



OCALA MARION 2045 LONG RANGE TRANSPORTATION PLAN EXECUTIVE SUMMARY

OCALA MARION
TRANSPORTATION
PLANNING
ORGANIZATION

NOVEMBER 2020

The Ocala Marion TPO

Established in 1981, the **Ocala Marion Transportation Planning Organization (TPO)** is a federally mandated agency responsible for allocating state and federal funds to roadway, freight, transit, bicycle and pedestrian projects within Marion County. The TPO serves the cities of Belleview, Dunnellon, Ocala and Marion County, and works to ensure improvements to the transportation system reflect the needs of both stakeholders and the public. Improvements to the transportation system are determined through a long-term visioning process. This process combined with short-term action steps necessary to implement the vision are developed in the TPO's core plans and programs.

The TPO is comprised of five staff and is governed by a 12-member Board of locally elected officials. The expertise of TPO staff and leadership of the TPO Board are supplemented by the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Transportation Disadvantaged Local Coordinating Board (TDLCB). Collectively, these boards and committees provide guidance and policy-making decisions for the organization. The work of the TPO is guided by state and federal legislation, including Florida Statute 339 and U.S. Code Title 23 and 49.

Throughout the United States, there are over 400 MPO/TPOs and are represented in all 50 states. Florida is home to 27, the most of any state. MPO/TPOs are required by federal and state laws in areas with a population greater than 50,000. The core requirements of the TPO are the regular update and adoption of a Long Range Transportation Plan; short term Transportation Improvement Program; a Public Involvement Plan; and a 2-year budget known as the Unified Planning Work Program.



What is the Long Range Transportation Plan?

The TPO Long Range Transportation Plan (LRTP) is the cornerstone of the transportation planning process for the Ocala Marion County planning area. The LRTP serves as a twenty-five (25) year blueprint for transportation improvements for the entire county that considers all modes of transportation, including roadways, transit, bicycles, pedestrians, trails, freight and aviation. The development of the LRTP is based on an extensive participatory process with input from partners, stakeholders and the general public.

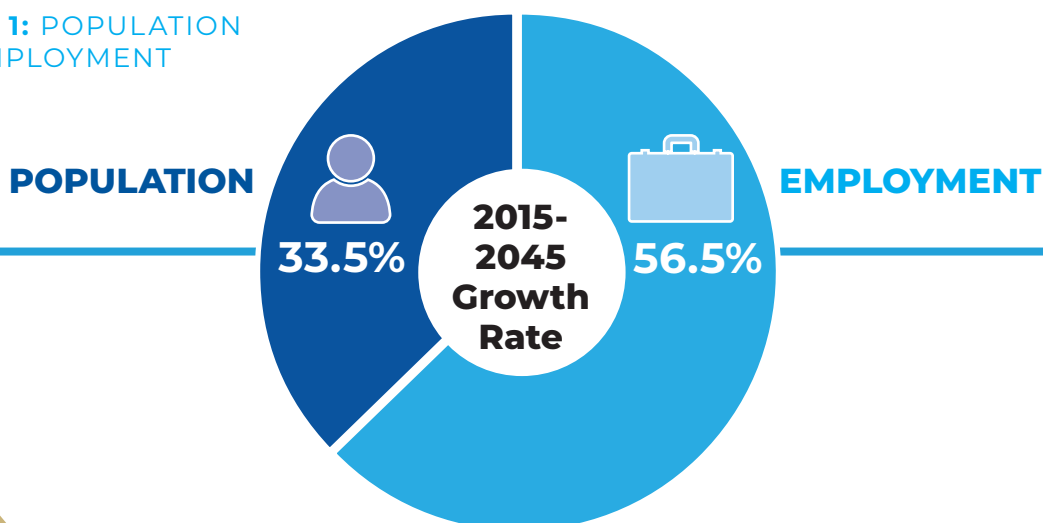
The LRTP document describes the current status of transportation in Marion County, projects future population/employment, and analyzes impacts on the anticipated transportation system. In addition, the LRTP includes a vision, set of goals and objectives, and financial projections, as well as estimates of future traffic. To ensure the recommendations are financially feasible, all projects included in the LRTP are linked to specific federal, state and local funding sources. Based on Federal regulations, the LRTP must be updated every five (5) years.

The two core elements of the LRTP include the Needs Plan and Cost Feasible Plan. A project that is included in the Needs Plan must go through a careful vetting process to ensure it is supported by the community; is reflected in one or more of 18 local, regional, and state plans and programs; and meets the approval of elected leaders. A Needs Plan project is further prioritized based on available funding and whether it effectively supports the vision and goals of the TPO. If a project meets these thresholds, it is identified in the Cost Feasible Plan and will be eligible to be funded and completed within the next 25 years.

The ultimate goal of the LRTP is to identify the highest priority improvements that are cost constrained to the available revenues, and for the TPO to submit these projects to the Florida Department of Transportation (FDOT) on an annual basis with the intent of receiving funding towards implementation. For more information on how projects each year are submitted to FDOT, please review the TPO's Fact Sheet on the List of Priority Projects (LOPP).

The projects that are prioritized and included in the LOPP and the Cost Feasible Plan are those that address both existing congestion and needs and also address the growth that is expected in the County over the next 25 years. **FIGURE 1** summarizes the population and employment growth that is expected, at an average growth rate greater than 45%.

FIGURE 1: POPULATION AND EMPLOYMENT



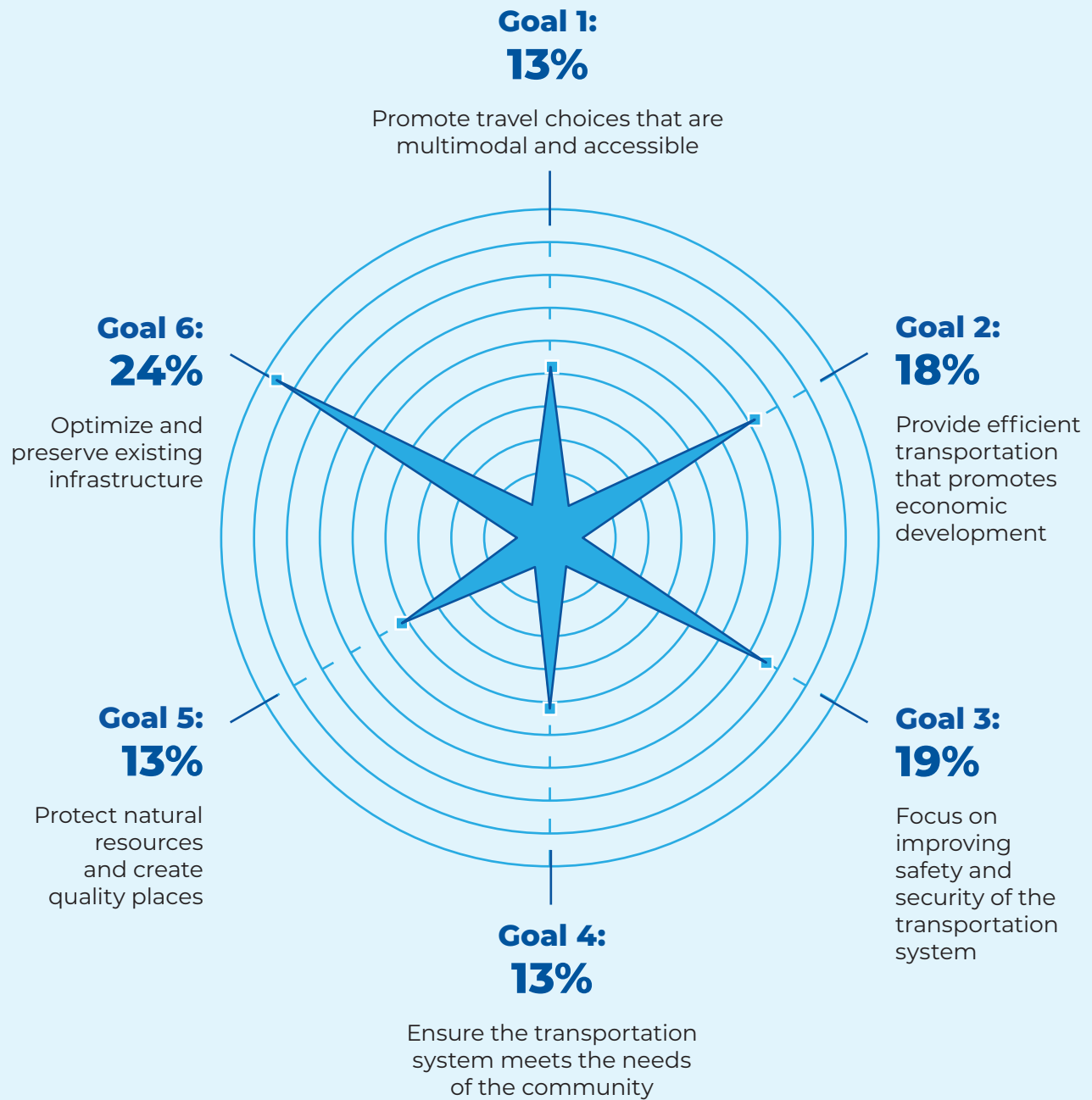
LRTP Vision, Goals, and Objectives

The LRTP is guided by a Vision and Goals and Objectives approved by the TPO Governing Board. The 2045 LRTP Vision is to **Develop a Safe, Convenient and Accessible Multimodal Transportation System that Supports a Vibrant Economy, Preserves Existing Assets, and Protects the Natural Environment**. The Goals and Objectives are designed to implement the Vision through a performance-based planning process that relies on data to assess the transportation system and prioritize improvements. In addition to the Vision, the Goals and Objectives also consider federal planning requirements and the goals of statewide plans that address safety, freight, asset management, and other considerations.

The 2045 LRTP Goals were weighted by the TPO Governing Board, with input from the public, TPO committees, and TPO staff. The resulting weights, which represent the relative importance of the goals for the Marion County transportation system, were used in the application of goal-specific metrics to perform the technical needs assessment and prioritization process. The weights, as depicted in **FIGURE 2**, recognize Safety, Economic Development, and System Preservation as the most important factors in the LRTP.



