies and other stakeholders within the TPO's Metropolitan Planning Area (MPA), which includes all of Marion County. The TIP documents the anticipated timing and cost of transportation improvements funded by federal, state and local sources and is updated on an annual basis. The types of projects in the TIP include all modes of transportation, such as roadway construction, operations, and reconstruction; bicycle and pedestrian; transit and aviation. Other projects that are regionally significant, regardless of funding source, are also incorporated into this document.

As stated in the Federal Highway and Transit Acts of 1962 and 1964, each urbanized area over 50,000 people must have a continuing, cooperative and comprehensive transportation process. This process, also known as the 3-C planning process, is carried out by the TIP, in conjunction with the Long-Range Transportation Plan (LRTP). The LRTP, which is also developed by the TPO, documents the community's transportation vision and goals 20 years into the future. The TIP outlines the short-term "action steps" necessary for achieving Marion County's long-term transportation vision by indicating specific improvements. In short, the TIP acts as the budget for carrying out the LRTP. The purpose of the TIP





All transportation projects contained in the TIP are financially feasible, located within the designated metropolitan planning area and funded by 23 United States Code (U.S.C.) and 49 U.S.C. Chapter 53 funds. For a project to be considered financially feasible, the anticipated cost must not exceed the anticipated revenue.

including highway, transit, freight, bicycle, pedestrian and paratransit. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County. The TPO was established in 1981 after the 1980 Census determined the urbanized area of Ocala exceeded a threshold of 50,000 people. Due to rapid population growth in the 1980s, the planning boundaries of the entire county were added. Figure 1 illustrates the 2010 Census designated Urbanized Areas (UZA) and Urban Cluster areas of Marion County, which are all served by the TPO. This also includes portions of Lady Lake-the Villages and the Homosassa Springs-Beverly Hills-Citrus areas within the Ocala Metropolitan Statistical Area (MSA), Marion Oaks, Rainbow Lakes and Ocala Estates-Lake Bryant.

**TPO Adjusted Urbanized Areas and Urban Clusters**  
**Marion County, FL**  
 Approved  
 September 24, 2013

**TPO Adjusted Urbanized Areas**

**Census 2010 Boundaries**   **TPO Adjusted Boundaries**

**Urbanized Areas**

Ocala  
 Lady Lake - The Villages  
 Homosassa Springs - Beverly Hills - Citrus Springs  
 Marion Oaks  
 Rainbow Lakes  
 Ocala Estates - Lake Bryant

**Urban Clusters**

Does Not Require Adjustment

**Legend:**

Streets  
 Railroad  
 Marion County

**TPO**  
 Ocala Marion County  
 TRANSPORTATION  
 PLANNING  
 ORGANIZATION

**Scale:** 0 1 2 3 4 5 Miles

**North Arrow**

**Inset Map:** Marion County, FL

Figure 1: Map of TPO Planning Area



## DEVELOPMENT OF THE TIP

Public and local government involvement for the development of the TIP is accomplished through regularly scheduled meetings of the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) and the TPO Board. The TPO also strives to engage both citizens and stakeholders to assist in the development of the TIP. The TPO seeks public input for thirty (30) days once the TIP DRAFT is publicly noticed, in accordance with 23 Code of Federal Regulation (C.F.R.) 450.316 and 23 C.F.R. 450.326(b).

### TPO Boards and Committees

The TPO submits its draft TIP for review and feedback to the TPO's Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC). These boards/committees are composed of members who represent a variety of government organizations and stakeholders, which include the Cities of Belleview, Dunnellon, and Ocala; the Marion County School Board; the Marion County Engineering, Planning, and Tourism Departments; SunTran; the Florida Greenways and Trails Association; and citizens of Marion County, including persons who are considered transportation disadvantaged.

The TPO also submits its draft TIP to the TPO Board for review and to receive additional feedback. The TPO then addresses the recommendations provided by the Board and Committees, in addition to public input, in developing the final version of the TIP. The final version of the TIP is presented to the TPO Board for adoption in May or June of each year.

## Public Involvement

In addition to meeting federal regulations, the TIP was developed in accordance with the TPO's Public Involvement Plan (PIP). The public is provided the opportunity to comment on the draft TIP at the TAC and CAC's [Insert Dates Here] meetings, in addition to the TPO Board's [Insert Dates Here] meetings. These meetings will be held virtually and therefore are accessible to those with internet access. The TPO will also seek input from the public and other stakeholders by posting on its website and social media platforms, sending e-blast and press release notifications, and developing traditional print media. A legal notice of the draft version of the TIP will also be placed in the Star Banner for 30 days by the TPO. The public comment period for the TIP will begin on [Insert Date Here] and conclude on [Insert Date Here]. The legal notice will provide a website link to the document and invite the public to provide comments. A copy of the notice can be found in Appendix E and a list of public comments can be found in Appendix F.

## CERTIFICATION

The most recent certification review of the Ocala Marion TPO was conducted by the FDOT in February 2020. FDOT certified the transportation planning process for Fiscal Year 2020/2021. The next certification review will occur in February 2021.

## CONSISTENCY WITH OTHER PLANS

The projects and project phases listed in the 2020/21-2024/25 TIP are consistent, to the maximum extent possible, with public transit development plans, aviation, and the approved local government comprehensive plans for governments within the TPO's MPA [s.339.175(8)(c)(7), F.S.]. The TIP is consistent with the Ocala Marion TPO's 2040 Long Range Transportation Plan (LRTP), Florida Transportation Plan (FTP), Strategic Intermodal System (SIS) Policy Plan, Freight Mobility and Trade Plan (FMTP), Transportation Asset Management Plan (TAMP), Congestion Management Plan (CMP) and the Transportation Development Plan (TDP).

### 2040 Long Range Transportation Plan (LRTP)

In addition to documenting Marion County's long-term vision and goals for transportation, the LRTP includes a Needs Assessment and a Cost Feasible Plan. These two sections detail the specific projects to fulfill the County's long-term vision and goals. In order to remain current with the changing needs of Marion County, the Ocala Marion TPO updates the LRTP every five years. The 2040 Long Range Transportation Plan is the current LRTP for Marion County and development of the 2045 LRTP is currently in progress. The 2045 is scheduled for adoption in November 2020.

### Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) serves as the state's long-range transportation vision and policy plan. The FTP focuses on ways to improve safety, provide a more efficient transportation system, meet the needs of a changing population, create a more

competitive economy, enhance the overall quality of life and environment, increase access to transit and address emerging technologies.

### Strategic Intermodal System (SIS) Policy Plan

The Strategic Intermodal System (SIS) Policy Plan establishes the policy framework for planning and managing Florida's Strategic Intermodal System, a network of transportation facilities that serves as the state's highest priority for transportation capacity investments. The Governor and Legislature established the SIS in 2003 to focus state resources on facilities most significant for promoting the state's economic competitiveness, including interregional, interstate and international travel. The SIS is the primary tool for implementing the Florida Transportation Plan (FTP). A map of the SIS can be found in Appendix D.

### Freight Mobility and Trade Plan (FMTP)

FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

### Transportation Asset Management Plan (TAMP)

The Transportation Asset Management Plan (TAMP) outlines the process for effectively operating, maintaining, and improving physical transportation assets within Florida. The plan also provides detailed



information, such as the department's assets, asset management strategies, and long-term expenditure forecasts, in order to help inform decision-making at both the State and Local levels.

## **Congestion Management Plan (CMP)**

Maintenance of a Congestion Management Process (CMP) is required for all TPOs under Florida Statute 339.175 (6)(c)1. Guidance from the Final Rule on the CMP states the intent of the process is to, "address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system.

The Ocala Marion TPO has developed the CMP to improve traffic operations and safety through the use of either strategies that reduce travel demand or the implementation of operational improvements. Recommendations in the CMP often support improved travel conditions through the implementation of low cost improvements or strategies that can be implemented in a relatively short time frame (5-10 years) compared to traditional capacity improvements, such as adding travel lanes, which can be more time-consuming and expensive.

The TPO anticipates beginning the update of the CMP in 2020 and expects to complete the update in 2021. This plan serves two purposes; to meet state statute and to meet federal requirements for when the TPO becomes a Transportation Management Area (TMA). A TPO is considered a TMA when their urbanized area population exceeds 200,000. This is expected when the results of the 2020 census are finalized. Therefore, completing an update to the CMP will keep the TPO in compliance with both state statute and federal statutes.

## **Transportation Development Plan (TDP)**

The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO planning area for a 10-year span. Updated every five years to ensure transit services offered meet the mobility needs of the local communities, the TDP provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.

## **TIP REVISIONS**

Revisions to the TIP may be required following approval of the document by the TPO Board and State and Federal agencies. Revisions to the TIP are required when projects are changed, added, or deleted. There are three types of revisions to the TIP; a major amendment, a minor amendment, and an administrative modification. Major amendments require adoption by the TPO Board and public comment, while a minor amendment and administrative modification do not. [23 C.F.R. 450.104].

## **Administrative Modifications**

An administrative modification include minor changes to project/project phase costs, funding sources of previously included projects, and project/project phase initiation dates. is needed if there are changes in project timing within the five years of the program, changes in non-discretionary funding sources, and changes that cost less than \$200,000. An administrative modification does not require public comment.

## Minor Amendments

A minor amendment is required to the TIP if a project is added or deleted that is either less than \$3 million in construction costs or a non-capacity expansion project. Changes to a project that cost up to \$3 million also require a minor amendment. Minor amendments do not require a formal public comment period.

## Major Amendments

Major amendments to the TIP are required if a project that is over \$3 million in construction costs is added or deleted, if a capacity expansion project is added or deleted, or there is a significant change in cost (\$3 million or more).

## TRANSPORTATION DISADVANTAGED

The Transportation Disadvantage (TD) program is a statewide program that provides vital transportation to medical appointments, employment, educational

and other life sustaining services. Persons eligible for TD services include those with a mental or physical disability, income level at or below 150% of the Federal Poverty Guideline or age 60+ or <16 years old.

In Marion County, TD transportation services are provided by Marion Transit. As a result of the overlap between the TD service area and the TPO service area, TD projects and funding are included in the TIP. The TIP was developed in conjunction with Marion Transit, which also serves as the Community Transportation Coordinator (CTC) for Marion County.

## EFFICIENT TRANSPORTATION DECISION MAKING

Efficient Transportation Decision Making (ETDM) is a process used by FDOT to incorporate environmental, physical, cultural and community resource considerations into transportation planning to inform project delivery. FDOT screens some of the projects in this TIP through the ETDM process.

Grant	Grant Dates	Local	State	Federal	Total
5311 (Operating)	10/1/2020-9/30/2021	\$670,000		\$670,000	\$1,340,000
5310 (Capital)	10/1/2020-9/30/2021	\$42,114	\$42,114	\$336,911	\$421,139
TD Trip & Equipment Grant	07/01/2020-06/30/2021	\$94,899	\$854,091		\$948,990
Board of County Commissioners Transit and Match Funding	10/01/2020-09/30/2021				\$879,121
<b>Grand Total</b>		<b>\$807,013</b>	<b>\$896,205</b>	<b>\$1,006,911</b>	<b>\$3,589,339</b>

Figure 2: Transportation Disadvantaged Funding



# PERFORMANCE MANAGEMENT

## PERFORMANCE-BASED PLANNING

In order to develop a standardized process for monitoring the effectiveness of transportation investments across the country, the Federal government passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was enacted in 2012 by Congress to establish a framework to link performance management and decision-making for federally-funded transportation investments. MAP-21, which was supplemented by the Fixing America's Surface Transportation (FAST) Act in 2015, required the State Department of Transportation (DOTs) and TPOs/MPOs to conduct performance-based planning. The objective of performance-based planning is to invest resources in projects that help achieve the following seven national goals (23 CFR 490 or [23 USC 150(b)]):

### #1- Safety

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

### #2- Infrastructure Condition

To maintain the highway infrastructure asset system in a state of good repair

### #3- Congestion Reduction

To achieve a significant reduction in congestion on the National Highway System

#### #4- System Reliability

To improve the efficiency of the surface transportation system

#### #5- Freight Movement and Economic Vitality

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

#### #6- Environmental Sustainability

To enhance the performance of the transportation system while protecting and enhancing the natural environment

#### #7- Reduced Project Delivery Delays

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance-based planning utilizes performance measures and performance targets to ensure the most efficient investment of transportation funds by increasing accountability, providing transparency, and linking investment decisions to key outcomes.

## PERFORMANCE MEASURES & TARGETS

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have created highway and transit performance measures, and requirements for State DOTs, TPOs/MPOs and transit operators to establish and report performance targets for each performance measure. Performance measures are quantitative criteria used to evaluate progress of the seven national goals. In order to

determine the amount of progress made for each performance measure, the aforementioned agencies and organizations must establish baseline data and performance targets; benchmarks used to determine whether transportation investments make progress in achieving national goals and performance measures.

Once each State DOT develops its own performance targets for each performance measure, TPOs/MPOs are provided the option to either adopt the State's performance targets, or develop their own targets.



**Safety**



**Bridge and Pavement Condition**



**System Performance**



**Transit Asset Management**



In March 2016, the FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management (Safety PM) Measures Final Rules, effective April 14, 2016. The Safety PM Final Rules established safety performance measures to assess serious injuries and fatalities on all public roadways and carry out the HSIP. Additionally, the Safety PM Final Rules established a process for both State DOTs and TPOs to develop and report their safety targets and for FHWA to assess whether State DOTs have met, or are making significant progress toward meeting, their safety targets. The legislation works to improve data; foster transparency and accountability; and allow safety progress to be tracked at the national level. The HSIP annual report documents the statewide performance targets.

The State of Florida is committed to Vision Zero, a traffic safety policy aimed at achieving zero traffic

fatalities or serious injuries. As such, FDOT has set a statewide target of “0” for all five safety performance measures. Vision Zero is discussed in greater detail in the HSIP, the Florida Strategic Highway Safety Plan (SHSP), and the Florida Transportation Plan (FTP). FDOT set its safety performance targets on August 31, 2017. On February 27, 2018, the Ocala Marion TPO adopted its own safety performance targets. By adopting its own safety performance targets, the TPO is required to update the targets annually. The TPO most recently updated its safety targets on February 25, 2020. Figure 3 shows the safety performance targets set by FDOT and the TPO for each of the five performance measures.

The Ocala Marion TPO is committed to improving safety for all roadway users, which is demonstrated through planning and programming activities. The TIP includes specific investment priorities by using a project-prioritization and project-selection process that is based on the anticipated effect of reducing both fatal and serious injury crashes. The TPO also collects and analyzes crash data and trends, which is published in its Traffic Counts & Trends Manual. Additionally, the TPO is involved in the Marion County Community Traffic Safety Team (CTST); Safety Through Engineering; Education and Responsibility (STEER); the Youth Bike Rodeo; CarFit; Walk Your Kids to School Day; and the Safe Routes to School program.

Safety Performance Measures	FDOT Target (2020)	TPO Target (2020)	Marion County Results (2019)
Number of Fatalities	0	88	86
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	1.86	1.48
Number of Serious Injuries	0	433	392
Rate of Serious Injuries per 100 Million VMT	0	9.19	8.44
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	0	55	54

Figure 3: Performance Measure Targets and Results - Safety





In January 2017, the FHWA published the Bridge and Pavement Condition Performance Measures Final Rule. The second FHWA performance measure rule established six performance measures to assess pavement conditions and bridge conditions for the National Highway System (NHS). A map of the NHS in Marion County can be found in Appendix C.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics : International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. A pavement section is

classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

FDOT established its statewide targets for bridge and pavement condition on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

The two-year and four-year targets represent bridge and pavement conditions at the end of calendar years 2022 and 2024.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

Bridge and Pavement Condition Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Pavement Measures			
Percent of Interstate pavements in good condition	Not Required	≥ 60%	56%
Percent of Interstate pavements in poor condition	Not Required	≤ 5%	0%
Percent of non-Interstate NHS pavements in good condition	≥ 40%	≥ 40%	40%
Percent of non-Interstate NHS pavements in poor condition	≤ 5%	≤ 5%	0%
Bridge Deck Area Measures			
Percent of NHS bridges by deck area in good condition	≥ 50%	≥ 50%	79%
Percent of NHS bridges by deck area in poor condition	≤ 10%	≤ 10%	0%

Figure 4: Performance Measure Targets and Results - Bridge and Pavement Condition



In January 2017, FHWA published the System Performance, Freight, and Congestion Mitigation and Air Quality (CMAQ) Performance Measures Final Rule. The third and final Performance Measures Rule, established six measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a

LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate System. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR is generated by dividing the longer truck travel time by a normal travel time for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The Ocala Marion TPO meets all current air quality standards and is not subject to establishing targets for these performance measures.

FDOT established its statewide targets for system performance on May 18, 2018. The Ocala Marion TPO agreed to support the FDOT statewide targets on October 23, 2018.

System Performance Measures	FDOT/TPO Target (2022)	FDOT/TPO Target (2024)	Marion County Results (2018)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	≥ 75%	≥ 70 %	100%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	≥ 50 %	96%
Truck Travel Time Reliability (TTTR)	1.75	2	1.31

Figure 5: Performance Measure Targets and Results - System Performance



from the oversight of the TPO to the City of Ocala. The SunTran system includes seven fixed bus routes contracted through a third-party company. As the administrative body to SunTran, the City of Ocala is responsible for setting performance targets for Transit Asset Management. In July 2019, the City of Ocala set the transit asset targets below, thereby agreeing to plan and program projects in the TIP that, once implemented, will make progress toward achieving the transit asset targets.

On July 26, 2016, the FTA published the final Transit Asset Management rule, which requires that public transportation providers develop and implement transit asset management (TAM) plans, establish “state of good repair” standards and establish performance measures for four asset categories; rolling stock, equipment, transit infrastructure and facilities.

On July 1, 2019, SunTran, the public transit agency that operates primarily in the city of Ocala and in parts of unincorporated Marion County, moved

The chart shows the percentage of SunTran’s assets that have met or exceeded their Useful Life Benchmark (ULB) for each asset class in 2019 and their performance targets for the next four years. FTA defines ULBs as “... the expected lifecycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by the FTA.” The performance targets assume the assets are replaced as they reach their ULB.

Asset Class	2019 Performance	2020 Target	2021 Target	2022 Target	2023 Target
Rolling Stock					
Buses	69%	0%	0%	0%	0%
Cutaways	0%	0%	0%	0%	100%
Equipment					
Non-Revenue Vehicles	80%	0%	0%	0%	20%
Facilities					
Maintenance Facility	0%	0%	0%	0%	0%

Figure 6: Performance Measure Targets and Results - Transit Asset Management



# FINANCIAL PLAN

The financial plan is determined during the development of the LRTP, as part of its Cost Feasible Plan. Once all projects have been determined as “needs”, the LRTP steering committee prioritizes the projects based on cost feasibility, using revenue forecasting from local, state and federally published sources. The cost feasible plan in the LRTP then becomes a prioritized project list. This list, known as the List of Priority Projects (LOPP), is then sent to FDOT annually, to be included in the next work program for funding. FDOT will decide which projects from the prioritized list or List of Prioritized Projects (LOPP) that can be reasonably funded with its cost/funding projections.

The 2020/21-2024/25 TIP is financially constrained for each year, meaning projects must be implemented using reasonably expected revenue sources. Projects in the TIP must use Year of Expenditure (YOE) dollars, which are dollars adjusted for inflation from the present time to the expected year of construction. The TIP includes the public and private financial resources that are reasonably expected to be available in order to accomplish the program. The TIP has been developed in cooperation with Marion County, the Cities of Belleview, Dunnellon, and Ocala, FDOT, SunTran, and Marion Transit. A summary of funds by funding source is included in Figure 8 ([23 CFR. 450.324(a) and Subsection 339.175(8), F. S.]).

All projects in the TIP are designated for funding from Title 23 and 49 of U.S.C funding sources and all regional transportation projects requiring federal action. Projects in the TIP are derived from the FDOT Work Program and must include a balanced 36-month forecast of revenue and expenditures and a five-year finance plan supporting the FDOT Work Program [339.135(4)(b)(5) F. S.]. Additionally, only projects that are reasonably expected to be funded may be included in the TIP.



Figure 7 provides a summary of the funding categories, associated acronyms, and whether the funding source is federal, state, or local.

Acronym	Funding Category	Funding Source
ACFP	Advanced Construction Freight Prog	Federal
ACID	Advanced Construction Safety	Federal
ACNP	Advanced Construction NHPP	Federal
ACSA	Advanced Construction (SA)	Federal
ACSL	Advanced Construction (SL)	Federal
ACSN	Advanced Construction (SN)	Federal
ACSS	Advanced Construction (SS)	Federal
ACTA	Advanced Construction (TA)	Federal
CIGP	County Incentive Grant Program	State
D	Unrestricted State Primary	State
DDR	District Dedicated Revenue	State
DIH	District In-House	State
DPTO	Public Transportation Office, State	State
DRA	Rest Areas	State
DS	State Primary Highways & Public Transportation Office	State
DU	State Primary, Federal Reimbursement Funds	Federal
DWS	Weigh Stations	State
FAA	Federal Aviation Administration	Federal
FTA	Federal Transit Administration	Federal
LF	Local Funds	Local
NHRE	National Highway Performance Program	Federal
PL	Metropolitan Planning	Federal
RHP	Rail Highway Crossing, Protective Devices	Federal
SA	Surface Transportation Program, Any Area	Federal
SL	Surface Transportation Program, Population <=200K	Federal
SN	Surface Transportation Program, Population <=5K	Federal
TALL	Transportation Alternative Program, Population <=200K	Federal
TALN	Transportation Alternative Program, Population <=5K	Federal
TALT	Transportation Alternative Program, Any Area	Federal
TRIP	Transportation Regional Incentive Program	State
TRWR	Wheels on the Road, TRIP	State

Figure 7: List of Funding Categories and Associated Funding Sources

Figure 8 provides a summary of the distribution of funds by funding category and by Fiscal Year.

Funding Category	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
ACFP	-	\$9,125,700	-	\$49,995	-	\$9,175,695
ACID	\$565,000	-	-	-	-	\$565,000
ACNP	-	\$32,312,804	-	-	-	\$32,312,804
ACSA	\$2,672,962	-	-	-	-	\$2,672,962
ACSL	\$19,747	-	-	-	-	\$19,747
ACSN	\$1,030,761	-	-	-	-	\$1,030,761
ACSS	\$1,353,218	\$407,200	\$4,102,536	\$786,286	-	\$6,649,240
CIGP	-	-	-	-	\$8,522,752	\$8,522,752
D	\$7,119,759	\$4,747,870	\$4,760,342	\$4,723,193	\$4,736,430	\$26,087,594
DDR	\$7,173,399	\$2,492,098	\$3,415,615	\$33,919,182	\$15,415,217	\$62,415,511
DIH	\$196,472	\$96,043	\$116,860	\$61,105	\$125,840	\$596,320
DPTO	\$845,820	\$733,150	\$769,342	\$807,344	\$832,375	\$3,988,031
DRA	-	-	\$25,348,332	-	-	\$25,348,332
DS	\$5,562,364	-	-	-	\$857,999	\$6,420,363
DU	\$1,008,079	\$1,041,831	\$1,090,203	\$1,140,993	\$1,346,686	\$5,627,792
DWS	-	\$2,170,339	-	-	-	\$2,170,339
FAA	-	\$1,800,000	\$5,850,000	-	-	\$7,650,000
FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
LF	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	\$32,832,959
NHRE	-	-	\$5,522,605	-	-	\$5,522,605
PL	\$687,026	\$494,973	\$494,973	\$494,973	\$494,973	\$2,666,918
RHP	\$33,077	-	-	-	-	\$33,077
SA	\$12,696,779	-	\$20,695,207	-	-	\$33,391,986
SL	\$5,870,510	\$4,069,077	\$5,344,067	\$9,169,646	\$9,485,714	\$33,939,014
SN	\$1,077,160	\$3,105,650	\$236,113	\$2,794,946	-	\$7,213,869
TALL	-	\$772,678	-	\$24,932	\$253,001	\$1,050,611
TALN	-	\$252,377	-	\$252,270	-	\$504,647
TALT	\$826,584	\$1,923,087	-	\$2,224,590	-	\$4,974,261
TRIP	-	-	-	-	\$4,696,516	\$4,696,516
TRWR	-	-	-	-	\$3,407,729	\$3,407,729
<b>Total</b>	<b>\$53,553,653</b>	<b>\$81,316,009</b>	<b>\$82,845,327</b>	<b>\$62,049,898</b>	<b>\$64,069,231</b>	<b>\$343,834,118</b>

Figure 8: 5-Year Summary of Projects by Funding Category

Figure 9 provides a summary of the total funding over a five-year period by federal, state and local resources.

