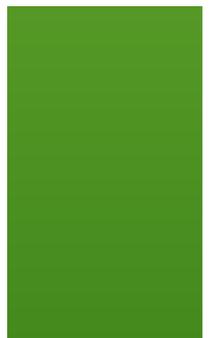




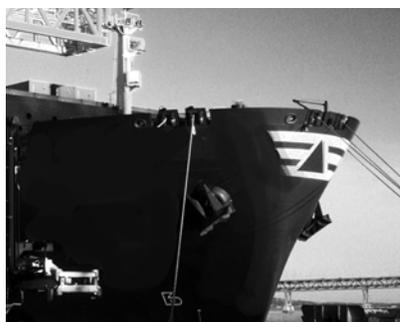
FDOT



SIS 1st FIVE
PROJECT CATALOG



Adopted July 1, 2014



Introduction and Project Catalog Key

The Strategic Intermodal System (SIS) 1st Five-Year Plan (Adopted Work Program) represents the foundation of the entire FDOT SIS planning process, also known as the SIS Funding Strategy. The plan/program represents a financially feasible planning document that consists of all SIS funded projects for the current fiscal year and ensuing four years. SIS capacity projects in the plan consist of various transportation investments, leading to the enhancement of all modes of transportation throughout the state, including significant airports, highways, railroads, seaports, spaceports, transit facilities, and the connectors between them.

The purpose of this catalog is to inventory, in detail, the investments, as set forth in the SIS Adopted Work Program. In creating this catalog, the Systems Planning Office coordinated its efforts with the seven geographic district SIS Coordinators, as well as staff from the Office of Freight, Logistics, and Passenger Operations. Project financial information was taken directly from the FDOT Work Program mainframe system.

Financial management number

FDOT district

Facility name and limits as programmed in Work Program

Transportation mode

Transportation enhancement category

Map of project location

Transportation enhancement description

Strategic Investment Tool (SIT) scores are for highways only

Dollar amounts are totaled in the last phase year for project development and environmental (PD&E) and preliminary engineering phases.

Dollar amounts are totaled in the first phase year for right-of-way and construction phases.

Project costs are subject to change.

Based on the 6 goals of the Florida Transportation Plan

Projects are sorted first by geographic district, then alphabetically by transportation mode, and then numerically by item segment.

Each goal is out of 20 points

FDOT - SIS

1st Five-Year Project Catalog

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Item Segment: 2426263
District 5

Facility: I-75
Highway

Project Limits: FROM CR 470 TO SR 91 (FLORIDA TURNPIKE)



Improvement: Add 2 Lanes to build 6 Lanes

Description:
The project consists of the addition of two general use lanes for a total of six lanes. The improvement represents a vital component in the efficient movement of freight on I-75, which is known as the "the Freight Backbone of Florida". The improvement is to also provide for additional capacity in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,277	2015
Right of Way	\$2,487	2015
Construction	\$56,116	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	1.00
Livable Communities	7.20
Environmental Stewardship	10.50
Total	30.20

District 1



Improvement: Intermodal

Description:

This project serves to provide additional capacity to the midfield terminal entrance road by increasing the lane total to 6 lanes. This project includes the roadway plus drainage.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,917	2015

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Runways

Description:

The project consists of runway improvements at the Southwest Florida international Airport in Lee County. The improvements are anticipated to ensure that the airport is able to meet its development goals, maximize capacity, and maintain the desired level of operation.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$42,542	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Airports

Description:

The project represents the design, permitting, and construction of a dual taxiway/runway.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$1,750	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: US 17

Highway

Project Limits: FROM CR 760A (NOCATEE) TO HEARD STREET



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of widening US 17 from CR 760A to Heard Street from a two lane roadway to four lane roadway. The length of the project is approximately 4.562 miles. Right of Way and Construction are currently funded.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$3,329	2015
Construction	\$33,726	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.00
Maintenance & Operations	5.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.00
Livable Communities	7.20
Environmental Stewardship	12.25
Total	43.45

Facility: SR 70

Highway

Project Limits: FROM NE 34TH AVENUE TO NE 80TH AVENUE



Improvement: Add 2 Lanes to build 4 Lanes

Description:

This project consists of the reconstruction and widening of SR 70 from NE 34th Avenue to east of NE 80th Avenue. The project length is approximately 3.6 miles. The purpose of the project is to widen the segment of SR 70 from 2 lanes to 4 lanes. SR 70 is a major east-west route across the state.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$2,428	2015
Construction	\$102	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	1.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.80
Livable Communities	7.70
Environmental Stewardship	16.50
Total	42.50



Improvement: Add 2 Lanes to build 4 Lanes

Description:

This project consists of reconstructing the current two-lane roadway to a four-lane section divided by a 60-foot median and with 12-foot travel lanes. The inside shoulders will be 8 feet and the outside shoulders will be 10 feet, with 4-foot of the shoulder paved. Drainage design will utilize roadside ditches to collect the runoff, which will be conveyed to the ponds either by enclosed drainage pipe system or open ditches.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$2,644	2015
Construction	\$100	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.40
Livable Communities	4.70
Environmental Stewardship	17.00
Total	37.60



Improvement: Modify Interchange

Description:

This project consists of reconstructing the existing I-75 at SR 70 interchange to provide for the Ultimate I-75 10-lane typical section (two express lanes and three general use lanes in each direction). The project includes widening I-75 for an auxiliary lane in each direction from the SR 70 Interchange to the University Parkway Interchange. The length of the project is approximately 1.0 mile.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$960	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	8.00
Mobility & Connectivity	3.00
Economic Competitiveness	5.80
Livable Communities	6.20
Environmental Stewardship	17.00
Total	45.00



Improvement: Modify Interchange

Description:

This project consists of design for the ultimate interchange (diverging diamond) of I-75 at University Parkway. The project includes widening I-75 for an auxiliary lane in each direction from south of the University Parkway Interchange to the Fruitville Road Interchange. This project is approximately 0.46 miles in length and goes with project 201277-2 on the Sarasota County side of the interchange. The length of the project is approximately 0.46 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$660	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	8.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.20
Livable Communities	6.20
Environmental Stewardship	16.75
Total	50.15



Improvement: Modify Interchange

Description:

This project consists of design for the ultimate interchange (tight diamond) of I-75 at US 301. The project includes widening I-75 for an auxiliary lane in each direction from the SR 64 interchange to the US 301 interchange. The project also calls for the milling and resurfacing of the existing three lanes in each direction and the reconstruction and widening of US 301.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$430	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	1.00
Economic Competitiveness	4.40
Livable Communities	6.20
Environmental Stewardship	12.50
Total	37.10



Improvement: Modify Interchange

Description:

This project consists of reconstructing the existing I-75 at the SR 64 partial clover-leaf interchange into a diamond configuration interchange that provides for the ultimate ten-lane I-75 typical section (two express lanes and three general use lanes in each direction).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$342	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.00
Maintenance & Operations	8.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.00
Livable Communities	8.70
Environmental Stewardship	16.00
Total	48.70



Improvement: Project Development & Environment

Description:

The project consists of the widening of I-4 from west of US 27 to CR 532 (Polk/Osceola County Line) to accommodate express lanes. This project will provide a system to system interchange at the Central Polk Parkway. The length of the project is approximately 4.02 miles. This project is a supplement to project #432100-1.

Phasing Costs:

Phase	Cost	Year
PD&E	\$8	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.20
Livable Communities	8.70
Environmental Stewardship	15.50
Total	50.40



Improvement: Modify Interchange

Description:

The project consists of the design phase for an interchange improvement on I-4 at SR 557.

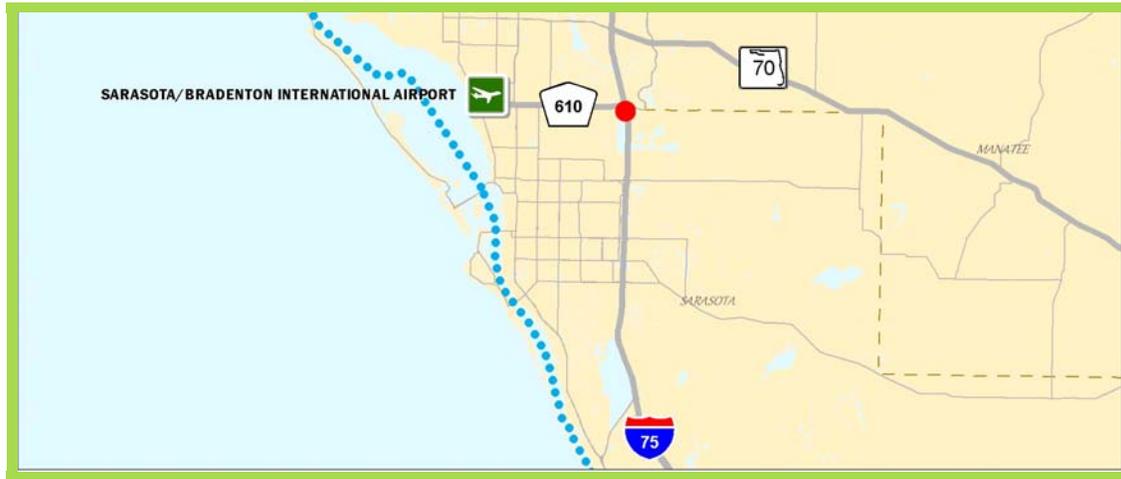
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,250	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	2.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.40
Livable Communities	7.70
Environmental Stewardship	13.50
Total	35.60



Improvement: Modify Interchange

Description:

This project consists of design for ultimate interchange (diverging diamond) of I-75 at University Parkway. The project includes widening I-75 for an auxiliary lane in each direction from south of the University Parkway Interchange to the Fruitville Road Interchange. This project is approximately 0.46 miles in length and goes with project 201032-4 on the Manatee County side of the interchange. The length of the project is approximately 0.413 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$120	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.20
Livable Communities	4.20
Environmental Stewardship	17.00
Total	43.40



Improvement: Modify Interchange

Description:

This project consists of design for the ultimate interchange (diverging diamond) of I-75 at Clark Rd. The project includes the replacement of the existing interchange bridges, construction of additional turn lanes on SR 72, and stormwater improvements. The length of the project is approximately 0.729 miles.

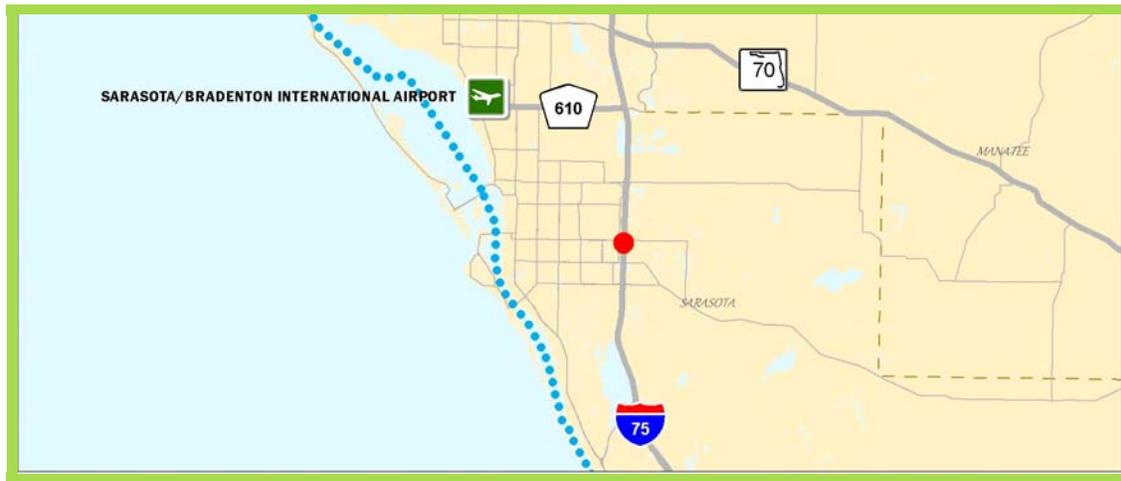
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$216	2015
Right of Way	\$6,190	2017
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	7.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.60
Livable Communities	6.20
Environmental Stewardship	16.25
Total	41.05



Improvement: Modify Interchange

Description:

The improvements at the interchange will require the widening/reconstruction of Bee Ridge Road, including Cattlemen Road intersection to a continuous flow intersection. A southbound diversion ramp will also be constructed and connected to Cattlemen Road at Wilkinson Road. The project also includes widening I-75 for an auxiliary lane in each direction from the Bee Ridge Road Interchange to the Fruitville Road Interchange.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$211	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	9.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.20
Livable Communities	5.90
Environmental Stewardship	16.00
Total	42.10



Improvement: Modify Interchange

Description:

The project consists of design for the ultimate interchange of I-75 and Daniels Parkway interchange. The length of the project is approximately 1.62 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	8.00
Mobility & Connectivity	1.00
Economic Competitiveness	10.30
Livable Communities	5.70
Environmental Stewardship	17.25
Total	45.25



Improvement: Modify Interchange

Description:

This project consists of the design phase for the ultimate interchange (single point urban interchange) of I-75 at Corkscrew Rd. The length of the project is approximately 0.98 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$88	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	8.00
Mobility & Connectivity	1.00
Economic Competitiveness	7.80
Livable Communities	5.70
Environmental Stewardship	15.50
Total	42.00



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project consist of widening the existing four lane section of I-75 from south of Corkscrew Road to south of Daniels Parkway to a six lane roadway. The length of the project is approximately 7.7 miles. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$1,183	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	8.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.50
Livable Communities	9.20
Environmental Stewardship	14.50
Total	47.20

Facility: I-75

Highway

Project Limits: FROM N OF SR 951 TO N OF GOLDEN GATE P



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project consists of the widening and reconstruction of I-75 from north of SR 951 to north of Golden Gate from a four-lane roadway to six-lane roadway. The length of the project is approximately 3.35 miles. The project is currently in the Preliminary Engineering (PE) phase, with Construction funded. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$33,221	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	5.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.20
Livable Communities	4.90
Environmental Stewardship	16.00
Total	40.10

Facility: SR 80

Highway

Project Limits: FROM DALTON LANE TO INDIAN HILLS DRI



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project is to mill, resurface, and add lanes to the existing rural, 2 lane undivided road. The proposed roadway will consist of a 4 lane divided rural roadway with 12-foot travel lanes and a 64-foot grassed median. The proposed design will allow for the roadway to be widened to 6 lanes in the future. The overall project length is approximately 5 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,494	2016
Right of Way	\$7,569	2015
Construction	\$31,263	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	1.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	13.00
Total	36.70



Improvement: Add 2 Lanes to build 4 Lanes

Description:

Proposed improvements include widening the existing two-lane road, a 6.4 mile segment to a 4-lane divided roadway. Design plans will include construction details to build two new 12-foot lanes to the north of the existing roadway. The project includes a 64-foot median separating eastbound and westbound lanes which may allow for future expansion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$315	2016
Right of Way	\$3,577	2015
Construction	\$28,819	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	3.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	16.50
Total	43.20



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project consists of widening I-75 from a four-lane roadway to a six-lane roadway. The approximate length of this project is 8.102 miles. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$1,109	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	4.40
Livable Communities	7.70
Environmental Stewardship	11.50
Total	33.60



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of widening I-75 from south of N Jones Loop Road to US 17 from a four-lane roadway to six-lane roadway. The length of the project is approximately 3.9 miles. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$32	2015
Right of Way	\$6,293	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	1.00
Mobility & Connectivity	6.00
Economic Competitiveness	4.60
Livable Communities	4.70
Environmental Stewardship	9.75
Total	29.05

Facility: I-75

Highway

Project Limits: FROM S OF HARBORVIEW ROAD TO NORTH



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project consists of widening and reconstruction of I-75, from south of Harborview Road to north of Kings Highway from a four-lane roadway to six-lane roadway. The length of the project is approximately 4.27 miles. The project is currently in the Phase II. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$101	2015
Right of Way	\$0	
Construction	\$33,935	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	1.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.20
Livable Communities	7.70
Environmental Stewardship	14.50
Total	38.40



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project consists of widening and reconstruction of I-75, from the Charlotte/Sarasota County line to south of Toledo Blade, from a four-lane roadway to a six-lane roadway. The length of the project is approximately 7.66 miles. The project is currently in the Phase II Design phase. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$11	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.20
Livable Communities	4.70
Environmental Stewardship	15.75
Total	39.65



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project consists of widening and reconstruction of I-75, from Toledo Blade to Sumter Boulevard from a four-lane roadway to six-lane roadway. The approximate length of the project is 3.50 miles. This is one of the final segments of six-laning the interstate corridor from Georgia to Naples.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$352	2015
Right of Way	\$0	
Construction	\$22,482	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.60
Livable Communities	4.20
Environmental Stewardship	15.75
Total	37.55



Improvement: Modify Interchange

Description:

This project consists of reconstructing the existing I-75 at SR 884 interchange to provide for the Ultimate I-75 typical ten-lane section (two express lanes and three general use lanes in each direction).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$740	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.00
Maintenance & Operations	8.00
Mobility & Connectivity	1.00
Economic Competitiveness	8.80
Livable Communities	8.70
Environmental Stewardship	15.75
Total	51.25



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate improvement alternatives for SR 70 from Jefferson Avenue to CR 29. The length of the project is approximately 6.50 miles. SR 70 is a major east-west corridor across the state.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,700	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	2.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.20
Livable Communities	7.70
Environmental Stewardship	10.00
Total	30.40



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate improvement alternatives for SR 70 from Lorraine Road to Singletary Road. SR 70 is a major east-west corridor across the state.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4,300	2016
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	5.80
Livable Communities	7.70
Environmental Stewardship	14.00
Total	37.50



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project will consist of widening the existing bridge over Charlie Creek, building a new two-lane bridge over Charlie Creek Overflow, and reconstructing the existing 2 lanes. Other improvements include new roadside drainage swales and stormwater ponds to manage roadway run-off.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,652	2015
Right of Way	\$1,306	2015
Construction	\$30,176	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	3.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.60
Livable Communities	4.70
Environmental Stewardship	15.00
Total	36.80



Improvement: Project Development & Environment

Description:

The project consists of increasing capacity on SR 29 by evaluating the widening of the existing two-lane undivided segment of SR 29 to four lanes, as well as the study of an alternative corridor(s) that bypasses downtown Immokalee.

Phasing Costs:

Phase	Cost	Year
PD&E	\$21	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	1.00
Economic Competitiveness	7.40
Livable Communities	5.20
Environmental Stewardship	15.00
Total	36.60



Improvement: Project Development & Environment

Description:

The project consists of increasing capacity on SR 29 from SR 82 to US 27. The project involves evaluating the widening of the existing 2-lane undivided segment of SR 29 to four lanes, as well as the study of an alternative corridor that could potentially bypass downtown LaBelle.