FIGURE 2: GOAL WEIGHTS



Public and Stakeholder Input

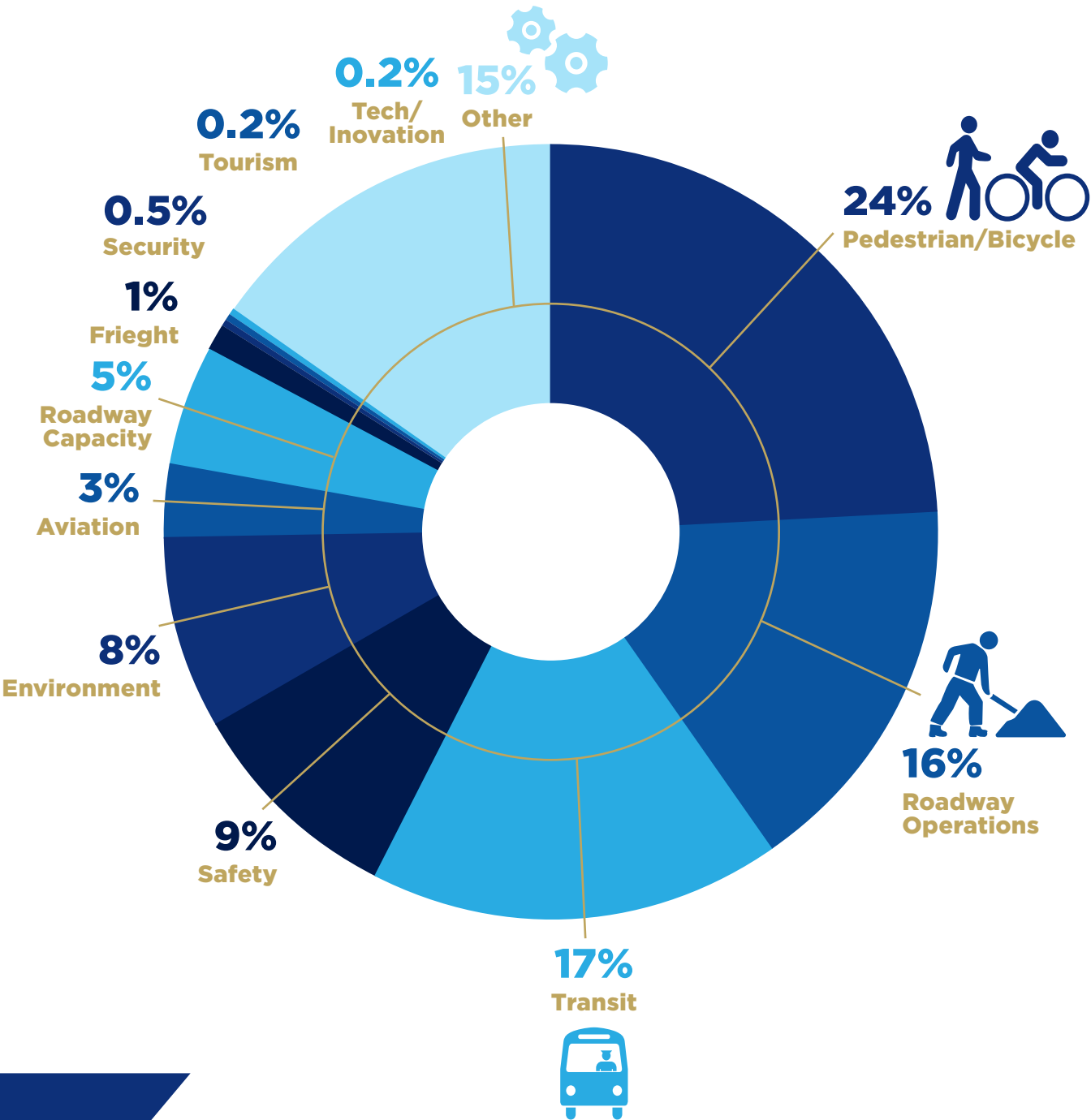
Public and stakeholder input are key ingredients to an effective planning process. A public involvement plan was developed to guide this essential component of the LRTP update, outlining the methods, schedule, milestones, and public involvement effectiveness measures. More than 40 meetings were held with TPO committees, the TPO Governing Board, the city councils of Ocala, Belleview, and Dunnellon; private sector stakeholder organizations, and the public at large. Input provided by these groups was used to shape the plan to serve the needs and desires of the users of Marion County's transportation system.

Stakeholder groups engaged early in the plan update process include nine groups representing the real estate, residential construction, roadway construction industries, business stakeholders, and the Governor's West Council, among others. The overall input received from these groups highlight the importance of tourism, air and water quality, and traffic congestion as the most important planning considerations, with every group selecting these areas as important. Other considerations voiced by the majority of stakeholders include economic development, safety, and natural resource protection.



The public at large was engaged through a variety of means, including social media, in person workshops, project website, virtual workshops, and ultimately a public hearing held by the TPO Governing Board on October 27, 2020. Early input from the general public, summarized in **FIGURE 3**, emphasized the importance of non-motorized transportation, a focus on operational roadway improvements like turn lanes and signal upgrades, and public transit.

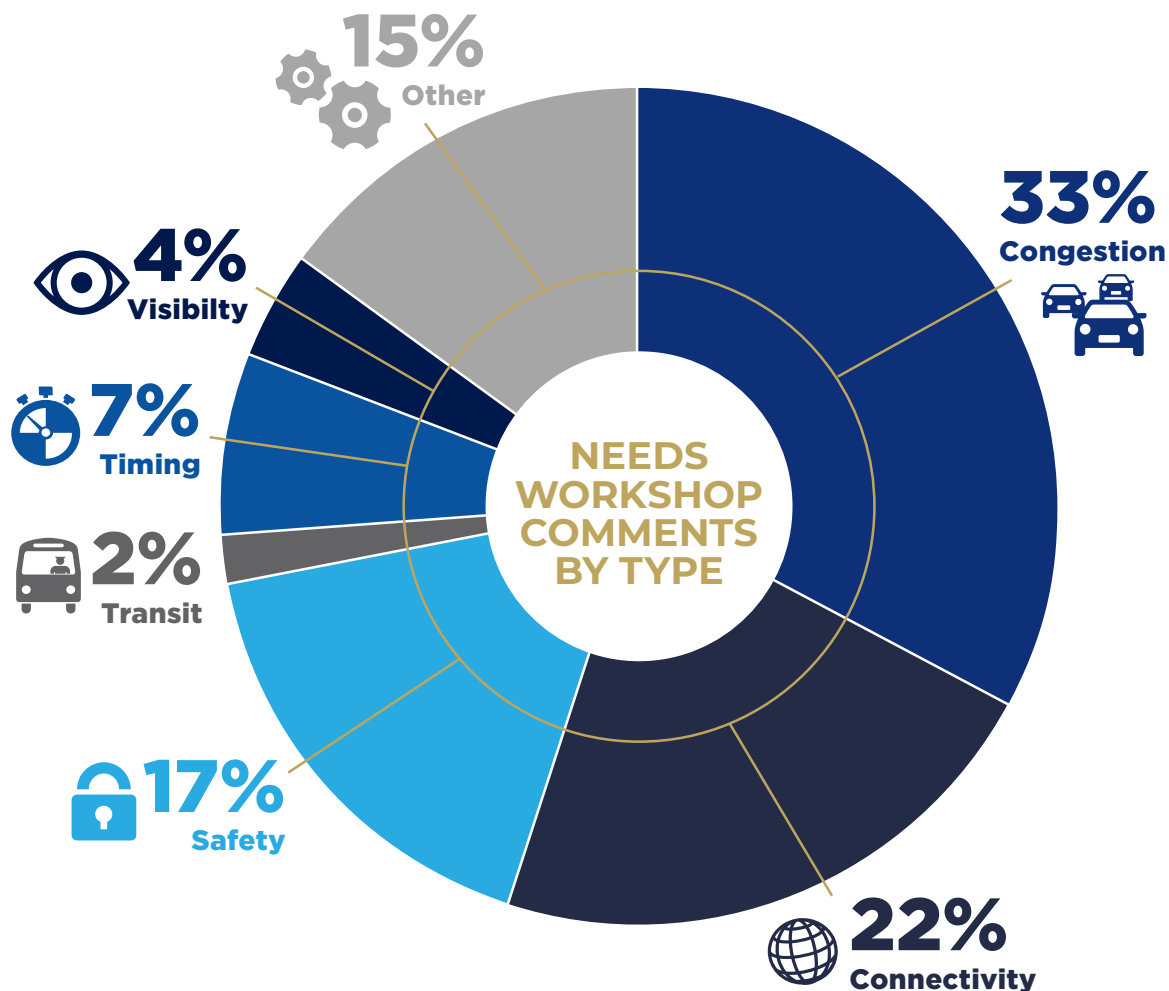
FIGURE 3: KICKOFF PUBLIC WORKSHOP COMMENTS

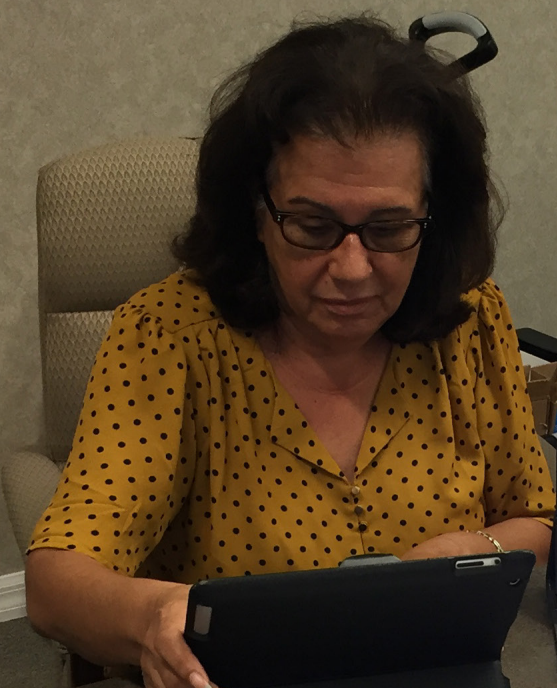
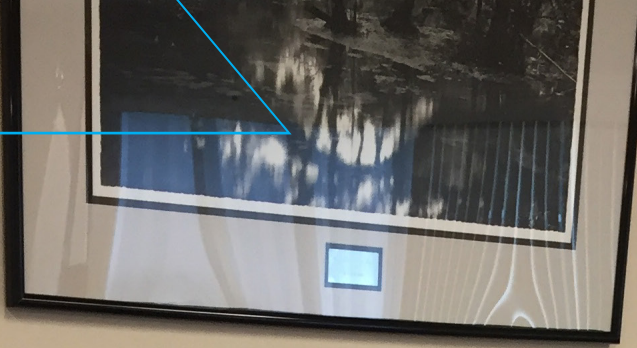


Subsequent input received during the needs assessment phase of the plan update highlighted support for solutions to traffic congestion, transportation network connectivity, and safety, among others, as illustrated in **FIGURE 4**. A cross reference between the types of improvement needs and the types of transportation facilities indicates the connectivity concerns are more heavily weighted to bicycle, pedestrian, and trail facilities, while the safety concerns are closer to even between roadway and bicycle/pedestrian facilities.