Funding Source	2020/21	2021/22	2022/23	2023/24	2024/25	TOTAL
Federal	\$30,166,457	\$57,700,698	\$45,802,885	\$19,479,827	\$14,197,805	<b>\$167,347,672</b>
State	\$20,897,814	\$10,239,500	\$34,410,491	\$39,510,824	\$38,594,858	<b>\$143,653,487</b>
Local	\$2,489,382	\$13,375,811	\$2,631,951	\$3,059,247	\$11,276,568	<b>\$32,832,959</b>
<b>Total</b>	<b>\$53,553,653</b>	<b>\$81,316,009</b>	<b>\$82,845,327</b>	<b>\$62,049,898</b>	<b>\$64,069,231</b>	<b>\$343,834,118</b>

Figure 9: 5-Year Summary of Projects by Funding Source

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# PROJECT SELECTION PROCESS



The TPO has recently changed its project selection and priority process. The process includes prioritizing projects that are closest to receiving construction funding, help achieve performance measures, are multimodal, have available funding and/or include local funding sources and partnerships.

The TPO's project selection process is consistent with 23 C.F.R 450.332(b), the TPO's 2040 LRTP, and with the aviation master plans, public transit development plans, and the approved local government comprehensive plans within the TPO service area, to the maximum extent feasible [s.339.175(8)(c)(7), F.S.]. A list of obligated projects, found in Appendix B, is a continuation of projects in the current TIP, and in some cases started in previous TIPs [23 CFR 450.334].

## RANKING CRITERIA

The ranking criteria was narrowed down based on the adopted 2040 Long-Range Transportation Plan's (LRTP) Goals and Objectives. The goals from the 2040 LRTP that were used in this prioritization and selection process were Multimodal Choices (Goal #1), Economic Development and Growth (Goal #2), Safety and Security (Goal #3), Cooperation (Goal #4), and System Preservation (Goal #6). The ranking criteria is grouped into the following six categories:

### 1. Multimodal:

The ranking criteria looks at whether a project incorporates different modes of transportation into the project or is multimodal. Therefore, if a project incorporates bike lanes, sidewalks, transit options, or offers a new alternative, such as a trail, it receives one point for being multimodal.

### 2. Performance Measure:

Based on the latest federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, which requires MPO/TPOs to measure the performance of projects. This is done by measuring projects on safety, system performance, pavement/bridge condition, and transit asset management. Therefore, the LOPP gives weight to any project that meets one of the performance measures, and an additional point if the project meets two. Please note: most projects could only obtain one point for a performance measure, as most performance measures require a project to either be on or demonstrate how it improves the performance of a corridor on the National Highway System (NHS). Therefore, most projects that obtained two points in this category were a part of the NHS.

### 3. Project Development:

This ranking criteria looks at where the projects are in their development. For example, if a project is in the Project Development & Environmental (PD&E) stage it gets one point, and it receives an additional point for each stage the project is in up until construction, which would be four points. Please note: projects can only qualify for one of the phases, with one to four points possible.

### 4. Funding Availability:

Due to limited funding, if a project has a lower cost associated with it, and/or a lower cost still needed for completion, the project can receive one additional point.

### 5. Local Revenue/Funding Source:

An additional category that staff thought was pertinent to the ranking system was local revenue. Therefore, if a project has local revenue being added to the project it receives an additional point.

### 6. Local Partnership:

The ranking criteria considers whether a project has a formal partnership between two agencies. For example, a project could be a Local Agency Program (LAP) project, or a project that FDOT manages or helps manage for another jurisdiction. In this case, the project would receive an additional point.



**[INSERT LIST OF  
PRIORITY PROJECTS  
HERE]**

Figure 10: List of Top 20 Priority Projects

# PROJECTS

This section of the TIP consists of a map of projects throughout Marion County and five smaller scale maps, two lists that indicate projects and their associated page number, a list of project phase acronyms and 61 individual project pages. Only projects tied to a location are shown in the Marion County map and Maps A-E.

A summary of changes to regionally significant transportation projects from the previous Fiscal Years 2019/20 to 2023/24 TIP is available in Appendix H.

## Project Table of Contents:

Marion County Map .....	25
Map A .....	26
Map B .....	27
Map C .....	28
Map D .....	29
Map E .....	30
List of Projects by Project Type .....	31
Project Phase Acryonyms .....	32
List of Projects .....	33-100



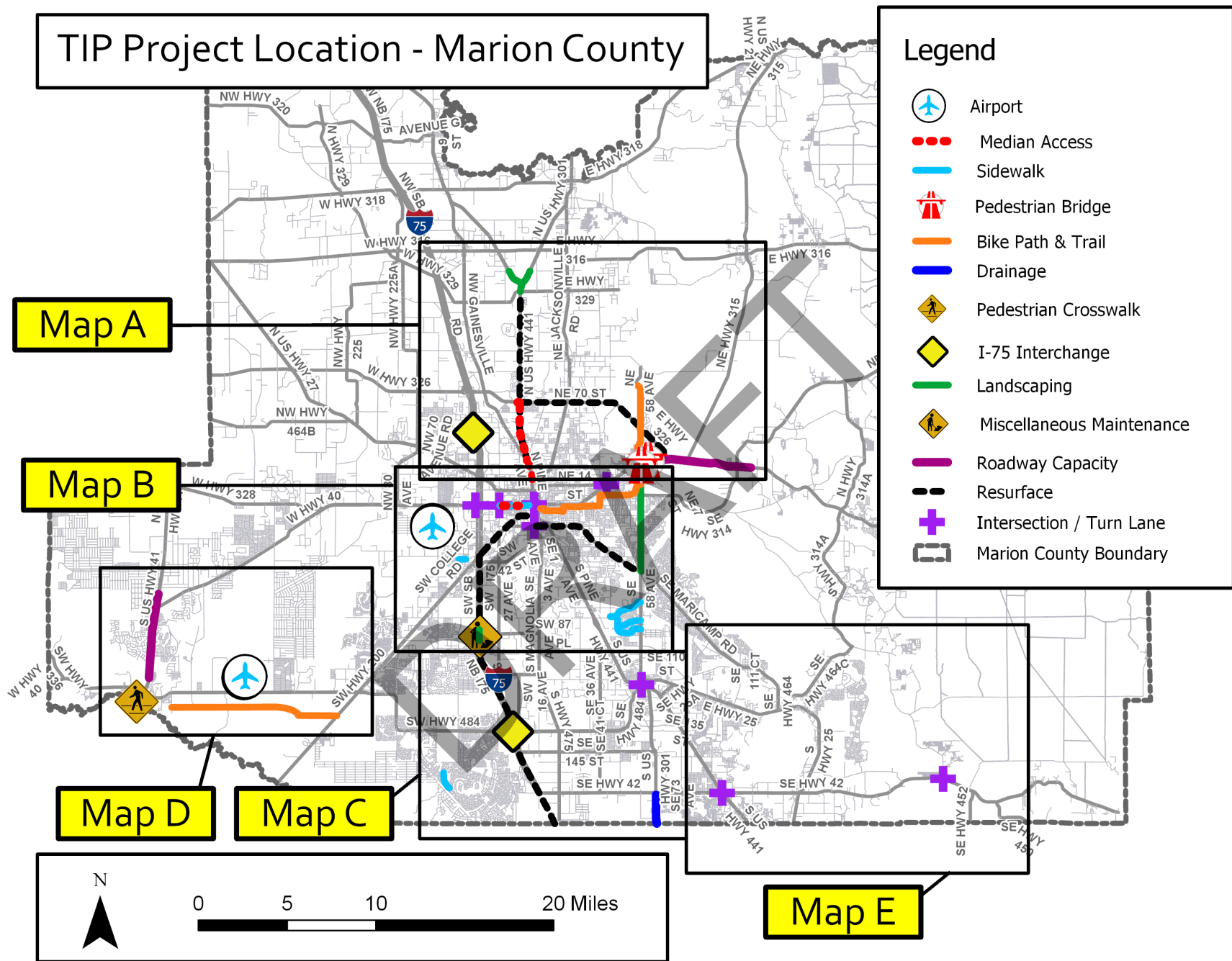


Figure 11: TIP Project Location Map - Marion County

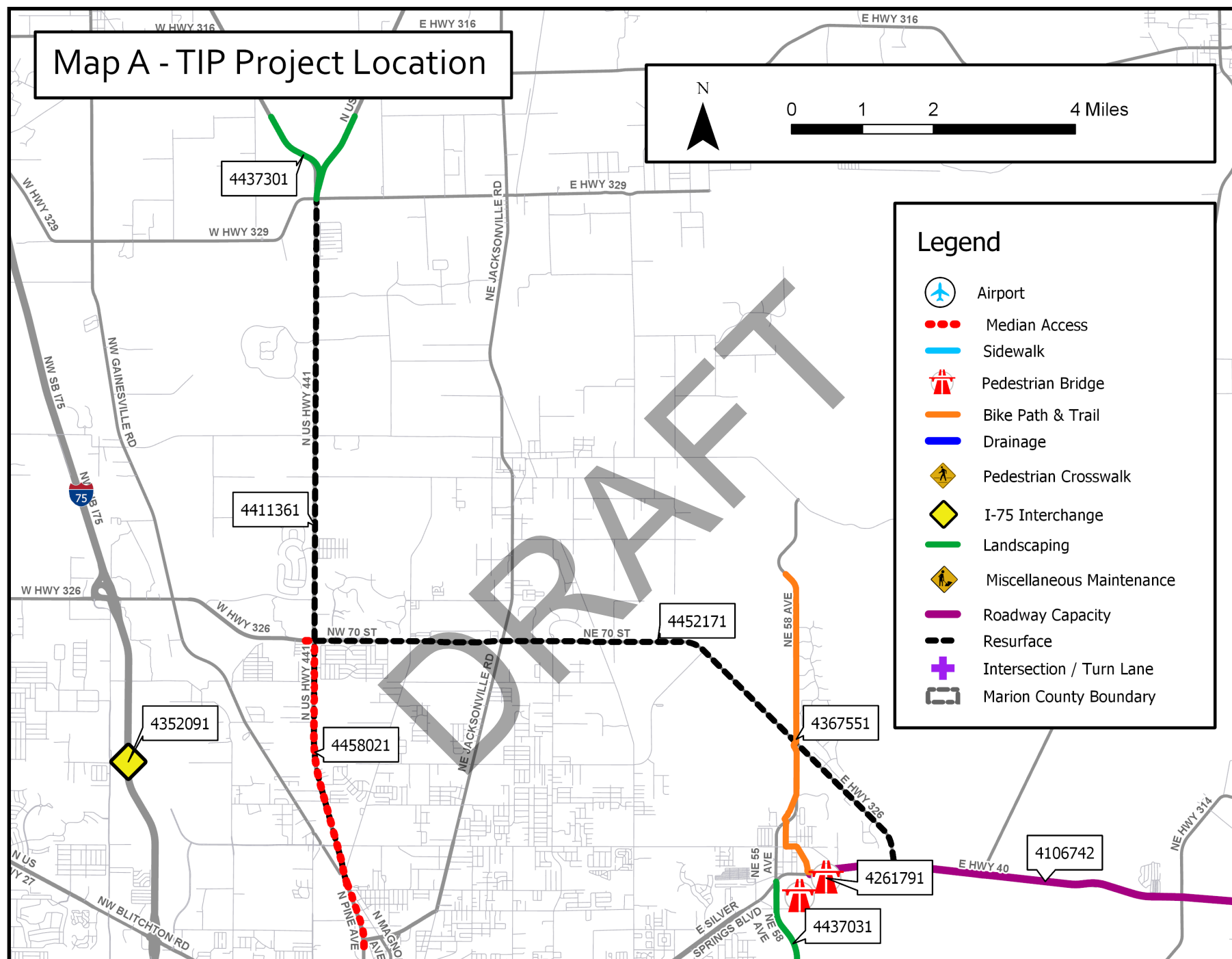


Figure 12: TIP Project Location - Map A

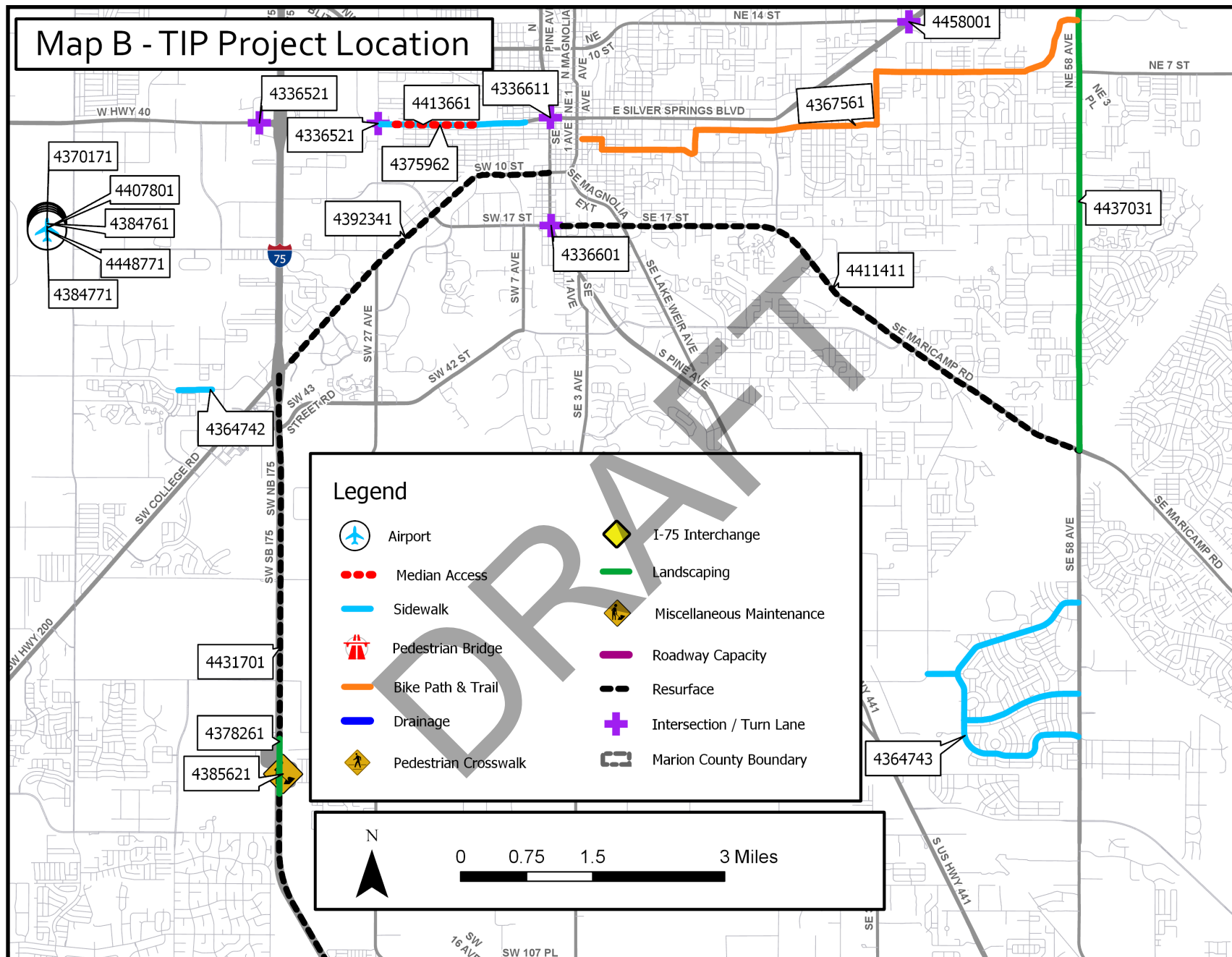


Figure 13: TIP Project Location - Map B



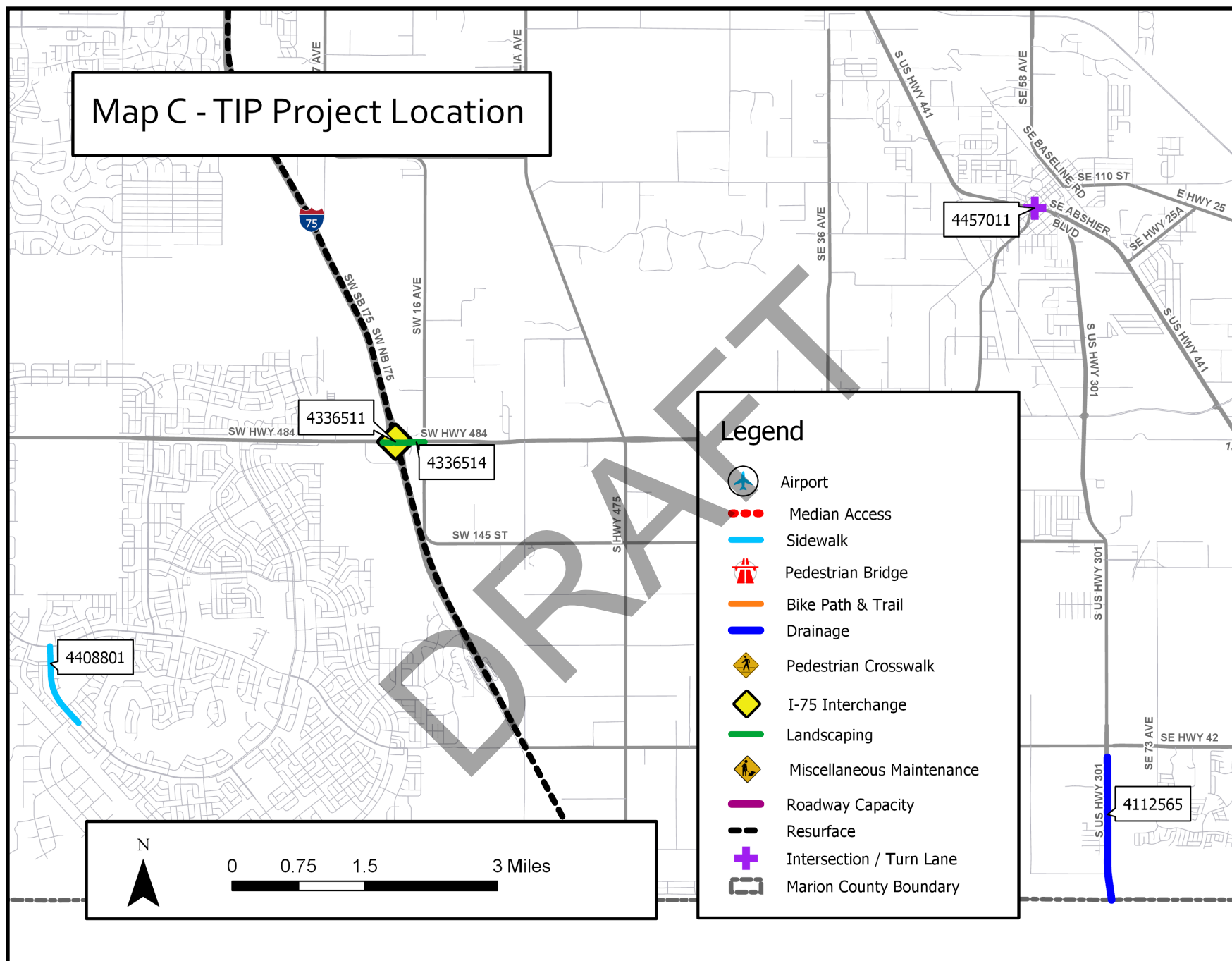


Figure 14: TIP Project Location - Map C

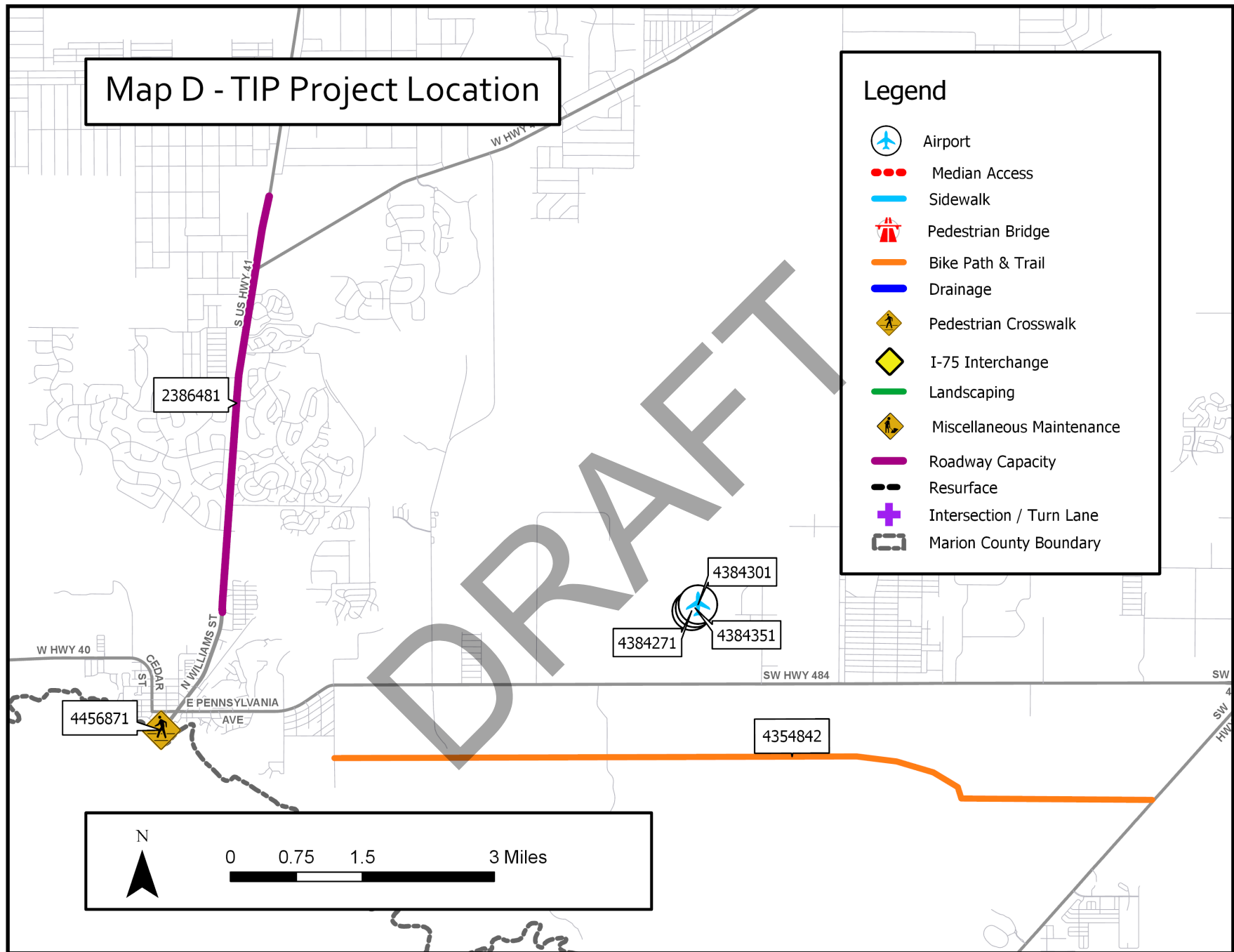


Figure 15: TIP Project Location - Map D

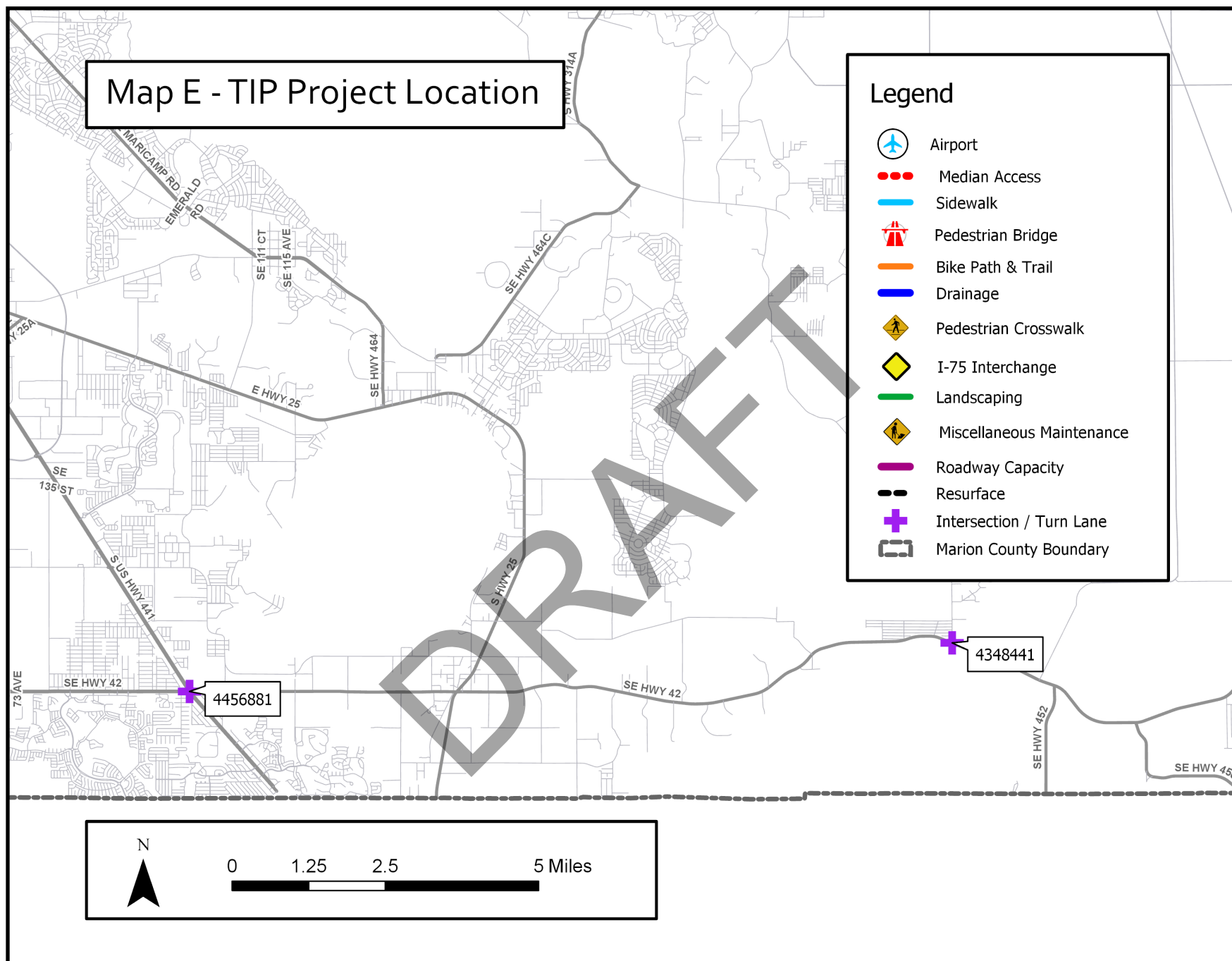


Figure 16: TIP Project Location - Map E





## Projects by Type

<b>Interstate Projects.....</b>	<b>33</b>	4367551.....	67
4352091.....	34	4367561.....	68
4378261.....	35	4375962.....	69
4385621.....	36	4408801.....	70
4431701.....	37	4456871.....	71
4453211.....	38		
<b>US Route Projects.....</b>	<b>39</b>	<b>Airport Projects.....</b>	<b>72</b>
2386481.....	40	4370171.....	73
4112565.....	41	4384271.....	74
4336601.....	42	4384301.....	75
4336611.....	43	4384351.....	76
4411361.....	44	4384761.....	77
4437301.....	45	4384771.....	78
4456881.....	46	4407801.....	79
4457011.....	47	4448771.....	80
<b>State &amp; Local Road Projects.....</b>	<b>48</b>	<b>Transit/Funding/Grants.....</b>	<b>81</b>
4106742.....	49	4271882.....	82
4336511.....	50	4314011.....	83
4336514.....	51	4333041.....	84
4336521.....	52	4333121.....	85
4348441.....	53	4393313.....	86
4392341.....	54	4393314.....	87
4411411.....	55	4393315.....	88
4413661.....	56	4407971.....	89
4437031.....	57	4424551.....	90
4452171.....	58	4424601.....	91
4458001.....	59	<b>Routine Maintenance.....</b>	<b>92</b>
4458021.....	60	4136153.....	93
<b>Bicycle Trails &amp; Sidewalk Projects.....</b>	<b>61</b>	4181071.....	94
4261791.....	62	4233912.....	95
4354842.....	63	4291781.....	96
4363751.....	64	4291821.....	97
4364742.....	65	4363611.....	98
4364743.....	66	4467911.....	99
		4469101.....	100

Figure 17 provides a list of project phases used in the individual project pages.