Phasing Costs:

Phase	Cost	Year
PD&E	\$10	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.60
Livable Communities	7.20
Environmental Stewardship	12.50
Total	31.30



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of increasing capacity on SR 29 between CR 80A (Cowboy Way) to US 27 in Hendry and Glades County. The project involves evaluating the widening of the existing 2-lane undivided segment of SR 29 to 4 lanes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$90	2015
Right of Way	\$15,468	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.20
Livable Communities	5.70
Environmental Stewardship	15.50
Total	39.40

Facility: SR 29
 Project Limits: FROM SR 82 TO HENDRY COUNTY LINE

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design phase for the widening of SR 29 from SR 82 to the Hendry County line from 2 lanes to 4 lanes to allow for increased capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,550	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	4.20
Livable Communities	4.20
Environmental Stewardship	16.00
Total	33.40

Facility: SR 29

Highway

Project Limits: FROM BERMONT RD (CR 74) TO US 27



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design phase for the widening of SR 29 from Bermont Road to US 27 from 2 lanes to 4 lanes to allow for increased capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,275	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	12.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.60
Livable Communities	4.70
Environmental Stewardship	14.50
Total	43.80

Facility: SR 29

Highway

Project Limits: FROM COWBOY WAY (CR 80A) TO WHIDDEN



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design phase for the widening of SR 29 from Cowboy Way to Whidden Road from 2 lanes to 4 lanes to increase capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$9,745	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	7.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.20
Livable Communities	3.70
Environmental Stewardship	11.50
Total	38.90



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design phase for the widening of SR 29 from Whidden Road to Bermont Road from 2 lanes to 4 lanes to allow for increased capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,050	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.60
Livable Communities	4.70
Environmental Stewardship	15.00
Total	35.30



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project represents the design phase for the widening of US 27 from the Highlands County line to CR 630A from 4 lanes to 6 lanes to allow for increased capacity. US 27 is a major north-south freight route through peninsular Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$8,450	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	5.00
Mobility & Connectivity	7.00
Economic Competitiveness	5.20
Livable Communities	7.70
Environmental Stewardship	11.00
Total	37.90



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project represents the design phase for the widening of US 27 from CR 630A to Presidents Drive from 4 lanes to 6 lanes to allow for increased capacity. US 27 is a major north-south freight route through peninsular Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,900	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	5.00
Mobility & Connectivity	7.00
Economic Competitiveness	5.60
Livable Communities	3.70
Environmental Stewardship	12.00
Total	35.30



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project represents the design phase for the widening of US 27 from Presidents Drive to SR 60 from 2 lanes to 6 lanes to allow for increased capacity. US 27 is a major north-south freight corridor in peninsular Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,515	2019
Right of Way	\$0	
Construction	\$54,781	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	7.00
Economic Competitiveness	5.40
Livable Communities	7.70
Environmental Stewardship	15.00
Total	48.10



Improvement: Modify Interchange

Description:

This project consists of reconstructing the existing I-75 at Fruitville Road interchange to provide for the Ultimate I-75 typical ten-lane section (two express lanes and three general use lanes in each direction). The project is currently in the consultant acquisition phase. The approximate length of the project is 2.043 miles. Right of Way and Construction are not currently funded.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$195	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	10.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	5.90
Environmental Stewardship	13.50
Total	43.40

Facility: US 17

Highway

Project Limits: FROM S OF WEST 9TH STREET TO N OF WES



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the realignment of US 17 with curb and gutter, four-foot bike lanes, and sidewalks with a 54-foot raised median. Other improvements include a new underground drainage system and two storm water ponds to manage roadway run-off. The existing US 17 will be turned over to the Town of Zolfo Springs. US 17 is a major north-south freight corridor in peninsular Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$600	2016
Right of Way	\$3,027	2015
Construction	\$13,815	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

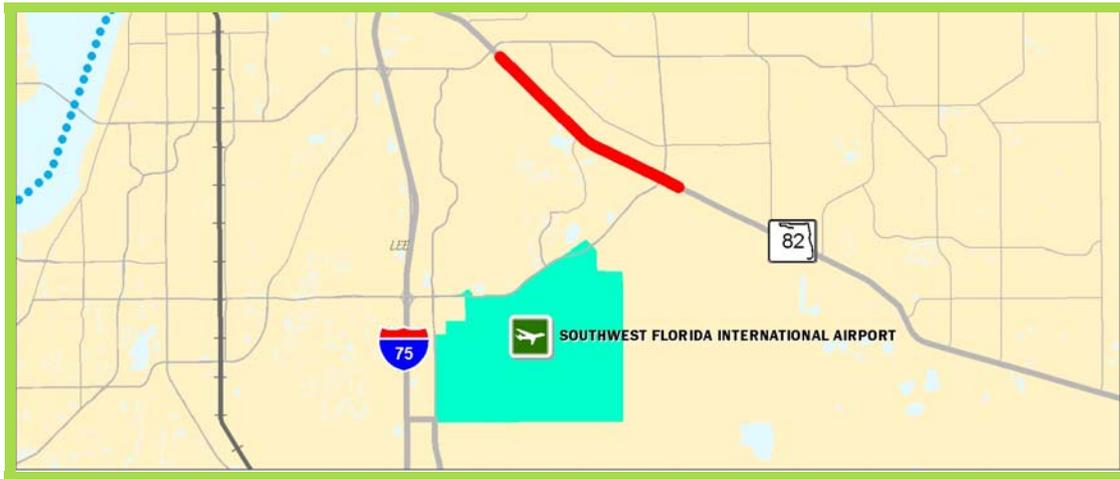
Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	5.00
Mobility & Connectivity	6.00
Economic Competitiveness	5.80
Livable Communities	7.70
Environmental Stewardship	15.50
Total	42.50

Facility: SR 82

Highway

Project Limits: FROM CR 884 (LEE BLVD) TO SHAWNEE ROA



Improvement: Add 4 Lanes to build 6 Lanes

Description:

The project upon completion is to consist of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot shared-use path on the south side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$70	2015
Right of Way	\$6,277	2015
Construction	\$72,567	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	9.70
Livable Communities	7.20
Environmental Stewardship	17.50
Total	50.40



Improvement: Add 4 Lanes to build 6 Lanes

Description:

The project upon completion is to consist of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot shared-use path on the south side.

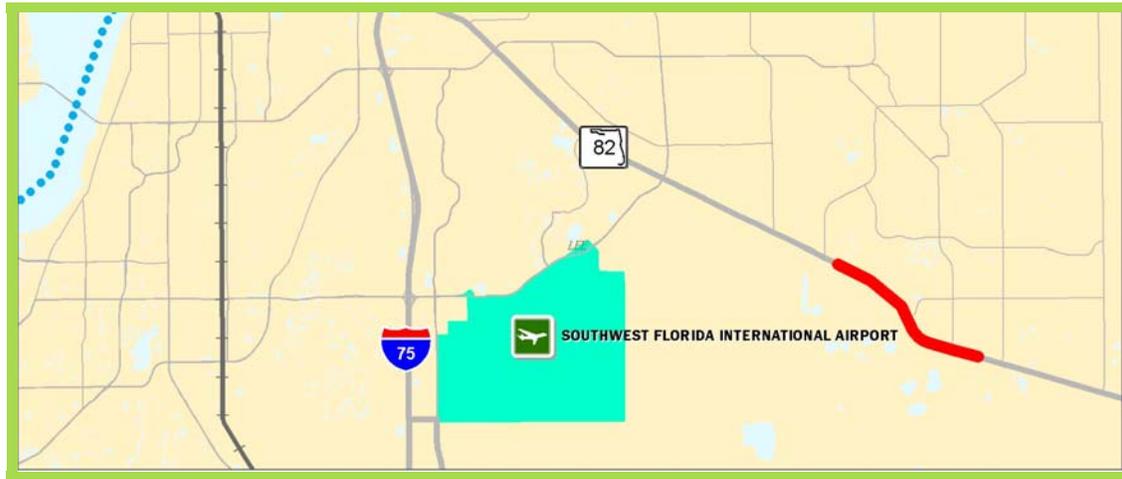
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$400	2015
Right of Way	\$382	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.70
Livable Communities	7.70
Environmental Stewardship	13.50
Total	44.90



Improvement: Add 4 Lanes to build 6 Lanes

Description:

The project upon completion is to consist of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot multi-use path on the south side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$891	2017
Right of Way	\$3,855	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	1.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.20
Livable Communities	4.20
Environmental Stewardship	15.25
Total	35.65



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project upon completion is to consist of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot multi-use path on the south side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$393	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.40
Livable Communities	4.20
Environmental Stewardship	16.50
Total	40.10



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot multi-use path on the south side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$170	2015
Right of Way	\$0	
Construction	\$7,912	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.20
Livable Communities	4.20
Environmental Stewardship	17.50
Total	40.90



Improvement: Modify Interchange

Description:

This project consists of determining the Ultimate I-75/SR 951 interchange configuration while taking SR 84 (Davis Blvd) into consideration. The approximate length of the project is 0.65 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,677	2015
Right of Way	\$4,210	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	5.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.20
Livable Communities	4.70
Environmental Stewardship	16.00
Total	35.90



Improvement: Add Turn Lane

Description:

The project consists of adding a westbound turn lane at the intersection of SR 70 and CR 760. The widening will be confined to the north side of SR 70 and there will be no right of way associated with this project. The length of the project is approximately 0.348 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$506	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	6.00
Economic Competitiveness	5.60
Livable Communities	4.70
Environmental Stewardship	17.50
Total	41.30



Improvement: Add Turn Lane

Description:

The project consists of adding a left turn lane at the intersection of SR 82 and Homestead Road. The length of the project is approximately 0.02 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$8	2015
Right of Way	\$0	
Construction	\$817	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	1.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.00
Livable Communities	4.20
Environmental Stewardship	16.50
Total	35.70



Improvement: Modify Interchange

Description:

This project consists of an interchange improvement at I-75 and the southbound off-ramp at Golden Gate Parkway. The project includes ramp widening for a combined left/right turn lane and signal reconstruction. The length of the project is approximately 0.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$60	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.60
Livable Communities	5.40
Environmental Stewardship	17.25
Total	40.25



Improvement: Modify Interchange

Description:

The project consists of the ROW acquisition phase for an interchange improvement on I-4 at SR 33.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$2,126	2019
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	11.00
Maintenance & Operations	5.00
Mobility & Connectivity	4.00
Economic Competitiveness	5.20
Livable Communities	5.20
Environmental Stewardship	17.00
Total	47.40

Facility: SR 82

Highway

Project Limits: FROM HENDRY COUNTY LINE TO GATOR SL



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project upon completion is to consist of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a five-foot sidewalk on the north side and a 10-foot multi-use path on the south side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$222	2016
Right of Way	\$2,573	2019
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	7.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.00
Livable Communities	7.20
Environmental Stewardship	17.00
Total	46.20



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project upon completion is to consist of the expansion of SR 82 from the existing two-lane roadway to a six-lane divided roadway. The corridor will have a median separating three 12-foot travel lanes in each direction, 6.5 foot inside and outside paved shoulders, a 5-foot sidewalk on the north side and a 10-foot multi-use path on the south side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$16	2016
Right of Way	\$1,957	2017
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	4.20
Livable Communities	4.20
Environmental Stewardship	17.50
Total	37.90



Improvement: Add Turn Lane

Description:

The project consists of adding a southbound right turn lane at the intersection. The length of the project is approximately 0.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$94	2015
Right of Way	\$0	
Construction	\$328	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.50
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	7.60
Livable Communities	7.70
Environmental Stewardship	18.00
Total	47.80



Improvement: Add Turn Lane

Description:

The project consists of extending a northbound right turn lane at the intersection. The length of the project is approximately 0.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$89	2015
Right of Way	\$0	
Construction	\$322	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.50
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	8.60
Livable Communities	2.70
Environmental Stewardship	17.75
Total	44.55



Improvement: Add Turn Lane

Description:

The project consist of extending northbound right turn lane at the intersection of US 27 and Highlands Avenue. The length of the project is approximately 0.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$88	2015
Right of Way	\$0	
Construction	\$263	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	4.70
Environmental Stewardship	19.00
Total	41.00



Improvement: Add Turn Lane

Description:

The project consists of adding a left turn lane on all approaches of the US 441 and NW 144th Street intersection. The length of the project is approximately 1.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$150	2016
Right of Way	\$0	
Construction	\$603	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.80
Livable Communities	7.70
Environmental Stewardship	17.00
Total	41.00



Improvement: Add Turn Lane

Description:

The project consists of adding a left turn lane on 240th Street at the intersection of US 441 and CR 724 (240th Street). The length of the project is approximately 0.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$103	2017
Right of Way	\$0	
Construction	\$573	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	11.50
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.60
Livable Communities	4.70
Environmental Stewardship	16.00
Total	44.80



Improvement: Add Turn Lane

Description:

The project consists of adding turn lanes at the intersection of SR 82 and CR 850. This project will add a right turn lane from EB SR 82 to CR 850, a left turn lane from WB SR 82 to CR 850 and a right turn lane from NB CR 850 to SR 82. The length of the project is approximately 0.969 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$72	2016
Right of Way	\$0	
Construction	\$906	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.00
Livable Communities	4.20
Environmental Stewardship	17.00
Total	44.20



Improvement: Add Turn Lane

Description:

The project consists of adding a right turn lane at the intersection of SR 64 and Olivia Drive. The length of the project is approximately 0.2 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$83	2017
Right of Way	\$0	
Construction	\$361	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.50
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.60
Livable Communities	4.70
Environmental Stewardship	19.00
Total	48.80



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate improvements to SR 60/CR630 near the Kissimmee River Bridge. The length of the project is approximately 7.28 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,412	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	5.00
Mobility & Connectivity	4.00
Economic Competitiveness	4.60
Livable Communities	7.70
Environmental Stewardship	10.00
Total	36.30



Improvement: Project Development & Environment

Description:

The project consists of a PDE Study to evaluate improvement alternatives for SR 29 from I-75 to Oil Well Road.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2,015	2016
Preliminary Engineering	\$17,470	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	1.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	9.50
Total	29.20



Improvement: Add Turn Lane

Description:

The project consists of adding a right turn lane at the intersection of US 27 and East Phoenix Street.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$81	2017
Right of Way	\$0	
Construction	\$100	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.50
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.40
Livable Communities	2.70
Environmental Stewardship	18.50
Total	50.10



Improvement: Intermodal

Description:

The project consists of the expansion of transit capacity at the Rosa Parks Intermodal Center in downtown Ft. Myers.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$6,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Preserve

Description:

The project consists of a planning/engineering study for preserving the Southwest Florida Rail Corridor between Arcadia and Ft. Myers and in the Sarasota area. Study is to also assess the feasibility of future passenger rail service and enhanced freight service.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$3,062	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SOUTH CENTRAL FLORIDA EXPRESS

Rail

Project Limits: BRIDGE UPGRADES



Improvement: Bridge

Description:

The project calls for the construction of bridge upgrades to allow the rail line to carry industry-standard 286,000 pound railcars. There are multiple bridges across the entire line from its connection with the FEC Railway north of Pahokee, around Lake Okeechobee and north to its connection with CSX Railroad in Sebring. The projects will allow fully loaded railcars to travel not only on this line, but as they move onto other railroads for the duration of their trip.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$5,213	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SOUTH CENTRAL FLORIDA EXPRESS

Rail

Project Limits: INTERCHANGE TRACKS



Improvement: Track Upgrade

Description:

The project is to allow for the construction of two 6,000-foot sidings at milepost 882. These sidings will improve railroad operating efficiency, providing passing opportunities and loading/unloading without tying up the mainline track.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$5,000	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport

Description:

The project includes the construction of approximately 200,000 square feet of state-of-the-art cold storage facility that will increase the port's utilization of berths 10, 11, and new berth 12.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$15,014	2016

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT MANATEE
 Project Limits: RAIL TO DOCKSIDE CAPITAL IMPROVEMEN



Improvement: Seaport

Description:

The project consists of enhancements to interchange tracks 1 and 2, improvements to the port's mainline, the addition of a turn-out from the mainline to Warehouse 11/SouthPort Container terminal at Berth 12, and the addition of a locomotive service pad for routine service and extraordinary maintenance reports for the ports rail-based assets, including the 1,400 horsepower switch engines. The current Port Manatee railroad connects to the Class 1 CSX mainline.

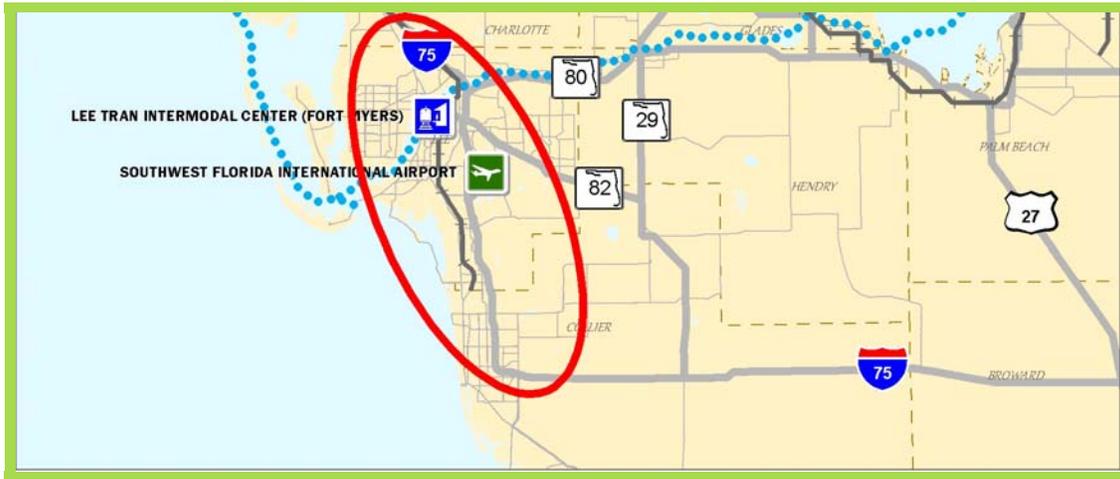
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$4,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: PTO Studies

Description:

This is phase 2 expansion of Lee and Collier counties rail feasibility study to include exclusive bus rapid transit service along I-75.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$500	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

District 2



Improvement: Apron

Description:

Expansion of apron for increased cargo enplanements.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,610	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the four-laning of SR 20 from east of US 301 to the Putnam County line. This currently 2-laned segment represents part of a "missing link", as SR 20 has already been upgraded to four lanes from Hawthorne to Gainesville, with construction currently underway that will provide for four-laning from Interlachen to Palatka.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6	2015
Right of Way	\$46	2015
Construction	\$21,588	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.20
Livable Communities	4.70
Environmental Stewardship	14.50
Total	32.90



Improvement: New Road

Description:

The project consists of the addition of 2 lanes on SR 26 from Gilchrist County line to CR 26A east of Newberry. The improvements are anticipated to relieve congestion by providing additional capacity for future growth.