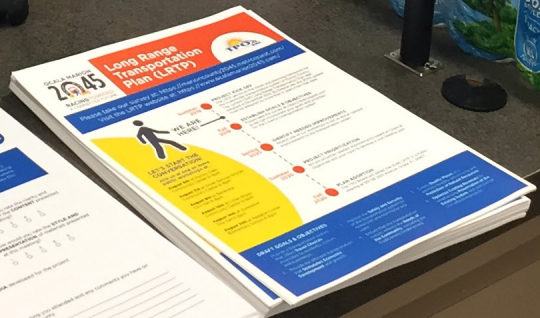
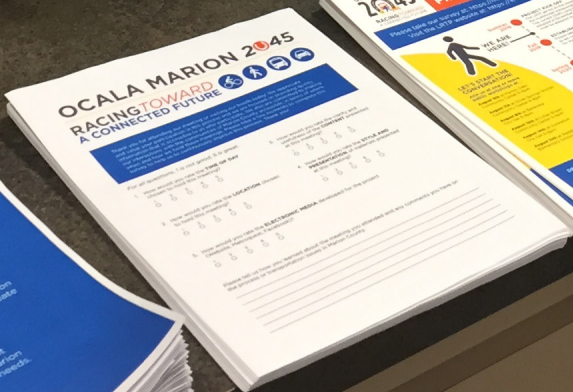
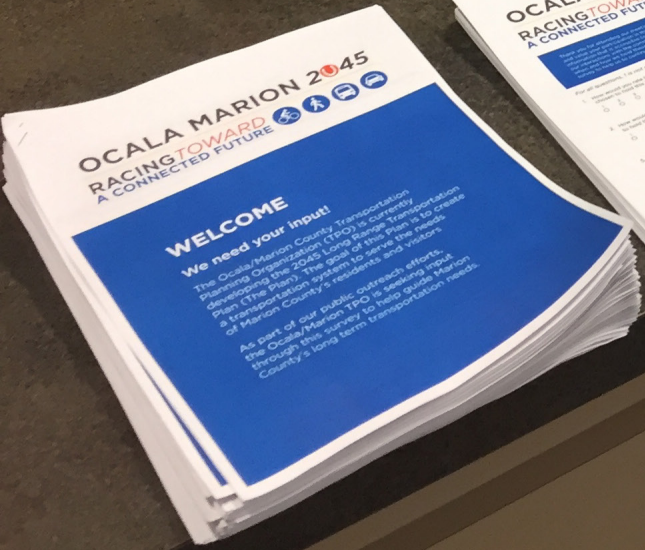
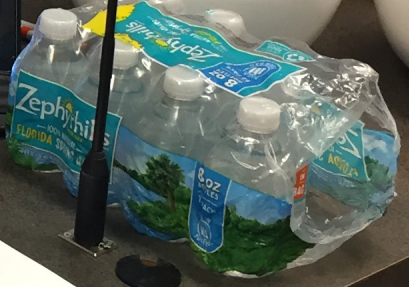
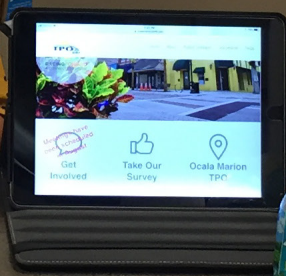
The input received from stakeholders and the public at large was used at all stages of the plan update process, including the setting and weighting of Goals and Objectives; development of the technical analysis used to identify improvement needs; and the ultimate prioritization of those needs and development of a cost feasible plan of improvements.

FIGURE 4: NEEDS PUBLIC WORKSHOP COMMENTS





VALERIE HANCHAR
VICE-MAYOR



Environmental Considerations

Marion County boasts a diverse and valued natural landscape. Thousands of acres of national forest, natural springs, miles of regional recreational trails, horse farms, and countryside greet visitors and welcome residents home. Consideration of these important resources is one of the critical components of the needs assessment and project prioritization process. Careful analysis of these resources and their proximity to infrastructure improvements was used to score projects based on their potential environmental impacts. The environmental resources used for this analysis, described in detail the following section, include:

- / Wetland areas
- / Aquifer vulnerability areas
- / Parks and recreation areas
- / Marion County designated Environmentally Sensitive Overlay Zone areas
- / Marion County designated Springs Protection Overlay Zone areas
- / FDEP designated Impaired Waters
- / FDEP species concentration areas

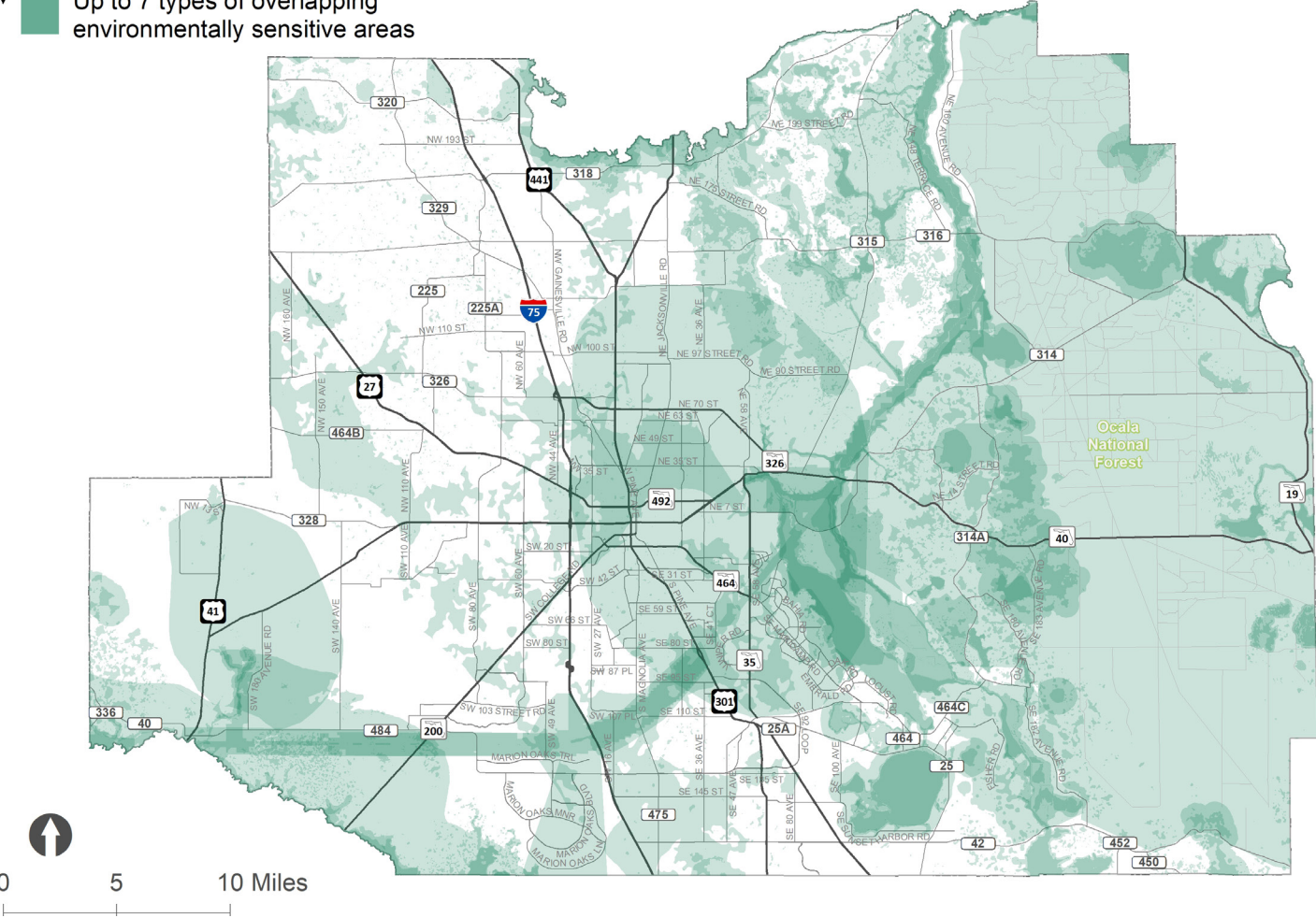
Early in the Needs Plan development phase of the LRTP update, the TPO also coordinated a data sharing workshop with environmental resource agencies and stakeholders to review Needs Plan projects and identify environmental needs and strategies for the avoidance or mitigation of environmental effects. The stakeholder group included the following state and federal natural resource agencies.