Acronym	Project Phase Information
ADM	Administration
CRT MTN	Contract Routine Maintenance
CST	Construction
CAP	Capital Grant
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

Figure 17: Project Phase Acronyms



# Interstate-75 Projects





**Project Description:**

I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.

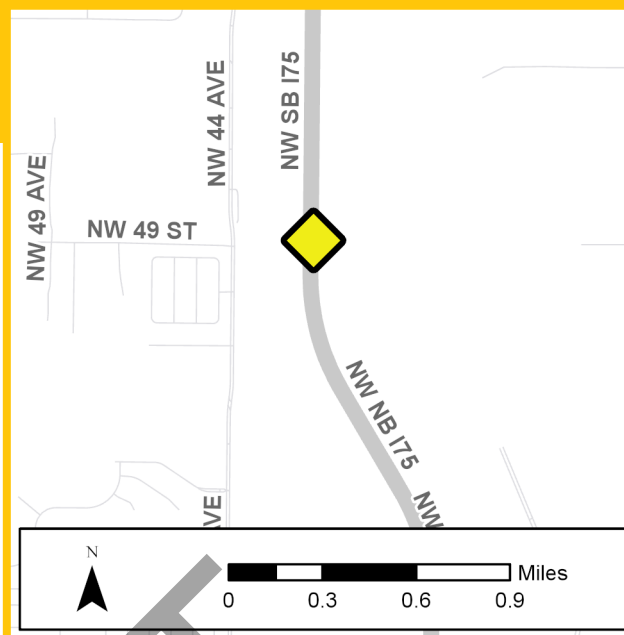
**Project Type:** Interchange

**FM Number:** 4352091

**Lead Agency:** FDOT

**Length:** 0.1 miles

**LRTP #:** Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$3,921,477

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$63,138,866

**Additional Information:**

Construction of a new I-75 interchange at NW 49th Street to facilitate projected increases in freight traffic. This project also includes extending NW 49th Street from NW 44th Avenue to NW 35th Avenue. The project is currently in the PD&E phase.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	LF	-	\$10,200,000	-	-	-	\$10,200,000
CST	SL	-	-	-	-	\$9,440,914	\$9,440,914
CST	LF	-	-	-	-	\$8,419,861	\$8,419,861
CST	CIGP	-	-	-	-	\$8,522,752	\$8,522,752
CST	DDR	-	-	-	-	\$14,415,217	\$14,415,217
CST	DIH	-	-	-	-	\$114,400	\$114,400
CST	TRIP	-	-	-	-	\$4,696,516	\$4,696,516
CST	TRWR	-	-	-	-	\$3,407,729	\$3,407,729
<b>Total</b>		-	\$10,200,000	-	-	\$49,017,389	\$59,217,389

**Project Description:** I-75 from north of SR 484 to south of SR 200

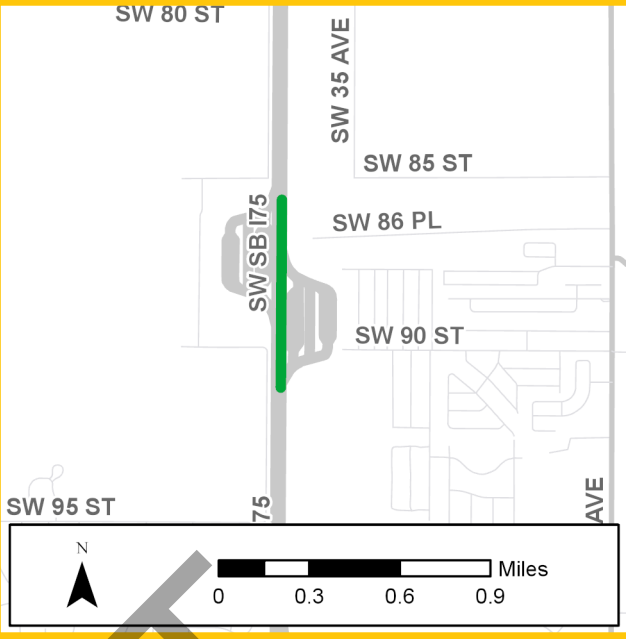
**Project Type:** Landscaping

**FM Number:** 4378261

**Lead Agency:** FDOT

**Length:** 0.6 miles

**L RTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$869,439

**Additional  
Information:**

Vegetative installation and maintenance at the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DS	-	-	-	-	\$857,999	\$857,999
CST	DIH	-	-	-	-	\$11,440	\$11,440
Total		-	-	-	-	\$869,439	\$869,439

**Project Description:** I-75 from north of CR 484 to south of SR 200

**Project Type:** Miscellaneous Maintenance

**FM Number:** 4385621

**Lead Agency:** FDOT

**Length:** 0.6 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**  
\$2,775,190

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$28,177,572

**Additional  
Information:**

Complete reconstruction of all facilities for the northbound rest area on I-75 in Marion County.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	-	-	\$54,050	-	-	\$54,050
CST	DRA	-	-	\$25,348,332	-	-	\$25,348,332
Total		-	-	\$25,402,382	-	-	\$25,402,382



<b>Project Description:</b>	I-75 from Sumter County Line to SR 200
-----------------------------	--

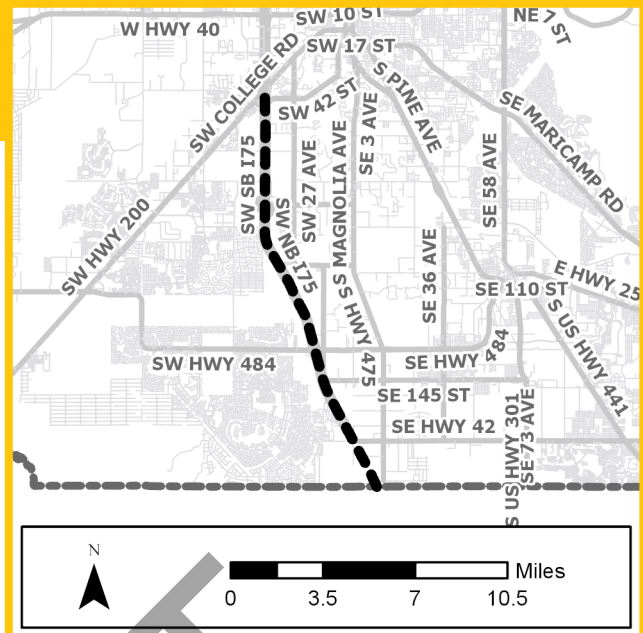
**Project Type:** Resurface

**FM Number:** 4431701

**Lead Agency:** FDOT

**Length:** 16.1 miles

**L RTP #:** Goal 6: Objective 3



**Prior Cost**  
**< 2020/21:**

**\$1,622,987**

## Future Cost

### ► 2024/25:

\$0

**Total  
Project Cost**

**\$33,935,791**

**Additional Information:**

Resurface I-75, reconstruct the existing median crossovers, update/add to guardrail (where necessary) and perform minor drainage work.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACNP	-	\$32,312,804	-	-	-	\$32,312,804
<b>Total</b>		-	<b>\$32,312,804</b>	-	-	-	<b>\$32,312,804</b>

**Project Description:** Wildwood Mainline Weigh In Motion (WIM) Screening

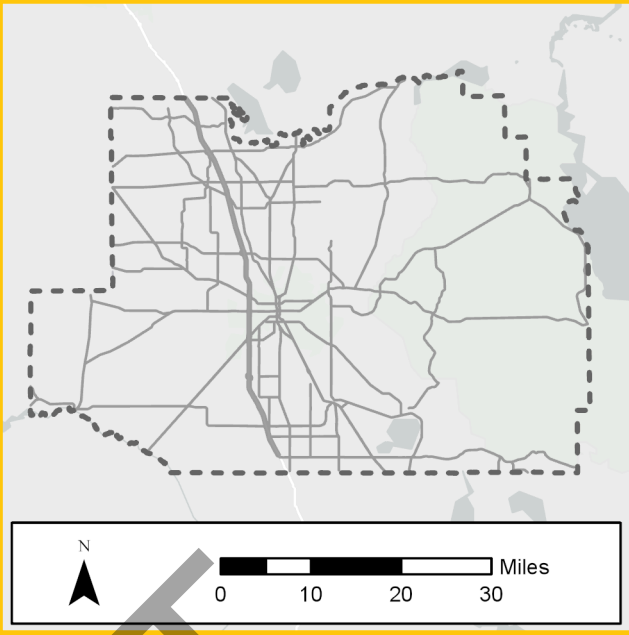
**Project Type:** Weigh Station

**FM Number:** 4453211

**Lead Agency:** FDOT

**Length:** 1.1 miles

**LRTP #:** Goal 6: Objective 2



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$2,170,339

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DWS	-	\$2,170,339	-	-	-	\$2,170,339
Total		-	\$2,170,339	-	-	-	\$2,170,339



# US Route Projects





**Project Description:** US 41 from SW 110th St. to north of SR 40

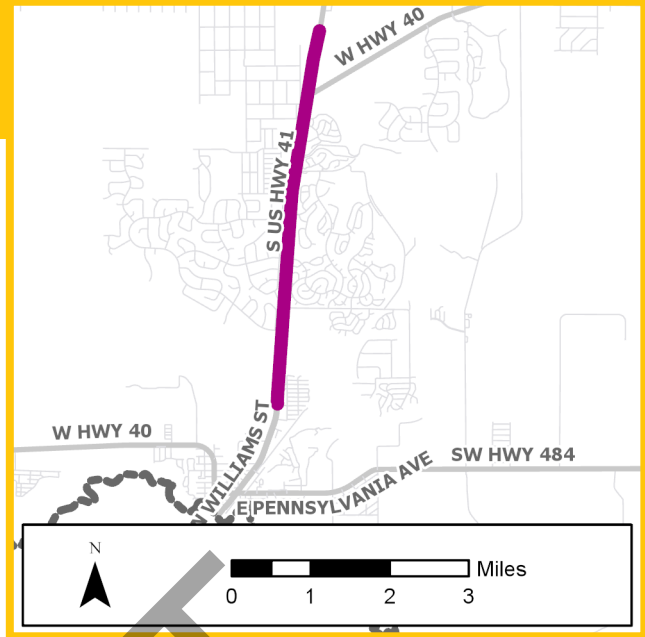
**Project Type:** Roadway Capacity

**FM Number:** 2386481

**Lead Agency:** FDOT

**Length:** 4.8 miles

**LRTP #:** Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$27,464,790

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$71,271,622

**Additional  
Information:**

Capacity expansion project to widen US 41 from two to four lanes, which includes a grassed median, paved shoulders, sidewalks, driveway reconstruction and full and directional median openings. The project is currently funded for construction in FY 2024.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DIH	-	-	-	\$55,550	-	\$55,550
CST	SL	-	-	-	\$8,909,646	-	\$8,909,646
CST	SN	-	-	-	\$2,794,946	-	\$2,794,946
CST	DDR	-	-	-	\$31,546,690	-	\$31,546,690
PE	ACSN	\$110,826	-	-	-	-	\$110,826
PE	SL	\$42,912	-	-	-	-	\$42,912
PE	SN	\$346,262	-	-	-	-	\$346,262
<b>Total</b>		<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>\$43,306,832</b>	<b>-</b>	<b>\$43,806,832</b>

**Project Description:** US 301 from SE 165th St. to SE 180th St.

**Project Type:** Drainage

**FM Number:** 4112565

**Lead Agency:** FDOT

**Length:** 1.6 miles

**LRTP #:** Goal 5: Objective 1



**Prior Cost  
< 2020/21:**

\$425,229

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$892,144

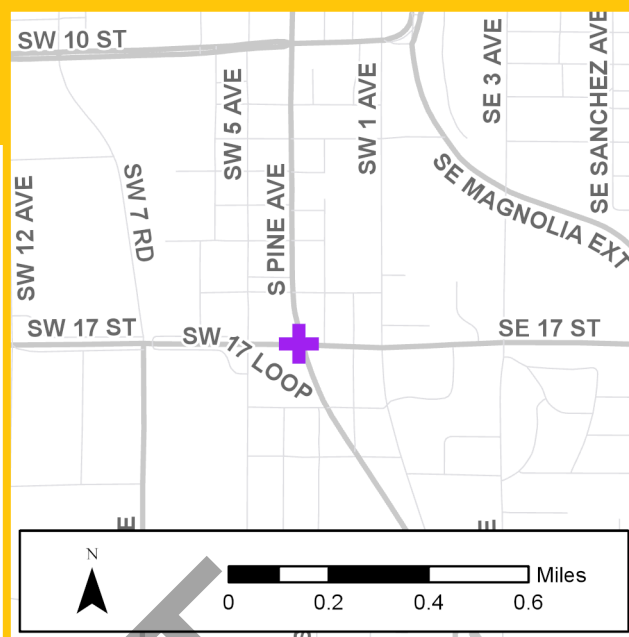
**Additional  
Information:**

Redesign the existing Dallas Pond, which is currently out of compliance, for water quality treatment, extension of the outfall, and acquisition of the drainage easement for future maintenance of the complete drainage system. Project is currently in the PD&E phase.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$150,000	\$52,000	\$14,000	-	-	\$216,000
ROW	DIH	\$17,000	\$16,000	-	-	-	\$33,000
ROW	DS	\$23,000	-	-	-	-	\$23,000
CST	DDR	-	\$185,402	-	-	-	\$185,402
CST	DIH	-	\$9,513	-	-	-	\$9,513
<b>Total</b>		<b>\$190,000</b>	<b>\$262,915</b>	<b>\$14,000</b>	<b>-</b>	<b>-</b>	<b>\$466,915</b>

**Project Description:**

US 441 at SR 464

**Project Type:** Intersection / Turn Lane**FM Number:** 4336601**Lead Agency:** FDOT**Length:** 0.5 miles**LRTP #:** Goal 6: Objective 1**Prior Cost  
< 2020/21:**

\$1,249,934

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,644,934

**Additional  
Information:**

Operational improvements to include the addition of an added NB left-turn lane and a modified NB right-turn lane.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	DDR	\$210,000	\$130,000	\$30,000	-	-	\$370,000
ROW	DIH	\$15,000	\$10,000	-	-	-	\$25,000
<b>Total</b>		<b>\$225,000</b>	<b>\$140,000</b>	<b>\$30,000</b>	<b>-</b>	<b>-</b>	<b>\$395,000</b>



**Project Description:**

US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4336611

**Lead Agency:**

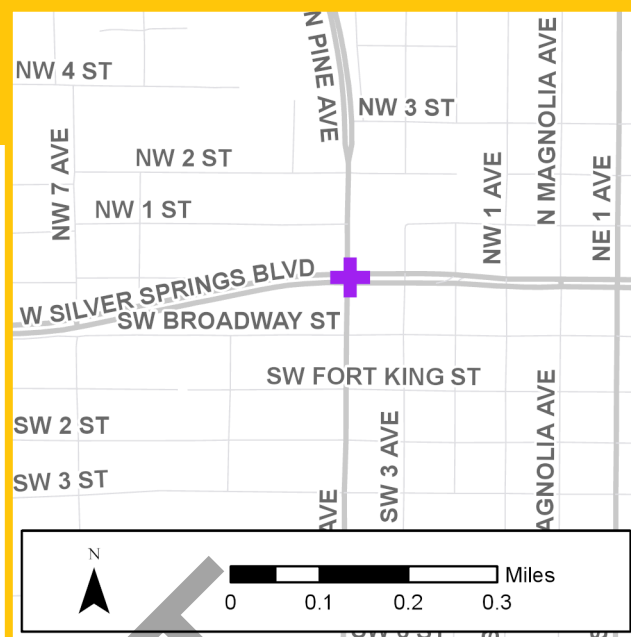
FDOT

**Length:**

0.5 miles

**LRTP #:**

Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$1,159,697

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$5,968,094

**Additional Information:**

Extend northbound left-turn queue South Broadway Street to increase storage capacity.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$63,000	-	-	-	-	\$63,000
ROW	DDR	\$1,650,000	\$175,000	\$50,000	\$21,000	-	\$1,896,000
ROW	DIH	\$17,000	\$16,000	-	-	-	\$33,000
CST	SL	-	\$1,810,252	-	-	-	\$613,853
CST	LF	-	\$613,853	-	-	-	\$1,810,252
CST	DDR	-	\$373,591	\$18,701	-	-	\$392,292
<b>Total</b>		<b>\$1,730,000</b>	<b>\$2,988,696</b>	<b>\$68,701</b>	<b>\$21,000</b>	<b>-</b>	<b>\$4,808,397</b>

**Project Description:**

US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange

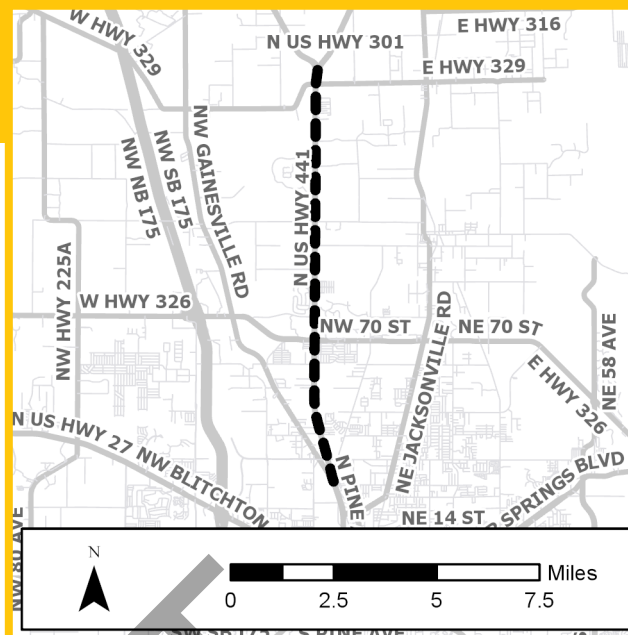
**Project Type:** Resurface

**FM Number:** 4411361

**Lead Agency:** FDOT

**Length:** 10.2 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$1,799,734

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$21,395,079

**Additional Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	\$1,359,202	-	-	-	-	\$1,359,202
CST	SA	\$12,696,779	-	-	-	-	\$12,696,779
CST	DS	\$5,539,364	-	-	-	-	\$5,539,364
<b>Total</b>		<b>\$19,595,345</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$19,595,345</b>

**Project Description:**

US 301 / US 441 Split (The Y)  
from south of Split to north  
of Split

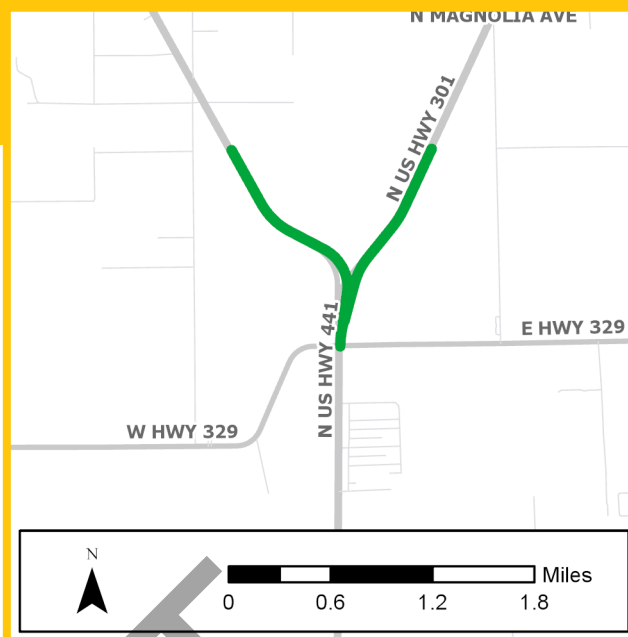
**Project Type:** Landscaping

**FM Number:** 4437301

**Lead Agency:** FDOT

**Length:** 2.6 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$626,635

**Additional Information:**

Landscaping between the two roads within the Split area.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	-	\$616,105	-	-	-	\$616,105
CST	DIH	-	\$10,530	-	-	-	\$10,530
<b>Total</b>		-	<b>\$626,635</b>	-	-	-	<b>\$626,635</b>



**Project Description:** US 27/US 441/Abshiver Blvd. at CR 42

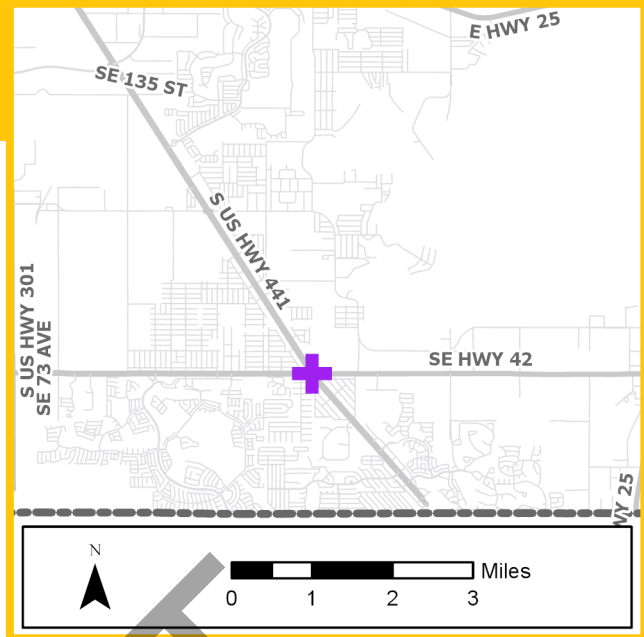
**Project Type:** Intersection / Turn Lane

**FM Number:** 4456881

**Lead Agency:** FDOT

**Length:** 0.1 miles

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$455,499

**Additional  
Information:**

Traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$155,000	-	-	-	-	\$155,000
CST	ACSS	-	-	\$300,499	-	-	\$300,499
<b>Total</b>		<b>\$155,000</b>	<b>-</b>	<b>\$300,499</b>	<b>-</b>	<b>-</b>	<b>\$455,499</b>

**Project Description:**

SE Abshier Blvd. from SE Hames Rd. to N of SE Agnew Rd.