Phasing Costs:

Phase	Cost	Year
PD&E	\$6	2015
Preliminary Engineering	\$100	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.40
Livable Communities	7.70
Environmental Stewardship	13.50
Total	39.60



Improvement: Project Development & Environment

Description:

The project is to result in the construction of a four lane limited-access bypass on a new alignment, located on the west side of the City of Starke urban area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$5	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	12.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.60
Livable Communities	5.70
Environmental Stewardship	13.50
Total	46.30

Facility: SR 200 (US 301)

Highway

Project Limits: FROM SR 200 (US301) TO SR 100 (STARKE BYPA



Improvement: New Road

Description:

The proposed project is to result in the construction of a four lane limited-access bypass on a new alignment of US 301/SR 200, located on the west side of the City of Starke urban area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7	2015
Right of Way	\$20,564	2015
Construction	\$47,247	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	7.00
Livable Communities	4.70
Environmental Stewardship	14.50
Total	28.20

Facility: SR 200 (US 301)

Highway

Project Limits: FROM SR 100 TO SR 16 (BYPASS)



Improvement: New Road

Description:

The proposed project is to result in the construction of a four lane limited-access bypass on a new alignment of US 301/SR 200, located on the west side of the City of Starke urban area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$27	2015
Right of Way	\$12,826	2015
Construction	\$27,119	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.40
Livable Communities	4.70
Environmental Stewardship	17.00
Total	31.10

Facility: SR 200 (US 301)

Highway

Project Limits: FROM SR 16 TO SR 200 (US301) BYPASS



Improvement: New Road

Description:

The project is to result in the construction of a four lane limited-access bypass on a new alignment of US 301/SR 200, located on the west side of the City of Starke urban area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$9,288	2015
Construction	\$27,809	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.40
Livable Communities	4.70
Environmental Stewardship	15.50
Total	29.60

Facility: I-295 (SR 9A)

Highway

Project Limits: FROM SR 202 JTB BLVD TO SR 9B (MANAGED)



Improvement: Managed Lanes

Description:

The project consists of the construction of new managed lanes on I-295 from J. Turner Butler Blvd to SR 9B. In an effort to better manage congestion and provide choices to drivers, these express lanes provide for additional capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$7	2015
Preliminary Engineering	\$503	2015
Right of Way	\$2,494	2015
Construction	\$122,470	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	7.00
Mobility & Connectivity	5.00
Economic Competitiveness	10.20
Livable Communities	10.20
Environmental Stewardship	10.00
Total	44.90

Facility: I-295 (SR 9A)

Highway

Project Limits: FROM SOUTHSIDE CONNECTOR TO SR 202 JT



Improvement: Managed Lanes

Description:

The project consists of the construction of new managed lanes on I-295 from the Southside Connector to J. Turner Butler Blvd. In an effort to better manage congestion and provide choices to drivers, these express lanes provide for additional capacity on limited access facilities such as I-295.

Phasing Costs:

Phase	Cost	Year
PD&E	\$6	2015
Preliminary Engineering	\$50	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	11.20
Livable Communities	10.40
Environmental Stewardship	11.25
Total	51.85



Improvement: Project Development & Environment

Description:

The project consists of a PD&E study to evaluate the viability and need for interchange modifications at Airport Road from the access road to Jacksonville International Airport.

Phasing Costs:

Phase	Cost	Year
PD&E	\$8	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	5.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	15.75
Total	35.95

Facility: SR 200 (US301)

Highway

Project Limits: FROM SOUTH OF BALDWIN TO NO.OF BALD



Improvement: New Road

Description:

The project consists of a new limited access four lane bypass on a new alignment of US 301/SR 200, located west and north of Baldwin. The improvements are anticipated to relieve the traffic congestion caused by heavy trucks, improving the movement of freight, as well as people.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$7,045	2015
Right of Way	\$16,206	2015
Construction	\$38,049	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	4.00
Mobility & Connectivity	7.00
Economic Competitiveness	5.20
Livable Communities	4.70
Environmental Stewardship	12.50
Total	36.40



Improvement: Modify Interchange

Description:

The project represents the design phase for an interchange modification at Talleyrand Avenue. The improvement is to elevate the I-95 bridges over MLK and improve ramp connections.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	1.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.60
Livable Communities	4.60
Environmental Stewardship	16.25
Total	33.95



Improvement: Managed Lanes

Description:

The project consists of the construction of new managed lanes on I-295 from the I-95 interchange to Dames Point Bridge. In an effort to better manage congestion and provide choices to drivers, these express lanes provide for additional capacity on limited access facilities such as I-295.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$2	2015
Right of Way	\$7,843	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.00
Livable Communities	10.20
Environmental Stewardship	11.00
Total	43.20

Facility: I-10 (SR 8) INTERCHANGE
 Project Limits: AT SR 10 (US 90) AND SR 23

Highway



Improvement: Modify Interchange

Description:

The project consists of interchange modifications that will provide a connection from I-10 & SR 23 northward to US 90. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4	2015
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$46,842	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	4.40
Livable Communities	5.70
Environmental Stewardship	14.00
Total	28.60



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of a PD&E to study the four-laning of SR 20 from where SR 20/US 301 intersection in Hawthorne to Interlachen in Putnam County. This currently 2-laned segment represents part of a "missing link", as SR 20 has already been upgraded to four lanes from Hawthorne to Gainesville, with construction currently underway that will provide for four-laning from Interlachen to Palatka.

Phasing Costs:

Phase	Cost	Year
PD&E	\$55	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.20
Livable Communities	8.20
Environmental Stewardship	13.00
Total	37.90



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 20 from the Alachua/Putnam County line to SW 56th Avenue, creating a total of four travel lanes. SR 20 is an east-west cross-state corridor that is being expanded to four lanes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,101	2016
Right of Way	\$20,456	2015
Construction	\$57,945	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.20
Livable Communities	8.20
Environmental Stewardship	13.00
Total	39.90



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 20 from SW 56th Avenue to CR 315 Interlachen, creating a total of four travel lanes.

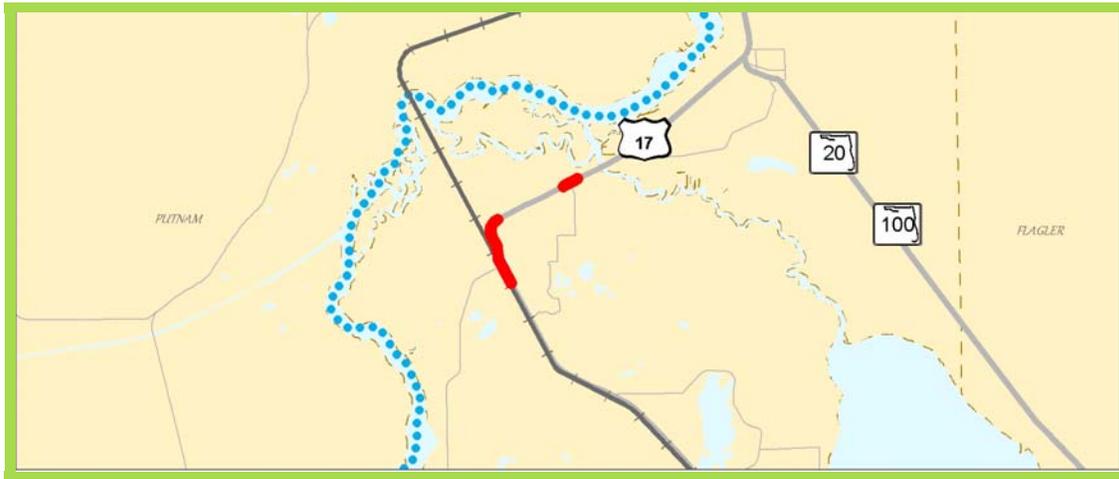
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$381	2016
Right of Way	\$14,863	2015
Construction	\$44,682	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.20
Livable Communities	8.20
Environmental Stewardship	16.00
Total	38.90



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the 4-laning of US 17 from CR 309 to west of Dunn Creek Bridge. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$57	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.50
Maintenance & Operations	1.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.20
Livable Communities	7.70
Environmental Stewardship	11.00
Total	37.40



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the 4-laning of US 17 from W. Dunn Creek Bridge to N. Boundary Road. The improvements are anticipated to allow the facility to meet existing and future traffic need by providing additional capacity and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,502	2015
Right of Way	\$0	
Construction	\$17,651	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.40
Livable Communities	7.70
Environmental Stewardship	16.00
Total	43.60

Facility: SR 200 (A1A)

Highway

Project Limits: FROM I-95 TO W.OF STILL QUARTERS RD



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of lanes and the reconstruction of A1A. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve the movement of people and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$4,560	2015
Construction	\$33,543	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	11.00
Maintenance & Operations	1.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.20
Livable Communities	7.70
Environmental Stewardship	17.00
Total	46.90



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of lanes and the reconstruction of A1A. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve the movement of people and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	10.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.20
Livable Communities	7.70
Environmental Stewardship	10.50
Total	42.40



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of lanes and the reconstruction of A1A. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve the movement of people and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$3,597	2015
Construction	\$1,273	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

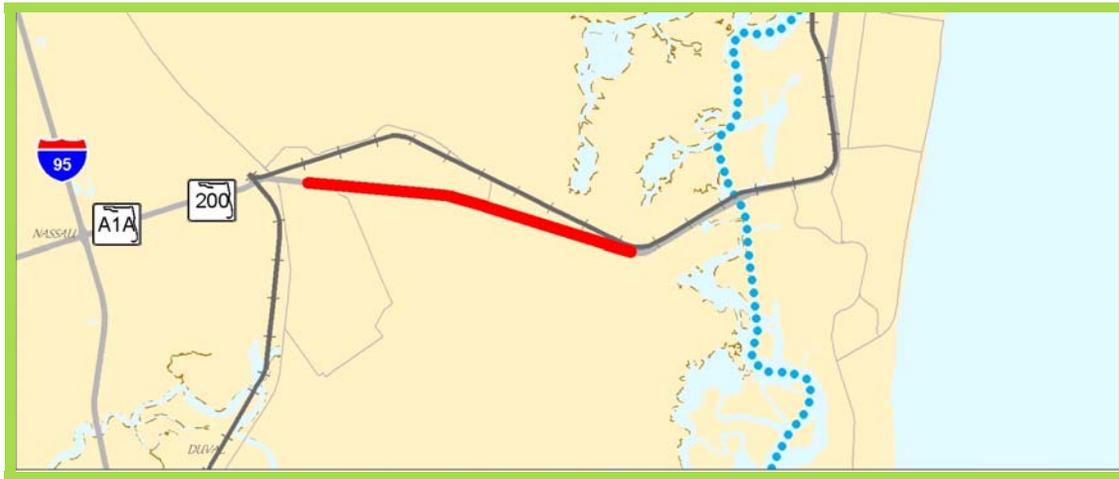
Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	10.00
Mobility & Connectivity	6.00
Economic Competitiveness	5.20
Livable Communities	7.70
Environmental Stewardship	16.75
Total	47.65

Facility: SR 200 (A1A)

Highway

Project Limits: FROM WEST OF RUBIN RD TO EAST OF CR10



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of lanes and the reconstruction of A1A. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve the movement of people and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,600	2015
Right of Way	\$1,329	2015
Construction	\$32,536	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	10.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.80
Livable Communities	7.70
Environmental Stewardship	12.50
Total	45.00



Improvement: Managed Lanes

Description:

The project consists of conceptual design work for managed lanes on I-10 from the Columbia County line to CR 125. I-10 is a major cross-nation interstate.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$73	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	3.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.60
Livable Communities	6.70
Environmental Stewardship	11.00
Total	34.30



Improvement: Modify Interchange

Description:

The project consists of the construction of additional lanes to the northbound off ramp of I-75 at US 90. The modification also includes the adjustment of the travel lanes on US 90 to provide more turn lane storage. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$66	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	5.00
Mobility & Connectivity	1.00
Economic Competitiveness	9.60
Livable Communities	7.70
Environmental Stewardship	18.00
Total	42.30

Facility: I-295 (SR 9A) AUX LANE

Highway

Project Limits: FROM NORTH OF I-10 (SR 8) TO N. OF COMM



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the construction of auxiliary lanes on I-295 from I-10 to Commonwealth. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5	2015
Right of Way	\$605	2016
Construction	\$331	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	6.00
Mobility & Connectivity	7.00
Economic Competitiveness	6.80
Livable Communities	5.90
Environmental Stewardship	13.50
Total	42.70



Improvement: Managed Lanes

Description:

The project consists of widening the existing roadway from four to six lanes from US 301 to SR 23 in an effort to improve capacity and reduce congestion. I-10 is an emergency evacuation route and cross nation corridor.

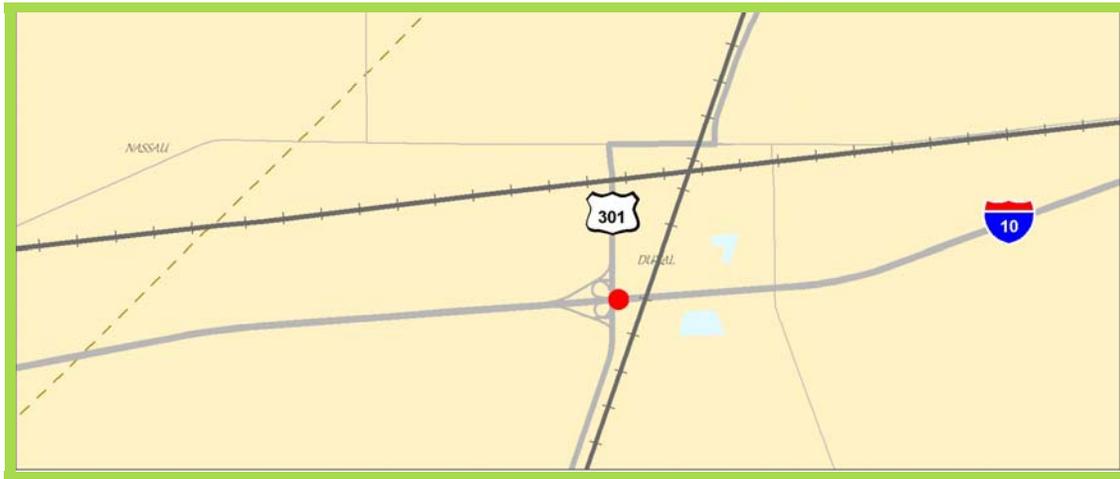
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$5,551	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	7.00
Mobility & Connectivity	4.00
Economic Competitiveness	5.00
Livable Communities	9.70
Environmental Stewardship	13.50
Total	42.20



Improvement: Modify Interchange

Description:

The project represents the PD&E phase for operational improvements on I-10 at SR 200.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	7.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.60
Livable Communities	5.70
Environmental Stewardship	16.50
Total	40.80

Facility: I-10 (SR 8) @ MARIETTA

Highway

Project Limits: INTERCHANGE (HAMMOND BLVD)



Improvement: Modify Interchange

Description:

The project represents a new interchange that will be constructed at Hammond Boulevard, a four-lane roadway to connect from Ramona Boulevard to US 90.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$10	2015
Right of Way	\$202	2015
Construction	\$185	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.00
Livable Communities	4.90
Environmental Stewardship	15.75
Total	38.15



Improvement: Modify Interchange

Description:

The project upon completion is to consist of a four-level, fully-directional, system-to-system interchange. One lane will be added in each direction to I-295/SR 9A from I-95 to US 17. I-295 west of I-95 will be designed to accommodate one additional lane in each direction in the future.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,890	2015
Right of Way	\$3,224	2015
Construction	\$166,269	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.00
Livable Communities	8.70
Environmental Stewardship	11.00
Total	38.70

Facility: I-295 (SR 9A)

Highway

Project Limits: FROM BUCKMAN BRIDGE TO I-95 MANAGED



Improvement: Managed Lanes

Description:

The project consists of the construction of new managed lanes on I-295 from Buckman Bridge to the I-95 managed lanes. In an effort to better manage congestion and provide choices to drivers, these express lanes provide for additional capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3	2015
Preliminary Engineering	\$12	2015
Right of Way	\$2,866	2015
Construction	\$2,029	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	12.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.60
Livable Communities	9.90
Environmental Stewardship	15.25
Total	57.25



Improvement: Modify Interchange

Description:

The project consists of the ROW acquisition phase for an interchange modification on I-95 at SR 202/JT Butler Blvd (#416501-4). The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$9	2015
Right of Way	\$1,363	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	9.00
Mobility & Connectivity	5.00
Economic Competitiveness	9.80
Livable Communities	4.90
Environmental Stewardship	17.00
Total	53.70



Improvement: Modify Interchange

Description:

The project consists of the construction of additional lanes on JTB under the I-95 bridges, the widening of the I-95 bridges, auxiliary lanes to US 1, and additional lanes on ramps. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$24	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$449	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	9.00
Mobility & Connectivity	5.00
Economic Competitiveness	9.80
Livable Communities	4.90
Environmental Stewardship	17.00
Total	53.70



Improvement: New Road

Description:

The First Coast Outer Beltway is to provide a direct connection outside of the I-295 loop, between I-10 and I-95. The project is to also provide additional capacity across the St. Johns River as part of an overall corridor that addresses the area's transportation deficiencies and serve existing and future development. The entire 46.5 mile beltway project is to consist of 13 new interchanges and a major bridge structure across the St. Johns River.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,502	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	1.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	10.50
Total	26.70

Facility: FIRST COAST XWAY

Highway

Project Limits: FROM I-95 (SR 9) TO SR 15 (US17)



Improvement: New Road

Description:

The First Coast Outer Beltway is to provide a connection outside of the I-295 loop, between I-10 and I-95. The project is to also provide additional capacity across the St. Johns River as part of an overall corridor that addresses the area's transportation deficiencies and serve existing and future development. The entire 46.5 mile beltway project is to consist of 13 new interchanges and a major bridge structure across the St. Johns River.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$85,632	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	1.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.80
Livable Communities	4.70
Environmental Stewardship	13.25
Total	26.25



Improvement: New Road

Description:

The First Coast Outer Beltway is to provide a direct connection outside of the I-295 loop, between I-10 and I-95. The project is to also provide additional capacity across the St. Johns River as part of an overall corridor that addresses the area's transportation deficiencies and serve existing and future development. The entire 46.5 mile beltway project is to consist of 13 new interchanges and a major bridge structure across the St. Johns River.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,821	2018
Right of Way	\$182,882	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	1.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.40
Livable Communities	4.20
Environmental Stewardship	12.50
Total	24.60



Improvement: Modify Interchange

Description:

The project consists of the construction of additional lanes to the northbound off ramp of I-75 at SR 222. The modification also allows for the provision of dual left and right turn lanes at the ramp terminus to SR 222. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