- / Florida Fish and Wildlife Conservation Commission
- / Federal Highway Administration, Eastern Federal Lands Highway Division
- / St Johns River Water Management District
- / Florida Department of Environmental Protection
- / US Forest Service

FIGURE 5: ENVIRONMENTAL COMPOSITE

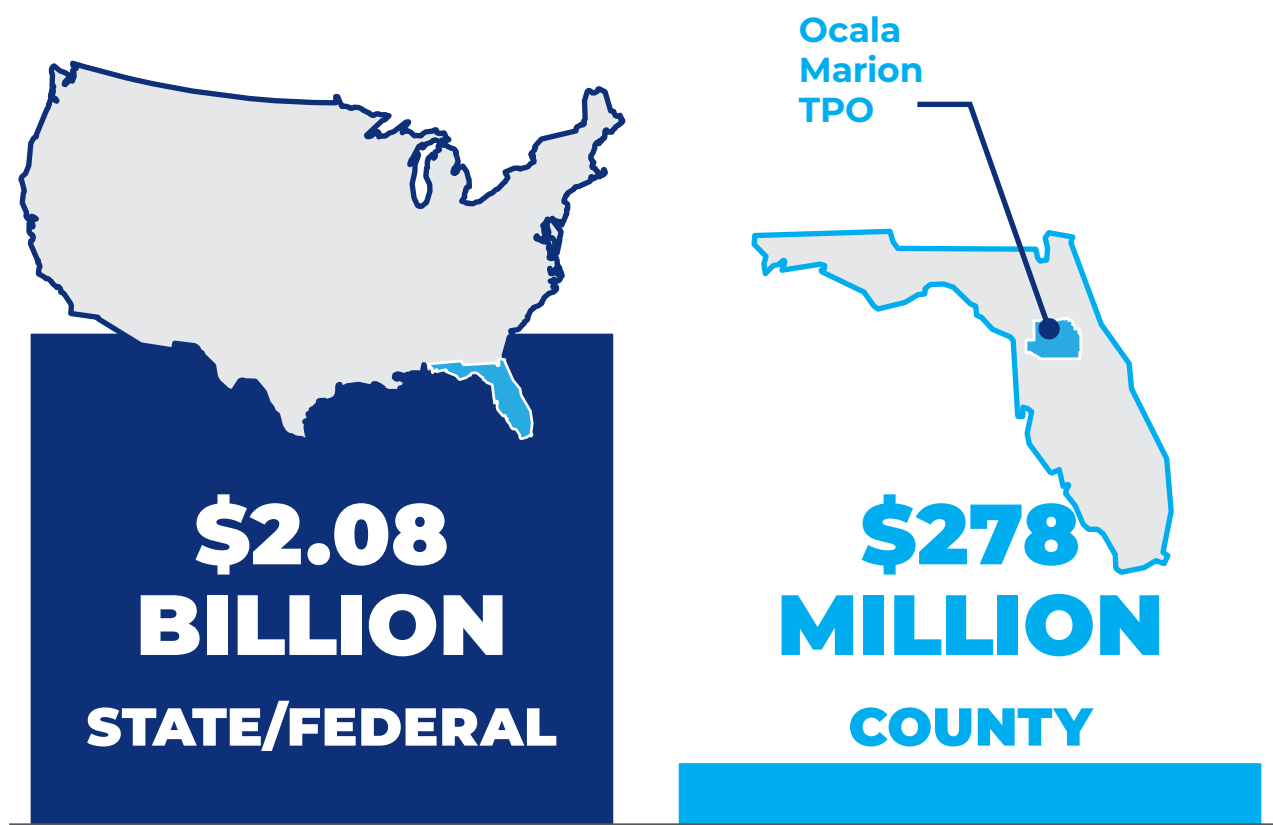
Legend

- One type of environmentally sensitive area
- Up to 7 types of overlapping environmentally sensitive areas



Financial Resources

One of the central federal requirements of LRTP is to demonstrate the cost feasibility of the plan. This requires the forecasting of revenues available to pay for prioritized transportation infrastructure improvements through 2045. Revenues analyzed for this purpose include State, Federal, and County revenues that are used for transportation purposes. The State and Federal revenues, as forecasted by the Florida Department of Transportation (FDOT), include a variety of programs designed for different types of investments, including Strategic Intermodal System, transit and multimodal, and arterial roadway investments. The total State and Federal revenues expected to be invested in Marion County for the life of the plan is \$2.08 billion. Local revenues available for transportation improvements, above and beyond maintenance of the existing network, is approximately \$278 million. This sum includes the local and state levied motor fuel taxes and transportation impact fees assessed to developers to address the infrastructure needs of new development.



The Cost Feasible Plan

A plan synthesis was prepared, summarizing the priorities and needs identified in one or more of over 15 local, regional, and state plans for Marion County. In addition to the broad land use strategies and growth scenarios envisioned by these plans, more than 300 transportation improvements were identified in the plans. These include sidewalk, bicycle lane, trail, transit service, roadway operational, and roadway capacity improvements, all of which were considered for inclusion in the Cost Feasible Plan. A technical evaluation methodology was developed to assess projects and the network as a whole using more than 12 transportation and land use metrics associated with the LRTP Goals and Objectives.

The performance-based evaluation framework is designed to provide comprehensive analysis of the County's transportation system, relative to the Travel Choices, Safety, Security, Economic Development, System Preservation, and Natural Resources goals. The data analysis was used in two ways. The first is a systemwide assessment of the entire regional roadway network in the County to determine improvement needs based on the LRTP Vision and Goals, as depicted. The second is a project scoring process that facilitates prioritization of needed improvements for inclusion in the Cost Feasible Plan.

The highest scoring segments in the system assessment were isolated and compared to the identified improvement needs in the plan synthesis. Segments without known improvement needs were identified for corridor studies. These studies will be funded with a boxed fund program, which set aside \$3 million from the federal Other Roadways Right of Way and Construction (Other Roadways) funding program. Other boxed fund set asides include \$100 million for multimodal improvements and \$60 million for Intelligent Transportation System (ITS) improvements, funded with Other Roadways and local option fuel taxes. Other roadway capacity and operational improvements in the Cost Feasible Plan include 23 local roadway projects and 33 state roadway projects. Multimodal projects budgeted by FDOT and included in the first five years of the plan period include three trail projects, four sidewalk improvements, and a pedestrian bridges project in Silver Springs State Park. Two of the sidewalk projects support safe access to the Saddlewood and Legacy elementary schools.

The Cost Feasible Plan is organized by five-year timebands as depicted and tabulated in the following figures and tables.