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4457011

**Lead Agency:**

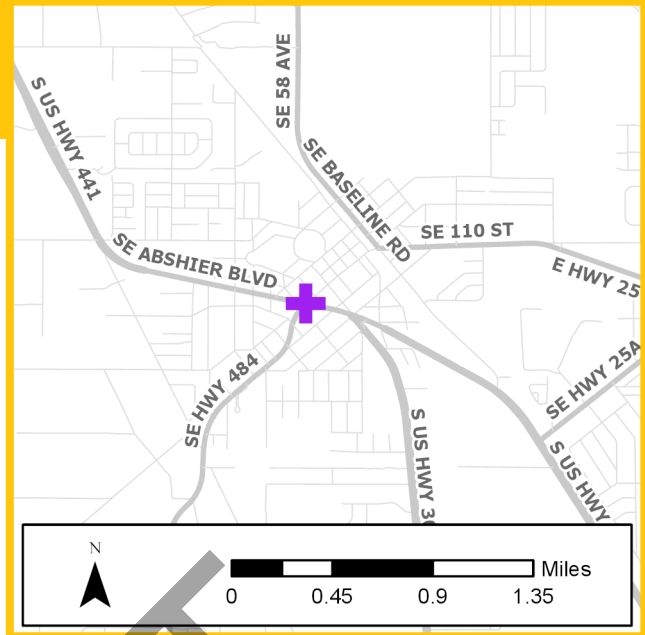
FDOT

**Length:**

0.2 miles

**L RTP #:**

Goal 6: Objective 1, 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,618,537

**Additional Information:**

Construct a traffic separator and conduct traffic signal maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$410,000	-	-	-	-	\$410,000
CST	ACSS	-	-	\$1,208,537	-	-	\$1,208,537
<b>Total</b>		<b>\$410,000</b>	<b>-</b>	<b>\$1,208,537</b>	<b>-</b>	<b>-</b>	<b>\$1,618,537</b>



# State & Local Road Projects





**Project Description:** SR 40 from end of 4 lanes to east of CR 314

**Project Type:** Roadway Capacity

**FM Number:** 4106742

**Lead Agency:** FDOT

**Length:** 6.1 miles

**LRTP #:** Goal 2: Objective 2



**Prior Cost  
< 2020/21:**

\$12,328,612

**Future Cost  
> 2024/25:**

\$160,316,895

**Total  
Project Cost**

\$178,232,776

**Additional  
Information:**

Widen and reconstruct SR 40, which will include two 12-foot-wide lanes in each direction, separated by a 40-foot-wide grassed median. A 12-foot-wide multi-use trail will run along the north side of SR 40 from NE 60th Court to Ray Wayside Park. The Ocklawaha River Bridge will also be replaced with two low-profile bridges. Wildlife crossings are provided throughout the project. This project is scheduled to begin construction in 2029.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	ACSA	\$2,577,781	-	-	-	-	\$2,577,781
ROW	ACSN	\$269,935	-	-	-	-	\$269,935
ROW	SL	\$428,876	-	-	-	-	\$428,876
ROW	SN	\$202,974	\$2,107,703	-	-	-	\$2,310,677
<b>Total</b>		<b>\$3,479,566</b>	<b>\$2,107,703</b>	-	-	-	<b>\$5,587,269</b>

**Project Description:** CR 484 from SW 20th Ave. to CR 475A

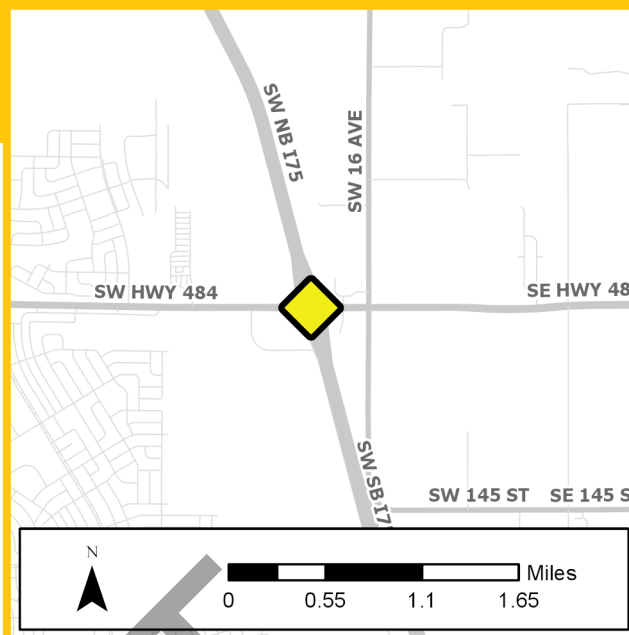
**Project Type:** Interchange

**FM Number:** 4336511

**Lead Agency:** FDOT

**Length:** 0.9 miles

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

\$6,006,887

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$17,453,874

**Additional  
Information:**

Improve safety and traffic flow by adding turn lanes and turn lane extensions at both the CR 484 and I-75 interchange and the CR 484 and CR475A intersection, reconstructing the westbound through lanes and modifying the existing I-75 bridge to accommodate the widening. Additionally, the project will improve bicycle lane and sidewalk connectivity within the project limits.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACFP	-	\$52,650	-	\$49,995	-	\$102,645
ROW	ACSN	\$650,000	-	-	-	-	\$650,000
ROW	SL	\$50,000	\$323,396	-	-	-	\$373,396
ROW	SN	\$527,924	\$310,079	\$68,558	-	-	\$906,561
CST	ACFP	-	\$9,073,050	-	-	-	\$9,073,050
CST	SL	-	\$318,799	-	-	-	\$318,799
CST	LF	-	\$22,536	-	-	-	\$22,536
<b>Total</b>		<b>\$1,227,924</b>	<b>\$10,100,510</b>	<b>\$68,558</b>	<b>\$49,995</b>	<b>-</b>	<b>\$11,446,987</b>

**Project Description:** CR 484 from SW 20th Ave. to CR 475A

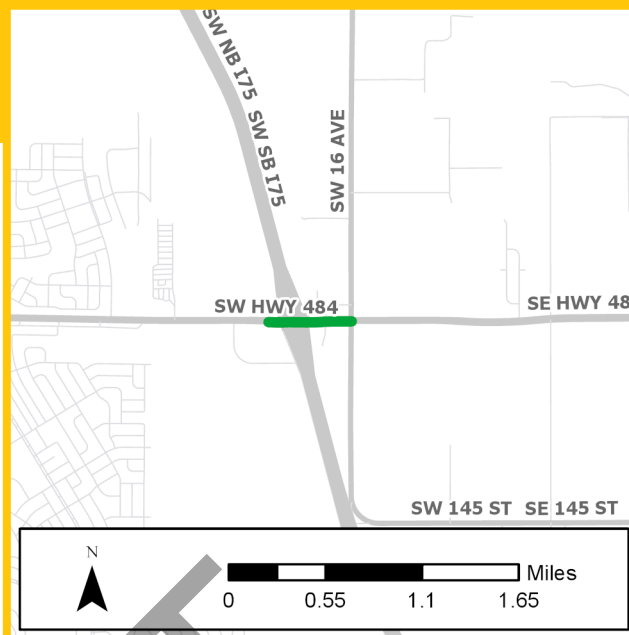
**Project Type:** Landscaping

**FM Number:** 4336514

**Lead Agency:** FDOT

**Length:** 0.5 miles

**L RTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$227,555

**Additional  
Information:**

Landscaping for Project FM # 4336511 (CR 484 from SW 20th Ave. to CR 475A).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SN	-	\$60,000	-	-	-	\$60,000
CST	SN	-	-	\$167,555	-	-	\$167,555
<b>Total</b>		-	<b>\$60,000</b>	<b>\$167,555</b>	-	-	<b>\$227,555</b>



Project Description:

SR 40 from SW 40th Ave. to SW 27th Ave.

Project Type:

Intersection / Turn Lane

FM Number:

4336521

Lead Agency:

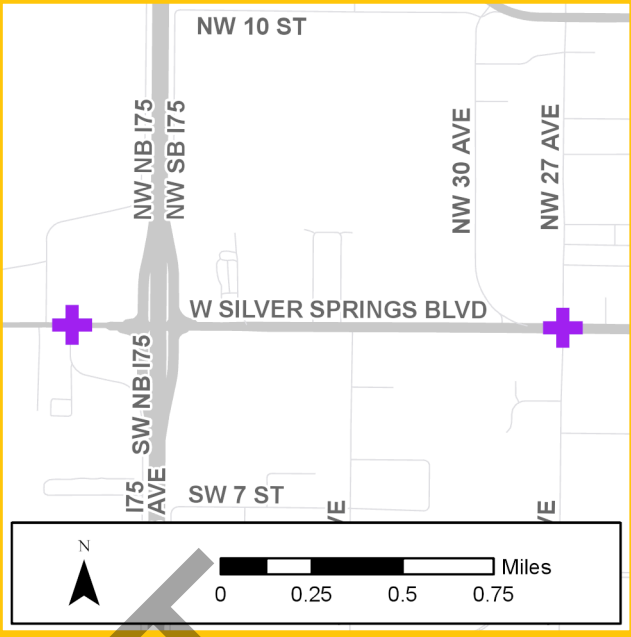
FDOT

Length:

0.8 miles

LRTP #:

Goal 6: Objective 1



Prior Cost  
< 2020/21:

\$1,989,729

Future Cost  
> 2024/25:

\$0

Total  
Project Cost

\$5,419,204

Additional Information:

Improve traffic operations by extending the existing left turn lanes along both directions of the SR 40/I-75 intersection, providing dual left-turn lanes and a right-turn lane for NS and SB I-75 exit ramps, creating dual left-turn lanes to all approaches to the SR 40/SW 27th Ave. intersection and an exclusive right-turn lane for EB SR 40 onto SB SW 27th Avenue.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
ROW	SL	\$1,340,000	\$1,084,675	\$600,000	\$260,000	\$44,800	\$3,329,475
ROW	DIH	\$34,000	\$34,000	\$32,000	-	-	\$100,000
Total		\$1,374,000	\$1,118,675	\$632,000	\$260,000	\$44,800	\$3,429,475

**Project Description:**

CR 42 at SE 182nd Ave. Rd.

**Project Type:**

Intersection / Turn Lane

**FM Number:**

4348441

**Lead Agency:**

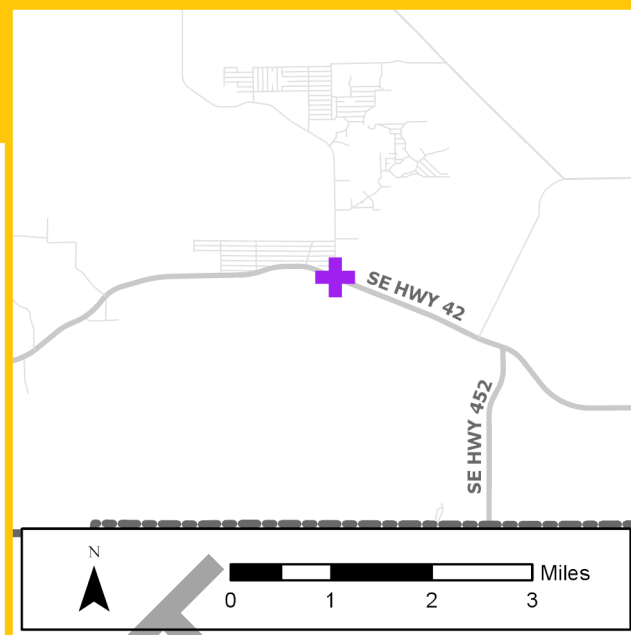
FDOT

**Length:**

0.4 miles

**LRTP #:**

Goal 6: Objective 1

**Prior Cost  
< 2020/21:**

\$46,012

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$453,212

**Additional  
Information:**

Construct eastbound left-turn lane on CR 42.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	-	\$407,200	-	-	-	\$407,200
<b>Total</b>		-	<b>\$407,200</b>	-	-	-	<b>\$407,200</b>

**Project Description:** SR 200 from I-75 to SW 12th Ave.

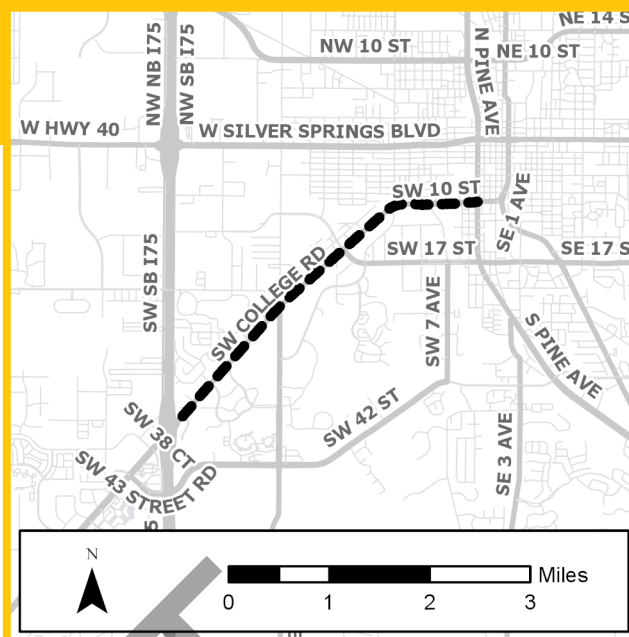
**Project Type:** Resurface

**FM Number:** 4392341

**Lead Agency:** FDOT

**Length:** 3.8 miles

**LRTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$8,034,933

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,000,000	-	-	-	-	\$1,000,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SA	-	-	\$6,205,569	-	-	\$6,205,569
CST	SL	-	-	\$793,149	-	-	\$793,149
CST	DDR	-	-	\$16,215	-	-	\$16,215
CST	DIH	-	-	\$10,000	-	-	\$10,000
<b>Total</b>		<b>\$1,010,000</b>	<b>-</b>	<b>\$7,024,933</b>	<b>-</b>	<b>-</b>	<b>\$8,034,933</b>



**Project Description:** SR 464 from SR 500 (US 27/301) to SR 35

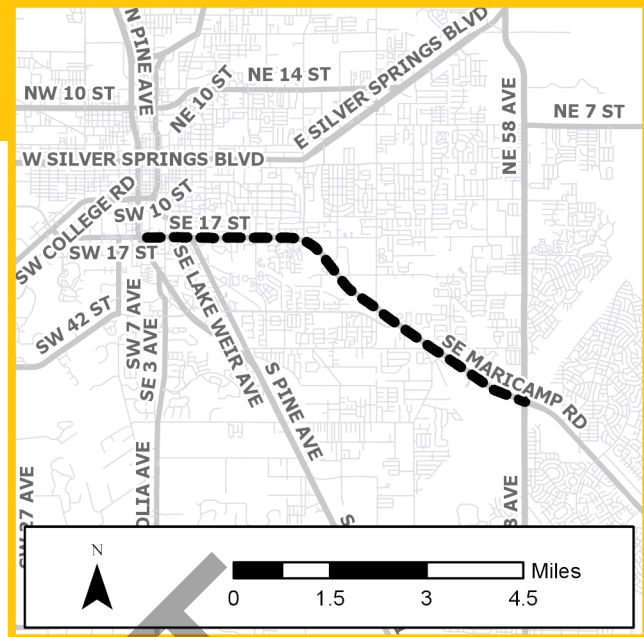
**Project Type:** Resurface

**FM Number:** 4411411

**Lead Agency:** FDOT

**Length:** 6.8 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$18,016,873

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$1,452,000	-	-	-	-	\$1,452,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SA	-	-	\$14,489,638	-	-	\$14,489,638
CST	SL	-	-	\$2,065,235	-	-	\$2,065,235
<b>Total</b>		<b>\$1,462,000</b>	<b>-</b>	<b>\$16,554,873</b>	<b>-</b>	<b>-</b>	<b>\$18,016,873</b>

**Project Description:** SR 40 from SW 27th Ave. to MLK Jr. Ave.

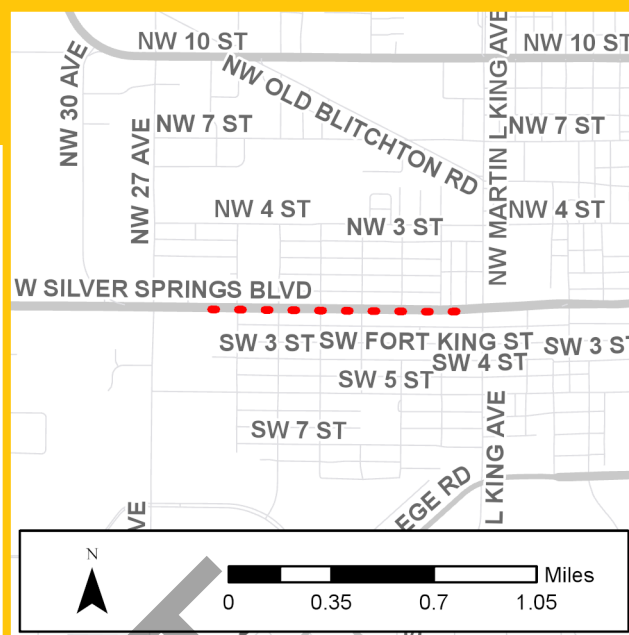
**Project Type:** Median Access

**FM Number:** 4413661

**Lead Agency:** FDOT

**Length:** 0.8 miles

**L RTP #:** Goal 6: Objective 1, 2



**Prior Cost  
< 2020/21:**

\$462,448

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,005,666

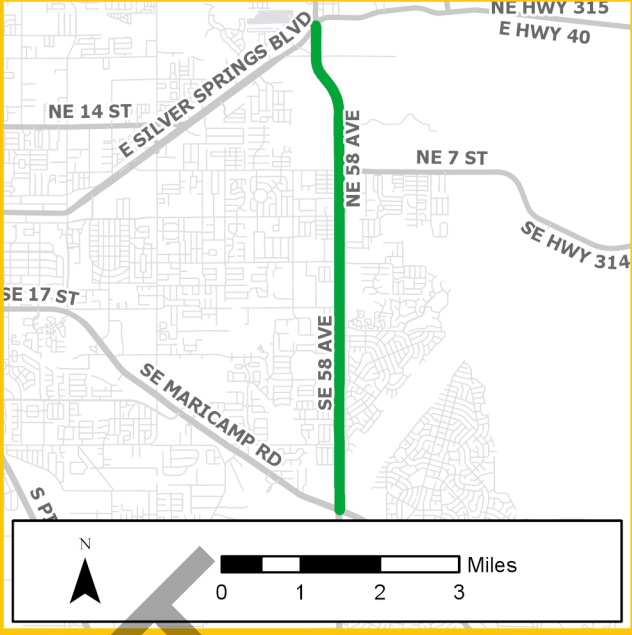
**Additional  
Information:**

Median access improvements- The project will include converting full median openings to directional medians, closing three of the existing full medians and extending some of the turn lanes. These modifications reduce traffic conflict points and separate turning movements along SR 40.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSS	\$532,958	-	-	-	-	\$532,958
CST	ACSS	\$10,260	-	-	-	-	\$10,260
<b>Total</b>		<b>\$543,218</b>	-	-	-	-	<b>\$543,218</b>

**Project Description:**

SR 35 (SE 58th Ave.) from CR 464 (SE Maricamp Rd.) to SR 40



**Project Type:** Landscaping

**FM Number:** 4437031

**Lead Agency:** FDOT

**Length:** 6.2 miles

**L RTP #:** Goal 5: Objective 3  
Goal 6: Objective 3

**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$623,871

**Additional Information:**

Install landscaping on SR 35 (Baseline Rd.) from SR 40 to SR 464 in median and ponds, including gateway landscaping at the intersection of SR 35 and SR 364.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	DDR	\$550,399	-	-	-	-	\$550,399
CST	DIH	\$73,472	-	-	-	-	\$73,472
Total		\$623,871	-	-	-	-	\$623,871



**Project Description:** SR 326 from NW 12th Ave to SR 40

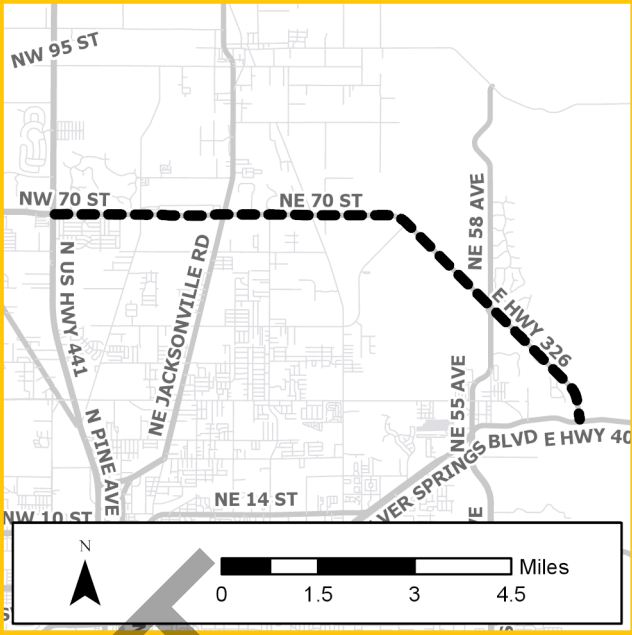
**Project Type:** Resurface

**FM Number:** 4452171

**Lead Agency:** FDOT

**Length:** 9.7 miles

**L RTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**  
\$250,000

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$9,795,855

**Additional  
Information:**

Routine resurfacing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DIH	\$10,000	-	-	-	-	\$10,000
PE	DDR	\$662,000	-	-	-	-	\$662,000
CST	DDR	-	-	\$2,366,699	-	-	\$2,366,699
CST	NHRE	-	-	\$5,522,605	-	-	\$5,522,605
CST	DIH	-	-	\$10,810	-	-	\$10,810
CST	SL	-	-	\$973,741	-	-	\$973,741
Total		\$672,000	-	\$8,873,855	-	-	\$9,545,855

**Project Description:**

E SR 40 at SR 492

**Project Type:** Intersection / Turn Lane**FM Number:** 4458001**Lead Agency:** FDOT**Length:** 0.1 miles**L RTP #:** Goal 3: Objective 2, 5**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$996,286

**Additional  
Information:**

Replace traffic signals and install pedestrian signals and crosswalks.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACID	\$210,000	-	-	-	-	\$210,000
PE	ACID	-	-	-	\$786,286	-	\$786,286
<b>Total</b>		<b>\$210,000</b>	<b>-</b>	<b>-</b>	<b>\$786,286</b>	<b>-</b>	<b>\$996,286</b>

**Project Description:** SR 25 from NW 35th St. to SR 326

**Project Type:** Median Access

**FM Number:** 4458021

**Lead Agency:** FDOT

**Length:** 4.5 miles

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

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\$0

**Total  
Project Cost**

---

\$2,604,273

**Additional  
Information:**

Modify and close median openings and lengthen left-turn lanes.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$440,000	-	-	-	-	\$440,000
CST	ACSS	-	-	\$2,164,273	-	-	\$2,164,273
Total		\$440,000	-	\$2,164,273	-	-	\$2,604,273



# Bicycle & Pedestrian Projects





**Project Description:** Silver Springs State Park Pedestrian Bridges

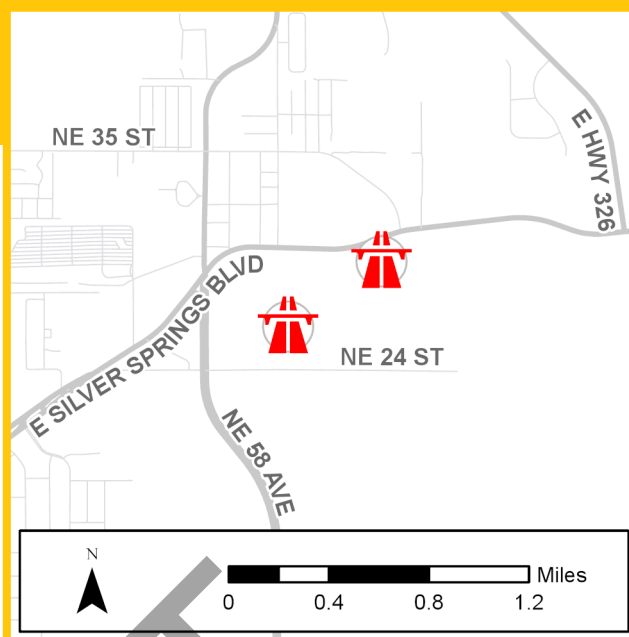
**Project Type:** Pedestrian Bridge

**FM Number:** 4261791

**Lead Agency:** FDOT

**Length:** N/A

**L RTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$1,446,412

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$4,105,251

**Additional  
Information:**

Construction of two, 8-foot-wide, pedestrian bridges over, and boardwalks along, the tributaries of the Silver River within Silver Springs State Park.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	TALL	-	-	-	\$24,932	-	\$24,932
CST	TALN	-	-	-	\$252,270	-	\$252,270
CST	TALT	-	-	-	\$2,224,590	-	\$2,224,590
CST	DDR	-	-	-	\$151,492	-	\$151,492
CST	DIH	-	-	-	\$5,555	-	\$5,555
<b>Total</b>		-	-	-	<b>\$2,658,839</b>	-	<b>\$2,658,839</b>