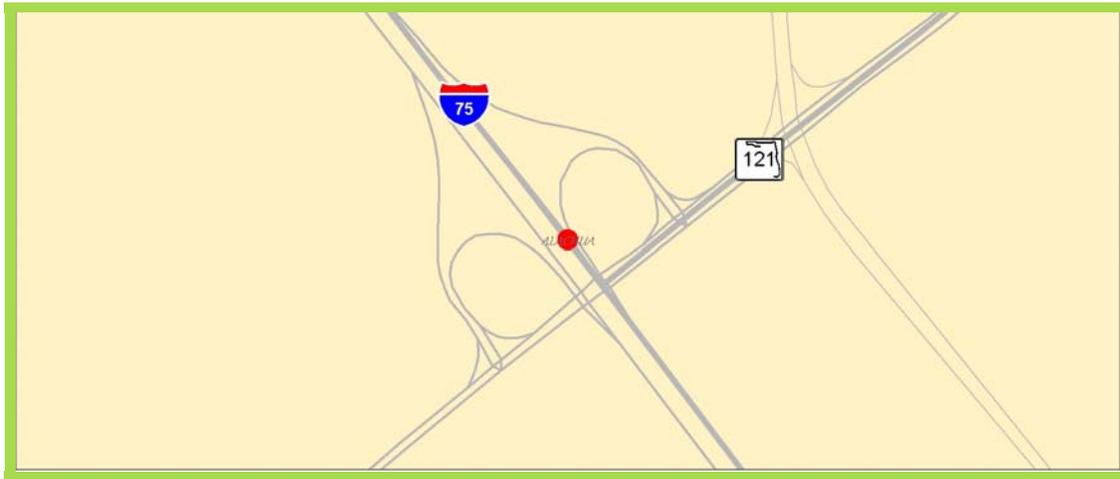
Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$6	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.00
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	7.80
Livable Communities	7.70
Environmental Stewardship	15.75
Total	38.25



Improvement: Modify Interchange

Description:

The project represents the PD&E and design phase for operational improvements on I-75 at SR 121 beginning in FY 2015.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$1,257	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.00
Maintenance & Operations	6.00
Mobility & Connectivity	0.00
Economic Competitiveness	7.80
Livable Communities	5.20
Environmental Stewardship	16.25
Total	44.25



Improvement: Modify Interchange

Description:

The project represents the design phase for interchange modifications on I-75 at SR 24/Archer Rd. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,001	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.00
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	8.00
Livable Communities	4.90
Environmental Stewardship	15.50
Total	35.40



Improvement: Managed Lanes

Description:

The project consists of a PD&E study to evaluate the viability and need for managed lanes on I-95 from IGP to I-295. Managed lanes are improvement alternatives that allow for the management of congestion through the provision of choices to drivers. These express lanes also provide additional capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.60
Livable Communities	9.70
Environmental Stewardship	12.50
Total	41.80



Improvement: Managed Lanes

Description:

The project consists of the construction of managed lanes on I-95 from IGP to Duval County line. Managed lanes are improvement alternatives that allow for the management of congestion through the provision of choices to drivers. These express lanes also provide additional capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$11,772	2015
Right of Way	\$27,600	2018
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.60
Livable Communities	9.70
Environmental Stewardship	13.00
Total	42.80



Improvement: Managed Lanes

Description:

The project consists of the construction of managed lanes on I-95 from the Duval County line to I-295. Managed lanes are improvement alternatives that allow for the management of congestion through the provision of choices to drivers. These express lanes also provide additional capacity on limited access facilities such as I-95.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,726	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	4.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.20
Livable Communities	9.70
Environmental Stewardship	13.50
Total	45.40



Improvement: Modify Interchange

Description:

The project represents the PD&E Study phase to identify and evaluate modifications for the I-295 northbound interchange at US 17 (Roosevelt Blvd. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,001	2019
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	8.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.80
Livable Communities	5.40
Environmental Stewardship	14.50
Total	42.20



Improvement: Modify Interchange

Description:

The project consists of the extensive reconstruction of the interchange, resulting in the replacement of 4 bridges on I-10, two over the CSX railroad, and two over US 301. A new eastbound and westbound on ramp will be added, with exiting loop ramps reconstructed to meet current standards. The modification will prevent traffic from backing up into the US 301 interchange and improve the flow of freight through the interchange.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$9	2015
Right of Way	\$12,851	2015
Construction	\$96,671	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.00
Maintenance & Operations	7.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.60
Livable Communities	8.70
Environmental Stewardship	16.00
Total	48.30



Improvement: Managed Lanes

Description:

The project consists of a PD&E study to evaluate the viability and need for improvements on I-95 from J. Turner Blvd. to Atlantic Blvd. In an effort to better manage congestion and provide choices to drivers, these express lanes modifications are anticipated to provide for additional capacity on limited access facilities such as I-95.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,510	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	9.00
Mobility & Connectivity	10.00
Economic Competitiveness	9.40
Livable Communities	7.90
Environmental Stewardship	16.50
Total	57.80



Improvement: Modify Interchange

Description:

The project consists of extending and widening the southbound decel lane and extending the northbound accel lane and installing a yellow flashing arrow. The improvements are anticipated to allow the facility to meet existing and future traffic needs and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$899	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.00
Maintenance & Operations	4.00
Mobility & Connectivity	2.00
Economic Competitiveness	8.20
Livable Communities	5.70
Environmental Stewardship	16.50
Total	43.40

Facility: I-95 (SR 9) S/B AUX LANE

Highway

Project Limits: FROM I-295 TO OLD ST. AUGUSTINE RD



Improvement: New Road

Description:

The project represents the design phase for a new southbound auxillary lane on I-95 from I-295 to St. Augustine Road to relieve traffic entering and exiting the interstate.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	4.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.20
Livable Communities	5.70
Environmental Stewardship	14.50
Total	42.40



Improvement: Modify Interchange

Description:

The project consists of the addition of high mast lighting, guardrails, and widened loop ramp shoulders. The improvements are anticipated to improve the safety of the interchange.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$25	2015
Right of Way	\$0	
Construction	\$134	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	5.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	15.75
Total	35.95



Improvement: Modify Interchange

Description:

The project consist of the construction of auxiliary lanes on I-95 from San Marco Ramp to Park St. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$6	2015
Preliminary Engineering	\$2,450	2016
Right of Way	\$12,337	2015
Construction	\$121,273	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.50
Maintenance & Operations	8.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.40
Livable Communities	5.90
Environmental Stewardship	12.00
Total	50.80



Improvement: Modify Interchange

Description:

The project consists of the construction of additional auxiliary lanes from I-295 to east of Lane Avenue (0.3 miles). The additional lanes are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$338	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.00
Livable Communities	4.90
Environmental Stewardship	17.25
Total	39.65

Facility: SR 9B (DAVIS INTCHG)

Highway

Project Limits: FROM N OF 9B/US 1 INTCHG TO S OF 9A/9B I



Improvement: New Interchange

Description:

The project consists of the construction of a new interchange to help alleviate traffic congestion for motorists traveling between Duval and St. Johns Counties.

Phasing Costs:

Phase	Cost	Year
PD&E	\$5	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	8.80
Livable Communities	4.70
Environmental Stewardship	12.00
Total	29.00



Improvement: Managed Lanes

Description:

The project consists of the construction of new managed lanes on I-295 from Buckman Bridge to I-95 South. In an effort to better manage congestion and provide choices to drivers, these express lanes provide for additional capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,100	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	13.00
Mobility & Connectivity	8.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	15.25
Total	60.75



Improvement: Managed Lanes

Description:

The project consists of a PD&E study to evaluate the viability and need for managed lanes on SR 9B from US 1/Phillips Highway to the SR 9A/SR 9B split. Managed lanes are improvement alternatives that allow for the management of congestion through the provision of choices to drivers. These express lanes also provide additional capacity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$330	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	2.00
Mobility & Connectivity	2.00
Economic Competitiveness	8.80
Livable Communities	6.70
Environmental Stewardship	11.75
Total	32.75



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase for the addition of 2 lanes on I-10 from US 301 to I-295.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,096	2019
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	11.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.40
Livable Communities	8.70
Environmental Stewardship	12.00
Total	46.10

Facility: I-295 (SR 9A)

Highway

Project Limits: AT US 17 TO SOUTH OF WELLS ROAD



Improvement: Modify Interchange

Description:

The project represents the Design phase for interchange modifications on I-295 at US 17 to south of Wells Road. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,025	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.20
Livable Communities	7.90
Environmental Stewardship	17.00
Total	50.60

Facility: SR 200 (US 301)
 Project Limits: AT CRAWFORD ROAD

Highway



Improvement: Modify Interchange

Description:

The project represents the Design phase for an interchange modification on SR 200 at Crawford Road. The interchange is anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,000	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	5.20
Livable Communities	4.20
Environmental Stewardship	15.00
Total	40.40



Improvement: Passenger Terminal

Description:

At completion, the Jacksonville Regional Transportation Center will house a Transportation Management Center, office space for JTA administration, a connectivity station for JTA’s current and future transit services, as well as, a newly relocated Amtrak station and Greyhound bus terminal.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$21,000	2016

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT OF JACKSONVILLE
 Project Limits: NORTH JACKSONVILLE RAIL CORRIDOR DE

Rail



Improvement: New Rail Line

Description:

Improved routing of train traffic from port facilities through the north side of Jacksonville to the west side.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$10,667	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport

Description:

The project consists of improvements to the Talleyrand terminal facility which will enable the port to retain and increase the current levels of tonnage and related on-site employment, while increasing the facilities' overall capacity. Other projects associated with the Talleyrand facility include rehabilitation and construction of wharf structures, buildings, rail, environment mitigation, pavement, and supporting operational infrastructure.

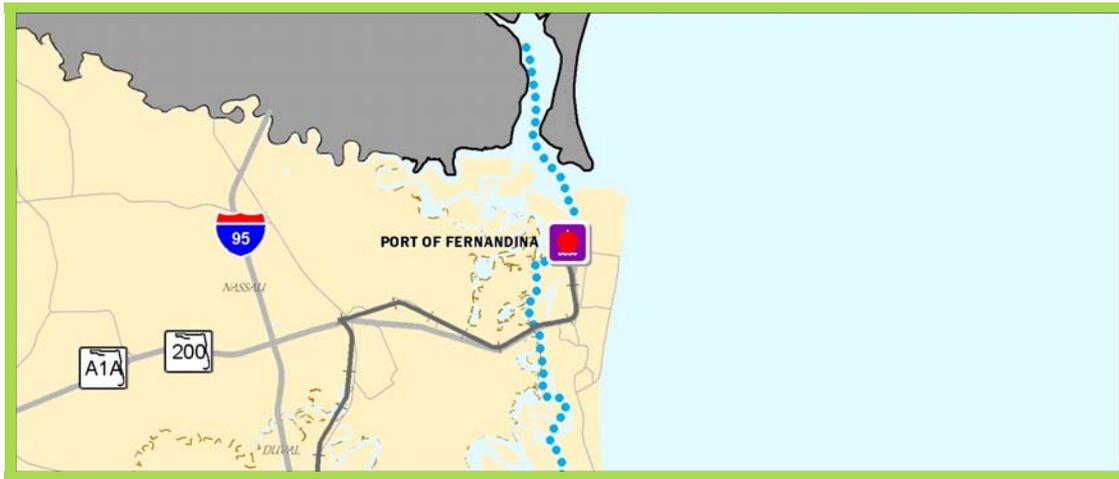
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$18,000	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport Berth

Description:

The project represents the permitting and review of the southern channel draft deepening to accommodate larger vessels necessary to serve an expanding north-south trade lane and allow for new global trade opportunities.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$4,867	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: JAXPORT ICTF
 Project Limits: PURCHASE OF NEW CRANE



Improvement: Seaport Capacity Project

Description:

The project represents the purchase of a crane for the Jaxport's intermodal container transfer facility rail improvement.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$12,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

District 3

Facility: NORTHWEST FL BEACHES
 Project Limits: INTERNATIONAL AIRPORT EXPAND TERMI



Improvement: Apron

Description:

The expansion of the airport terminal apron is anticipated to include the addition of approximately 13,000 sy of P.C.C. pavement, and will address related drainage improvements and lighting modifications.

Phasing Costs:

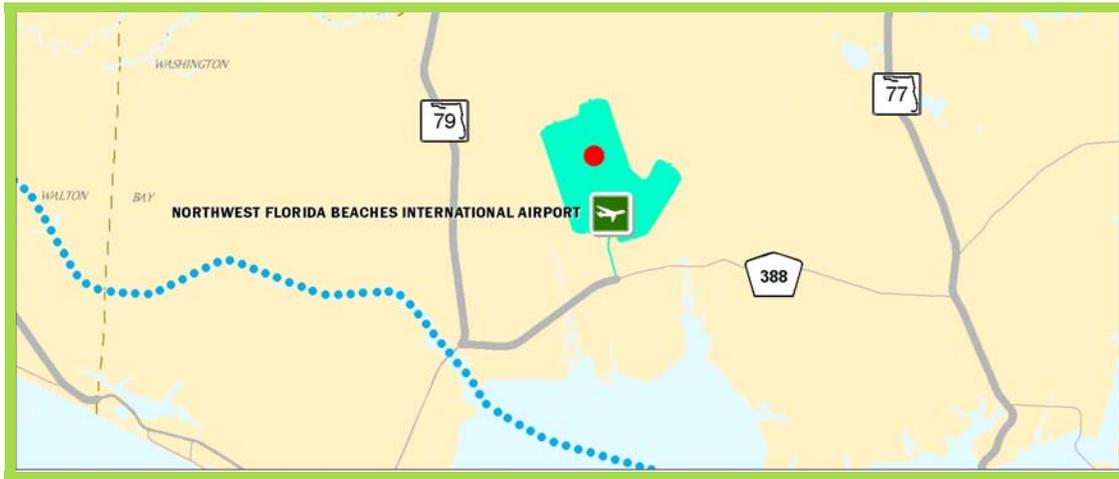
Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,600	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: NORTHWEST FL BEACHES
 Project Limits: INTERNATIONAL AIRPORT



Improvement: Taxiways

Description:

This project would consist of constructing a connecting taxiway to RW 3/21. The connecting taxiway would be an alternative route to the crosswind runway, allowing for more efficient aircraft routing.

Phasing Costs:

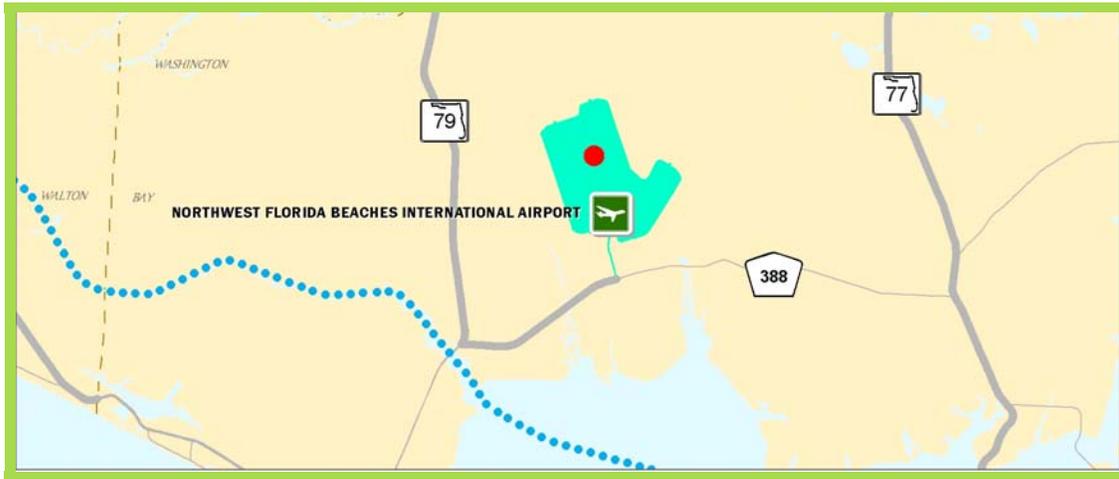
Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$100	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: NORTHWEST FL BEACHES
 Project Limits: INTERNATIONAL AIRPORT



Improvement: Runways

Description:

This project would consist of constructing a connecting taxiway to RW 3/21. The 1,000 foot extension and overlay would allow the crosswind runway to accommodate larger corporate aircraft as well as commercial aircraft.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$300	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Airports

Description:

Due to increased passenger traffic, the airport's existing parking garage and surface parking lot are routinely reaching capacity which results in the lots being closed with traffic being re-directed to the airport's shuttle parking lot. The construction of a new surface parking lot will provide additional parking to accomodate increased passengers growth.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$3,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Airports

Description:

Due to increased passenger traffic, the airport's existing parking garage and surface parking lot are routinely reaching capacity which results in the lots being closed with traffic being re-directed to the airport's shuttle parking lot. The construction of a new surface parking lot will provide additional parking to accomodate increased passengers growth.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$851	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PENSACOLA GULF COAST
 Project Limits: REGIONAL AIRPORT



Improvement: Taxiways

Description:

The project represents the construction of an extension of taxiway C to the threshold of runway 17-35 to better accommodate general aviation aircraft departing from the existing general aviation facilities and to allow for access to a future expansion of the general aviation facilities. Additional traffic will result in an increase to fuel flowage revenue to the airport.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$1,500	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Runways

Description:

The project represents the construction of a 1000' extension to runway 17/35 to allow greater passenger and cargo capacity on existing air carrier stage lengths, to allow for extended air carrier stage lengths to serve additional markets, and to allow larger aircraft to utilize the airport and aid in attracting maintenance operations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$1,500	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SR 390 ST ANDREWS

Highway

Project Limits: FROM SR 368 23RD ST TO E OF CR 2312 BALD



Improvement: Preliminary Engineering

Description:

The project consists of widening of SR 390 from 2 lanes to 6 lanes from SR 368 to CR 2312. The additional lanes are needed to improve access in Bay County and improve freight movement to and from the Port of Panama City.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$155	2016
Right of Way	\$31,732	2015
Construction	\$22,230	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	12.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.40
Livable Communities	2.70
Environmental Stewardship	15.25
Total	50.35

Facility: SR 390 ST ANDREWS

Highway

Project Limits: FROM E OF CR 2312 BALDWIN TO JENKS AVE



Improvement: Preliminary Engineering

Description:

The project consists of widening of SR 390 from 2 lanes to 6 lanes from east of CR 2312 to Jenks Avenue. The additional lanes are needed to improve access in Bay County and improve freight movement to and from the Port of Panama City.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$435	2016
Right of Way	\$10,523	2015
Construction	\$13,801	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.80
Livable Communities	5.70
Environmental Stewardship	16.00
Total	43.50

Facility: SR 390 ST ANDREWS

Highway

Project Limits: FROM JENKS AVENUE TO SR 77 OHIO AVEN



Improvement: Preliminary Engineering

Description:

The project consists of widening of SR 390 from 2 lanes to 6 lanes from Jenks Avenue to SR 77 (Ohio Avenue). The additional lanes are needed to improve access in Bay County and improve freight movement to and from the Port of Panama City.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$172	2017
Right of Way	\$29,837	2015
Construction	\$21,839	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.60
Livable Communities	5.70
Environmental Stewardship	17.00
Total	44.30



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 77 from 2 lanes to 4 lanes from the Bay County line to north of CR 279. The improvement is anticipated to relieve congestion by adding future capacity and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$13,736	2017
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.80
Livable Communities	5.20
Environmental Stewardship	14.50
Total	35.50



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 77 from 2 lanes to 4 lanes from north of CR 279 to north of Sunny Hills entrance. The improvement is anticipated to relieve congestion by adding future capacity and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$45	2015
Right of Way	\$4,604	2015
Construction	\$19,785	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.20
Livable Communities	5.20
Environmental Stewardship	16.00
Total	36.40



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 77 from 2 lanes to 4 lanes from north of the Sunny Hills entrance to 1 mile south of the Wausau city limits. The improvement is anticipated to relieve congestion by adding future capacity and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$86	2015
Right of Way	\$7,570	2015
Construction	\$25,982	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.40
Livable Communities	5.20
Environmental Stewardship	15.50
Total	35.10



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 77 from 2 lanes to 4 lanes from 1 mile south of the Wausau city limits to 1 mile north of the Wausau city limits. The improvement is anticipated to relieve congestion by adding future capacity and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$78	2015
Right of Way	\$3,750	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.40
Livable Communities	4.70
Environmental Stewardship	13.00
Total	32.10



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 77 from 2 lanes to 4 lanes from 1 mile north of the Wasau city limits to south of CR 276. The improvement is anticipated to relieve congestion and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$57	2015
Right of Way	\$4,437	2015
Construction	\$19,722	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.60
Livable Communities	4.70
Environmental Stewardship	16.50
Total	35.80

Facility: SR 77

Highway

Project Limits: FROM S CR 276 CLAYTON RD TO N OF BLUE



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 77 from 2 lanes to 4 lanes from south CR 276 to north of Blue Lake Road. The improvement is anticipated to relieve congestion and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7	2015
Right of Way	\$3,484	2015
Construction	\$17,700	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.80
Livable Communities	4.70
Environmental Stewardship	15.50
Total	35.00

Facility: SR 75 (US 231)

Highway

Project Limits: FROM S OF SR 30A (US 98) 15TH STREET TO SR



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase to evaluate improvement alternatives for SR 75 (US 231) from south of SR 30 Street to SR 20.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4,582	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	2.00
Economic Competitiveness	8.00
Livable Communities	5.70
Environmental Stewardship	13.50
Total	38.20



Improvement: New Interchange

Description:

The project represents phase I of a new US 98 interchange at SR 368. The improvement consists of the modification of US 98 (westbound), the construction of associated bridge and ramps, the widening of SR 368 to 6 lanes, and the reconstruction of the Collegiate Drive intersection. The improvement are to allow the interchange to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$8,940	2015
Construction	\$92,435	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.60
Livable Communities	6.20
Environmental Stewardship	13.75
Total	46.55

Facility: SR 30 (US 98)

Highway

Project Limits: FROM EAST END OF HATHAWAY BR TO SR 3



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of westbound through lanes on US 98 from the east end of Hathaway Bridge to SR 368. Right of way for the project was donated by Gulf Coast State College. The additional lanes will allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$5	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	9.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.60
Livable Communities	6.20
Environmental Stewardship	14.75
Total	53.55

Facility: SR 742 BURGESS ROAD

Highway

Project Limits: FROM SR 95 (US 29) TO HILLBURN DRIVE



Improvement: Right Of Way

Description:

The project represents the ROW acquisition phase for a new 4-laned facility from SR 95 to Hillburn Drive. The project also calls for the construction of a bridge at Carpenters Creek. The improvement is anticipated to address existing and future traffic demands, reduce congestion, and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$220	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.00
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	9.40
Livable Communities	4.90
Environmental Stewardship	16.75
Total	47.05

Facility: SR 95 (US 29)

Highway

Project Limits: FROM SR 8 (I-10) TO N OF SR 10 (US 90A) 9 MIL



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the widening of of SR 95 (US 29) from 4 lanes to 6 lanes from I-10 to US 90A. Bike and pedestrian features on Pensacola Blvd. are to be incorporated into the project as well. The improvements are anticipated to improve access, promote safety, and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$8,794	2015
Construction	\$35,940	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.50
Maintenance & Operations	11.00
Mobility & Connectivity	6.00
Economic Competitiveness	10.20
Livable Communities	7.70
Environmental Stewardship	17.00
Total	58.40



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR 87 from 2 lanes to 4 lanes from the Eglin Air Force Base boundary to 2 miles south of the Yellow River Bridge. The addition of the left turn lanes are anticipated to result in improved access to Eglin AFB and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$34	2015
Right of Way	\$2	2015
Construction	\$18,805	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	4.20
Livable Communities	5.20
Environmental Stewardship	14.50
Total	32.90



Improvement: Add 2 Lanes to build 4 Lanes

Description:

Continues the four-laning of this hurricane evacuation corridor. Work includes new bridge over the Yellow River.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6	2015
Right of Way	\$0	
Construction	\$38,760	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	4.40
Livable Communities	4.70
Environmental Stewardship	9.50
Total	29.60

Facility: SR 83 (US 331)

Highway

Project Limits: FROM NEW ALIGN OWL'S HEAD TO EDGEW



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening and reconstruction of SR 83 (US 331) from 2 lanes to 4 lanes from the new alignment at Owl's Head to Edgewood Circle. The multi-lane reconstruction is anticipated to extend access and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$1	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	14.00
Total	37.70

Facility: SR 83 (US 331)

Highway

Project Limits: FROM EDGEWOOD CIRCLE TO SR 8 (I-10)



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening and reconstruction of SR 83 (US 331) from 2 lanes to 4 lanes from Edgewood Circle to SR 8 (I-10). The multi-lane reconstruction of the road segment is anticipated to extend access and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$11,933	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.80
Livable Communities	7.70
Environmental Stewardship	14.50
Total	42.00

Facility: SR 8 (I-10) @ SR 95
 Project Limits: (US 29) INTERCHANGE



Improvement: Modify Interchange

Description:

The project consists of improvements to the I-10 interchange at US 29 that will result in increased future capacity. The modification represents interstate priority #10 for the district.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7,640	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	13.50
Maintenance & Operations	2.00
Mobility & Connectivity	1.00
Economic Competitiveness	10.40
Livable Communities	4.90
Environmental Stewardship	18.25
Total	50.05

Facility: SR 8 (I-10) @ SR 95
 Project Limits: (US 29) PH I IMPROVEMENTS

Highway



Improvement: Modify Interchange

Description:

The project consists of improvements to the I-10 interchange at US 29. The improvements are to modify southbound lanes of US 29 to the eastbound I-10 ramp, northbound lanes of US 29 to the westbound I-10 ramp, and northbound lanes of US 29 to the eastbound I-10 ramp. The improvements are to allow the interchange to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$73	2015
Right of Way	\$0	
Construction	\$8,544	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.50
Maintenance & Operations	6.00
Mobility & Connectivity	2.00
Economic Competitiveness	10.00
Livable Communities	7.90
Environmental Stewardship	17.25
Total	50.65



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate the widening of I-10 from 4 lanes to 6 lanes. The widening is anticipated to increase access in and around the Tallahassee region. The additional lanes will allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$20	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	12.00
Maintenance & Operations	4.00
Mobility & Connectivity	1.00
Economic Competitiveness	8.00
Livable Communities	4.70
Environmental Stewardship	9.00
Total	38.70



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase to evaluate improvement alternatives for I-10 from the Gadsden County line to west of Capital Circle.

Phasing Costs:

Phase	Cost	Year
PD&E	\$25	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	2.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	4.70
Environmental Stewardship	10.75
Total	27.75

Facility: SR 8 (I-10) INTERCHANGE
 Project Limits: STUDIES AT SR 263 & SR 61 (US 319)



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate the widening of I-10 from 4 lanes to 6 lanes. The widening is anticipated to increase access in and around the Tallahassee region, particularly at the intersection of Capital Circle (SR 263) and Thomasville Road (US 319). The additional lanes will allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$63	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.90
Livable Communities	7.70
Environmental Stewardship	16.00
Total	43.10



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The PD&E study is to evaluate the widening of I-10 from 4 lanes to 6 lanes. The widening is anticipated to increase access in and around the Tallahassee region, from east of Capital Circle to US 90. Minor ramp modifications are also being considered at the US 90 East. The additional lanes and modifications will allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$19	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.30
Livable Communities	4.70
Environmental Stewardship	12.00
Total	33.00



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate the widening of SR 123 from 2 lanes to 4 lanes. The study is to also evaluate the construction of a new interchange at the north end of the segment. The additional lanes and potential interchange are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.20
Livable Communities	4.70
Environmental Stewardship	15.00
Total	41.90



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of widening of I-10 from 4 lanes to 6 lanes from the east end of the Escambia Bay Bridge to east of SR 261. The project also includes the widening of the Avalon Overpass Bridges. The improvements are anticipated to relieve congestion and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$292	2015
Right of Way	\$0	
Construction	\$35,526	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	1.00
Mobility & Connectivity	5.00
Economic Competitiveness	4.60
Livable Communities	6.20
Environmental Stewardship	12.00
Total	30.80



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The project consists of the reconstruction of US 98, adding 2 lanes from Emerald Bay Drive to Tang-O-Mar Drive. The improvement also allows for the addition of sidewalks and bike lanes in each direction, with dual left turn lanes added at major intersections. The additional lanes will allow the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety for motorists, cyclists, and pedestrians.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7	2015
Right of Way	\$4,391	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	7.00
Economic Competitiveness	3.80
Livable Communities	7.70
Environmental Stewardship	13.75
Total	43.25



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase to evaluate alternatives relating to the reconstruction of Brooks Bridge on US 98/SR 30.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3,575	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	4.00
Livable Communities	0.70
Environmental Stewardship	7.25
Total	27.95

Facility: SR 263 CAPITAL CIRCLE

Highway

Project Limits: FROM CR2203 SPRINGHILL RD TO SR 371 ORA



Improvement: Add 4 Lanes to build 6 Lanes

Description:

The project consists of the ROW acquisition for 4 additional lanes on SR 263 from CR 223 (Springhill Road) to SR 371 (Orange Avenue). The lane additions are anticipated to improve area access around the Capital region, allowing the facility to meet existing and future traffic needs, relieve congestion, and improve highway safety. The improvement represents the MPO's #3 priority.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$8,722	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	6.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.30
Livable Communities	4.70
Environmental Stewardship	14.00
Total	39.50



Improvement: Add Turn Lane

Description:

The project consists of the ROW acquisition for a southbound left turn lane at the Sherwood Road intersection just south of SR 8 (I-10). The turn lane improvement is also to result in a 300 foot storage. The additional lane modification will allow the facility to meet existing and future traffic needs and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.60
Livable Communities	4.70
Environmental Stewardship	18.00
Total	43.30

Facility: SR 83 (US 331) @
 Project Limits: BRUCE AVENUE INTERSECTION

Highway



Improvement: Add Turn Lane

Description:

The project consists of the ROW acquisition for a northbound left turn lane and a southbound right turn lane at the Coy Burgess Loop intersection, south of I-10. The turn lane improvement is also to result in a 100 foot storage facility. The additional lane modification will allow the road to meet existing and future traffic needs and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$13	2015
Construction	\$244	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.80
Livable Communities	4.20
Environmental Stewardship	17.50
Total	36.50



Improvement: Preliminary Engineering

Description:

The project consists of adding 2 lanes, partial new alignment, and bridge replacement on SR 388 from SR 79 to east of Northwest Florida Beaches Airport. This is the SIS connector for the airport.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,233	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	4.70
Environmental Stewardship	12.00
Total	27.50



Improvement: Widen/Resurface Existing Lanes

Description:

The project consists of the widening and resurfacing of SR 79 from south of I-10 to north of I-10. The improvement is to provide additional capacity to SR 79 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$0	
Construction	\$667	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	1.00
Economic Competitiveness	5.80
Livable Communities	4.20
Environmental Stewardship	18.00
Total	32.00



Improvement: Add Turn Lane

Description:

The project consists of the construction of right turn lanes on Eglin Parkway (SR 85) from 12th Avenue to the middle school entrance.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$0	
Construction	\$561	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.60
Livable Communities	4.70
Environmental Stewardship	14.00
Total	36.30

Facility: SR 30 (US 98)

Highway

Project Limits: FROM SANTA ROSA CO. LINE TO SR 189 BEAL



Improvement: Add Turn Lane

Description:

The project consists of the design and construction of additional turn lanes on US 98/SR 30 from the Santa Rosa County line to SR 189.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$331	2015
Right of Way	\$0	
Construction	\$1,383	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	4.60
Livable Communities	5.20
Environmental Stewardship	8.50
Total	34.30

Facility: SR 8 (I-10) IJR AT
 Project Limits: CR 99 BEULAH ROAD



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate I-10 interchange modifications at CR 99 (Beulah Road). The study is also in support of a study being undertaken by Escambia County for Beulah Road. The improvements are anticipated to relieve congestion and improve traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$11	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	2.00
Economic Competitiveness	4.80
Livable Communities	4.70
Environmental Stewardship	15.00
Total	29.50



Improvement: Add Turn Lane

Description:

The project consists of the construction of a southbound right turn lane at Industrial Park Road. The turn lane improvement is needed in order to improve freight truck movement in and out of the industrial park.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$2	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	2.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.80
Livable Communities	4.70
Environmental Stewardship	17.00
Total	33.00



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate the widening of SR 79 from 2 lanes to 4 lanes from SR 8 (I-10) to the Alabama state line. The additional lanes are to be divided by a 64 foot median. The improvement upon completion is anticipated to allow the facility to meet existing and future traffic needs by relieving congestion, promoting safety, and improving traffic conditions during emergency evacuations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$5,050	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	5.40
Livable Communities	4.70
Environmental Stewardship	16.00
Total	35.10

Facility: SR 187 (US 331)

Highway

Project Limits: FROM SR 8 (I-10) TO ALABAMA STATE LINE



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate improvements for US 331 north, in addition to US 90, between US 331 south and US 331 north.

Phasing Costs:

Phase	Cost	Year
PD&E	\$63	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	3.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.00
Livable Communities	5.70
Environmental Stewardship	14.00
Total	29.70



Improvement: Dredge Channel

Description:

The project is in relation to an East Channel deepening project. The U.S. Army Corps of Engineers is currently conducting a limited re-evaluation report to confirm the cost/benefit of the project. This project is vital for the long term expansion plans of the Panama City Port Authority.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$3,000	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport Berth

Description:

The project consists of the construction of a temporary spoil site, dredging approximately 100,000 cubic yards of material adjacent to West Berth 3, and two approaches to the berth. It also includes the removal of materials from the temporary spoil site. The project will allow for the port to accommodate larger vessels and provide barges and shallow-draft vessels with access directly from the Intercoastal Waterway.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,700	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport

Description:

Capital improvements on the Port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,500	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

District 4

Facility: FORT LAUDERDALE - HOLLYWOOD
 Project Limits: INTERNATIONAL RUNWAY 9R/27L EXTENSI



Improvement: Runways

Description:

The project represents the extension of Runway 9R/27L. The extension involves the associated taxiway, bridging, lighting, signage, drainage, and burying powerlines and navigational aids.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$80,781	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: FT.LAUD/HOLLYWOOD AIRPORT
 Project Limits: AIRPORT ACCESS ROADWAY SYSTEM



Improvement: Airport Improvement Project

Description:

The project represents a multi-phased \$2.3 billion capital improvement program. This program includes a \$900 million investment in renovating the airport’s four terminals and constructing two new additional concourses. This program is underway and will expand the number of airline gates from 57 to 66.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$20,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SR-710/BEELINE HWY

Highway

Project Limits: FROM W. OF AUSTRALIAN AVE TO OLD DIXI



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 lanes to 4 lanes, while providing bike lanes and sidewalks. The improvements are to provide for additional capacity for SR-710 in order to meet existing and future traffic needs and promote the safety of motorists, bicyclist, and pedestrians.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$70	2015
Right of Way	\$3,772	2015
Construction	\$25,429	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	11.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.95
Livable Communities	7.40
Environmental Stewardship	19.50
Total	52.85

Facility: SR-9/I-95 @ GATEWAY BLVD.

Highway

Project Limits: INTERCHANGE



Improvement: Modify Interchange

Description:

The project represents the PD&E phase to evaluate interchange modifications for I-95 at Gateway Boulevard. The upon completion, the improvement is anticipated to provide for better access, resulting in improved operating conditions, reduced user delay, and improved safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,005	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	2.00
Economic Competitiveness	9.35
Livable Communities	8.90
Environmental Stewardship	15.75
Total	47.00

Facility: SR-9/I-95 WOOLBRIGHT BLVD
 Project Limits: (INTERIM INTERCHANGE)

Highway



Improvement: Modify Interchange

Description:

The project represents a design build project that adds eastbound and westbound left turn lanes on overpass and increases existing turn lane storage and adds receiving lanes to northbound & southbound I-95 on-ramps.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$26	2015
Right of Way	\$0	
Construction	\$41	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	9.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.55
Livable Communities	5.90
Environmental Stewardship	19.00
Total	44.45



Improvement: Project Development & Environment

Description:

The purpose of the PD&E study is to evaluate the widening of I-95 from 8 to 10 lanes and converting the HOV lane to implement 2 express lanes in each direction.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	8.00
Economic Competitiveness	10.40
Livable Communities	10.10
Environmental Stewardship	15.50
Total	52.00



Improvement: Ultimate Plan

Description:

The purpose of the PD&E study is to evaluate the widening of I-95 from 8 to 10 lanes and converting the HOV lane to implement 2 express lanes in each direction.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	12.00
Mobility & Connectivity	13.00
Economic Competitiveness	9.80
Livable Communities	9.90
Environmental Stewardship	16.25
Total	61.95



Improvement: Project Development & Environment

Description:

The purpose of the PD&E study is to evaluate various transportation improvements that will provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety. The study limits extend from Oakland Park Boulevard to the Palm Beach County Line.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	13.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.75
Livable Communities	7.60
Environmental Stewardship	13.75
Total	57.60



Improvement: Project Development & Environment

Description:

The Central Broward Transit Study involves an alternative analysis of the premium transit services along a previously approved alignment from Sawgrass Mills/Bank Atlantic Center, south to the planned Fort Lauderdale/Hollywood International Airport Intermodal Center.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	5.00
Economic Competitiveness	10.40
Livable Communities	6.60
Environmental Stewardship	11.50
Total	50.50



Improvement: Add 2 Auxiliary Lanes

Description:

The project consists of the widening of I-95 from 8 to 10 lanes and adding 1 auxiliary lane in each direction. The improvement is to provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$201	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	8.00
Mobility & Connectivity	11.00
Economic Competitiveness	10.00
Livable Communities	6.40
Environmental Stewardship	13.00
Total	51.40



Improvement: Modify Interchange

Description:

The project consists of operational improvements to the existing I-95 at SR 76/Kanner Highway interchange. The project upon completion is to provide for better access, resulting in improved operating conditions and reduced user delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,525	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	7.00
Economic Competitiveness	10.00
Livable Communities	5.90
Environmental Stewardship	16.75
Total	50.65



Improvement: Modify Interchange

Description:

The interchange improvements consists of the addition of an eastbound overpass left turn lane and a receiving lane on the northbound on-ramp. A southbound right-turn lane is also to be added on the southbound off-ramp.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$10	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	5.00
Economic Competitiveness	9.15
Livable Communities	8.40
Environmental Stewardship	19.50
Total	53.05



Improvement: New Interchange

Description:

The project upon completion is to help meet anticipated future travel demand and assist in generating commercial and industrial activity. The interchange would also enhance hurricane evacuation capabilities in the county. The project is evaluating the acceptability, design and impacts of a new I-95 interchange at Oslo Road.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$3,400	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	2.00
Mobility & Connectivity	3.00
Economic Competitiveness	4.80
Livable Communities	8.20
Environmental Stewardship	17.50
Total	39.00



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the widening of I-95 (one lane in each direction) from 4 lanes to 6 lanes and widening on/off ramps at the CR 512/I-95 interchange. The improvement is to provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	3.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.00
Livable Communities	8.20
Environmental Stewardship	15.00
Total	39.70



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The widening improvement of I-95 from 6 lanes to 8 lanes is being evaluated through a PD&E study to determine potential impacts, design specifications, and project justification.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.00
Livable Communities	8.70
Environmental Stewardship	12.50
Total	39.20



Improvement: Modify Interchange

Description:

The interchange improvements include the widening of a portion of the I-95 southbound off-ramp bridge and retro-fitting the traffic/pedestrian railing. The project also allows for the addition of an eastbound left turn lane at the northbound on/off-ramp intersection, with a receiving lane on the northbound on-ramp.