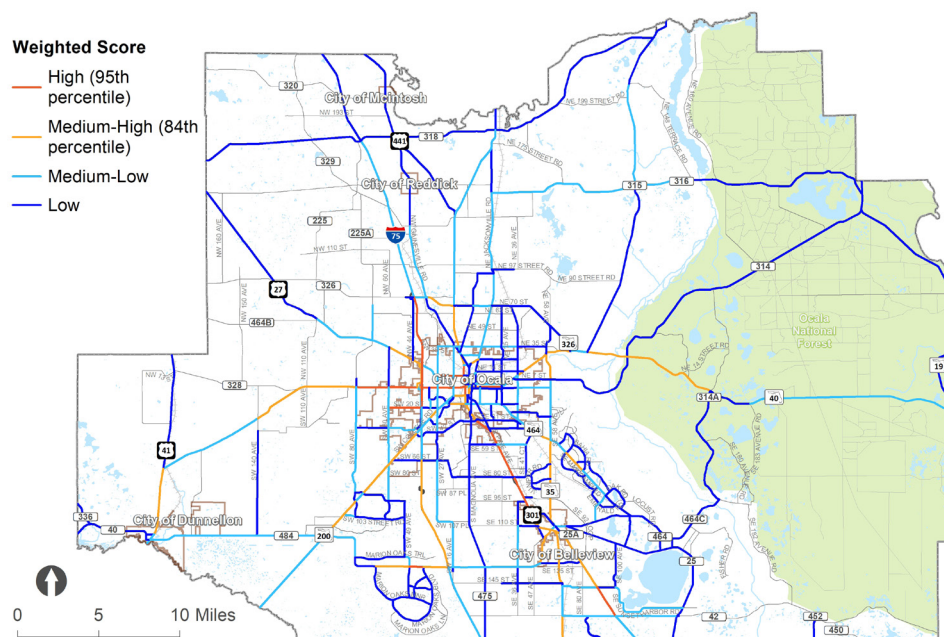


FIGURE 6: 2021-2025 PROJECTS

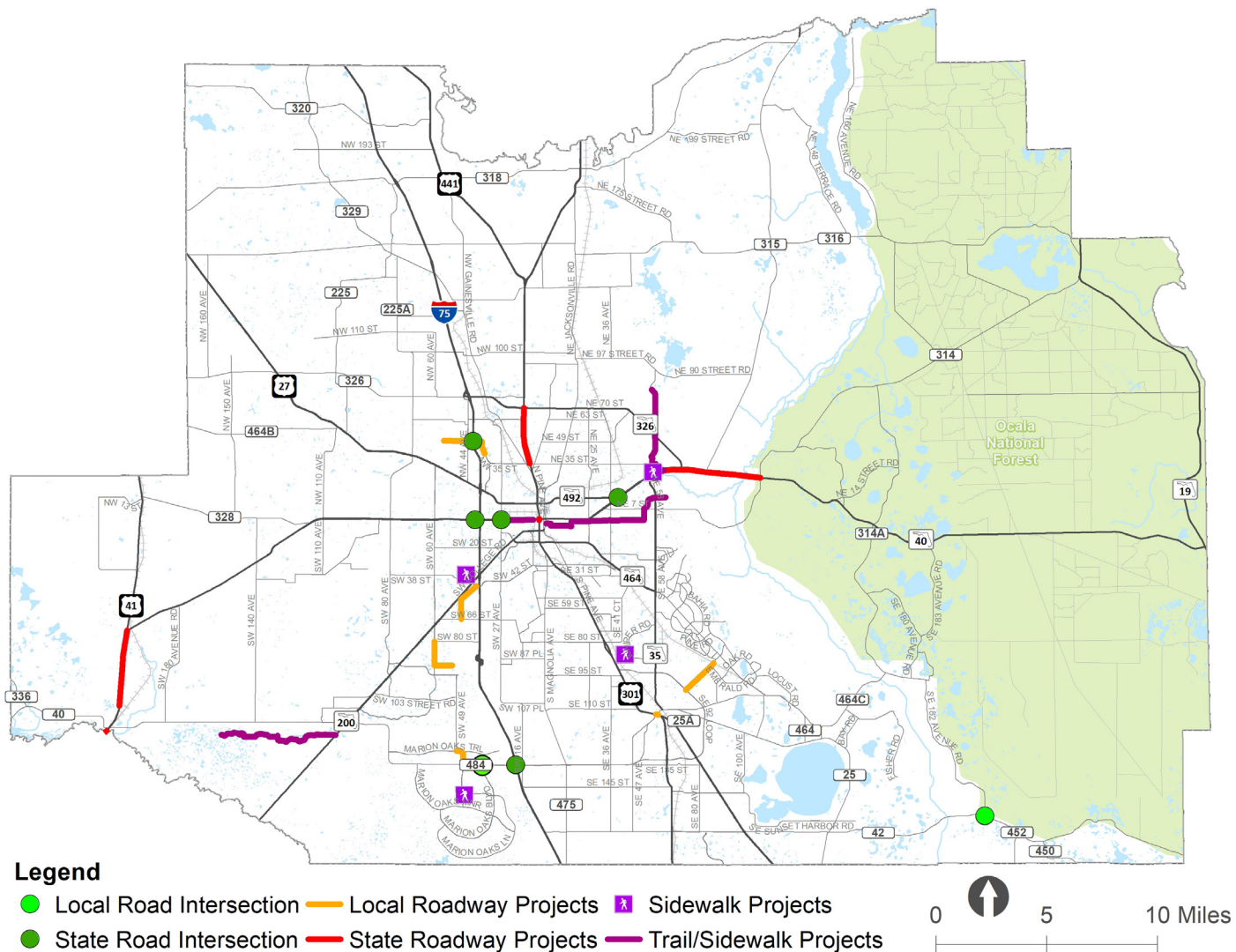


TABLE 1: 2021-2025 PROJECTS

PROJECT TYPE	FACILITY	FROM	TO	IMPROVEMENT
State/Federal Funded Roadway Investments	SR 45 (US 41)	SW 110TH St	N of SR 40	Add Lanes & Reconstruct
	SR 40	End of 4 Lanes	E of CR 314	Add Lanes & Reconstruct
	CR 484	SW 20TH Ave	CR 475A	Interchange Improvement
	SR 40	at SW 40th Ave and SW 27th Ave		Add Turn Lane(s)
	I-75(SR 93)	End of NW 49th St	End of NW 35th St	New Interchange
	US 441	SR 40	SR 40A (SW Broadway)	Traffic Ops Improvement
	E SR 40	At SR 492		Traffic Signals
	SR 40	SW 27th Ave	MLK Jr. Ave	Safety Project
	US 41/ Williams St	Brittan Alexander Bridge	River Rd	Safety Project
	SR 25	NW 35th St	SR 326	Safety Project
	CR 42	at SE 182ND		Add Turn Lane(s)
Local Funded Roadway Investments	SE Abshier Blvd	SE Hames Rd	N of SE Agnew Rd	Traffic Signals
	Emerald Road Extension	SE 92nd Loop	Florida Northern Railroad	New 2 Lane
	NW 49th Street Ext	NW 44th Ave	NW 35th Ave	New 4 Lane
	NW 49th Street	1.1 miles west of NW 44th Ave	NW 44th Ave	New 2 Lane
	SW 49th/40th Ave	SW 66th St	SW 42nd St Flyover	New 4 Lane divided
	SW 49th Ave	Marion Oaks Trail	CR 484	New 4 Lane
	SW 90th St	SW 60th Ave	0.8 miles E of SW 60th Ave	New 2 Lane
	SW 60th Ave	SW 90th St	SW 80th St	Traffic Signals
	CR 484	at Marion Oaks Blvd		Add Turn Lanes, Modify Signals
Pedestrian/ Bicycle Investments	Silver Springs State Park			Pedestrian Bridges
	Pruitt Trail	SR 200	Pruitt Trailhead	Bike Path/Trail
	Indian Lake Trail	Silver Springs State Park	Indian Lake Park	Bike Path/Trail
	Downtown Ocala Trail	SE Osceola Ave	Silver Springs State Park	Bike Path/Trail
	SR 40	NW 27th Ave	SW 7th Ave	Sidewalks
	Marion Oaks- Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor	Sidewalks
	Saddlewood Elementary Sidewalks			Sidewalks
	Legacy Elementary Sidewalks			Sidewalks
Technological Investments	Marion County/ Ocala ITS Operational Support			ITS Communication System

FIGURE 7: 2026-2030 PROJECTS

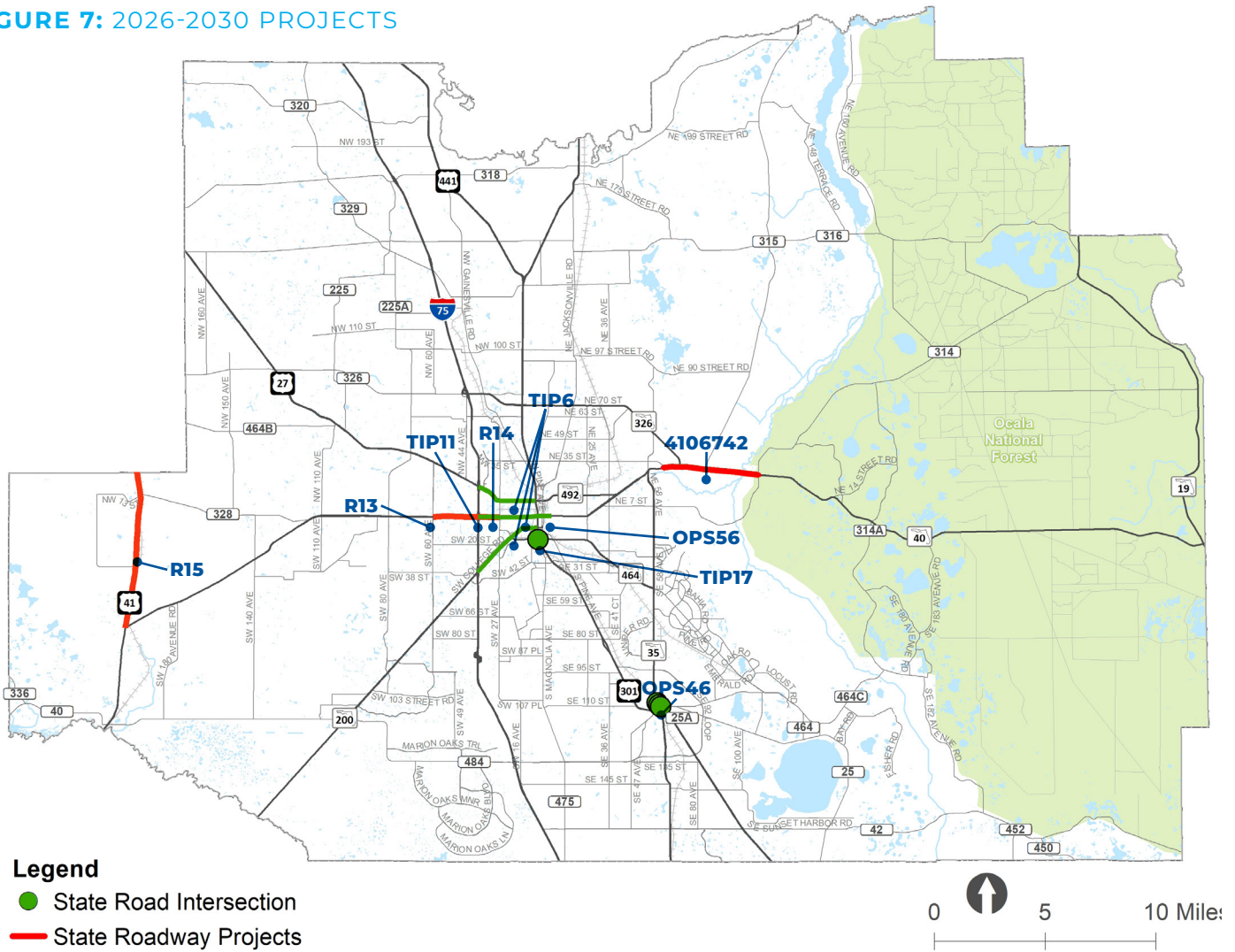


TABLE 2: 2026-2030 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	TIP6	I-75 FRAME Off System			ITS infrastructure
	TIP17	US 441	at SR 464		Turn lane
	TIP11	SR 40	SW 40th Ave	SW 27th Ave	Left turn lane
	R15	US 41	SR 40	Levy County Line	Widen to 4 lanes
	OPS46	SR 35	at Foss Rd, Robinson Rd, Hames Rd		Intersection geometry
	R13	SR 40	SW 60th Avenue	I-75	Widen to 6 lanes
	R14	SR 40	I-75	SW 27th Avenue	Widen to 6 lanes
	OPS56	SR 40 Downtown Operational Imp.	US 441	NE 8th Ave	Complete Street
	4106742	SR 40	from end of 4 lanes	to East of CR 314	Widen to 4 lanes