**Project Description:** Pruitt Trail from SR 200 to Pruitt Trailhead

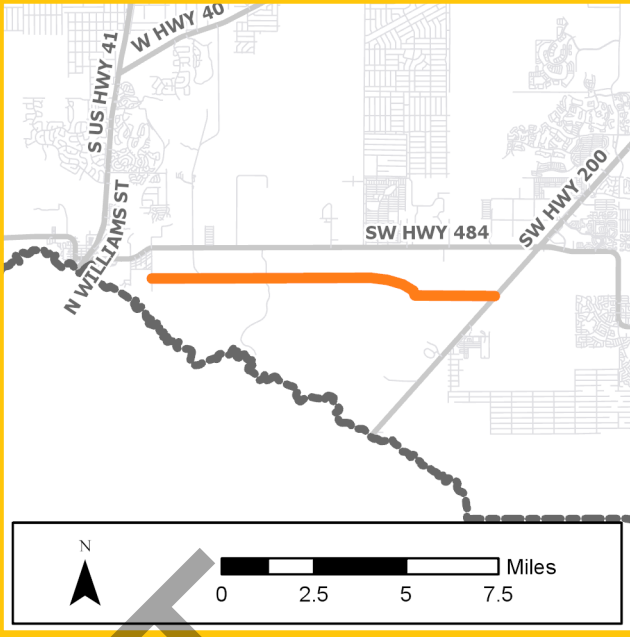
**Project Type:** Bike Path & Trail

**FM Number:** 4354842

**Lead Agency:** Marion County

**Length:** 9.5 miles

**L RTP #:** Goal 1: Objective 2



**Prior Cost**  
**< 2020/21:**  
\$0

**Future Cost**  
**> 2024/25:**  
\$0

**Total**  
**Project Cost**  
\$2,158,000

**Additional Information:**

This project has recently been separated into two sections. This particular section will construct a 12-foot-wide multi-modal path from SR 200 to the Pruitt Trailhead just south of CR 484.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$499,319	-	-	-	\$499,319
CST	SN	-	\$627,868	-	-	-	\$627,868
CST	TALL	-	\$296,279	-	-	-	\$296,279
CST	TALN	-	\$252,377	-	-	-	\$252,377
CST	TALT	-	\$482,157	-	-	-	\$482,157
Total		-	\$2,158,000	-	-	-	\$2,158,000

**Project Description:** City of Ocala  
(Various Locations)

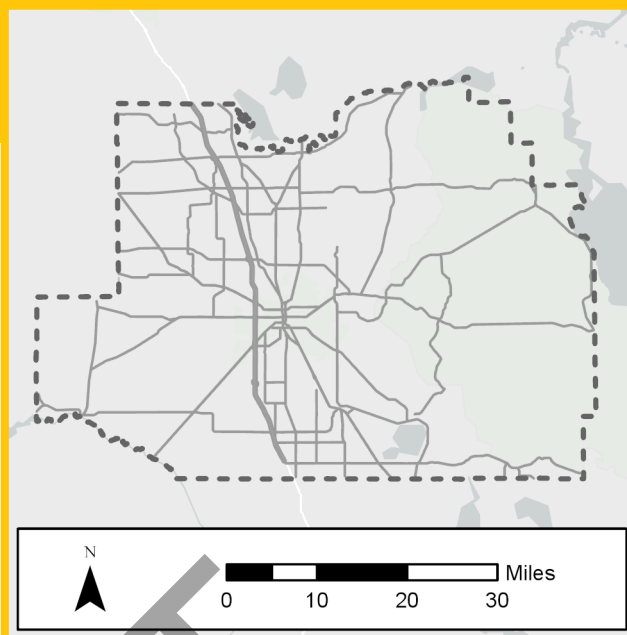
**Project Type:** Sidewalk

**FM Number:** 4363751

**Lead Agency:** City of Ocala

**Length:** N/A

**L RTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$973,878

**Additional  
Information:**

Provide continuity of pedestrian facilities and enhance safety of pedestrian activity.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	ACSA	\$95,181	-	-	-	-	\$95,181
CST	ACSL	\$19,747	-	-	-	-	\$19,747
CST	SL	\$32,366	-	-	-	-	\$32,366
CST	TALT	\$826,584	-	-	-	-	\$826,584
<b>Total</b>		<b>\$973,878</b>	-	-	-	-	<b>\$973,878</b>



**Project Description:** Saddlewood Elementary School

**Project Type:** Sidewalk

**FM Number:** 4364742

**Lead Agency:** Marion County

**Length:** 0.3 miles

**L RTP #:** Goal 1, Objective 2  
Goal 3, Objective 1



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$317,096

**Additional  
Information:**

Construct 5-foot-wide sidewalk from the Fore Ranch Community to Saddlewood Elementary to provide a safe route to school.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$4,455	-	-	-	\$4,455
CST	TALL	-	\$285,794	-	-	-	\$285,794
CST	TALT	-	\$26,847	-	-	-	\$26,847
Total		-	\$317,096	-	-	-	\$317,096

**Project Description:**

Legacy Elementary School

**Project Type:**

Sidewalk

**FM Number:**

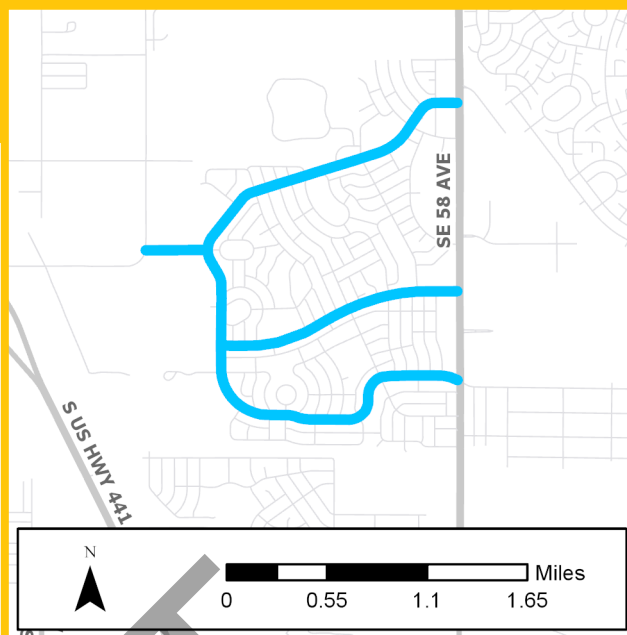
4364743

**Lead Agency:**

Marion County

**Length:**

5.7 miles

**LRTP #:**Goal 1: Objective 2  
Goal 3: Objective 1**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,441,659

**Additional  
Information:**

Construct sidewalks on Larch Road and SE 79th Street. Complete construction of sidewalks on Chestnut Road and Juniper Road.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CST	SL	-	\$28,181	-	-	-	\$28,181
CST	TALT	-	\$1,413,478	-	-	-	\$1,413,478
<b>Total</b>		-	<b>\$1,441,659</b>	-	-	-	<b>\$1,441,659</b>

**Project Description:**

Indian Lake Trail from Silver Springs State Park to Indian Lake Park

**Project Type:** Bike Path & Trail

**FM Number:** 4367551

**Lead Agency:** Marion County

**Length:** 4.8 miles

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$155,000

**Additional Information:**

Construct approximately five miles of a 12-foot wide multi-use trail to provide direct multimodal access to Indian Lake State Park.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	\$155,000	-	-	-	\$155,000
Total		-	\$155,000	-	-	-	\$155,000



**Project Description:** Downtown Ocala Trail from SE Osceola Ave. to Silver Springs State Park

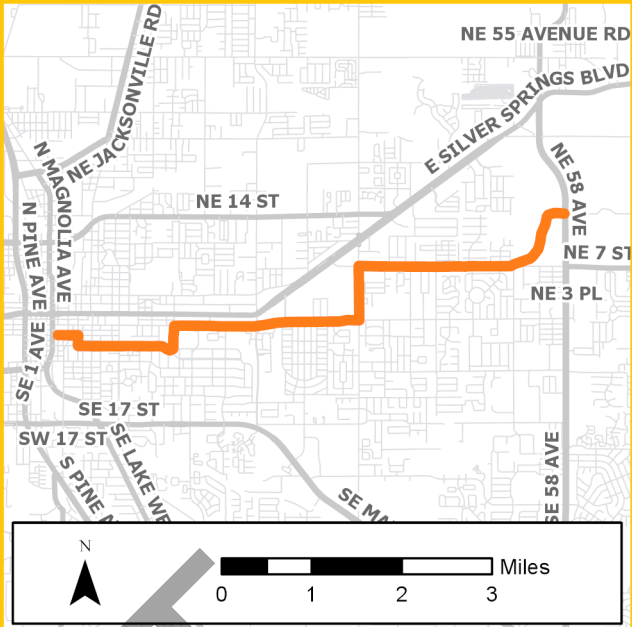
**Project Type:** Bike Path & Trail

**FM Number:** 4367561

**Lead Agency:** City of Ocala

**Length:** 7.0 miles

**LRTP #:** Goal 1: Objective 2



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$253,001

**Additional Information:**

Designate and construct an 8-foot to 12-foot multi-use trail from downtown Ocala to Silver Springs State Park. Sections of the trail may be combined with existing roadways used by vehicular traffic.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	-	-	-	\$253,001	\$253,001
Total		-	-	-	-	\$253,001	\$253,001

**Project Description:**

SR 40/Silver Springs Blvd. from NW 27th Ave. to SW 7th Ave.

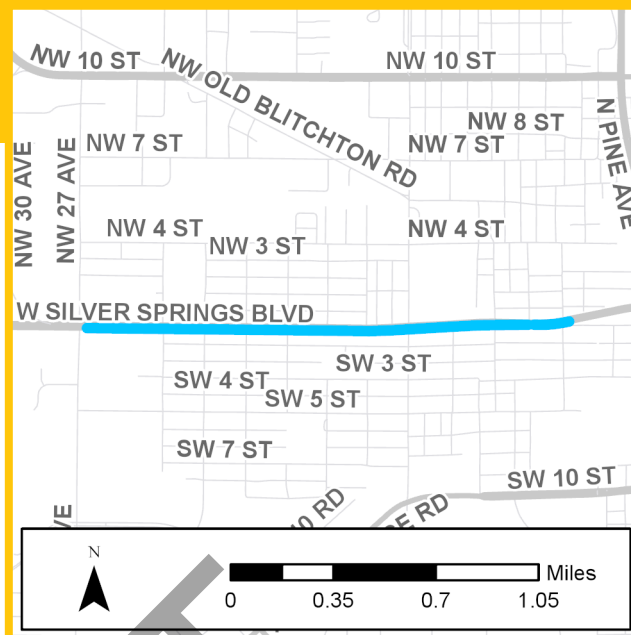
**Project Type:** Sidewalk

**FM Number:** 4375962

**Lead Agency:** FDOT

**Length:** 1.6 miles

**L RTP #:** Goal 1: Objective 2-4  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

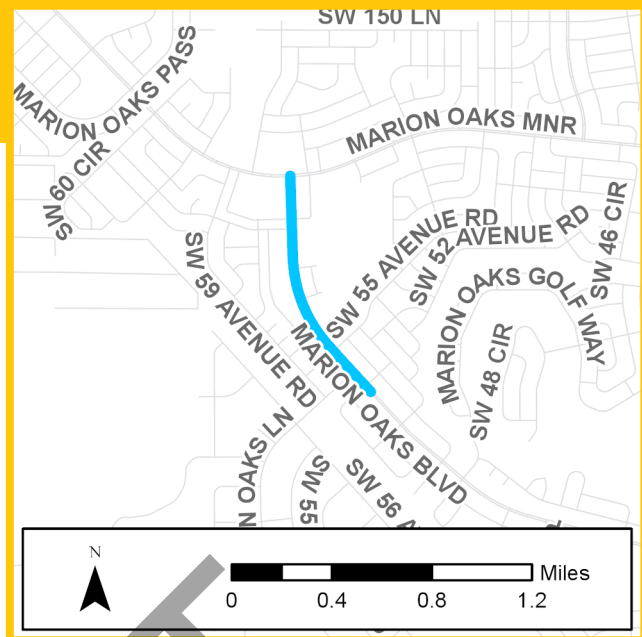
\$1,367,942

**Additional Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	DDR	\$436,000	-	-	-	-	\$436,000
PE	DIH	\$10,000	-	-	-	-	\$10,000
CST	SL	-	-	\$911,942	-	-	\$911,942
CST	DIH	-	-	\$10,000	-	-	\$10,000
<b>Total</b>		<b>\$446,000</b>	<b>-</b>	<b>\$921,942</b>	<b>-</b>	<b>-</b>	<b>\$1,367,942</b>

<b>Project Type:</b>	Sidewalk
<b>FM Number:</b>	4408801
<b>Lead Agency:</b>	Marion County
<b>Length:</b>	1.0 miles
<b>LRTP #:</b>	Goal 1: Objective 2



<b>Prior Cost</b> <b>&lt; 2020/21:</b>	<b>Future Cost</b> <b>&gt; 2024/25:</b>	<b>Total</b> <b>Project Cost</b>
<hr/>	<hr/>	<hr/>
\$0	\$0	\$36,210

**Construct a 5-foot-wide sidewalk from Marion Oaks Country Club to Marion Oaks Manor.**

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	TALL	-	\$35,605	-	-	-	\$35,605
PE	TALT	-	\$605	-	-	-	\$605
<b>Total</b>		<b>-</b>	<b>\$36,210</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$36,210</b>

**Project Description:**

US 41/Williams St. from  
Brittan Alexander Bridge to  
River Rd.

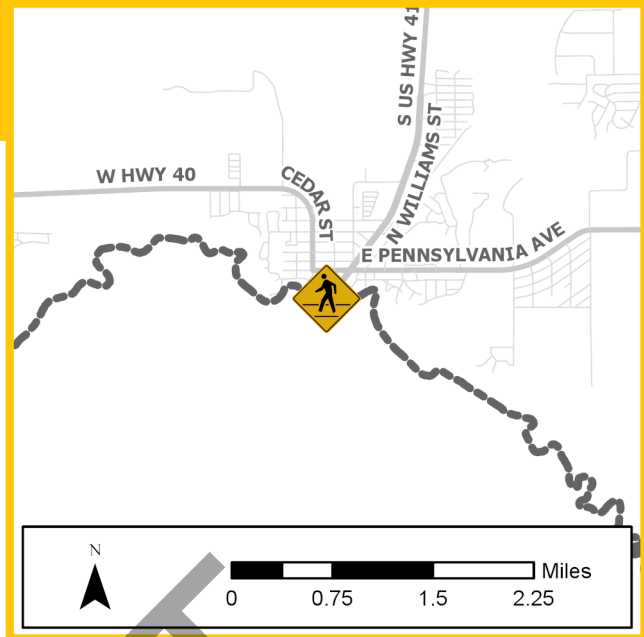
**Project Type:** Pedestrian Crosswalk

**FM Number:** 4456871

**Lead Agency:** FDOT

**Length:** 0.1 miles

**L RTP #:** Goal 1: Objective 2, 3  
Goal 3: Objective 1, 2, 5



**Prior Cost  
< 2020/21:**

\$5,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$594,227

**Additional Information:**

Install a pedestrian hybrid beacon and construct a directional median mid-block crossing.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	ACSS	\$160,000	-	-	-	-	\$160,000
CST	ACSS	-	-	\$429,227	-	-	\$429,227
<b>Total</b>		<b>\$160,000</b>	<b>-</b>	<b>\$429,227</b>	<b>-</b>	<b>-</b>	<b>\$589,227</b>





# Airport Projects

**Project Description:** Marion-Ocala Intl. Airport Drainage Improvements

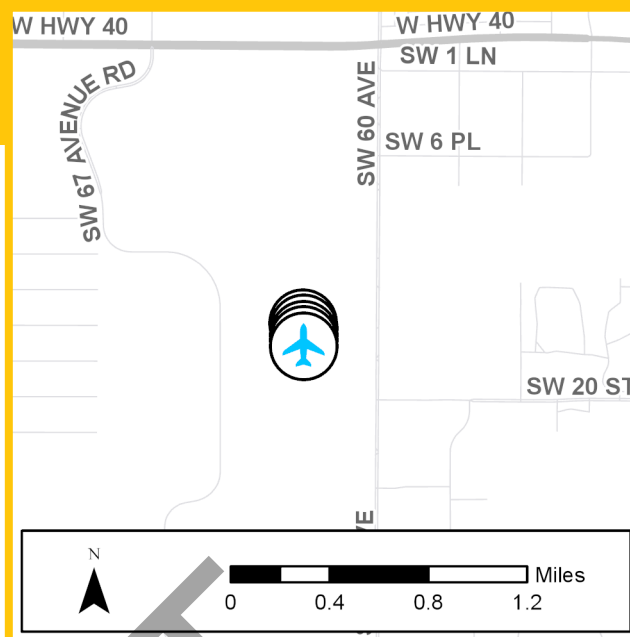
**Project Type:** Airport

**FM Number:** 4370171

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$1,098,602

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,548,602

**Additional  
Information:**

Drainage improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	\$360,000	-	-	-	-	\$360,000
CAP	LF	\$90,000	-	-	-	-	\$90,000
<b>Total</b>		<b>\$450,000</b>	-	-	-	-	<b>\$450,000</b>



**Project Description:** Marion Airfield Pavement Improvements

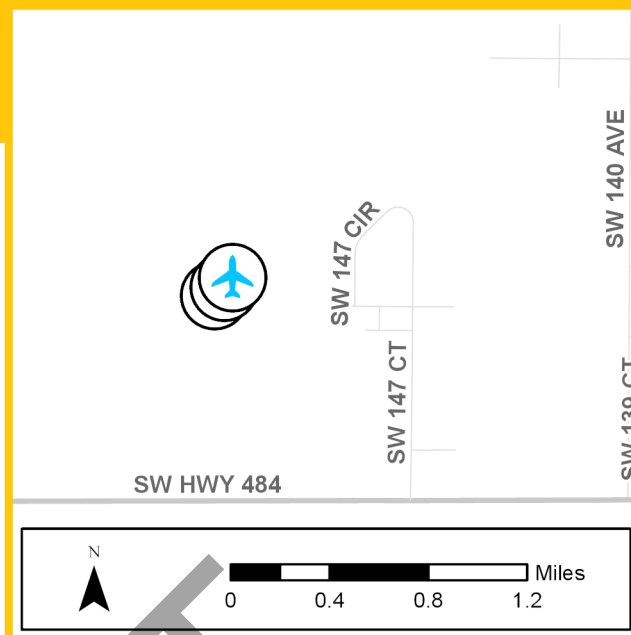
**Project Type:** Airport

**FM Number:** 4384271

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional  
Information:**

Airfield pavement improvement.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$300,000	\$1,000,000	-	\$1,300,000
CAP	LF	-	-	\$75,000	\$250,000	-	\$325,000
<b>Total</b>		-	-	<b>\$375,000</b>	<b>\$1,250,000</b>	-	<b>\$1,625,000</b>

**Project Description:** Marion-Marion CO Airport Hangar

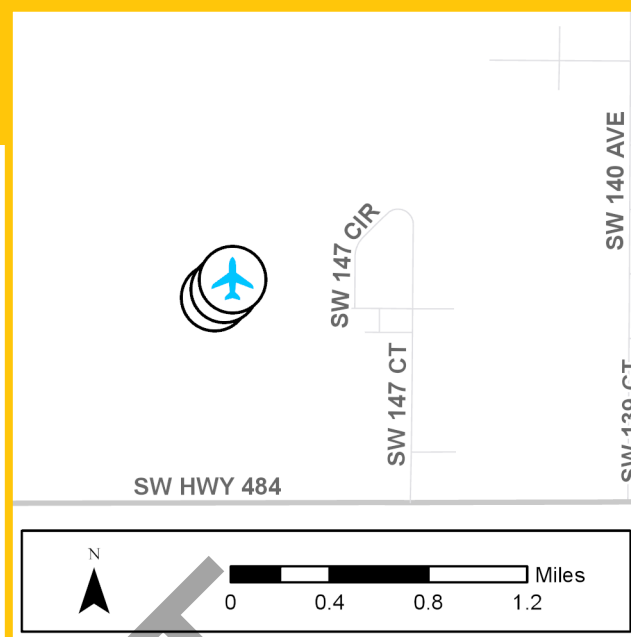
**Project Type:** Airport

**FM Number:** 4384301

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$450,000

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,250,000

**Additional  
Information:**

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	\$640,000	-	-	-	-	\$640,000
CAP	LF	\$160,000	-	-	-	-	\$160,000
<b>Total</b>		<b>\$800,000</b>	-	-	-	-	<b>\$800,000</b>



**Project Description:** Marion-Marion CO Airport Runway Rehabilitation

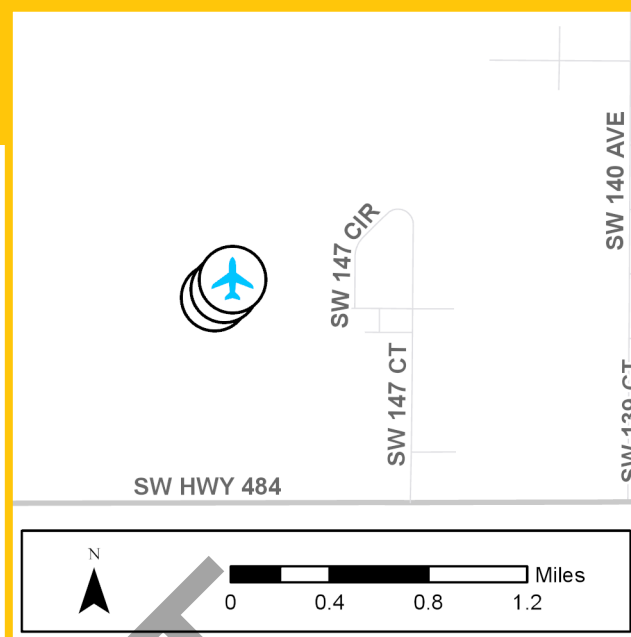
**Project Type:** Airport

**FM Number:** 4384351

**Lead Agency:** Marion County

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,000,000

**Additional  
Information:**

Runway rehabilitation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	\$800,000	-	-	-	\$800,000
CAP	LF	-	\$200,000	-	-	-	\$200,000
<b>Total</b>		-	<b>\$1,000,000</b>	-	-	-	<b>\$1,000,000</b>

**Project Description:** Marion-Ocala Intl. Airfield Improvements

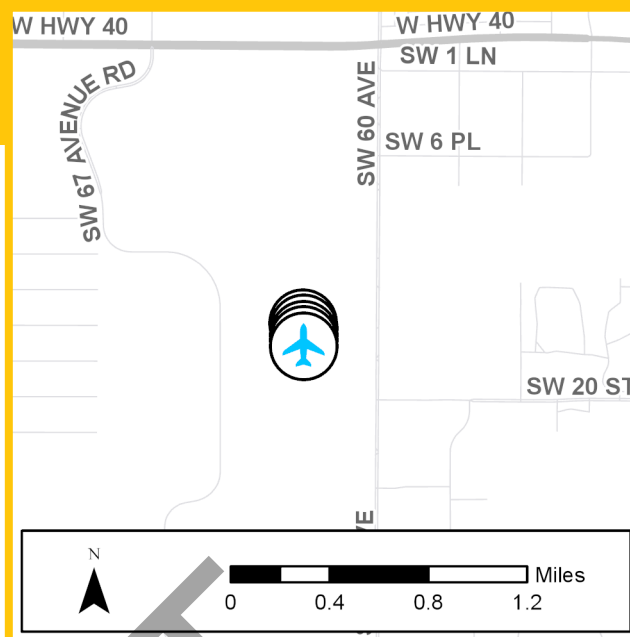
**Project Type:** Airport

**FM Number:** 4384761

**Lead Agency:** City of Ocala

**Length:** N/A

**L RTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$2,000,000

**Additional  
Information:**

Airfield improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	\$160,000	-	-	-	\$160,000
CAP	FAA	-	\$1,800,000	-	-	-	\$1,800,000
CAP	LF	-	\$40,000	-	-	-	\$40,000
<b>Total</b>		-	<b>\$2,000,000</b>	-	-	-	<b>\$2,000,000</b>