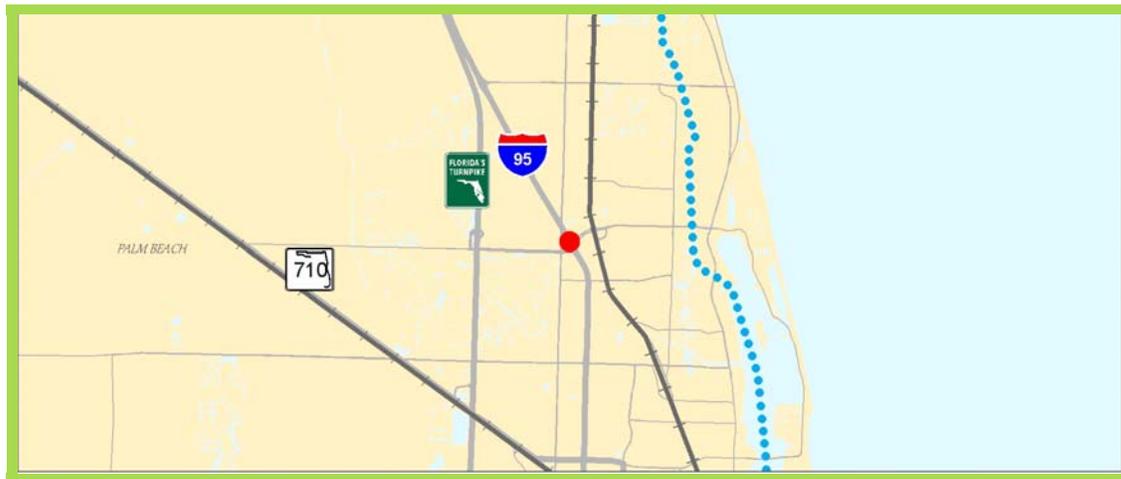
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$10	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.15
Livable Communities	8.90
Environmental Stewardship	16.50
Total	47.55



Improvement: Modify Interchange

Description:

The PD&E study is to evaluate a new interchange at I-95 and Central Blvd., as well as improvements at I-95 and PGA Blvd. The interchange modifications are to also include the construction of a westbound to southbound 2 lane flyover ramp and ramp approaches to PGA Blvd. with new ramp connections and side street improvements.

Phasing Costs:

Phase	Cost	Year
PD&E	\$31	2015
Preliminary Engineering	\$2,525	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	7.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.20
Livable Communities	9.40
Environmental Stewardship	15.00
Total	42.60



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 lanes to 6 lanes, the construction of a shared use path, and an overpass at Northlake Boulevard. The improvements are to provide for additional capacity for SR-710 in order to meet existing and future traffic needs and promote the safety of motorists, bicyclist, and pedestrians.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,800	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.50
Livable Communities	7.90
Environmental Stewardship	16.75
Total	40.15



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 lanes to 4 lanes. Other elements of the project address access management, ADA requirements, signage, drainage, environmental issues, and signalization. The improvements are to provide for additional capacity for SR-710 in order to meet existing and future traffic needs and promote the safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$729	2019
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	4.40
Livable Communities	7.20
Environmental Stewardship	14.50
Total	34.10



Improvement: Project Development & Environment

Description:

The PD&E study is to identify alternative improvements on I-75 that address the needs of the area and evaluate potential social, natural and physical impacts of those alternatives. Components of the study include the evaluation of express lanes in the median, interchange modifications, auxillary lanes, park-and-ride lots, and the incorporation of Bus Rapid Transit service in express lanes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.40
Livable Communities	9.90
Environmental Stewardship	14.00
Total	43.30



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate improvements to SR 710, which include widening from 2 lanes to 4 lanes. The improvements are to provide for additional capacity for SR 710 in order to meet existing and future traffic needs and promote the safety.

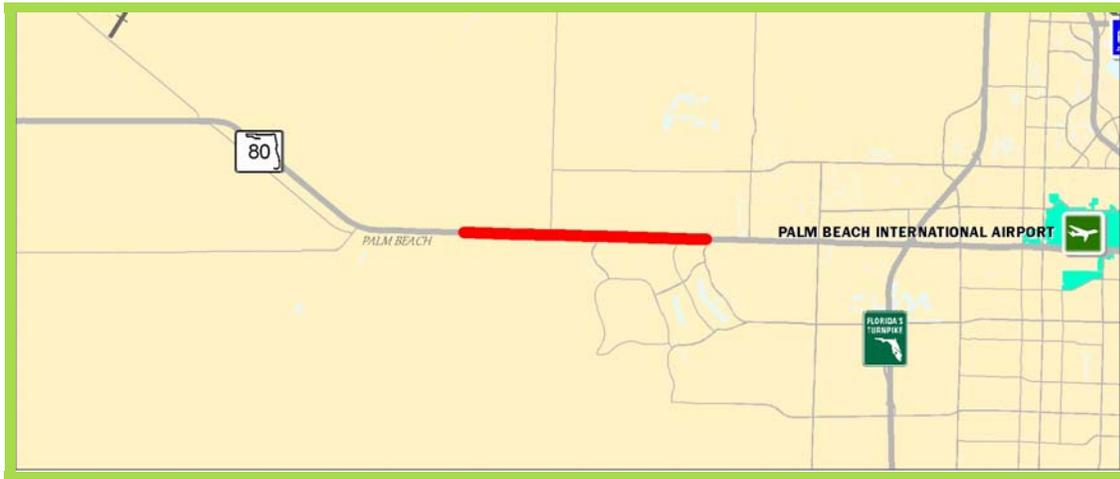
Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	7.20
Environmental Stewardship	14.50
Total	33.50



Improvement: Project Development & Environment

Description:

The project consists of the widening of SR 80 from 4 lanes to 6 lanes. The improvement is to provide for additional capacity on SR 80 in order to meet existing and future traffic needs and promote the safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$36	2015
Right of Way	\$3,886	2015
Construction	\$39,362	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	12.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.00
Livable Communities	5.70
Environmental Stewardship	14.00
Total	43.70



Improvement: Project Development & Environment

Description:

This project is to widen SR 710 from 2 to 4 lanes from the Martin/Palm Beach County line to west of Pratt Whitney Road and from 4 lanes to 6 lanes from west of Pratt Whitney Road to Congress Avenue. This will serve to reduce congestion as well as to enhance mobility, safety, emergency access, and truck movement within and through Martin and Palm Beach Counties. A ten-foot shared use path on the north side of SR 710 is also being evaluated from approximately one mile east of SR 76 to Northlake Boulevard.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$152	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	7.00
Mobility & Connectivity	2.00
Economic Competitiveness	9.80
Livable Communities	7.70
Environmental Stewardship	12.00
Total	39.50

Facility: SR-710/WARFIELD BLVD

Highway

Project Limits: FROM CR-609/ALLAPATTAH RD TO EAST OF



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate the widening of SR 710 from 2 to 4 lanes from CR 609/Allapattah Road to east of SR 76. Project study goes with #4193481 and #4193482.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	2015
Preliminary Engineering	\$2,825	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	4.80
Livable Communities	5.20
Environmental Stewardship	14.50
Total	34.50



Improvement: Preliminary Engineering

Description:

The public/private partnership project upon completion is to result in three ground level reversible express toll lanes on I-595 that will serve express traffic to/from the I-75/Sawgrass Expressway from/to east of SR 7. The improvement will also allow for a direct connection to the median of the turnpike, with variable tolls to optimize traffic flow, which will reverse during peak travel times (eastbound in the a.m. & westbound in the p.m.).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$842	2019
Right of Way	\$0	
Construction	\$2	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	5.00
Economic Competitiveness	11.40
Livable Communities	8.60
Environmental Stewardship	11.75
Total	53.75



Improvement: Preliminary Engineering

Description:

The public/private partnership project upon completion is to result in three ground level reversible express toll lanes on I-595 that will serve express traffic to/from the I-75/Sawgrass Expressway from/to east of SR 7. The improvement will also allow for a direct connection to the median of the turnpike, with variable tolls to optimize traffic flow, which will reverse during peak travel times (eastbound in the a.m. & westbound in the p.m.).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	5.00
Economic Competitiveness	11.40
Livable Communities	8.60
Environmental Stewardship	11.75
Total	53.75



Improvement: Add 3 Reversible Use Lanes

Description:

The project upon completion is to result in three ground level reversible express toll lanes on I-595 that will serve express traffic to/from the I-75/Sawgrass Expressway from/to east of SR 7. The improvement will also allow for a direct connection to the median of the turnpike, with variable tolls to optimize traffic flow, which will reverse during peak travel times (eastbound in the a.m. & westbound in the p.m.).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$0	
Construction	\$840,241	2015
Grant	\$81,290	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	8.00
Economic Competitiveness	11.60
Livable Communities	8.60
Environmental Stewardship	13.25
Total	58.45



Improvement: Add 2 Reversible Use Lanes

Description:

The project upon completion is to result in three ground level reversible express toll lanes on I-595 that will serve express traffic to/from the I-75/Sawgrass Expressway from/to east of SR 7. The improvement will also allow for a direct connection to the median of the turnpike, with variable tolls to optimize traffic flow, which will reverse during peak travel times (eastbound in the a.m. & westbound in the p.m.).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$200	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	7.00
Economic Competitiveness	11.60
Livable Communities	8.60
Environmental Stewardship	13.25
Total	57.45



Improvement: Managed Lanes

Description:

The project features a new 4-lane managed lane facility in the I-75 median. The project upon completion is to provide additional capacity resulting in improved operation conditions, faster peak travel speeds, more reliable travel times, and reduced user delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$1,610	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	1.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.75
Livable Communities	7.10
Environmental Stewardship	17.25
Total	42.10

Facility: SR-93/I-75 ML SYSTEM

Highway

Project Limits: FROM S OF SHERIDAN ST INTRG TO N OF G



Improvement: Managed Lanes

Description:

The project features a new 4-lane managed lane facility in the I-75 median. The project upon completion is to provide additional capacity resulting in improved operation conditions, faster peak travel speeds, more reliable travel times, and reduced user delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$1	2015
Construction	\$389	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	4.00
Mobility & Connectivity	6.00
Economic Competitiveness	7.80
Livable Communities	9.90
Environmental Stewardship	18.00
Total	47.70



Improvement: Right Of Way

Description:

The project represents the right of way acquisition for project FM #4208095.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$563	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	5.00
Economic Competitiveness	11.60
Livable Communities	8.60
Environmental Stewardship	13.25
Total	55.45



Improvement: Project Development & Environment

Description:

The purpose of the PD&E study is to evaluate the widening of I-95 from 6 to 8 lanes to provide additional capacity in order to meet existing and future traffic needs as well as improve highway safety. The study limits extend from south of High Meadow Avenue to North of Becker Road.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.40
Livable Communities	8.70
Environmental Stewardship	13.00
Total	32.10



Improvement: Intermodal

Description:

Park and ride facility for complementing the managed lane system.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$525	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.00
Livable Communities	8.70
Environmental Stewardship	14.00
Total	36.70



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate the further needs of I-95, after the construction of express lanes, as committed by FHWA. The study area is from the Miami-Dade/Broward County line to SR 842/Broward Blvd. Identified alternatives are anticipated to provide additional capacity to meet future needs and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4,890	2018
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	17.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.35
Livable Communities	8.10
Environmental Stewardship	10.50
Total	56.95



Improvement: Modify Interchange

Description:

The interchange improvements include the following: the addition of an I-95 southbound off-ramp left turn lane, an I-95 northbound off-ramp right turn lane, an I-95 southbound on-ramp receiving lane, and an additional eastbound through lane on Donald Ross Road under I-95. The interchange is to also be re-stripped to add an additional westbound left turn lane at the I-95 southbound on-ramp.

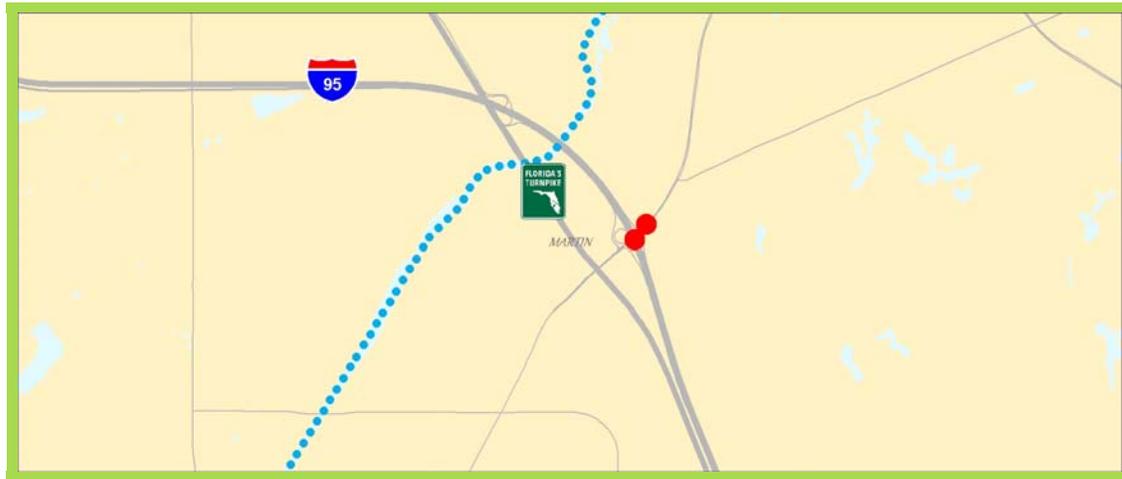
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$20	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	5.00
Mobility & Connectivity	6.00
Economic Competitiveness	10.60
Livable Communities	6.90
Environmental Stewardship	16.50
Total	46.00



Improvement: Modify Interchange

Description:

The project consists of operational improvements to the existing I-95 at SR 76/Kanner Highway interchange. The project upon completion is to provide for better access, resulting in improved operating conditions and reduced user delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$5,250	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.80
Livable Communities	8.70
Environmental Stewardship	13.00
Total	40.50



Improvement: Preliminary Engineering

Description:

The project represents the corridor design for the I-75 express lane projects FM# 421707-3, -4, -5, and -6.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.40
Livable Communities	9.90
Environmental Stewardship	15.00
Total	44.30



Improvement: Preliminary Engineering

Description:

The project represents the corridor design for the I-75 express lane projects FM# 421707-3, -4, -5, and -6.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$0	
Construction	\$5,110	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.40
Livable Communities	9.90
Environmental Stewardship	15.00
Total	44.30



Improvement: Add 2 Auxiliary Lanes

Description:

The project consists of the widening of the southbound I-95 exit ramp to SW 10th Street and the addition of an auxiliary lane on I-95 southbound between SW 10th Street and Hillsboro Boulevard. The improvement is to provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$54	2015
Right of Way	\$0	
Construction	\$20	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	12.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.70
Livable Communities	6.60
Environmental Stewardship	19.00
Total	62.30



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 lanes to 4 lanes divided, with signage, lighting, signalization, and ITS improvements included. The improvements are to provide for additional capacity for SR-710 in order to meet existing and future traffic needs and promote the safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$15	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.75
Livable Communities	7.70
Environmental Stewardship	15.00
Total	39.45



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 lanes to 4 lanes, divided with concrete pavement. The project will also require the construction of off-site ponds to meet drainage needs.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$16,603	2016
Right of Way	\$0	
Construction	\$55,539	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.00
Livable Communities	4.20
Environmental Stewardship	13.50
Total	36.70

Facility: SR-710/BEELINE HWY

Highway

Project Limits: FROM PALM BEACH/MARTIN CL TO W. OF I



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 lanes to 4 lanes divided, with signage, lighting, signalization, and ITS improvements included. The improvements are to provide for additional capacity for SR-710 in order to meet existing and future traffic needs and promote the safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$5	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.55
Livable Communities	4.70
Environmental Stewardship	13.00
Total	33.25

Facility: SR-710/BEELINE HWY

Highway

Project Limits: FROM MP 2.0 TO W. OF SW FOX BROWN RD



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 to 3 passing lanes to implement a passing lane in two locations. The lanes (1.5 miles each) are to promote safety and improve traffic flow on certain segments of SR-710.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$12	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	4.40
Livable Communities	7.20
Environmental Stewardship	14.50
Total	34.10



Improvement: Modify Interchange

Description:

The project is to include the following: the reconstruction of the I-75 NB on/off ramps at Griffin Rd, a new acceleration lane for NB Entrance to I-75 and new deceleration lane for NB exit to Griffin Road, widening the bridge over South New River Canal, constructing additional left turn lanes on EB Griffin Road to I-75 NB/SB on ramps, and constructing a "Park and Ride" parking lot in the southeast quadrant of the interchange.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$830	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	4.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.80
Livable Communities	9.90
Environmental Stewardship	18.00
Total	45.70