FIGURE 8: 2031-2035 PROJECTS

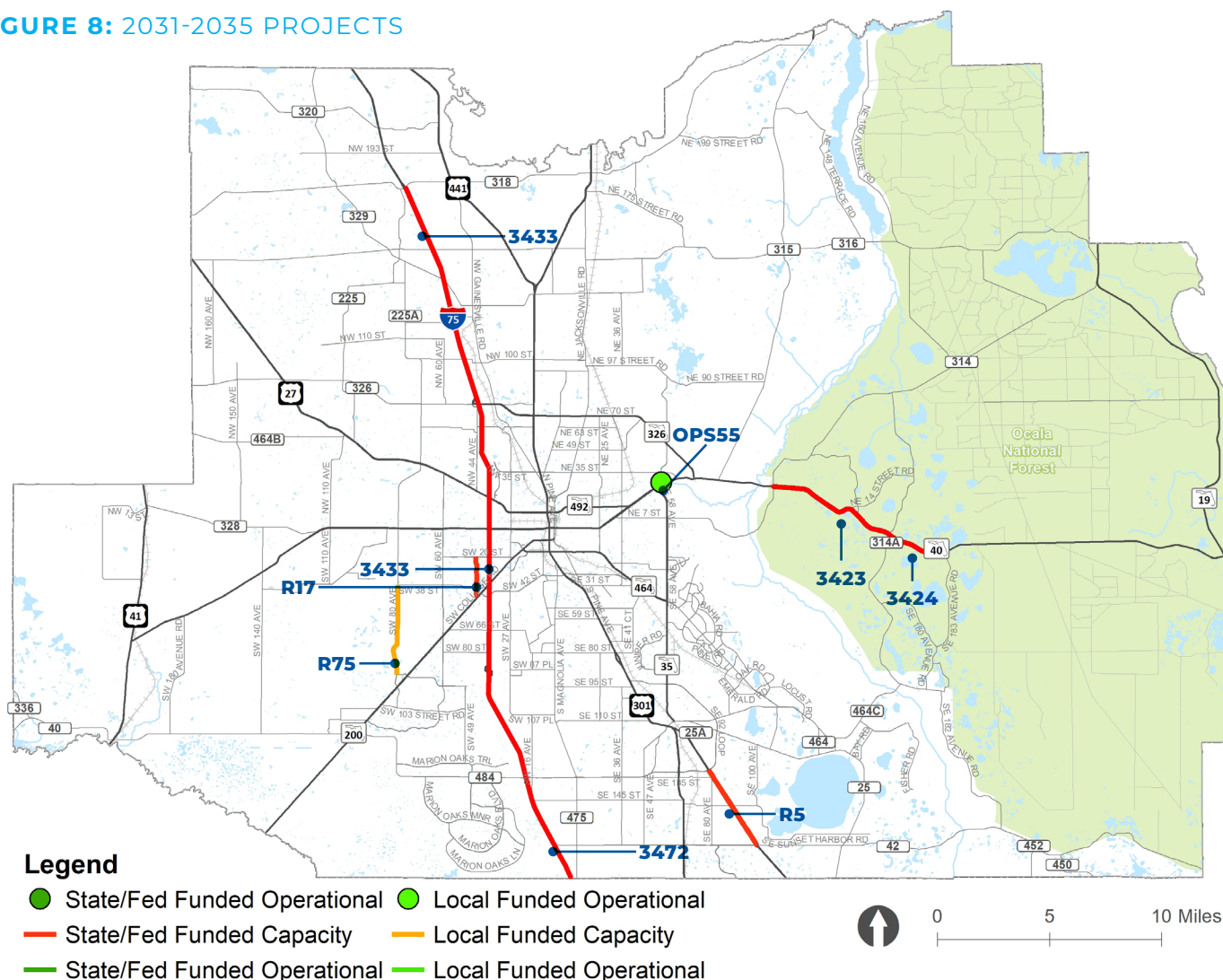


TABLE 3: 2031-2035 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R5	US 441	CR 42	SE 132nd Street Rd	Widen to 6 lanes
	R17	SW 44th Avenue	SR 200	SW 20th Street	New 4 lane
	OPS55	SR 40	SR 35		Intersection geometry
	3472	I-75	Sumter/Marion Co Line	CR 484	Widen to 8 lanes
	3433	I-75	CR 484	CR 318	Widen to 8 lanes
	3423	SR 40	E of CR 314	CR 314A	Widen to 4 lanes
	3424	SR 40	CR 314A	Levy Hammock Rd	Widen to 4 lanes
Locally Funded	R75	SW 70th/80th Ave	SW 90th St	SW 38th St	Widen to 4 lanes

FIGURE 9: 2036-2040 PROJECTS

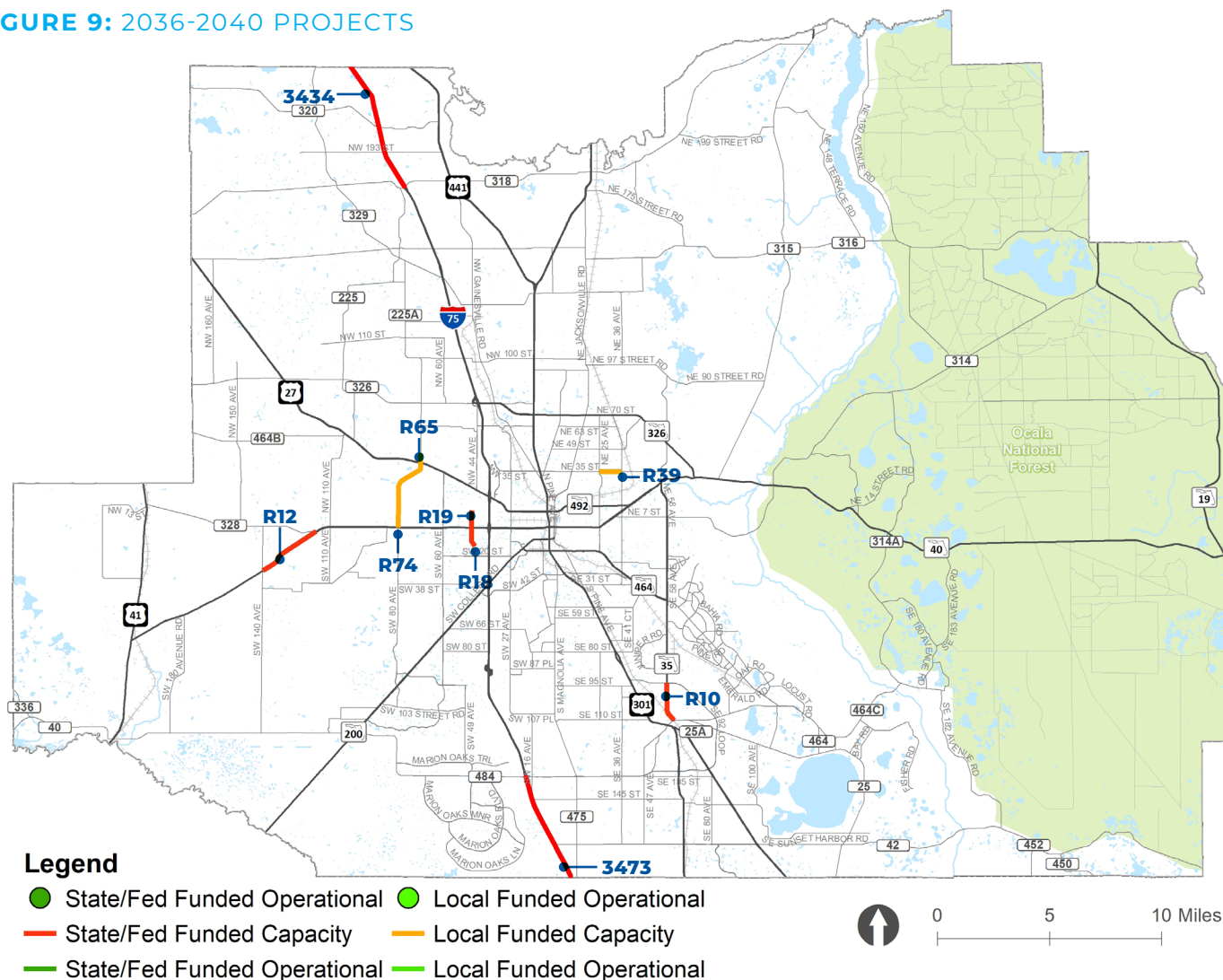


TABLE 4: 2036-2040 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R12	SR 40	SW 140th Avenue	CR 328	Widen to 4 lanes
	R10	SR 35	CR 25	SE 92nd Place Rd	Widen to 4 lanes
	R18	SW 44th Avenue	SW 13th St	SR 40	Widen to 4 lanes
	R19	NW 44th Avenue	SR 40	NW 10th Street	New 4 lane
	3434	I-75	CR 318	Marion/Alachua Co Line	Widen to 8 lanes
	3473	I-75	Sumter/Marion Co Line	CR 484	Managed Lanes
Locally Funded	R74	NW 70th/80th Ave	SR 40	US 27	Widen to 4 lanes
	R65	NW 70th Ave	US 27	NW 43rd St/NW 49th Street	Widen to 4 lanes
	R39	NE 35th Street	NE 25th Avenue	NE 36th Avenue	Widen to 4 lanes