**Project Description:** Marion-Ocala Intl. Taxiway Improvements

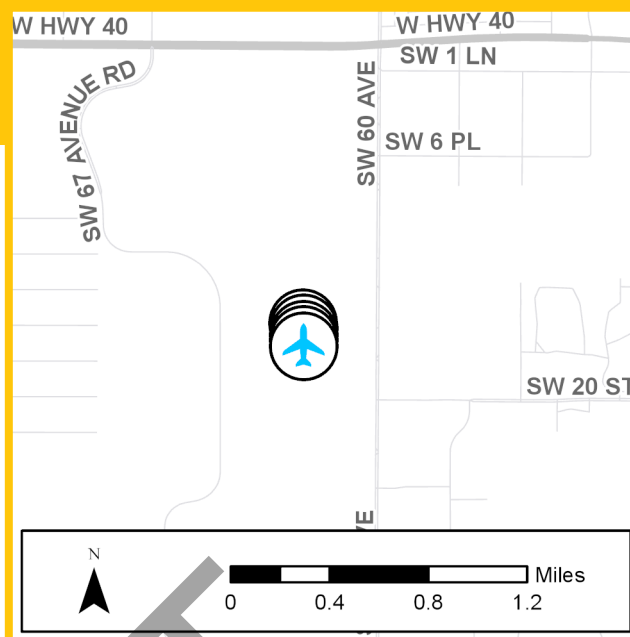
**Project Type:** Airport

**FM Number:** 4384771

**Lead Agency:** City of Ocala

**Length:** N/A

**L RTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,500,000

**Additional  
Information:**

Taxiway improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$520,000	-	-	\$520,000
CAP	FAA	-	-	\$5,850,000	-	-	\$5,850,000
CAP	LF	-	-	\$130,000	-	-	\$130,000
<b>Total</b>		-	-	<b>\$6,500,000</b>	-	-	<b>\$6,500,000</b>

**Project Description:** Marion-Ocala Intl. Airfield Pavement Rehabilitation

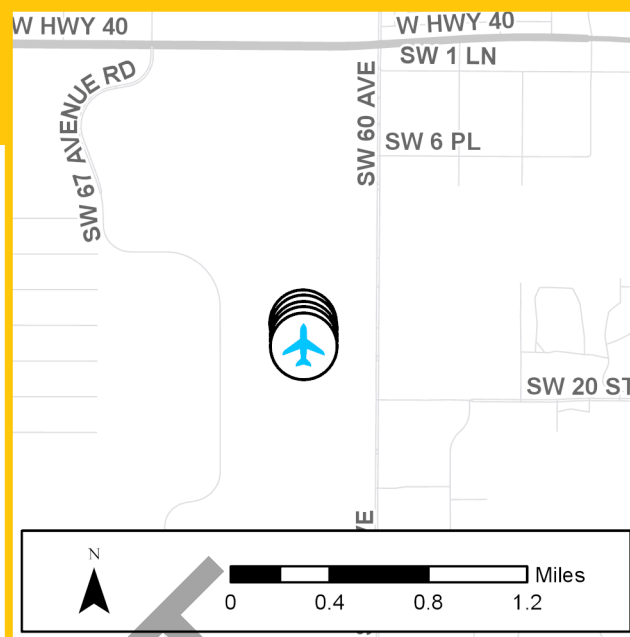
**Project Type:** Airport

**FM Number:** 4407801

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 2: Objective 3  
Goal 3: Objective 3



**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,625,000

**Additional  
Information:**

Airfield pavement improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	\$100,000	\$1,200,000	-	\$1,300,000
CAP	LF	-	-	\$25,000	\$300,000	-	\$325,000
<b>Total</b>		-	-	<b>\$125,000</b>	<b>\$1,500,000</b>	-	<b>\$1,625,000</b>



**Project Description:**

Marion-Ocala Intl. Hangar

**Project Type:**

Airport

**FM Number:**

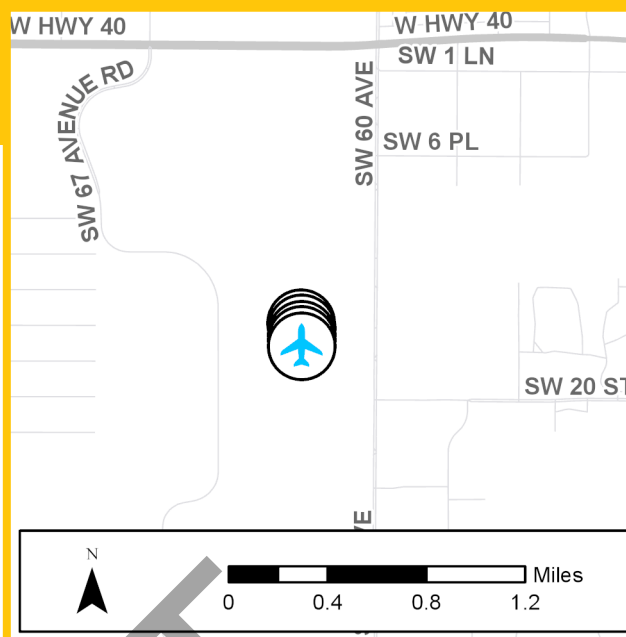
4448771

**Lead Agency:**

No Lead Agency

**Length:**

N/A

**L RTP #:**Goal 2: Objective 3  
Goal 3: Objective 3**Prior Cost  
< 2020/21:**

\$0

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$1,250,000

**Additional  
Information:**

Hangar improvements.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	DDR	-	-	-	-	\$1,000,000	\$1,000,000
CAP	LF	-	-	-	-	\$250,000	\$250,000
<b>Total</b>		-	-	-	-	<b>\$1,250,000</b>	<b>\$1,250,000</b>



# Transit / Funding / Grants





**Project Description:** Marion County

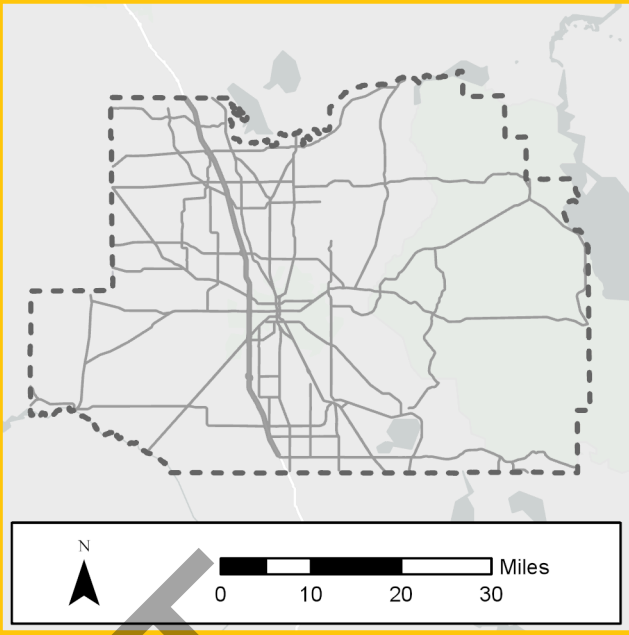
**Project Type:** Capital for Fixed Route

**FM Number:** 4271882

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**  
\$14,676,277

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$30,109,671

**Additional Information:**

Capital Fixed Route FTA Section 5307-2009.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CAP	FTA	\$2,325,554	\$2,395,321	\$2,467,181	\$2,541,196	\$2,617,431	\$12,346,683
CAP	LF	\$581,389	\$598,830	\$616,795	\$635,299	\$654,398	\$3,086,711
Total		\$2,906,943	\$2,994,151	\$3,083,976	\$3,176,495	\$3,271,829	\$15,433,394

**Project Description:** Marion County

**Project Type:** TPO Studies

**FM Number:** 4314011

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$508,130

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$616,512

**Additional  
Information:**

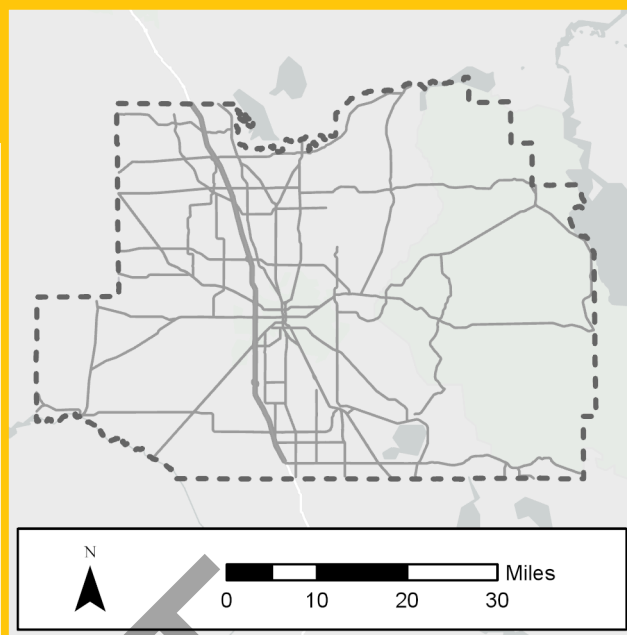
Ocala Marion TPO Planning Studies, Section 5305.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DPTO	\$10,838	-	-	-	-	\$10,838
PLN	DU	\$86,706	-	-	-	-	\$86,706
PLN	LF	\$10,838	-	-	-	-	\$10,838
Total		\$108,382	-	-	-	-	\$108,382



**Project Description:**

Marion County

**Project Type:** Operating for Fixed Route**FM Number:** 4333041**Lead Agency:** City of Ocala**Length:** N/A**LRTP #:** Goal 1**Prior Cost  
< 2020/21:**

\$3,528,695

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$6,355,161

**Additional  
Information:**

Operating Assistance for Fixed Route Service, Section 5307.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPTO	\$689,382	\$723,851	-	-	-	\$1,413,233
OPS	LF	\$689,382	\$723,851	-	-	-	\$1,413,233
<b>Total</b>		<b>\$1,378,764</b>	<b>\$1,447,702</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,826,466</b>

**Project Description:** Marion County

**Project Type:** Operate/Admin. Assistance

**FM Number:** 4333121

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**  
\$4,757,214

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$8,534,844

**Additional Information:**

Section 5311 Rural Transportation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	\$921,373	\$967,442	-	-	-	\$1,888,815
OPS	LF	\$921,373	\$967,442	-	-	-	\$1,888,815
Total		\$1,842,746	\$1,934,884	-	-	-	\$3,777,630

**Project Description:** Marion County

**Project Type:** Transportation Planning

**FM Number:** 4393313

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 – 6



**Prior Cost  
< 2020/21:**

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\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$1,181,999

**Additional Information:**

Ocala Marion TPO FY 2020/2021 – 2021/2022 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	\$687,026	\$494,973	-	-	-	\$1,181,999
Total		\$687,026	\$494,973	-	-	-	\$1,181,999

**Project Description:** Marion County

**Project Type:** Transportation Planning

**FM Number:** 4393314

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$989,946

**Additional  
Information:**

Ocala Marion TPO FY 2022/2023 – 2023/2024 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	\$494,973	\$494,973	-	\$989,946
Total		-	-	\$494,973	\$494,973	-	\$989,946



**Project Description:** Marion County

**Project Type:** Transportation Planning

**FM Number:** 4393315

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$494,973

**Additional Information:**

Ocala Marion TPO FY 2024/2025 – 2025/2026 Unified Planning Work Program (UPWP).

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	PL	-	-	-	-	\$494,973	\$494,973
Total		-	-	-	-	\$494,973	\$494,973

**Project Description:** Marion County

**Project Type:** TPO Studies

**FM Number:** 4407971

**Lead Agency:** Ocala Marion TPO

**Length:** N/A

**LRTP #:** Goal 1 - 6



<b>Prior Cost &lt; 2020/21:</b>	<b>Future Cost &gt; 2024/25:</b>	<b>Total Project Cost</b>
<u>\$0</u>	<u>\$0</u>	<u>\$562,401</u>

**Additional Information:** Ocala Marion TPO Planning Studies.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PLN	DU	-	\$74,389	\$74,389	\$74,389	\$226,752	\$449,919
PLN	LF	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
PLN	DPTO	-	\$9,299	\$9,299	\$9,299	\$28,344	\$56,241
Total		-	\$92,987	\$92,987	\$92,987	\$283,440	\$562,401

**Project Description:** Marion County

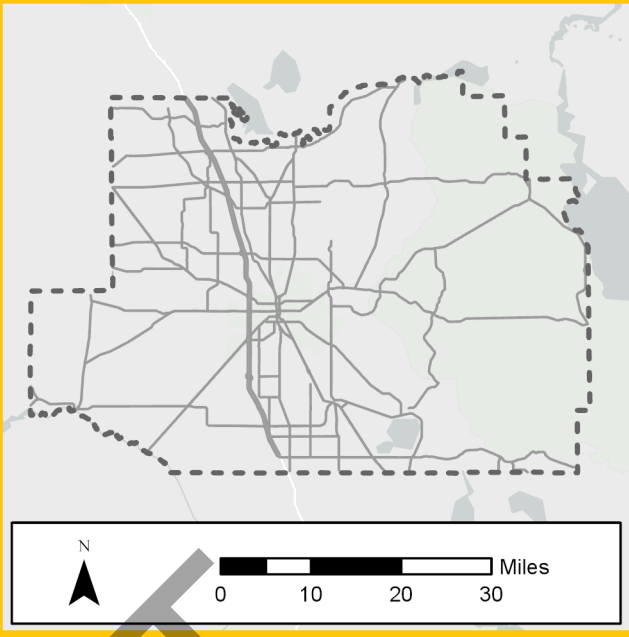
**Project Type:** Operating for Fixed Route

**FM Number:** 4424551

**Lead Agency:** City of Ocala

**Length:** N/A

**LRTP #:** Goal: 1



**Prior Cost  
< 2020/21:**  
\$0

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$4,724,238

**Additional Information:** Section 5307.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DPT0	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
OPS	LF	-	-	\$760,043	\$798,045	\$804,031	\$2,362,119
Total		-	-	\$1,520,086	\$1,596,090	\$1,608,062	\$4,724,238

**Project Description:** Marion County

**Project Type:** Operate/Admin. Assistance

**FM Number:** 4424601

**Lead Agency:** Marion Transit

**Length:** N/A

**LRTP #:** Goal 1



**Prior Cost  
< 2020/21:**  
\$0

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$6,404,704

**Additional Information:** Section 5311 Rural Transportation.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
OPS	DU	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
OPS	LF	-	-	\$1,015,814	\$1,066,604	\$1,119,934	\$3,202,352
Total		-	-	\$2,031,628	\$2,133,208	\$2,239,868	\$6,404,704



# Routine Maintenance





**Project Description:** Marion County

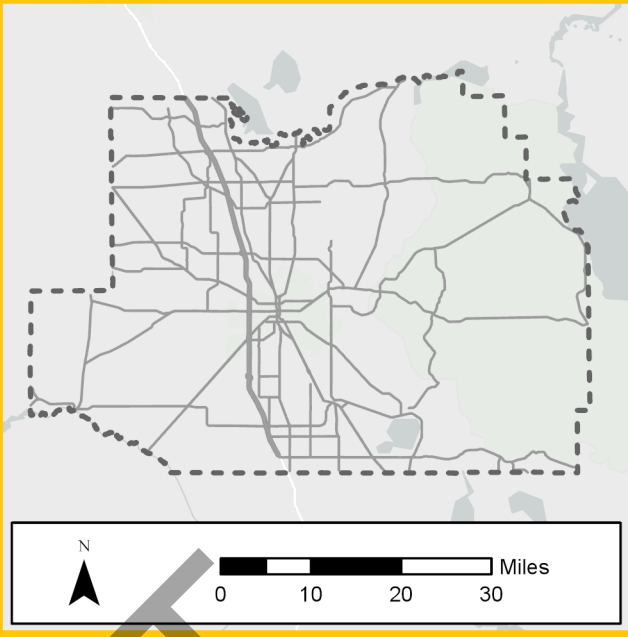
**Project Type:** Lighting

**FM Number:** 4136153

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

---

\$4,604,594

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

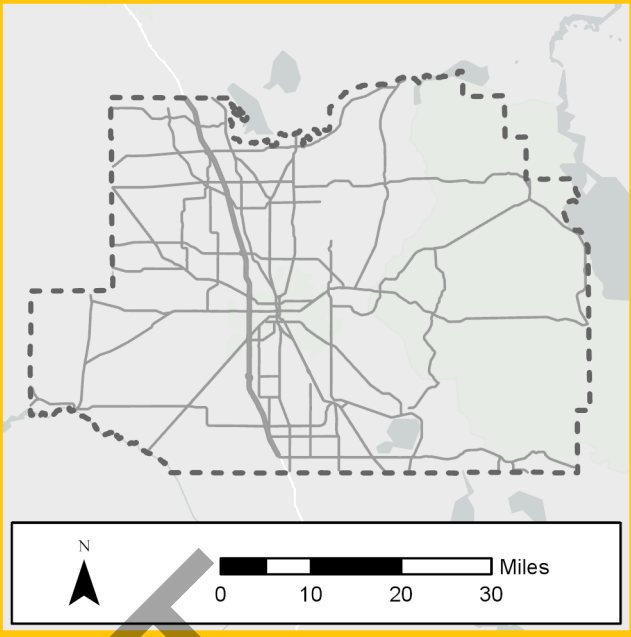
\$6,748,323

**Additional Information:**

Annual recurring funds to install and maintain illumination infrastructure on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729
Total		\$403,786	\$415,897	\$428,369	\$441,220	\$454,457	\$2,143,729

**Project Description:** Marion County  
(Various Locations)



**Project Type:** Routine Maintenance

**FM Number:** 4181071

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3

**Prior Cost  
< 2020/21:**  
\$35,459,872

**Future Cost  
> 2024/25:**  
\$0

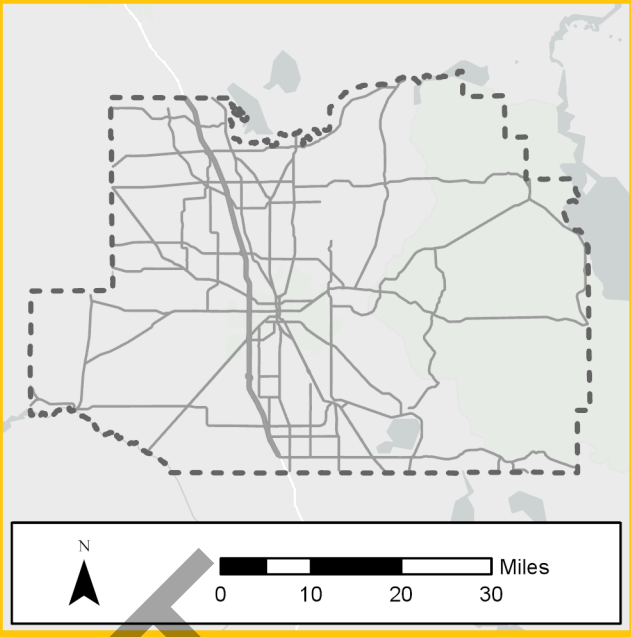
**Total  
Project Cost**  
\$44,519,737

**Additional  
Information:**

Annual recurring funds for routine general maintenance of state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865
Total		\$1,831,973	\$1,831,973	\$1,831,973	\$1,781,973	\$1,781,973	\$9,059,865

**Project Description:** Marion County  
(Various Locations)



**Project Type:** Routine Maintenance

**FM Number:** 4233912

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3

**Prior Cost  
< 2020/21:**

\$3,907,597

**Future Cost  
> 2024/25:**

\$0

**Total  
Project Cost**

\$4,157,597

**Additional  
Information:**

Annual recurring funds for asphalt resurfacing on state roadways.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$250,000	-	-	-	-	\$250,000
Total		\$250,000	-	-	-	-	\$250,000



**Project Description:** Marion County

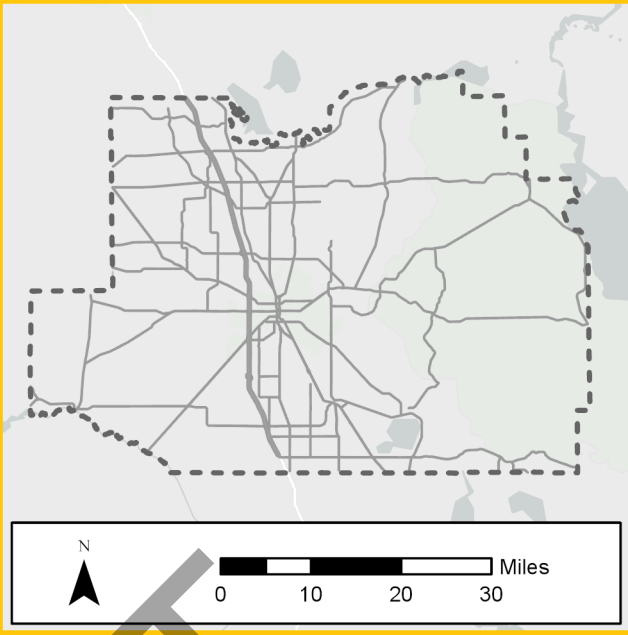
**Project Type:** Routine Maintenance

**FM Number:** 4291781

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 2,3



**Prior Cost  
< 2020/21:**  
\$1,411,063

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$1,631,063

**Additional Information:** Unpaved shoulder repair for state corridors.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total Cost
MNT	D	\$220,000	-	-	-	-	\$220,000
Total		\$220,000	-	-	-	-	\$220,000

**Project Description:** Marion County

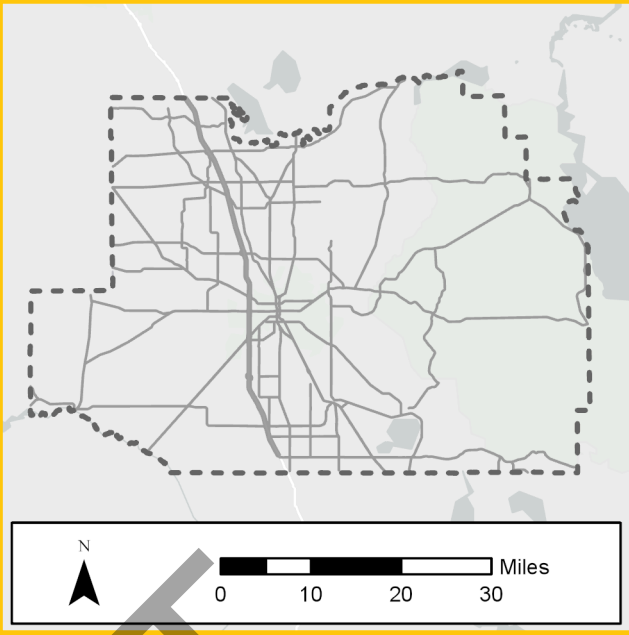
**Project Type:** Routine Maintenance

**FM Number:** 4291821

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 3: Objective 2  
Goal 6: Objective 3



**Prior Cost  
< 2020/21:**  
\$3,792,870

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$4,506,870

**Additional Information:** Pavement markings.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$714,000	-	-	-	-	\$714,000
Total		\$714,000	-	-	-	-	\$714,000

**Project Description:** Marion County / City of Ocala

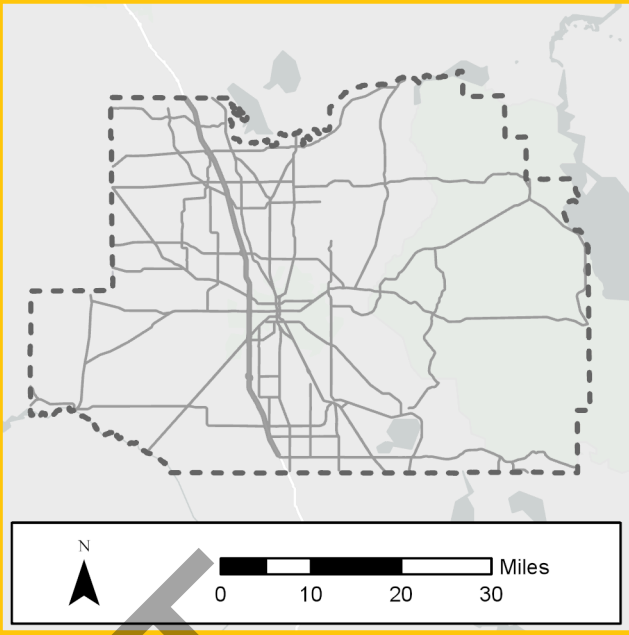
**Project Type:** ITS Communication System

**FM Number:** 4363611

**Lead Agency:** City of Ocala / Marion County

**Length:** N/A

**LRTP #:** Goal 6: Objective 1



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$2,617,154

**Additional  
Information:**

Capital and operations support for Intelligent Transportation Systems (ITS) technology in Marion County and the City of Ocala.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
PE	SL	\$1,000,000	-	-	-	-	\$1,000,000
MNT	SL	\$508,577	-	-	-	-	\$508,577
OPS	SL	\$600,000	-	-	-	-	\$600,000
CAP	SL	\$508,577	-	-	-	-	\$508,577
Total		\$2,617,154	-	-	-	-	\$2,617,154