Facility: I-75/SR-93 AT
 Project Limits: GRIFFIN ROAD

Highway



Improvement: Modify Interchange

Description:

The project includes reconstructing the west side of the I-75 at Griffin Road interchange.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$30	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	4.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.80
Livable Communities	9.90
Environmental Stewardship	18.00
Total	45.70



Improvement: Preliminary Engineering

Description:

The improvement represents the "95 Express Phase 3" project, which consists of the widening I-95 to add one lane in each direction. The project is to also result in the conversion of the existing HOV lane, allowing for 2 express lanes in each direction. The improvement is to provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$15,213	2019
Right of Way	\$0	
Construction	\$220,576	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	8.00
Economic Competitiveness	10.00
Livable Communities	9.60
Environmental Stewardship	16.75
Total	61.35



Improvement: Managed Lanes

Description:

The project represents a design build project to construct two express (managed) lanes in each direction along the center of the existing I-95 corridor. One of the express lanes will result from conversion of the existing HOV lanes, and the second express lane will be accounted for via roadway widening. The improvements will be implemented by a combination of widening and restriping.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,031	2015
Right of Way	\$0	
Construction	\$183,491	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	13.00
Mobility & Connectivity	12.00
Economic Competitiveness	9.35
Livable Communities	9.60
Environmental Stewardship	12.50
Total	60.95



Improvement: Preliminary Engineering

Description:

The improvement represents the "95 Express Phase 3" project, which consists of the widening I-95 to add one lane in each direct. The project is to also result in the conversion of the existing HOV lane, allowing for 2 express lanes in each direction. The improvement is to provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,408	2019
Right of Way	\$0	
Construction	\$125,059	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	11.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.20
Livable Communities	7.90
Environmental Stewardship	14.00
Total	53.10



Improvement: Preliminary Engineering

Description:

The improvement represents the "95 Express Phase 3" project, which consists of the widening I-95 to add one lane in each direct. The project is to also result in the conversion of the existing HOV lane, allowing for 2 express lanes in each direction. The improvement is to provide additional capacity to I-95 in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	14.00
Mobility & Connectivity	8.00
Economic Competitiveness	9.20
Livable Communities	7.90
Environmental Stewardship	8.75
Total	49.85



Improvement: Modify Interchange

Description:

The project consists of modifications to the existing I-95 at SR 806/Atlantic Avenue interchange. The additional lanes are to provide for better access, resulting in improved operating conditions and reduced user delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$69	2015
Right of Way	\$0	
Construction	\$8,293	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	10.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.40
Livable Communities	8.40
Environmental Stewardship	17.00
Total	48.80

Facility: SR-9/I-95 AT
 Project Limits: BLUE HERON BLVD INTERCHANGE



Improvement: Add Turn Lane

Description:

The project consists of the construction of turn lanes on the I-95 off-ramps at the Blue Heron Boulevard interchange. The interchange modifications allow the facility to meet existing and future traffic needs by improving access, relieving congestion, and reducing delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$40	2015
Right of Way	\$0	
Construction	\$2,562	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	13.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.10
Livable Communities	6.40
Environmental Stewardship	18.00
Total	53.00

Facility: I-95 & BROWARD BLVD.

Highway

Project Limits: INTERCHANGE SOUTHBOUND OFF-RAMP &



Improvement: Modify Interchange

Description:

Convert I-95 southbound single lane southbound off-ramp at Broward Blvd to dual lane and add a turn lane and storage. Also includes the addition of a third left turn lane and free flowing right turn lane.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$125	2015
Right of Way	\$0	
Construction	\$4,061	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	1.00
Mobility & Connectivity	0.00
Economic Competitiveness	10.75
Livable Communities	4.60
Environmental Stewardship	17.50
Total	35.35

Facility: I-95 & BROWARD BLVD

Highway

Project Limits: INTERCHANGE NORTHBOUND OFF-RAMP &



Improvement: Modify Interchange

Description:

Add turn lanes and storage to I-95 northbound off-ramp collector-distributor road terminus at Broward Blvd. Convert the channelized northbound single right with yield condition to signalized triple rights.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$50	2015
Right of Way	\$0	
Construction	\$2,173	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	1.00
Mobility & Connectivity	0.00
Economic Competitiveness	10.75
Livable Communities	4.60
Environmental Stewardship	18.50
Total	36.85



Improvement: Add Turn Lane

Description:

The project consists of intersection improvements for the southbound lanes and constructing a bus bay on Sample Road. The lane improvements allow the facility to meet existing and future traffic needs by relieving congestion and promoting the free flow of traffic by reducing user delay.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$67	2015
Right of Way	\$0	
Construction	\$1,100	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.85
Livable Communities	8.10
Environmental Stewardship	19.25
Total	59.20



Improvement: Modify Interchange

Description:

The project represents the design phase for widening the southbound I-95 off ramp intersection to provide two left turn lanes and one right turn lane. The improvement consists of widening the northbound I-95 off ramp to provide two left turn lanes and three right turn lanes and modifications to the northbound I-95 on ramp entrance. A new bridge and retaining wall will be constructed on St. Lucie West Blvd over I-95 for eastbound traffic.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,550	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	17.25
Total	33.95



Improvement: Modify Interchange

Description:

The project consists of interchange modifications for I-95 at Linton Boulevard. The improvement upon completion is to provide for better access, resulting in improved operating conditions, reduced user delay, and improved safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$305	2015
Preliminary Engineering	\$1,305	2015
Right of Way	\$7,106	2017
Construction	\$12,254	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	10.00
Livable Communities	4.90
Environmental Stewardship	19.50
Total	37.40



Improvement: Modify Interchange

Description:

The project represents the PD&E phase to evaluate modifying the I-95 at SR-80 interchange to add capacity and accommodate expected traffic growth through year 2040. The initial concept is to add two single lane flyover ramps, and add turn lanes at the northbound on/off-ramp intersection with SR-80 and the southbound on/off-ramp intersection with SR-80, and add turn lanes to the SR-80 at Parker Avenue intersection.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2,005	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	13.00
Mobility & Connectivity	6.00
Economic Competitiveness	9.15
Livable Communities	8.40
Environmental Stewardship	15.25
Total	52.80



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase to evaluate modifying the I-95 at Northlake Boulevard interchange to add capacity and accommodate expected traffic growth through year 2040. The initial concept is to add turn lanes at the I-95 northbound on/off-ramp intersection with Northlake Blvd, widen the I-95 northbound on-ramp, widen the I-95 southbound off-ramp, and add a fourth through lane eastbound and westbound on Northlake Blvd from Military Trail.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,005	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	9.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.30
Livable Communities	5.90
Environmental Stewardship	19.50
Total	48.70



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate modifying the I-95 at Boynton Beach Blvd interchange to add capacity and accommodate expected traffic growth through year 2040. The initial concept is to add turn lanes and auxiliary lanes to the I-95 on/off-ramps intersections, add a lanes on the I-95 on-ramps, add a westbound lane on Boynton Beach Blvd, and add a turn lane at the Boynton Beach Blvd and Seacrest intersection.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,005	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	8.75
Livable Communities	3.40
Environmental Stewardship	16.75
Total	36.90



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase to evaluate various transportation improvements for the segment of I-95 from south of SR-870/Commercial Blvd. to north of Cypress Creek Rd. The improvements are anticipated to meet existing and future traffic needs.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2,010	2016
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	13.00
Mobility & Connectivity	11.00
Economic Competitiveness	8.55
Livable Communities	10.10
Environmental Stewardship	16.50
Total	63.65

Facility: SFECC CORRIDOR TRANSIT ALT
 Project Limits: FROM MIAMI TO POMPANO BEACH

Rail



Improvement: Passenger Rail

Description:

The project represents the "Tri-Rail Coastal Link Project Development Study". The study proposes the re-introduction of passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. This proposed service will connect the downtown areas of 28 densely populated municipalities, improve north-south mobility, encourage stronger east-west connections, promote redevelopment and revitalization, and enhance freight movement.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3,000	2016
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SFECC CORRIDOR TRANSIT ALT
 Project Limits: FROM POMPANO BEACH TO WEST PALM BE

Rail



Improvement: Passenger Rail

Description:

The project represents the "Tri-Rail Coastal Link Project Development Study". The study proposes the re-introduction of passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. This proposed service will connect the downtown areas of 28 densely populated municipalities, improve north-south mobility, encourage stronger east-west connections, promote redevelopment and revitalization, and enhance freight movement.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3,150	2016
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SFECC CORRIDOR TRANSIT ALT
 Project Limits: FROM WEST PALM BEACH TO JUPITER

Rail



Improvement: Passenger Rail

Description:

The project represents the "Tri-Rail Coastal Link Project Development Study". The study proposes the re-introduction of passenger service along an 85-mile stretch of the Florida East Coast (FEC) Railway corridor between downtown Miami and Jupiter. This proposed service will connect the downtown areas of 28 densely populated municipalities, improve north-south mobility, encourage stronger east-west connections, promote redevelopment and revitalization, and enhance freight movement.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,350	2016
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SFRTA, NEW STATION
 Project Limits: STUDY AREA, N. OF GLADES RD TO N. OF PA

Rail



Improvement: Rail

Description:

The project consists of the construction of a new station in the vicinity of Glades Road and Military Trail. The location of the facility will allow for thousands of jobs and regional destinations to be within walking distance of Tri-Rail. The station would provide direct access and economic opportunity for numerous individuals and business owners.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT OF PALM BEACH
 Project Limits: PORT-WIDE SLIP REDEVELOPMENT



Improvement: Dredge Corridor

Description:

The project consists of the lengthening and widening of slip #3, demolishing obsolete structures and infrastructure adjacent to the berthing area, and dredge and fill activities to provide improved berthing and upland support areas. The improvements are to improve the efficiency of cargo operations occurring in the vicinity of the Port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$1,515	2015

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT EVERGLADES
 Project Limits: SOUTHPORT TURNING NOTCH EXPANSION

Seaport



Improvement: Seaport

Description:

The project consists of the lengthening of the existing 900-foot deepwater turning notch by an additional 1,500 feet to the west, initially at the current authorized depth of 42 feet. It is estimated that this project will enable the port to handle approximately 4M tons of crushed rock aggregate annually and additional capacity to handle approximately 730,000 TEUs annually at full build out.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$35,218	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT EVERGLADES
 Project Limits: POST PANAMAX CRANE FOR ICTF



Improvement: Seaport Capacity Project

Description:

The project involves the procurement of three low profile post-Panamax cranes which are to be deployed in Southport. Post Panamax vessels currently call at Port Everglades lightly loaded due to existing channel depth. The existing cranes do not provide sufficient reach and stack capabilities to service these vessels.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$12,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT EVERGLADES
 Project Limits: DREDGING AND WIDENING



Improvement: Dredge Channel

Description:

The project is to deepen the port's channel from 42 to 48 feet. It will also widen the channel entrance so that cargo ships can safely pass cruise ships docked along the Intracoastal Waterway within the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$20,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport Berth

Description:

The berth expansion upon completion will angle the slip to accommodate longer ships. Additional cargo laydown is also to be included as part of the berth expansion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$6,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SFRTA LAYOVER
 Project Limits: MAINTENANCE FACILITY W/RTA



Improvement: Rail Yard

Description:

Layover facility to be used for staging trains to improve flow to increase both passenger and freight capacity along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$5,900	2018

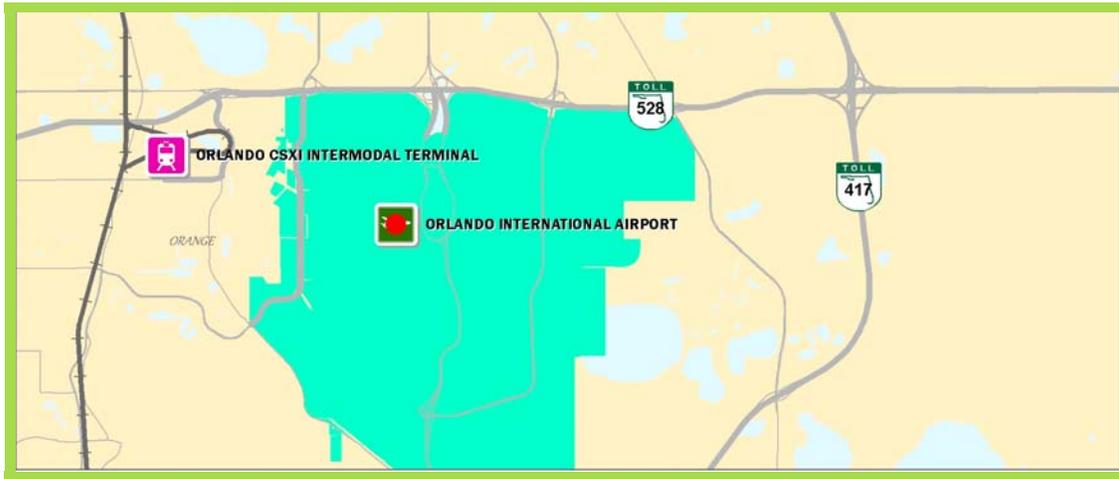
All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

District 5

Facility: ORANGE-ORLANDO INT'L
 Project Limits: INTERIM WIDENING OF SOUTH ACCESS RO



Improvement: Access

Description:

The project consists of the interim widening of South Access Road. The road and associated bridge improvements will allow Jeff Fuqua Boulevard to fly over the GOAA APM system, intercity and future light rail projects.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,579	2015

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: ORANGE-ORLANDO INT'L
 Project Limits: DOWDEN ROAD EXTENSION



Improvement: Access

Description:

The project consists of the extension of the existing Dowden Road from its current terminus east of Runway 17L/35R to intersect with Heintzelman Boulevard south and west of Runway 17L/35R. This on-airport transportation facility will connect the Orlando International Airport terminal complex to regional SIS facilities such as SR 417 and SR 528 and will support the primary flow of passengers and cargo from the eastern portion of the Orlando region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$30,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-MELBOURNE INT'L
 Project Limits: CONSTRUCT TAXIWAY J & RUNWAY 9L EXTE



Improvement: Taxiways

Description:

This project consists of the extension of Runway 9L-27R by approximately 550 feet as well as connect the western ends of the parallel runways, 9R-27L and 9L-27R, through the creation of a new Taxiway "J". This project is necessary to reduce congestion and improve safety on the north side of the airport. This area has seen an increase in both quantity of aircraft operations and the size of aircraft.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,000	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: VOLUSIA-DAYTONA BCH
 Project Limits: REALIGN BELLEVUE AVENUE



Improvement: Relocation

Description:

The project consists of the realignment of Bellevue Avenue to increase aviation accessible property and allow for improved signalization on SR 400 and SR 483. The project will open airport owned land for aviation and non-aviation use and offer better signalization to the adjacent state road. SR 400 connects with the intersection of I-4 and I-95. It also ties into Williamson Boulevard, which connects with US 92 and Midway Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$5,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: VOLUSIA-DAY BCH INTL
 Project Limits: TRANSPORTATION LOOP ROAD



Improvement: Access

Description:

This project consists of the construction of a transportation loop road to promote efficient access to the airport and surrounding region and stimulate economic development. The intent is to create a conceptual layout of the interior transportation system that identifies and connects each of the internal activity centers or nodes, and identifies the locations of intermodal transportation centers that connect the airport with the region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$5,500	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: VOLUSIA-DAY BCH INTL
 Project Limits: REALIGN AIRPORT ENTRANCE

Aviation



Improvement: Relocation

Description:

This project consists of the realignment of the Airport Entrance Road. For increased traffic flow and ease of travel, the Airport Entrance Road will be realigned and reconfigured to best utilize the surrounding property.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$5,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Cargo

Description:

This project consists of the construction of a rail spur system to the FEC railroad. The improvement is necessary to provide a rail spur system to accommodate cargo shipments in and out of the airport by rail.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$600	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Runways

Description:

The project consists of the extension of Runway 18-36. The runway extension will allow for a direct, long final approach to Runway 18 for air carriers. this approach will save the airlines a substantial amount on fuel.