FIGURE 10: 2041-2045 PROJECTS

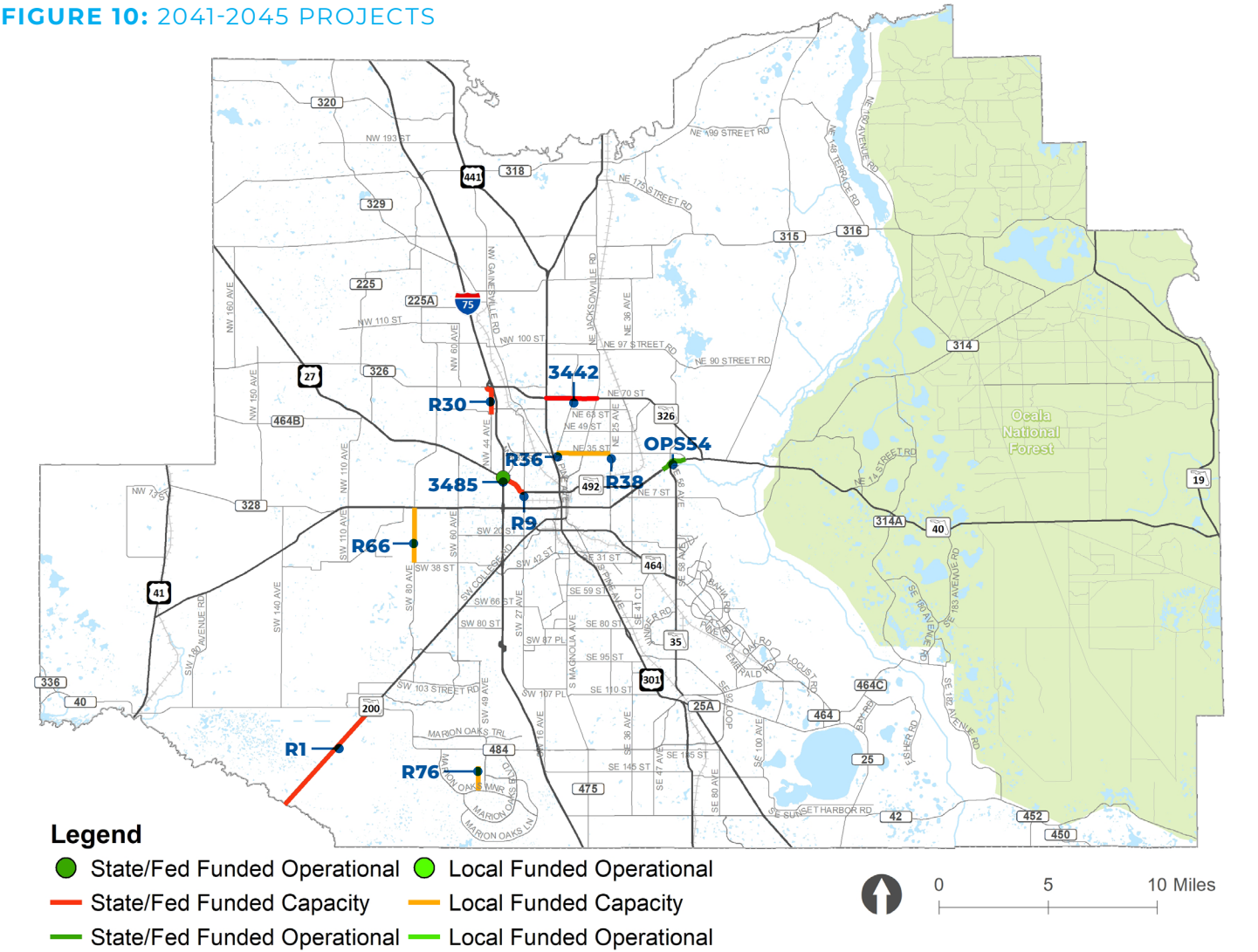


TABLE 5: 2041-2045 PROJECTS

FUNDING	ID	FACILITY	FROM	TO	PROJECT DESCRIPTION
State/ Federal Funded	R9	US 27	I-75	NW 27th Avenue	Widen to 6 lanes
	R1	SR 200	Citrus County Line	CR 484	Widen to 4 lanes
	R30	NW 44th Avenue	NW 60th Street	SR 326	Widen to 4 lanes
	OPS54	SR 40 - East Multimodal Imp.	NE 49th Terr	NE 60th Ct	Left turn lane
	3485	I-75	at US 27		Modify Interchange
	3442	SR 326	SR 25/US301/ US 441	Old US 301/CR200A	Widen to 4 lanes
Locally Funded	R36	NE 35th St	W Anthony Rd	SR 200A	Widen to 4 lanes
	R38	NE 35th St	SR 200A	NE 25th Ave	Widen to 4 lanes
	R66	SW 70th/80th Ave	SW 38th St	SR 40	Widen to 4 lanes
	R76	SW 49th Ave	Marion Oaks Manor	SW 142nd Pl Rd	Widen to 4 lanes

Corridor Studies and Boxed Fund Projects

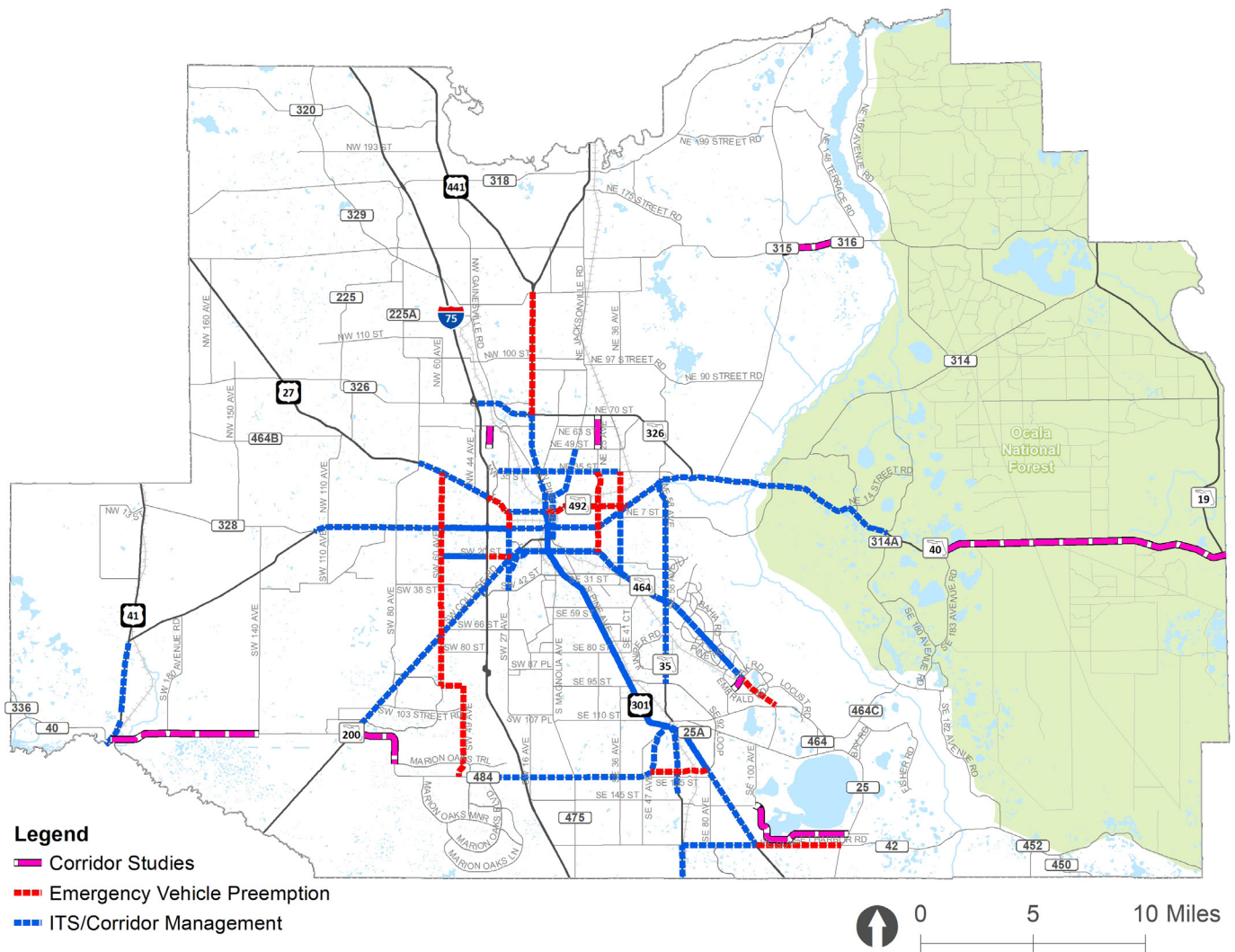
The Corridor Studies, ITS, and Multimodal boxed funds programs include more than 200 projects identified through the system needs assessment described in **Chapter 5**, the 2018 ITS Strategic Plan, and the TPO's bicycle, pedestrian, and regional trails plans reviewed in the Plan Synthesis, respectively. The boxed funds projects are listed in the following tables and illustrated on respective maps.

BOXED FUNDS PROGRAMS

FUNDING	FACILITY	FROM	TO
Corridor Studies Boxed Fund	NW 35th Ave.	NW 49th St	NW 63rd St
	CR 484	SR 200	Marion Oaks Tr
	CR 484	US 41	SW 140th Ave
	SR 40	SE 183rd Ave Rd	Lake Co line
	NE Jacksonville Rd	NE 49th St	SR 326
	CR 316	CR 315	NE 148th Terr Rd
	SE Sunset Harbor Rd	SE 100th Ave	CR 25
	Oak Rd	Emerald Rd	SE Maricamp Rd
ITS Boxed Funds Program ITS Intersection Improvements	SR 40	SW 60th Avenue	SR 35
	SR 40	Hwy 328	SW 27th Ave.
	US 27	SW 27th Avenue	SR 35
	US 301/US 441	SE 165th St.	SR 464
	US 441	US 301	CR 475
	US 441	SR 200	CR 25A
	CR 484	Marion Oaks Course	US 441
	SW 20th Street	SW 60th Avenue	I-75
	SW 20th St.	NW 60th Ave.	SR 200
	US 27	NW 27th Avenue	US 441
	SR 40	NE 1st Ave.	SE 25th Ave.
	US 27	CR 225	I-75
	US 441	SE 132nd Street Rd	US 301
	US 41	SW 111th Place Lane	SR 40
	US 441	CR 475	SR 200
	SR 200	CR 484	SR 464
	SR 40	SR 35	CR 314A
	US 301	SE 143rd Place	US 441
	US 301	NW 35th St.	SR 326
	CR 464	Midway Rd	Oak Rd
	SR 464	SR 200	Oak Rd
	US 301	Sumter County Line	CR 42
	SR 35	SE 92nd Place Rd	SR 464
	CR 464	SR 35	Midway Rd
	SR 464	SR 200	SR 35
	SR 200A	US 301	NE 49th St.
	NW/SW 27th Avenue	US 27	NW 35th Street
	E Magnolia Ave/E 1st Ave.	NE 20th St.	SR 200/SE 10th St
	SR 326	I-75	SR 200A
	Hwy 42	US 301	US 441
	US 41	Citrus County Line	SW 111th Place Ln

FUNDING	FACILITY	FROM	TO
ITS Boxed Funds Program ITS Intersection Improvements	SW 42nd St.	SR 200	SR 464
	NW/SW 27th Avenue	SW 42nd Street	SR 200
	NW/SW 27th Avenue	SR 200	SR 40
	SR 35	SR 464	SR 40
	NW 35th St.	NW 35th Ave. Rd.	NE 36th Ave.
	SE 36th Ave	SR 464	SR 40
	SW 27th Ave/SW 19th AveRoad	SW 42nd St.	SR 464
ITS Boxed Funds Program Emergency Vehicle Preemption Intersection Improvements	US 27	I-75	NW 27th Ave
	NW 27th Ave	US 27	SR 40
	60th Ave	US 27	SW 95th St
	US 301	SR 326	W Hwy 329
	CR 42	US 441	Ocala Rd
	NE 36th Ave	NE 35th St	SR 40
	Maricamp Rd	Oak Rd	SE 108th Terrace Rd
	US 492	US 301	SR 40
	SW 20th St	I-75	SR 200
	SW 49th Ave	SW 95th St	CR 484
	25th Ave	NE 35th St	SR 464
	SE 132nd St	CR 484	US 441
	SW 95th St	SW 60th Avenue	SW 49th Ave