**Project Description:** LED Equipment Upgrades for 14 Crossings in Marion County

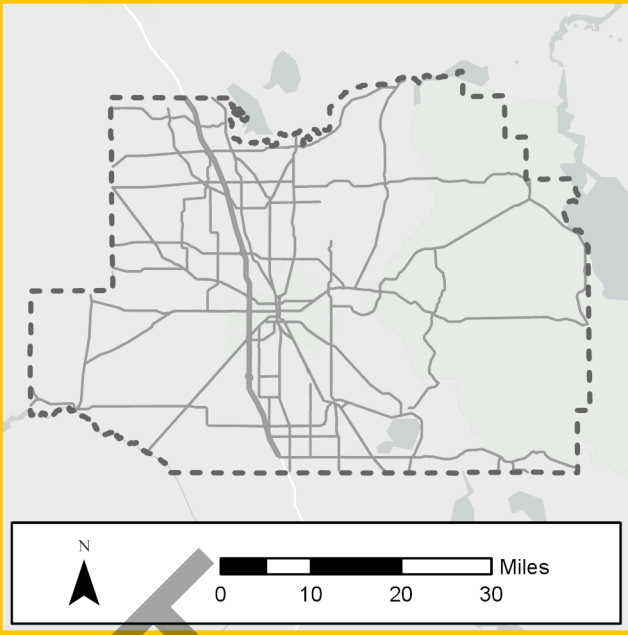
**Project Type:** Rail Project

**FM Number:** 4467911

**Lead Agency:** FDOT

**Length:** N/A

**LRTP #:** Goal 6: Objective 3



**Prior Cost  
< 2020/21:**

---

\$0

**Future Cost  
> 2024/25:**

---

\$0

**Total  
Project Cost**

---

\$33,077

**Additional  
Information:**

No additional information.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
RRU	RHP	\$33,077	-	-	-	-	\$33,077
Total		\$33,077	-	-	-	-	\$33,077



**Project Description:** Marion County

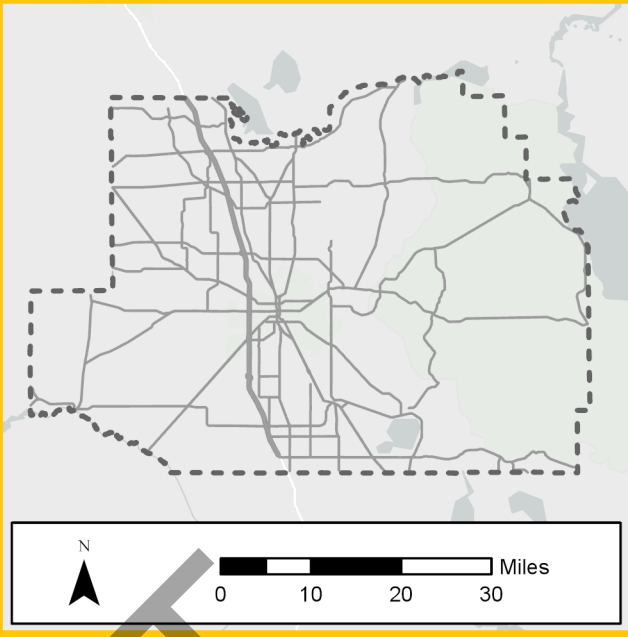
**Project Type:** Routine Maintenance

**FM Number:** 4469101

**Lead Agency:** FDOT

**Length:** N/A

**L RTP #:** Goal 6: Objective 1-3



**Prior Cost  
< 2020/21:**  
\$0

**Future Cost  
> 2024/25:**  
\$0

**Total  
Project Cost**  
\$12,500,000

**Additional Information:** Asset maintenance.

Phase	Fund Source	2020/21	2021/22	2022/23	2023/24	2024/25	Total
MNT	D	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
Total		\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000

**APPENDIX A: LIST OF FIGURES**

DRAFT

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## APPENDIX B: LIST OF OBLIGATED PROJECTS

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OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/01/2019  
TIME RUN: 10.26.50  
MBROBLTP

HIGHWAYS  
=====

ITEM NUMBER:238648 1  
DISTRICT:05  
ROADWAY ID:36060000

PROJECT DESCRIPTION:SR 45 (US 41) FROM SW 110TH ST TO NORTH OF SR 40  
COUNTY:MARION  
PROJECT LENGTH: 4.146MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
SN	-265
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	2,070,206
SL	-122,147
<b>TOTAL 238648 1</b>	<b>1,967,794</b>
<b>TOTAL 238648 1</b>	<b>1,967,794</b>

ITEM NUMBER:410674 2  
DISTRICT:05  
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM END OF 4 LANES TO EAST OF CR 314  
COUNTY:MARION  
PROJECT LENGTH: 5.327MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	20,000
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT	
GFSN	125,211
SA	-527,425
SL	63,033
SN	2,633,059
<b>TOTAL 410674 2</b>	<b>2,313,878</b>
<b>TOTAL 410674 2</b>	<b>2,313,878</b>

ITEM NUMBER:410674 3  
DISTRICT:05  
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM EAST OF CR 314 TO EAST OF CR 314A  
COUNTY:MARION  
PROJECT LENGTH: 6.140MI

\*NON-SIS\*  
TYPE OF WORK:PRELIM ENG FOR FUTURE CAPACITY  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	10,000
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	394,187
<b>TOTAL 410674 3</b>	<b>404,187</b>
<b>TOTAL 410674 3</b>	<b>404,187</b>

ITEM NUMBER:430643 1  
DISTRICT:05  
ROADWAY ID:36210000

PROJECT DESCRIPTION:I-75 (SR 93) N OF SR 500/US27 INTCHG TO ALACHUA CO LINE  
COUNTY:MARION  
PROJECT LENGTH: 19.800MI

\*SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHPP	-95,741
<b>TOTAL 430643 1</b>	<b>-95,741</b>
<b>TOTAL 430643 1</b>	<b>-95,741</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
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ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/01/2019  
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HIGHWAYS  
=====

ITEM NUMBER:430655 1  
DISTRICT:05  
ROADWAY ID:36008000

PROJECT DESCRIPTION:SR 492 SR25/200/500 US301/441 TO SR40 (SILVER SPRINGS)  
COUNTY:MARION  
PROJECT LENGTH: 3.719MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

FUND  
CODE

2019

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT  
NHRE

-13,310  
-13,310  
-13,310

TOTAL 430655 1  
TOTAL 430655 1

ITEM NUMBER:431797 1  
DISTRICT:05  
ROADWAY ID:36000041

PROJECT DESCRIPTION:NE 25TH AVENUE FROM NE 14TH STREET (SR492) TO NE 35TH STREET  
COUNTY:MARION  
PROJECT LENGTH: 1.597MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 3/ 3/ 2

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

EB  
SA  
SL

-78,755  
70,006  
2,818  
-5,931  
-5,931

TOTAL 431797 1  
TOTAL 431797 1

ITEM NUMBER:431798 1  
DISTRICT:05  
ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 35TH STREET  
COUNTY:MARION  
PROJECT LENGTH: 1.517MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 4

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

EB

-33,972  
-33,972  
-33,972

TOTAL 431798 1  
TOTAL 431798 1

ITEM NUMBER:431798 2  
DISTRICT:05  
ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM SR 492 (NE 14TH ST) TO NE 20TH PLACE  
COUNTY:MARION  
PROJECT LENGTH: .448MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA  
SL

21,148  
8,982  
30,130  
30,130

TOTAL 431798 2  
TOTAL 431798 2

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
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DATE RUN: 10/01/2019

TIME RUN: 10.26.50

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HIGHWAYS  
=====

ITEM NUMBER:431798 4  
DISTRICT:05  
ROADWAY ID:36000042

PROJECT DESCRIPTION:NE 36TH AVENUE FROM NORTH OF NE 25TH STREET TO NE 35TH STREET  
COUNTY:MARION  
PROJECT LENGTH: .719MI

\*NON-SIS\*  
TYPE OF WORK:ADD LANES & RECONSTRUCT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA

44,417

TOTAL 431798 4

44,417

TOTAL 431798 4

44,417

ITEM NUMBER:431935 1  
DISTRICT:05  
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 CORRIDOR FROM US 441 TO NE 8TH AVENUE  
COUNTY:MARION  
PROJECT LENGTH: .633MI

\*NON-SIS\*  
TYPE OF WORK:SIDEWALK  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SA

-76,000

TALL

-5,722

TALT

9,298

TOTAL 431935 1

-72,424

TOTAL 431935 1

-72,424

ITEM NUMBER:432421 1  
DISTRICT:05  
ROADWAY ID:36080000

PROJECT DESCRIPTION:SR 40 FROM NE 25TH AVENUE TO W OF NE 10TH ST  
COUNTY:MARION  
PROJECT LENGTH: 1.098MI

\*NON-SIS\*  
TYPE OF WORK:INTERSECTION IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND  
CODE

2019

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

HSP

-3,132

SA

-203

SL

-68,404

TOTAL 432421 1

-71,739

TOTAL 432421 1

-71,739

ITEM NUMBER:433651 1  
DISTRICT:05  
ROADWAY ID:36570000

PROJECT DESCRIPTION:CR 484 FROM SW 20TH AVENUE TO CR 475A  
COUNTY:MARION  
PROJECT LENGTH: .741MI

\*NON-SIS\*  
TYPE OF WORK:INTERCHANGE IMPROVEMENT  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND  
CODE

2019

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

SL

25,810

SN

64,356

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

GFSN

650,000

SL

565,289

SN

1,082,003

TOTAL 433651 1

2,387,458

TOTAL 433651 1

2,387,458

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/01/2019

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HIGHWAYS  
=====

ITEM NUMBER:434408 1 PROJECT DESCRIPTION:SR 40 FORT BROOKS RD FROM E OF NE 10TH ST RD TO E OF NE 145TH AVE RD \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:RESURFACING  
ROADWAY ID:36080000 PROJECT LENGTH: .860MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-8,424
SN	-5,669
<b>TOTAL 434408 1</b>	<b>-14,093</b>
<b>TOTAL 434408 1</b>	<b>-14,093</b>

ITEM NUMBER:435057 1 PROJECT DESCRIPTION:I-75 (SR 93) AT CR 484, SR 326, CR 318 \*SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:LIGHTING  
ROADWAY ID:36210000 PROJECT LENGTH: 28.270MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-21,421
<b>TOTAL 435057 1</b>	<b>-21,421</b>
<b>TOTAL 435057 1</b>	<b>-21,421</b>

ITEM NUMBER:435484 1 PROJECT DESCRIPTION:PRUITT TRAIL FROM WITHLACOCHEE BRIDGE TRAIL AT S BRIDGES RD TO SR 200 \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SL	-4,787
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	-82,786
<b>TOTAL 435484 1</b>	<b>-87,573</b>
<b>TOTAL 435484 1</b>	<b>-87,573</b>

ITEM NUMBER:435486 1 PROJECT DESCRIPTION:SILVER SPRINGS FROM SE 64TH AVE RD TRAILHEAD TO SILVER SPRING STATE PK \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALT	-24,977
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
TALT	-489,187
<b>TOTAL 435486 1</b>	<b>-514,164</b>
<b>TOTAL 435486 1</b>	<b>-514,164</b>



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DATE RUN: 10/01/2019  
TIME RUN: 10.26.50  
MBROBLTP

HIGHWAYS  
=====

ITEM NUMBER:435659 2 PROJECT DESCRIPTION:SR 200 @ I-75/W OF I-75 TO E OF I-75 ADDING LEFT & RIGHT TURN LANES \*SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)  
ROADWAY ID:36100000 PROJECT LENGTH: .364MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 4

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	561
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	3,881,107
TOTAL 435659 2	3,881,668
TOTAL 435659 2	3,881,668

ITEM NUMBER:435660 2 PROJECT DESCRIPTION:SR 326 FROM SR 326 RXR CROSS 627142B TO E OF CR 25A (NW GAINESVILLE RD) \*SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:ADD TURN LANE(S)  
ROADWAY ID:36180000 PROJECT LENGTH: .216MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 1

FUND CODE	2019
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP	500,000
TOTAL 435660 2	500,000
TOTAL 435660 2	500,000

ITEM NUMBER:436291 1 PROJECT DESCRIPTION:SANTOS GAP TRAIL FROM SW 49TH AVENUE TO SANTOS TRAILHEAD \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-8,475
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT TALL	401,675
TOTAL 436291 1	393,200
TOTAL 436291 1	393,200

ITEM NUMBER:436358 1 PROJECT DESCRIPTION:LAND BRIDGE TRAIL GAP FROM SR 200 TO SW 49TH AVENUE \*NON-SIS\*  
DISTRICT:05 COUNTY:MARION TYPE OF WORK:BIKE PATH/TRAIL  
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA	-1,837
TOTAL 436358 1	-1,837
TOTAL 436358 1	-1,837

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/01/2019  
TIME RUN: 10.26.50  
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HIGHWAYS  
=====

ITEM NUMBER:436371 1  
DISTRICT:05  
ROADWAY ID:36030000

PROJECT DESCRIPTION:US 441 FROM S OF CR 318 TO ALACHUA COUNTY LINE  
COUNTY:MARION  
PROJECT LENGTH: 6.239MI

\*NON-SIS\*  
TYPE OF WORK:SIGNING/PAVEMENT MARKINGS  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
SA	-19,087
SN	-37,672
TOTAL 436371 1	-56,759
TOTAL 436371 1	-56,759

ITEM NUMBER:436879 1  
DISTRICT:05  
ROADWAY ID:36100000

PROJECT DESCRIPTION:SR 200 FROM S OF CR 484 TO S OF SW 60TH AVE.  
COUNTY:MARION  
PROJECT LENGTH: 6.168MI

\*NON-SIS\*  
TYPE OF WORK:RESURFACING  
LANES EXIST/IMPROVED/ADDED: 6/ 4/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NHRE	-1,300
TOTAL 436879 1	-1,300
TOTAL 436879 1	-1,300

ITEM NUMBER:436917 1  
DISTRICT:05  
ROADWAY ID:36000109

PROJECT DESCRIPTION:SE 80TH ST RAILROAD CROSSING # 625087-W  
COUNTY:MARION  
PROJECT LENGTH: .020MI

\*NON-SIS\*  
TYPE OF WORK:RAIL SAFETY PROJECT  
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND CODE	2019
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHP	-106,559
TOTAL 436917 1	-106,559
TOTAL 436917 1	-106,559

ITEM NUMBER:439887 1  
DISTRICT:05  
ROADWAY ID:36004000

PROJECT DESCRIPTION:MARION COUNTY PEDESTRIAN LIGHTING BUNDLE A  
COUNTY:MARION  
PROJECT LENGTH: 1.234MI

\*SIS\*  
TYPE OF WORK:LIGHTING  
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
HSP	-1,641
TOTAL 439887 1	-1,641
TOTAL 439887 1	-1,641

ITEM NUMBER:440608 1

DISTRICT:05

ROADWAY ID:

PROJECT DESCRIPTION:NW 6TH TERRACE / CROSSING #627179

COUNTY:MARION

PROJECT LENGTH: .000

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND	2019
CODE	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-299
TOTAL 440608 1	-299
TOTAL 440608 1	-299

ITEM NUMBER:442769 1

DISTRICT:05

ROADWAY ID:36000119

PROJECT DESCRIPTION:OAK ROAD XG# 627226-W

COUNTY:MARION

PROJECT LENGTH: .002MI

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND	2019
CODE	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-3,047
TOTAL 442769 1	-3,047
TOTAL 442769 1	-3,047

ITEM NUMBER:442770 1

DISTRICT:05

ROADWAY ID:36000162

PROJECT DESCRIPTION:EMERALD ROAD XG# 627225-P

COUNTY:MARION

PROJECT LENGTH: .001MI

\*NON-SIS\*

TYPE OF WORK:RAIL SAFETY PROJECT

LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND	2019
CODE	
PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT	
RHH	-6,568
TOTAL 442770 1	-6,568
TOTAL 442770 1	-6,568
TOTAL DIST: 05	10,814,354
TOTAL HIGHWAYS	10,814,354

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**PLANNING**  
=====

ITEM NUMBER:439331 1	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2016/2017-2017/2018 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	-70,989
SL	-43,318
TOTAL 439331 1	-114,307
TOTAL 439331 1	-114,307

\*NON-SIS\*  
TYPE OF WORK:TRANSPORTATION PLANNING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:439331 2	PROJECT DESCRIPTION:OCALA/MARION URBAN AREA FY 2018/2019-2019/2020 UPWP
DISTRICT:05	COUNTY:MARION
ROADWAY ID:	PROJECT LENGTH: .000
FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
PL	824,689
TOTAL 439331 2	824,689
TOTAL 439331 2	824,689
TOTAL DIST: 05	710,382
TOTAL PLANNING	710,382