FIGURE 11: CORRIDOR STUDIES AND ITS BOXED FUNDS PROJECTS



BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Transit Station Projects	CR 484 at I-75		shared park-and-ride lots
	SR200 W of I-75		shared park-and-ride lots
Multimodal Boxed Fund Sidewalk Projects	CR 42 (SE Hwy 42)	SE 80th Ave	SE 105th Ave
	CR 484	SE 25th Ave	US 441
	E Fort King St	NE 48th Ave	NE 58th Ave
	Marion Oaks-Sunrise/Horizon	Marion Oaks Golf Way	Marion Oaks Manor
	N Magnolia Ave	NW 28th St	NW 20th St
	NE 10th St	NE 8th Ave	NE 9th St
	NE 12th Ave	NE 14th St	Silver Springs Blvd
	NE 14th St	NE 24th Ave	NE 25th Ave
	NE 17th Ave	NE 14th St	NE 3rd St
	NE 19th Ave	NE 28th St	NE 14th St
	NE 24th St	NE Jacksonville Rd	NE 19th Ave
	NE 25th Ave	NE 14th St	NE 49th St
	NE 28th St	NE 12th Court	NE 19th Ave
	NE 28th St	US 301	E of NE Jacksonville Rd
	NE 35th St	US 441	NE 59th Terr
	NE 36th Ave	NE 14th St	NE 20th Pl
	NE 3rd St	NE Tusawilla Ave	NE Sanchez Ave
	NE 7th St	NE 36th Ave	NE 58th Ave
	NE 8th Ave	NE 10th St	NE Jacksonville Rd
	NE Jacksonville Rd	NE 53rd St	NE 35th St
	NW 16th Ave	NW Gainesville Rd	NW 31st St
	NW 27th Ave	S of NW 17th St	NW Old Blitchton Rd
	NW 35th St	NW 16th Ave	US 441
	NW 44th Ave	W Hwy 326	NW 63rd St
	NW Gainesville Rd	NW 37th St	S of NW 35th St
	NW MLK Jr Ave	NW 31st St	NW 22nd St
	SE 102nd Pl	US 441	SE 52nd Ct
	SE 110th St	SE 36th Ave	SE 55th Ct
	SE 110th St Rd	SE Baseline Rd	SE 90th Ct
	SE 110th St/CR25	SE Baseline Rd	SE 109th Terrace Rd
	SE 113th St	Hames Rd	SE 56th Ave
	SE 11th Ave	Silver Springs Blvd	SE 17th St
	SE 132nd St Rd	SE 55th Ave Rd	US 301
	SE 147th Pl	SE 84th Terr	US 441
	SE 17th St	SE 30th St	SE 32nd Ave
	SE 17th St	SE 25th Ave	SE 36th Ave
	SE 18th Ave	SE 17th St	SE 28th Loop
	SE 19th Ave	SE 28th St	SE 31st St
	SE 1st Ave	SW 1st Ave	SW 6th St
	SE 22nd Ave	E Fort King St	SE 17th St

BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Sidewalk Projects	SE 24th St	SE Maricamp Rd	SE 36th Ave
	SE 30th Ave	SE 32nd Ave	Existing sidewalk to the south
	SE 32nd Ave	SE Fort Kiing St	SE 13th St
	SE 36th Ave	SE 95th St	SE Hwy 42
	SE 38th St	SE 38th St / SE 36th St	SE 37th Ct
	SE 38th St	SE Lake Weir Ave	SE 31st St
	SE 3rd Ave	SE 6th St	SE 8th ST
	SE 3rd Ave	S Magnolia Ave	SE 17th St
	SE 44th Ave Rd	SE 48th Place Rd	SE Maricamp Rd
	SE 55th Ave Rd	US 27 (SE Ashbier Blvd)	SE 132nd St Rd
	SE 79th St	SE 41st Ct	Juniper Rd
	SE 95th St	Cross Florida Trail	US 441
	SE Lake Weir Ave	SE 31st St	SE 38th St
	SE Maricamp Rd	SE 36th Ave	Oak Rd
	SE Sunset Harbor Rd	US 441	CR 42 (SE Hwy 42)
	SR 200	SW 20th St	SW 17th Rd
	SR 40 - West Multimodal Improvement	CSX Rail Bridge	I-75
	SW 13th St	SW 33rd Ave	SW 12th Ave
	SW 17th St	SW College Rd	SW 12th Ave
	SW 19th Ave Rd	SW 17th St	W of SW 21st Ave
	SW 1st Ave	US 27 (S Pine Ave)	SW 29th St Rd
	SW 1st Ave	SW Fort King St	US 441
	SW 20th St	SW 60th Ave	SW 57th Ave
	SW 20th St	I-75	SW 31st Ave
	SW 32nd Ave	SW College Rd	SW 31st Rd
	SW 32nd Ave	SW 34th Cir	SW 34th Ave
	SW 38th St	SW 60th Ave	SW 48th Ave
	SW 40th St	SW 48th Ave	SW 43rd Ct
	SW 43rd Ct	SW 32nd Pl	SW 44th St
	SW 5th St	SW 1st Ave	Pine Ave
	SW College Rd	SW 39th St	SW 17th St
	US 27 (Pine Ave)	W of SE 10th Ave	SE 10th Ave
	US 27 (S Pine Ave)	SE 38th St	SE 52nd St
	US 27 (S Pine Ave)	SE 3rd Ave	SE 30th St
	US 301	SE 62nd Ave	SE 115th Ln
	US 301	W Anthony Rd	NW 28th St
	US 441	SW 15th Pl	SW 17th St
	US 441	US 301	SE 173rd St
	W Anthony Rd	NW 34th Pl	US 301
	W Anthony Rd	NW 44th St	NW 35th St

BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Bicycle Facility Projects	NE 97th Street Rd	NE 58th Ave	CR 200A
	CR 200A	NE 97th Street Rd	NE 100th St
	NE/NW 100th St/NE 97th St	NE 36th Ave	CR 225A
	CR 225A	NE 100th St	SR 40
	SW 80th Ave	SR 40	SW 90th St
	SW 95th Street Rd	SW 60th Ave	SW 49th Ave
	SW 49th Ave	SW 95th Street Rd	Marion Oaks Course
	Marion Oaks Course	SW 49th Ave	CR 484
	CR 484	SW 16th Ave	SR 25 (Hames Rd)
	SR 25 (Hames Rd)	US 441	SR 35 (Baseline Rd)
	SR 35 (Baseline Rd)	SR 25 (Hames Rd)	SE Maricamp Rd
	SR 35 (Baseline Rd)	SR 40	NE 97th Street Rd
	CR 25 (Ocala Rd)	SR 35 (Baseline Rd)	SE Sunset Harbor Rd
	SE Sunset Harbor Rd	CR 25 (Ocala Rd)	SE 100th Ave
	SE 100th Ave	SE Sunset Harbor Rd	CR 25 (Ocala Rd)
	SE 132nd Place	SE 100th Ave	Carney Island Park Entrance
	Withlacoochee Bay Trail	Downtown Dunnellon	Levy County line
	Villages Trail	Lake Weir	Lake County line
	SR 40 to Silver Springs State Park Connection	Half Mile Creek Trailhead	Silver Springs State Park
	Indian Lake State Forest Connection	Half Mile Creek Trailhead	Indian Lake State Forest
	CR 200A	NE 35th St	CR 200
	SR 40	CR 328	US 41
	CR 42	CR 475	County line
	SE 110 Street Rd	CR 25	SE Maricamp Rd
	CR 464C	CR 25	CR 314A
	CR 475A (SW 27 Ave)	SR 200	CR 475
	CR 475 (S Magnolia Ave)	US 27	South County line
	CR 314	SR 35	CR 214A
	CR 314A	CR 314	CR 464C
	SE 36th Ave	SR 40	Maricamp Rd
	SE 95th St	CR 475	US 441
	NE Osceola Ave	Bonnie Heath Blvd	NE 14th St
	SW 19th Ave Rd	SW 27th Ave	SW 17th St
	SR 464	SR 200	US 441
	SR 40 (Black Bear Trail)	SE 183rd Rd	US 17 (Volusia Co)

BOXED FUND	FACILITY	FROM	TO
Multimodal Boxed Fund Trail Projects	Indian Lake Trail	Silver Springs State Park	Indian Lake Trailhead
	Silver Springs Bikeway Phase II	Baseline Paved Trail - North Trailhead	CR 42
	Ocala to Silver Springs Trail	Osceola Trail / Ocala City Hall	Silver Springs State Park
	Silver Springs to Hawthorne Trail	Silver Springs State Park	Alachua County Line; Hawthorne
	Santos to Baseline, US441 crossing	Baseline Trailhead	Santos Trailhead
	CR484 Pennsylvania Ave Multi-Modal	Blue Run Park	Mary Street
	Watula Trail & NE 8th Road Trail	Tusawilla Art Park	CR 200A/SE Jacksonville Road
	Nature Coast Trail	Levy County Line	CR 484
	Bellevue to Greenway Trail	Lake Lillian Park	Cross Florida Greenway
	SE Maricamp Rd.	SE 31st St	Baseline/SE 58th Ave
	CR 484	Cross Florida Greenway	Designated bike lane on CR 484
	Ocala-Summerfield Rd./ SE 135th St./SE 80th Ave.	CR 484	Mulberry Grove Pool and Recreation Center
	Maricamp Rd.	Baseline/SE 58th Ave	Designated bike lane E of Oak Rd
	Bonnie Heath Blvd.	NW 60th Avenue	NW Hwy 225A
	US 441 to McIntosh to Ocala Connector	McIntosh	Ocala Connector
	Cannon-Dunnellon Segment	Pruitt Trailhead	Bridges Rd Trailhead
	Black Bear Trail	Silver Springs State Park	Wildcat Lake Boat Ramp
	Lake County Connection	along SE HWY 42 and SE HWY 452	
	Gainesville to Ocala Corridor	Alachua County Line to	NE 58th Ave
	Orange Creek Corridor	Alachua County Line	Ocklawaha River
	Silver River to Bronson Corridor	Levy County Line	NE 58th Ave
	Williston to Orange Creek Corridor	Levy County to	Alachua County Line
	CR 484 trail tunnel	N of paved trail tunnel on CFG	
	SW 49th Ave trail tunnel	at existing trail tunnel across CFG	
	I-75 landbridge	at CFG	
	Forest High School SRTS	SE 38th St/SE 47th Ave	Ocala Rotary Sportsplex
	Bikeway to Silver Springs gap	N end of Silver Springs Bikeway II	Silver Springs State Park
	Multi use path	Osceola Ave	Silver Springs Trail

FIGURE 12: MULTIMODAL BOXED FUND PROJECTS