\*NON-SIS\*  
TYPE OF WORK:TRANSPORTATION PLANNING  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0



FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

**TRANSIT**

=====

DATE RUN: 10/01/2019  
TIME RUN: 10.26.50  
MBROBLTP

ITEM NUMBER:435517 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OCALA/MARION TPO REPLACEMENT OF 7 SUNTRAN BUSES  
COUNTY:MARION  
PROJECT LENGTH: .000

```

*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

FUND CODE	2019
<hr/>	
PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE	
CM	680,327
SA	399,268
SL	2,520,405
<b>TOTAL 435517 1</b>	<b>3,600,000</b>
<b>TOTAL 435517 1</b>	<b>3,600,000</b>
<b>TOTAL DIST: 05</b>	<b>3,600,000</b>
<b>TOTAL TRANSIT</b>	<b>3,600,000</b>

FLORIDA DEPARTMENT OF TRANSPORTATION  
OFFICE OF WORK PROGRAM  
ANNUAL OBLIGATIONS REPORT  
=====

DATE RUN: 10/01/2019

TIME RUN: 10.26.50

MBROBLTP

MISCELLANEOUS  
=====

ITEM NUMBER:426179 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:SILVER SPRINGS STATE PARK PEDESTRIAN BRIDGES  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:PEDESTRIAN/WILDLIFE OVERPASS  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
TALL	264,445
TALT	461,909
TOTAL 426179 1	726,354
TOTAL 426179 1	726,354

ITEM NUMBER:430252 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OCALA ITS COUNTYWIDE MARION COUNTY  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:ITS COMMUNICATION SYSTEM  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY MARION COUNTY ENGINEERING DEPT	
SL	1,630,955
TOTAL 430252 1	1,630,955
TOTAL 430252 1	1,630,955

ITEM NUMBER:439310 1  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:OSCEOLA AVENUE TRAIL FROM SE 3RD STREET TO NE 5TH STREET  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:BIKE PATH/TRAIL  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	2019
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF OCALA	
TALL	-148,858
TALT	-25,471
TOTAL 439310 1	-174,329
TOTAL 439310 1	-174,329

ITEM NUMBER:440900 2  
DISTRICT:05  
ROADWAY ID:

PROJECT DESCRIPTION:I-75 FRAME - ARTERIALS  
COUNTY:MARION  
PROJECT LENGTH: .000

\*NON-SIS\*  
TYPE OF WORK:ITS COMMUNICATION SYSTEM  
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0


FUND CODE	2019
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT	
NFP	318,959
TOTAL 440900 2	318,959
TOTAL 440900 2	318,959
TOTAL DIST: 05	2,501,939
TOTAL MISCELLANEOUS	2,501,939

GRAND TOTAL 17,626,675

## APPENDIX C: MAP OF NATIONAL HIGHWAY SYSTEM: OCALA, FL

DRAFT

# 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

The map displays the National Highway System (NHS) in Ocala, FL. Key features include:

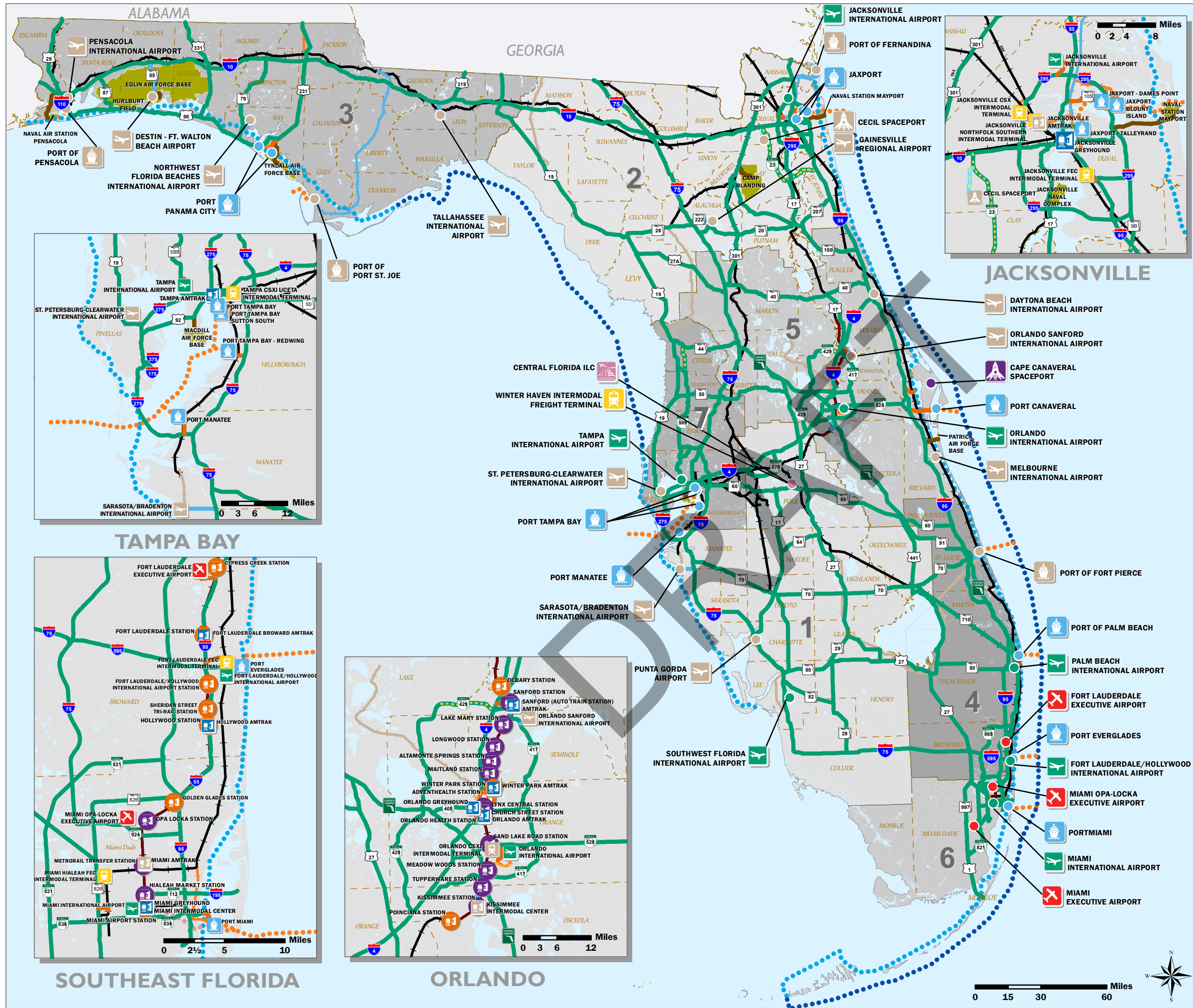
- Highways:** Major routes shown include I-75 (Eisenhower Interstate System), US-27, US-301, US-40, SR-326, SR-329, SR-492, and SR-200.
- Urbanized Areas:** Shaded yellow regions represent Census Urbanized Areas.
- Department of Defense:** Shaded green areas indicate the presence of the Department of Defense.
- Water:** Blue areas represent water bodies.
- Transportation Facilities:** Icons for Airport, Intercity Bus Terminal, Ferry Terminal, Truck/Pipeline Terminal, Multipurpose Passenger Facility, Port Terminal, Truck/Rail Facility, AMTRAK Station, and Public Transit Station are shown.
- Legend:** A detailed legend on the left side of the map explains the symbols and colors used.
- Scale:** A scale bar at the bottom left shows distances in miles (0 to 3) and kilometers (0 to 5).
- Orientation:** A north arrow is located at the bottom left.
- Watermark:** A large 'DRAFT' watermark is overlaid on the map.


FHWA: March 25, 2015



**APPENDIX D: MAP OF STRATEGIC INTERMODAL SYSTEM**






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Strategic Intermodal System  
*System Map*



### Airports & Spaceports

-  SIS Commercial Service Airport
-  Strategic Growth Commercial Service Airport
-  SIS General Aviation Reliever Airport
-  SIS Spaceport
-  Strategic Growth Spaceport


### Seaports

-  SIS Seaport
-  Strategic Growth Seaport



### Freight Rail Terminals

-  SIS Freight Rail Terminal
-  Strategic Growth Freight Rail Terminal



### Intermodal Logistic Center

-  Strategic Growth Intermodal Logistic Center








### Interregional Passenger Terminals

-  SIS Passenger Terminal
-  Strategic Growth Passenger Terminal






### Urban Fixed Guideway Transit Terminal

-  SIS Urban Fixed Guideway Hub
-  SIS Urban Fixed Guideway Station





### Highway

-  SIS Highway Corridor
-  Future SIS Highway Corridor
-  Strategic Growth Highway Corridor
-  SIS Highway Connector
-  Strategic Growth Highway Connector
-  Future Strategic Growth Highway Connector
-  SIS Military Access Facility

### Rail & Urban Fixed Guideway

-  SIS Railway Corridor
-  Strategic Growth Railway Corridor
-  SIS Railway Connector
-  Strategic Growth Railway Connector
-  SIS Urban Fixed Guideway

### Waterways

-  SIS Waterway
-  Strategic Growth Waterway
-  SIS Waterway Connector
-  SIS Waterway Shipping Lane

## APPENDIX E: PUBLIC NOTICE IN OCALA STAR-BANNER

DRAFT

## APPENDIX F: PUBLIC COMMENTS

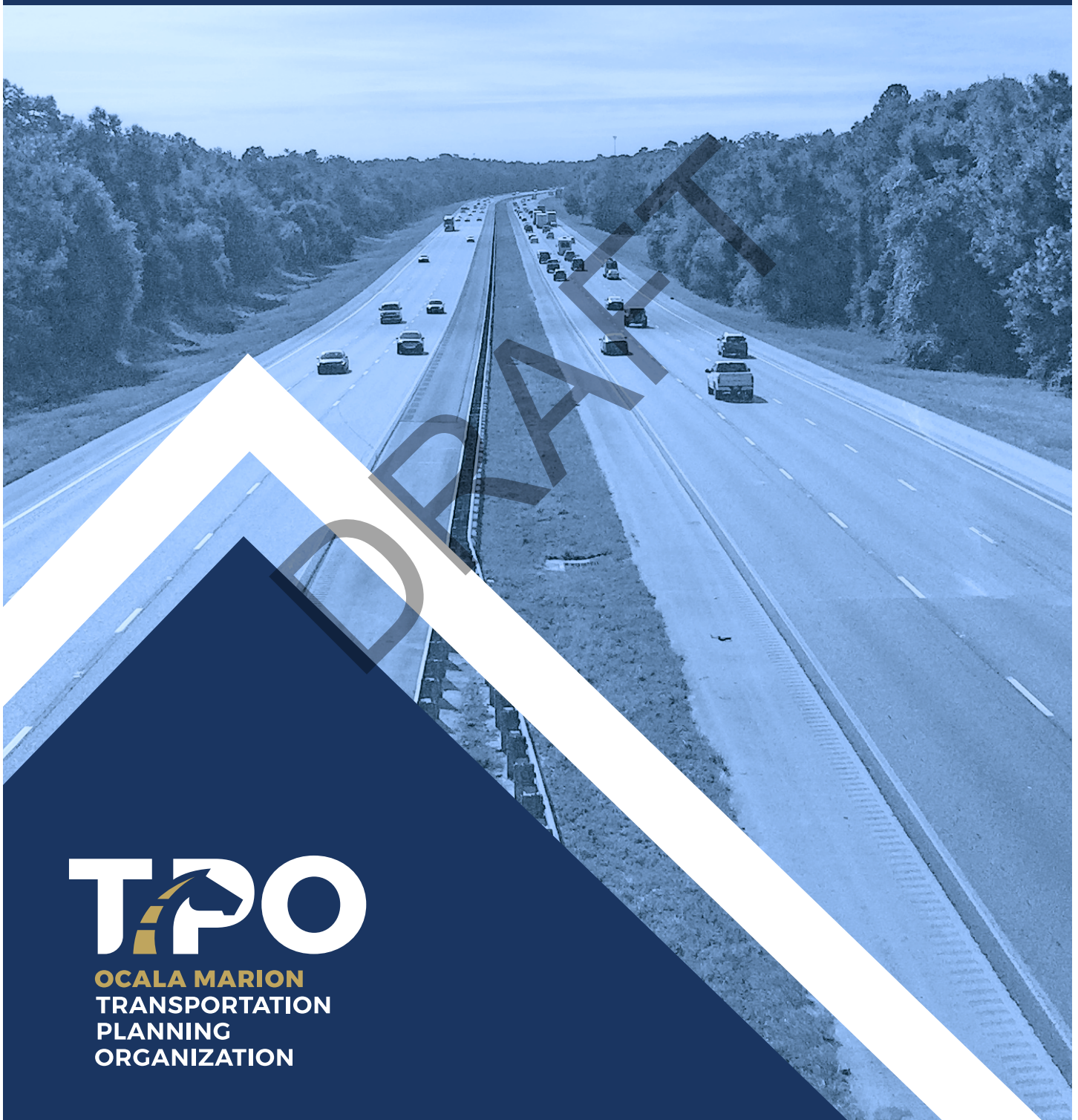
DRAFT

## APPENDIX G: GLOSSARY OF TERMS AND ACRONYMS

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# Glossary of Terms and Acronyms



**OCALA MARION  
TRANSPORTATION  
PLANNING  
ORGANIZATION**

ACRYONYM	NAME	DESCRIPTION
3-C	Continuing, Cooperative, and Comprehensive	A Comprehensive, Cooperative, and Continuing (3-C) process is required for initiatives to be eligible for Federal transportation funding.
AADT	Annual Average Daily Traffic	The average volume of traffic per day on a particular road or section of road.
ACES	Automated, Connected, Electric, Shared Vehicles	Term used to describe vehicles that are self-driving, electronically-connected and powered, and/or used for ridesharing.
ACS	American Community Survey	The American Community Survey is an ongoing survey that provides vital information on a yearly basis about our nation and its people.
ADA	Americans with Disabilities Act	The Americans with Disabilities Act prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
AER	Actual Expenditure Report	An annual report, completed by the planning agency and the Community Transportation Coordinator (CTC), to inform the Commission for the Transportation Disadvantaged (CTD) of the specific amount of funds the agency expended for transportation disadvantaged services.
AMPO	Association of Metropolitan Planning Organizations	Organization that provides MPOs with technical assistance, transportation research and a variety of other transportation-related services.
AOR	Annual Operating Report	An annual report prepared by the Community Transportation Coordinator (CTC) that provides a summary of performance trends detailing its designated service area and operational statistics.
ATMS	Automated Traffic Management System	ATMS is used to improve the efficiency of the transportation network. It utilizes data-analysis and communication technology to reduce congestion in real-time due to crashes and other traffic problems.
BEA	Bureau of Economic Analysis	Federal agency within the Department of Commerce that provides economic data and projections.
BEBR	Bureau of Economics & Business Research	Research center at the University of Florida that performs economic and demographic research to inform public policy and business decision making (Definition taken from A2RU - <a href="https://www.a2ru.org/bebr-bureau-of-economics-business-research/">https://www.a2ru.org/bebr-bureau-of-economics-business-research/</a> )
BLS	Bureau of Labor Statistics	Federal agency within the Department of Labor that tracks federal employment data.
BTS	Bureau of Transportation Statistics	The Bureau of Transportation Statistics was established as a statistical agency in 1992. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 created BTS to administer data collection, analysis, and reporting and to ensure the most cost-effective use of transportation-monitoring resources.

CAAA	Clean Air Act Amendments of 1990	The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 revision of the law. The Clean Air Act as amended in 1990 made major changes and contains the most far reaching revisions of the 1970 law.
CAC	Citizen Advisory Committee	The Citizens Advisory Committee (CAC) advises the TPO on local transportation issues based on the input of citizens they represent in the area. The TPO strives to keep the composition of the CAC diverse in terms of geographic location and professions represented.
CBSA	Core Based Statistical Areas	CBSAs consist of the county or counties or equivalent entities associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core. Social and economic integration is measured in the form of commuting and other reoccurring travel.
CFMPOA	Central Florida Metropolitan Planning Organization Alliance	A partnership of Transportation Planning Organizations in Central Florida created to provide transportation solutions throughout the region.
CFR	Code of Federal Regulations	The codification of the rules published in the Federal Register by the executive departments and agencies of the Federal Government. These are the administrative rules and regulations that clarify the impact of the United States Code (USC) or the law.
CFRPM	Central Florida Regional Planning Model	Travel demand forecasting tool used by numerous planning agencies throughout central Florida.
CMAQ	Congestion Mitigation and Air Quality Improvement Program	The CMAQ program funds transportation projects and programs in air quality non-attainment and maintenance areas that reduce traffic congestion and transportation related emissions (ozone, carbon monoxide, particulate matter, etc.).
CMP	Congestion Management Process	A systematic approach required in transportation management areas (TMAs) that provides for effective management and operation. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.
CTC	Community Transportation Coordinator	Community Transportation Coordinators are businesses or county departments responsible for arrangement of transportation services delivered to the transportation disadvantaged. (Definition taken from Lee MPO - <a href="http://leempo.com/programs-products/transportation-disadvantaged/">http://leempo.com/programs-products/transportation-disadvantaged/</a> )
CTD	Commission for the Transportation Disadvantaged	Created in 1989, the CTD was created to provide statewide policy guidance to Florida's Transportation Disadvantaged Program, which coordinates funds to provide older adults, persons with disabilities and people with limited access to employment, health care and educational opportunities. (Definition taken from NCFRPC - <a href="http://www.ncfrpc.org/TD/td.html">http://www.ncfrpc.org/TD/td.html</a> )
CTPP	Census Transportation Planning Products	The CTPP is a set of special tabulations designed by and for transportation planners using large sample surveys conducted by the Census Bureau.



CTST	Community Traffic Safety Team	An organization created to inform the public about transportation safety issues. Major events conducted by the Marion County CTST include “Walk Your Child to School Day”, a mock DUI scenario, and a Battle of the Belts competition.
DBE	Disadvantaged Business Enterprise	The DBE program ensures that federally-assisted contracts for transportation projects are made available for small businesses owned/controlled by socially and economically disadvantaged individuals (Definition taken from FHWA - <a href="https://www.fhwa.dot.gov/civilrights/programs/dbe/">https://www.fhwa.dot.gov/civilrights/programs/dbe/</a> )
DOPA	Designated Official Planning Agency	An agency that assists the Florida Commission for the Transportation Disadvantaged (CTD) in the coordination of safe, efficient, cost effective transportation services to those who are transportation disadvantaged. (Definition taken from CTD - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
DOT	Department of Transportation	When used alone, indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency.
DRI	Development of Regional Impact	A large-scale development project that may impact multiple counties or jurisdictions.
EIS	Environmental Impact Statement	Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which Federal funding is being sought.
EPA	Environmental Protection Agency	The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, and others.
ETDM	Efficient Transportation Decision Making	Developed by the Florida Department of Transportation (FDOT) to streamline the environmental review process, ETDM helps protect natural resources by involving stakeholders early in the transportation planning process. Specifically, ETDM is used to identify what impacts may occur from planned transportation projects.
FAA	Federal Aviation Administration	FAA provides a safe, secure, and efficient global aerospace system that contributes to national security and the promotion of US aerospace safety.
FAST Act	Fixing America’s Surface Transportation Act	The Fixing America’s Surface Transportation (FAST) Act is five-year legislation that was enacted into law on December 4, 2015. The main focus of the legislation is to improve the Nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network.

FDOT	Florida Department of Transportation	Originally named the Florida State Road Department, the Florida Department of Transportation (FDOT) was created in 1969. FDOT's mission is to ensure the mobility of people and goods, enhance economic prosperity, and preserve the quality of the environment and community (Definition taken from State of Florida- <a href="https://jobs.myflorida.com/go/Department-of-Transportation/2817700/">https://jobs.myflorida.com/go/Department-of-Transportation/2817700/</a> )
FHWA	Federal Highway Administration	A branch of the U.S. Department of Transportation that administers the federal-aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.
F.S.	Florida Statute	Codified, statutory laws of Florida
FSUTMS	Florida Standard Urban Transportation Modeling Structure	FSUTMS is a computerized planning model that allows users to better predict the impact of transportation policies and programs by providing a standardized framework for the development, use and sharing of models.
FTA	Federal Transit Administration	A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.
FTC	Florida Transportation Commission	An entity that reviews and recommends major transportation policies and serves as an oversight body to monitor the efficiency and productivity of transportation authorities.
FTE	Florida's Turnpike Enterprise	Unit of the Florida Department of Transportation (FDOT) that operates 461 miles of toll highways across the state.
FTP	Florida Transportation Plan	Florida's long-range plan that guides current transportation decisions. The plan outlines transportation issues and solutions related to improving safety, efficiency, population growth, economic development, and access to transit and other modes of transportation.
FY	Fiscal Year/Federal Fiscal Year	The TPO's Fiscal Year is from July 1-June 30. The Federal Fiscal Year is from Oct 1-Sept 30.
GIS	Geographic Information System	Computerized data management system designed to capture, store, retrieve, analyze, and display geographically referenced information.
HIS	Interstate Highway System	The specially designated system of highways, begun in 1956, which connects the principal metropolitan areas, cities, and industrial centers of the United States.
HOV	High-Occupancy Vehicle	Vehicles carrying two or more people.
HSIP	Highway Safety Improvement Program	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.



HUD	U.S. Department of Housing and Urban Development	HUD's mission is to increase homeownership, support community development and increase access to affordable housing free from discrimination. HUD's Community Development Block Grant Program (CDBG) is a program with many resources that are used to help address a wide array of community development needs, including sidewalks and other transportation infrastructure.
ITS	Intelligent Transportation Systems	Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
JPA	Joint Planning Agreement	An agreement made between multiple organizations.
LAP	Local Agency Program	A program that establishes the regulations used by the Florida Department of Transportation (FDOT) to authorize federal funding to local agencies.
LOS	Level of Service	Level of Service is a term that describes the operating conditions a driver, transit users, bicyclist, or pedestrian will experience while traveling on a particular street, highway or transit vehicle. LOS is used in transportation planning as a data friendly tool to help aid in the decision making process regarding road capacity. LOS data allows planners to make more informed decisions regarding transportation projects.
LRTP/MTP	Long-Range Transportation Plan (also known as a Metropolitan Transportation Plan)	A document resulting from regional or statewide collaboration and consensus on a region's transportation system. It serves as the defining vision for the region's transportation systems and services. The LRTP addresses a planning horizon of no less than a 20-years and is developed, adopted, and updated every five years by the TPO. The most recent LRTP was adopted in December 2015. The plan can be viewed on the TPO website at: <a href="https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/">https://ocalamariontpo.org/plans-and-programs/long-range-transportation-plan-lrtp/</a>
MAP-21	Moving Ahead for Progress in the 21st Century	The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law in 2012. Funding surface transportation programs at over 105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
MPA	Metropolitan Planning Area	The geographic area determined by agreement between the transportation planning organization (TPO) for the area and the Governor, in which the metropolitan transportation planning process is carried out.
MPO	Metropolitan Planning Organization	An MPO, also known as a TPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
MPOAC	Metropolitan Planning Organization Advisory Council	A planning and policy organization created to assist individual MPO/TPOs across Florida in building a more collaborative transportation planning process.

MSA	Metropolitan Statistical Areas	Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.
NEPA	National Environmental Policy Act of 1969	Established requirements that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.
NHPP	National Highway Performance Program	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
NHPP (Bridge)	National Highway Performance Program (Bridge)	Reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway (if Interstate System and NHS Bridge Condition provision requirements are satisfied) [23 U.S.C. 119(i)]
NHS	National Highway System	This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). (23CFR500)
PD&E	Project Development and Environmental Study	A study conducted to determine feasible building alternatives for transportation projects and their social, economic and environmental impacts. PD&E studies are required per the National Environmental Policy Act (NEPA). (Definition taken from FDOT, District 7 - <a href="https://www.fdotd7studies.com/what-is-a-pde-study.html">https://www.fdotd7studies.com/what-is-a-pde-study.html</a> )
PE	Preliminary Engineering	The analysis and design work performed by professionals for transportation projects that leads to the development of construction/roadway plans, specifications and cost estimates.
PEA	Planning Emphasis Area	Planning Emphasis Areas set planning priorities that are supportive of the statewide Florida Transportation Plan (FTP), and give importance to topics that all MPOs are encouraged to address in their respective planning programs.
PIP	Public Involvement Plan	The Public Involvement Plan documents the goals, objectives and strategies for ensuring all individuals have every opportunity to be involved in transportation planning decisions. The plan is designed to provide a transparent planning process that is free from any cultural, social, racial or economic barriers and offers multiple opportunities for public participation and input.
PL Funds	Metropolitan Planning Funds	Funds made available to MPOs for transportation planning activities to provide for a continuing, comprehensive and cooperative (3-C) planning process.
ROW	Right of Way	An easement reserved on the land for transportation purposes, such as a highway, bike path, rail line, utility line, etc.

RPC	Regional Planning Council	Organizations designated by Florida law to provide planning and technical expertise to local governments in order to promote regional collaboration.
SHSP	Strategic Highway Safety Plan	This is a statewide-coordinated safety plan that provides a comprehensive framework for eliminating highway fatalities and reducing serious injuries on all public roads.
SIS	Strategic Intermodal System	A network of transportation facilities important to the state's economy and mobility. The SIS was created to focus the state's limited resources on the facilities most significant for interregional, interstate and international travel (Definition taken from FDOT - <a href="https://www.fdot.gov/planning/sis/default.shtm">https://www.fdot.gov/planning/sis/default.shtm</a> )
SLRTP	Statewide Long-Range Transportation Plan	The official, statewide, multimodal transportation plan covering no less than 20 years and developed through the statewide transportation planning process.
SOV	Single-Occupancy Vehicle	Any motor vehicle not meeting the established occupancy requirement of a High-Occupancy (HOV) lane.
STBG	Surface Transportation Block Grant Program	The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STIP	Statewide Transportation Improvement Program	The STIP is a statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
STP	Surface Transportation Program	Federal-aid highway funding program that supports a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.
TAC	Technical Advisory Committee	The Technical Advisory Committee provides technical expertise to the TPO by reviewing transportation plans, programs and projects primarily from a technical standpoint. The TAC is comprised of professional planners, engineers, and school officials.
TAZ	Traffic Analysis Zone	A defined geographic area used to tabulate traffic-related land use data and forecast travel demand. Traffic Analysis Zones typically consist of one or more Census blocks/tracts or block groups.
TDLCB	Transportation Disadvantaged Local Coordinating Board	The TDLCB coordinates transportation needs of the disadvantaged, including individuals with physical and economic challenges and senior citizens facing mobility issues. The Board helps the TPO identify local service needs of the Transportation Disadvantaged (TD) community to the Community Transportation Coordinator (CTC).
TDM	Transportation Demand Management	Programs designed to reduce demand for transportation through various means, such as the use of public transit and of alternative work hours.

TDP	Transit Development Plan	The Transit Development Plan (TDP) represents the community's vision for public transportation in the Ocala Marion TPO service area for a 10-year span. Updated every five years, the Plan provides a comprehensive assessment of transit services in Marion County. Specifically, the TDP details SunTran's transit and mobility needs, cost and revenue projections, and community transit goals, objectives, and policies.
TDSP	Transportation Disadvantaged Service Plan	A comprehensive analysis of the service area, identifies available transportation services, and provides local service standards. (Definition taken from FDOT - <a href="https://ctd.fdot.gov/communitytransystem.htm">https://ctd.fdot.gov/communitytransystem.htm</a> )
TIGER	Transportation Investment Generating Economic Recovery	The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. (Definition taken from USDOT- <a href="http://www.transportation.gov/tiger/about">www.transportation.gov/tiger/about</a> )
TIP	Transportation Improvement Program	A TIP is a prioritized listing/program of transportation projects covering a period of five years that is developed and formally adopted by a TPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.
TMA	Transportation Management Area	An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the TPO (or affected local officials), and officially designated by the Administrators of the FHWA and FTA. The TMA designation applies to the entire metropolitan planning area.
TMIP	Travel Model Improvement Program	TMIP supports and empowers planning agencies through leadership, innovation and support of planning analysis improvements to provide better information to support transportation and planning decisions.
TOD	Transit Oriented Development	Transit-oriented development, or TOD, is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. (Definition taken from Reconnecting America- <a href="http://www.reconnectingamerica.org">www.reconnectingamerica.org</a> .)
TPM	Transportation Performance Management	FHWA defines Transportation Performance Management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.
TPO	Transportation Planning Organization	A TPO, also known as an MPO, is a forum for cooperative transportation decision-making for metropolitan planning areas. In order for a TPO to be designated, an urban area must have a population of at least 50,000 as defined by the US Census Bureau.
TRB	Transportation Research Board	The mission of the Transportation Research Board (TRB) is to promote innovation and progress in transportation through research.
TRIP	Transportation Regional Incentive Program	Created in 2005, the program provides state matching funds to improve regionally significant transportation facilities.

TSM&O	Transportation Systems Management and Operations	Florida Department of transportation (FDOT) program to measuring performance, streamlining and improving the existing system, promoting effective cooperation/collaboration, and delivering positive safety and mobility outcomes to the travelling public. (Definition taken from FDOT - <a href="http://www.cflsmartroads.com/tsmo.html">http://www.cflsmartroads.com/tsmo.html</a> )
UA	Urbanized Area	A statistical geographic entity delineated by the Census Bureau, consisting of densely settled census tracts and blocks and adjacent densely settled territory that together contain at least 50,000 people.
UPWP	Unified Planning Work Program	UPWP means a Scope of Services identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.
USC	United States Code	The codification by subject matter of the general and permanent laws of the United States.
V/C	Volume to Capacity	A ratio used to determine whether a particular section of road warrants improvements. V/C compares roadway demand to roadway supply.
VMT	Vehicle Miles Traveled	A measurement of miles traveled by vehicles within a specified region for a specified time period. (Definition taken from Wikipedia)



## **APPENDIX H: CHANGES TO REGIONALLY SIGNIFICANT TRANSPORTATION PROJECTS**

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Project Number / FM Number	Project Description	Change from 19/20-23/24 TIP	Change In Total Funding (If Applicable)	Additional Changes
4348441	CR 42 at SE 182nd Ave. Rd	No Change	N/A	
4336511	CR 484 from SW 20th Ave. to CR 475A	No Change	N/A	
4443821	CR 484 / PENNSYLVANIA AVE @ CROSSING # 622599-D	Completed	N/A	
4352091	I-75 at NW 49th St. from end of NW 49th St. to end of NW 35th St.	Funding Increase	\$58,318,200	
4436231	I-75 (State Road 93)	No Change	N/A	PD&E
4436241	I-75 (State Road 93)	No Change	N/A	PD&E
4409002	I-75 FRAME OFF SYSTEM	Completed	N/A	
4385621	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$20,221	
4378261	I-75 MARION COUNTY REST AREAS	Funding Decrease	\$88,377	
4363611	ITS OPERATIONAL SUPPORT	No Change	N/A	
4317983	NE 36TH AVENUE	Completed	N/A	
4443831	SE 36 AVE @ CROSSING # 627220-F	Completed	N/A	
4432701	SR 25 / 200 TO ALACH BRIDGE 360025 & 360026	Completed	N/A	
4356602	SR 326	Completed	N/A	
4437031	SR 35 (SE 58TH AVE) FROM CR 464 (SE MARICAMP RD) TO SR 40	No Change	N/A	
4112565	SR 35 (US 301) DALLAS POND REDESIGN	Funding Increase	\$236,597	
4336521	SR 40 from SW 40th Ave. to SW 27th Ave.	Funding Decrease	\$2,504,748	
4413661	SR 40 from SW 27th Ave. to MLK Jr. Ave.	Funding Increase	\$64,400	
4106742	SR 40 from end of 4 lanes to east of CR 314	Funding Decrease	\$23,963,634	Construction Delayed (Estimated to Begin 2029)
4431701	I-75 from Sumter County Line to SR 200	Funding Decrease	\$2,375,139	
4437301	US 301 / US 441 Split (The Y) from south of Split to north of Split	Funding Increase	\$26,680	
2386481	US 41 from SW 110th St. to north of SR 40	Funding Decrease	\$10,469,145	
4392381	US 441 from SR 35 to SR 200	Completed	N/A	
4336611	US 441/US 27/South Pine Avenue from SW 3rd St. to NW 2nd St.	Funding Decrease	\$107,604	
4411361	US 441 from CR 25A (NW Gainesville Rd.) to US 301/441 Interchange	Funding Increase	\$5,606,809	
4356861	US 441 at SE 98th Lane	Completed	N/A	
4336601	US 441 at SR 464	Funding Decrease	\$90,948	
4447671	US 441 SLOPES AT RR OVER PASS B/W SE 3RD AVE & SE 30TH ST	Completed	N/A	
4453211	Wildwood Mainline Weigh In Motion (WIM) Screening	Funding Decrease	\$57,711	