Phasing Costs:

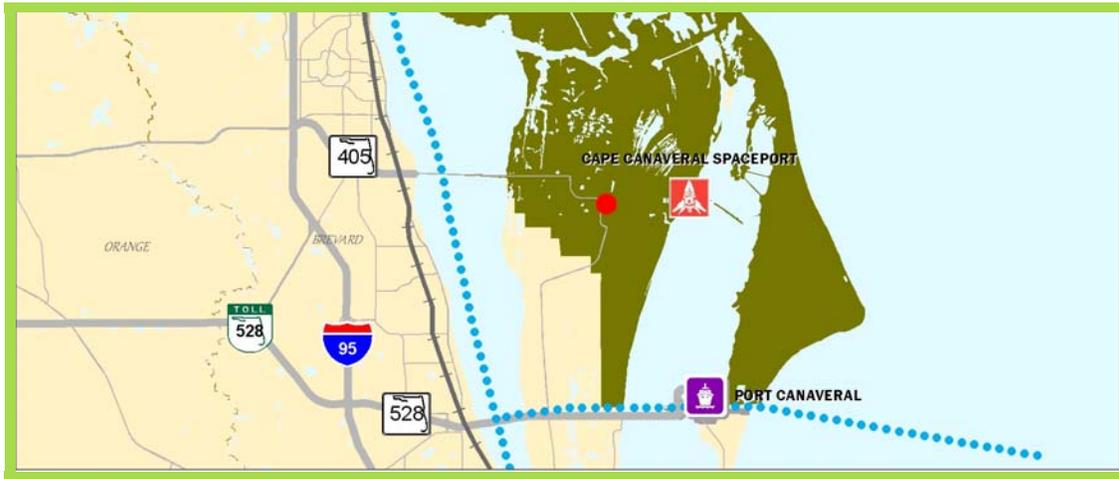
Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$8,800	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-SPACE FL
 Project Limits: HORIZONTAL LAUNCH INFRASTRUCTURE



Improvement: Launch Complex

Description:

Space Florida is upgrading its launch and ancillary support facilities to restore operational capability to support civil, commercial, and military launch capabilities. Other upgrades may include providing a rail launch system to support solid propellant small launch vehicles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-SPACE FL
 Project Limits: HORIZONTAL LAUNCH CARGO PROCESSING



Improvement: Launch Complex

Description:

Space Florida is upgrading its launch and ancillary support facilities to restore operational capability to support civil, commercial, and military launch capabilities. Other upgrades may include providing a rail launch system to support solid propellant small launch vehicles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$20,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-SPACE FL
 Project Limits: COMMERCIAL CREW/CARGO PROCESSING



Improvement: Launch Complex

Description:

Space Florida is commercializing former Orbiter Processing Facility 3 on into a fully modernized aerospace facility that is poised to meet the demands of the growing commercialspace sector. This project is the result of a partnership between NASA, KSCand Space Florida whereby Space Florida has secured full long-term rights tooperate, maintain, and improve the C3PF under purely commercial standards andmake it available to commercial tenants.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-SPACE FL
 Project Limits: SHUTTLE LANDING FACILITY IMPROVEMEN



Improvement: Launch Complex

Description:

Space Florida is the entity in charge of maintaining and operating the Shuttle Landing Facility. This historic 15,000 ft. long, 300 ft. wide launch and landing strip hosted 78 Shuttle landings over the past 30 years and provides a unique resource for growing commercial aerospace businesses that may have interest in operating from Florida. Space Florida will repurpose the SLF into a multi-user spaceport facility.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$26,300	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-SPACE FL
 Project Limits: PROCESSING& RANGE FACILITY IMPROVEM



Improvement: Launch Complex

Description:

Space Florida is upgrading its launch and ancillary support facilities to restore operational capability to support civil, commercial, and military launch capabilities.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$29,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: ORLANDO INTL AIRPORT
 Project Limits: SOUTH TERMINAL COMPLEX

Aviation



Improvement: Airports

Description:

The project represents the construction of the South Terminal Complex at the Orlando International Airport. Upon completion, the new South Terminal Complex will more than double the size of the existing terminal and accommodate more than 40 million passengers a year. The addition of the complex will allow Orlando International Airport's Terminal Complex to serve more than 70 million passengers annually.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$273,600	2016

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: SR 46

Highway

Project Limits: FROM SR 500 (US 441) TO SEMINOLE CO LINE



Improvement: New Road

Description:

The project consists of the construction of a new roadway called Wekiva Parkway, which will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$19	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	10.00
Mobility & Connectivity	7.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	8.50
Total	39.20

Facility: SR429/46(WEKIVA PKW)

Highway

Project Limits: FROM W OF OLD MCDONALD RD TO E OF W



Improvement: New Road

Description:

The project consists of the construction of a new roadway and bridges over the Wekiva River. The construction of Wekiva Parkway will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,906	2017
Right of Way	\$38,197	2015
Construction	\$248,049	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.75
Livable Communities	4.70
Environmental Stewardship	9.00
Total	23.45

Facility: SR 25 (US27)

Highway

Project Limits: FROM N OF BOGGY MARSH RD TO N OF LA



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of two general use lanes to US 27, resulting in six lanes total. Construction will support regional mobility on the SIS, in addition to providing additional capacity, and improving safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$79	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	9.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.80
Livable Communities	7.70
Environmental Stewardship	11.50
Total	44.00

Facility: SR429/46(WEKIVA PKW)

Highway

Project Limits: FROM E OF WEKIVA RIVER RD TO ORANGE



Improvement: New Road

Description:

The project consists of the construction of a new roadway and frontage roads from east of Wekiva River Rd. to Orange Blvd. The construction of Wekiva Parkway will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$24	2015
Right of Way	\$69,683	2016
Construction	\$137,337	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.60
Livable Communities	4.70
Environmental Stewardship	11.75
Total	25.55

Facility: SR 46 (WEKIVA PKWY)
 Project Limits: FROM W OF CENTER RD TO I-4



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The design-build project involves 1.87 miles of improvements to SR 46 from west of Center Rd. to Interstate 4. The project is to consist of roadway widening design, drainage, lighting, sign and pavement markings, utilities and other roadway features.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$215	2018
Right of Way	\$0	
Construction	\$22,549	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.50
Livable Communities	4.70
Environmental Stewardship	13.75
Total	41.45

Facility: SR 429 (WEKIVA PKWY)

Highway

Project Limits: FROM ORANGE BOULEVARD TO W OF I-4 (S)



Improvement: New Road

Description:

The project consists of the construction of a new roadway and systems interchange with SR 429/I-4/SR 417. The construction of Wekiva Parkway will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,144	2018
Right of Way	\$113,220	2015
Construction	\$241,796	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	8.50
Livable Communities	5.20
Environmental Stewardship	16.75
Total	32.95



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the preliminary engineering required to add two lanes to SR 40 for a total of four lanes. The construction of additional lanes will support regional mobility on the SIS, in addition to providing additional capacity, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$462	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	3.00
Economic Competitiveness	5.20
Livable Communities	7.20
Environmental Stewardship	13.50
Total	31.90

Facility: SR 40

Highway

Project Limits: FROM W OF SR 11 TO W OF CONE ROAD



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the preliminary engineering required to add two lanes to SR 40 for a total of four lanes. The construction of additional lanes will support regional mobility on the SIS, in addition to providing additional capacity, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	3.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	13.50
Total	35.20



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The improvement calls for the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. This project is a segment of the I-4 Ultimate Improvements with managed lanes from west of Kirkman Rd. to east of SR 434.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	14.00
Mobility & Connectivity	9.00
Economic Competitiveness	12.20
Livable Communities	9.90
Environmental Stewardship	17.25
Total	64.85



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The improvement calls for the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. The project represents a segment of the I-4 Ultimate Improvements with managed lanes from west of Kirkman Rd. to east of SR 434.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$81	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	15.00
Mobility & Connectivity	7.00
Economic Competitiveness	11.40
Livable Communities	8.10
Environmental Stewardship	15.50
Total	65.00

Facility: I-4

Highway

Project Limits: FROM S OF IVANHOE BLVD TO N OF KENNE



Improvement: Add 2 Special Use Lanes

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. The project represents a segment of the I-4 Ultimate Improvements with managed lanes from west of Kirkman Rd. to east of SR 434.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$42	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	15.00
Mobility & Connectivity	7.00
Economic Competitiveness	11.20
Livable Communities	8.10
Environmental Stewardship	15.00
Total	64.30

Facility: I-4

Highway

Project Limits: FROM N OF KENNEDY BLVD TO SEMINOLE



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The improvement calls for the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. This project is a segment of the I-4 Ultimate Improvements with managed lanes from west of Kirkman Rd. to east of SR 434.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$4	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	13.00
Mobility & Connectivity	8.00
Economic Competitiveness	9.20
Livable Communities	10.10
Environmental Stewardship	17.75
Total	59.55



Improvement: Managed Lanes

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. The project represents a segment of the I-4 Ultimate Improvements with managed lanes from west of SR 528 to west of SR 435.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,514	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	9.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.80
Livable Communities	10.40
Environmental Stewardship	16.00
Total	56.70



Improvement: Managed Lanes

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. This project is a segment of the I-4 Ultimate Improvements with managed lanes from west of Kirkman Rd. to east of SR 434.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,525	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	10.00
Mobility & Connectivity	9.00
Economic Competitiveness	10.60
Livable Communities	10.20
Environmental Stewardship	15.00
Total	57.30



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The improvement calls for the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. This project is a segment of the I-4 Ultimate Improvements with managed lanes from west of Kirkman Rd. to east of SR 434.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$41	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	10.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.75
Livable Communities	6.90
Environmental Stewardship	14.50
Total	46.65

Facility: SR 400 (I-4)

Highway

Project Limits: FROM 1 MILE E OF SR 434 TO E OF SR 15/600 (



Improvement: Managed Lanes

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. This project is a segment of the I-4 Ultimate Improvements with managed lanes from 1 mile east of SR 434 to Volusia County line.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,076	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	9.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.70
Livable Communities	8.40
Environmental Stewardship	12.50
Total	47.10

Facility: I-75

Highway

Project Limits: FROM HERNANDO CO LINE TO CR 470



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of two general use lanes for a total of six lanes. The improvement represents a vital component in the efficient movement of freight on I-75, which is known as the "the Freight Backbone of Florida". The improvement is to also provide for additional capacity in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$8,986	2015
Construction	\$3,170	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	3.80
Livable Communities	7.20
Environmental Stewardship	12.00
Total	33.50



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of two general use lanes for a total of six lanes. The improvement represents a vital component in the efficient movement of freight on I-75, which is known as the "the Freight Backbone of Florida". The improvement is to also provide for additional capacity in order to meet existing and future traffic needs as well as improve highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,277	2015
Right of Way	\$2,487	2015
Construction	\$56,416	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	4.00
Livable Communities	7.20
Environmental Stewardship	10.50
Total	30.20



Improvement: Modify Interchange

Description:

The project is to improve two I-95 interchanges at US 92 and I-4. Additional lanes will be constructed to allow for through-traffic to stay in dedicated lanes. Vehicles entering and exiting I-95 will be separated into dedicated entrance and exit lanes. These improvements are anticipated to reduce congestion and improve motorist safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$17,225	2015
Construction	\$252,576	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.00
Livable Communities	8.70
Environmental Stewardship	7.50
Total	33.20



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the preliminary engineering required to add two (2) lanes to SR 528 for a total of six (6) lanes. The construction of additional lanes will support regional mobility on the SIS, in addition to providing additional capacity, and improving highway safety.

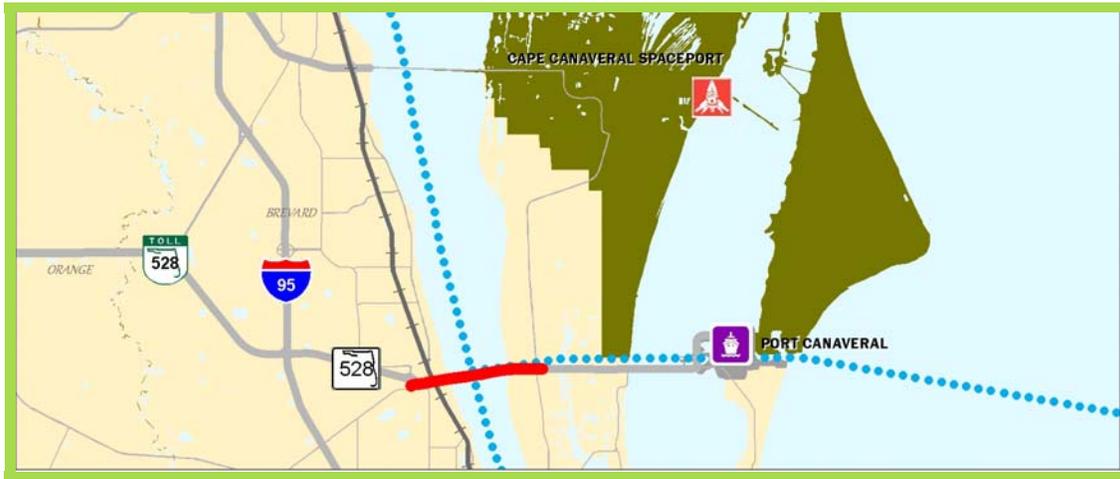
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,500	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.20
Livable Communities	4.70
Environmental Stewardship	16.75
Total	38.65



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the preliminary engineering required to add two lanes to SR 528 for a total of six lanes. The construction of additional lanes will support regional mobility on the SIS, in addition to providing additional capacity, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,000	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	7.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.80
Livable Communities	8.20
Environmental Stewardship	13.00
Total	43.00



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the preliminary engineering required to add two lanes to SR 528 for a total of six lanes. The construction of additional lanes will support regional mobility on the SIS, in addition to providing additional capacity, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,600	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	7.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.15
Livable Communities	8.20
Environmental Stewardship	9.00
Total	41.85



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing two new general use lanes and will result in a local determination of next steps. The construction of the additional lanes will support regional mobility on the SIS.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,596	2015
Right of Way	\$11,560	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.00
Livable Communities	7.70
Environmental Stewardship	10.50
Total	32.20



Improvement: Project Development & Environment

Description:

This project consists of the widening and reconstruction of SR 40 from the end of the 4-lanes to east of CR 314. The new roadway will have two 12-foot lanes in each direction separated by a 40-foot grassed median, with a 12-foot multi-use trail running along the north side of the road from NE 60th Court to Ray Wayside Park near the Ocklawaha River Bridge. The project also includes the replacement of the Ocklawaha River Bridge with two bridges at a lower profile.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	8.00
Mobility & Connectivity	0.00
Economic Competitiveness	4.40
Livable Communities	6.20
Environmental Stewardship	6.50
Total	29.60

Facility: SR 40

Highway

Project Limits: FROM END OF 4 LANES TO EAST OF CR 314



Improvement: Preliminary Engineering

Description:

This project is to consist of the widening and reconstruction of SR 40 from the end of the 4-lanes to east of CR 314. The new roadway will have two 12-foot lanes in each direction separated by a 40-foot grassed median, with a 12-foot multi-use trail running along the north side of the road from NE 60th Court to Ray Wayside Park near the Ocklawaha River bridge. The project also includes the replacement of the Ocklawaha River Bridge with two bridges at a lower profile.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$216	2015
Right of Way	\$7,553	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	8.00
Mobility & Connectivity	1.00
Economic Competitiveness	4.80
Livable Communities	7.70
Environmental Stewardship	8.00
Total	32.00

Facility: SR 40

Highway

Project Limits: FROM EAST OF CR 314 TO EAST OF CR 314A



Improvement: Preliminary Engineering

Description:

This project is to consist of the widening and reconstruction of SR 40 from east of CR 314 to east of CR 314A. The new roadway will also consist of two 12-foot lanes in each direction, separated by a 40-foot grassed median. Wildlife crossings will be provided throughout the project.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$552	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	6.00
Mobility & Connectivity	0.00
Economic Competitiveness	4.40
Livable Communities	5.70
Environmental Stewardship	12.00
Total	30.10



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing two new general use lanes and will result in a local determination of next steps. The construction of the additional lanes will support regional mobility on the SIS.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	3.00
Mobility & Connectivity	1.00
Economic Competitiveness	4.00
Livable Communities	7.20
Environmental Stewardship	11.50
Total	28.70



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing two new general use lanes and will result in a local determination of next steps. The construction of the additional lanes will support regional mobility on the SIS.

Phasing Costs:

Phase	Cost	Year
PD&E	\$5	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	4.60
Livable Communities	7.20
Environmental Stewardship	11.50
Total	30.30



Improvement: New Interchange

Description:

The project upon completion is to beneficially impact area roadways by relieving existing congestion. The interchange is logical due to its location between Palm Coast Parkway and US 1 and its relationship to significant future growth planned in projects's vicinity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$8	2015
Right of Way	\$0	
Construction	\$8,681	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	2.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.00
Livable Communities	7.70
Environmental Stewardship	16.00
Total	35.20

Facility: SR 500 (US 17-92) AT

Highway

Project Limits: INTERSECTIONS VINE ST AND DONEGAN A



Improvement: Add Turn Lane

Description:

The project upon completion is to consist of a second southbound left turn lane and a westbound right turn lane along with a new mast arm signal at the intersection of SR 500 (US 17/92) and Vine Street (US 192). The project is to also consist of the construction of a northbound and southbound right turn lane and re-loop the existing signalized intersection SR 500 (US 17/92) and Donegan Ave.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$380	2015
Right of Way	\$923	2015
Construction	\$1,904	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	8.00
Mobility & Connectivity	5.00
Economic Competitiveness	9.00
Livable Communities	7.40
Environmental Stewardship	17.00
Total	48.90



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing a new interchange at I-95 and N. of Micco Rd. and will result in a local determination of next steps. The new interchange will serve developments located at and around the resulting intersection.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	3.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.15
Livable Communities	5.20
Environmental Stewardship	14.50
Total	31.35

Facility: I-95 INTERCHANGE AT
 Project Limits: ST. JOHNS HERITAGE PKWY/PALM BAY PKW

Highway



Improvement: New Interchange

Description:

The project consists of the preliminary engineering, right-of-way acquisition, and construction of a new interchange at I-95 and N. of Micco Rd. The project, upon completion, will result in a new interchange with I-95 at Micco Road that will serve developments located at and around the resulting intersection.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,939	2016
Right of Way	\$25	2015
Construction	\$28,968	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	3.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.15
Livable Communities	5.20
Environmental Stewardship	15.00
Total	31.85



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing a new interchange at I-95 and Ellis Rd. and will result in a local determination of next steps. The improvements will also complete the connection between Melbourne International Airport and I-95 and, as such, will be designated as the new SIS connector to relieve the congested connectors now serving the airport (US 192 and Sarno Rd).

Phasing Costs:

Phase	Cost	Year
PD&E	\$121	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	9.20
Livable Communities	4.70
Environmental Stewardship	17.25
Total	39.65

Facility: I-95 INTERCHANGE AT
 Project Limits: ELLIS RD/ST JOHNS HERITAGE PKWY



Improvement: New Interchange

Description:

The project, upon completion, will result in a new I-95 interchange at Ellis Road that will serve developments located at and around the resulting intersection. The interchange will complete the connection between Melbourne International Airport and I-95 and will be designated as the new SIS connector to relieve the congested connectors now serving the airport (US 192 and Sarno Rd).

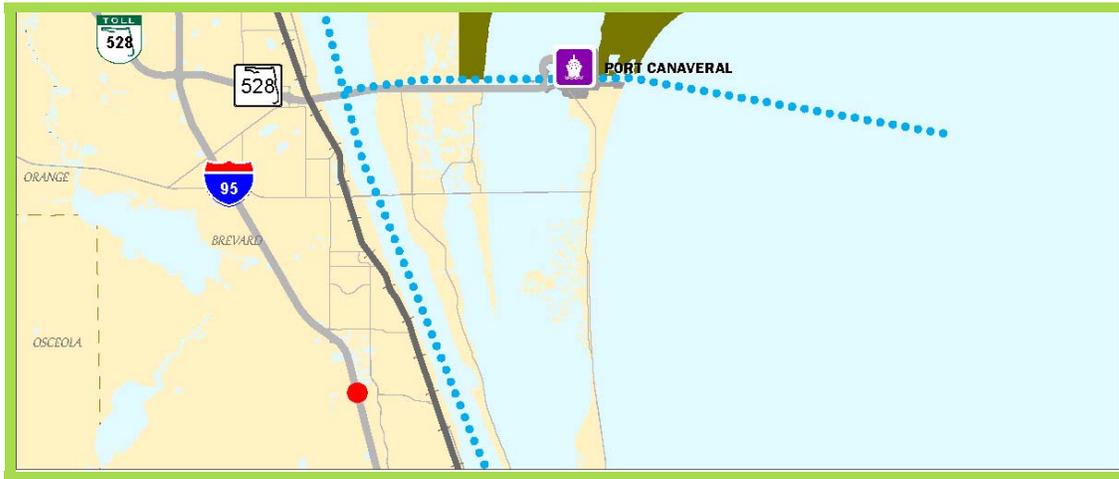
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,206	2015
Right of Way	\$11,447	2016
Construction	\$44,411	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	9.00
Mobility & Connectivity	1.00
Economic Competitiveness	9.20
Livable Communities	4.70
Environmental Stewardship	17.00
Total	41.40



Improvement: New Interchange

Description:

The PD&E study is to evaluate the environmental and sociocultural impacts of the project, and will result in a locally preferred alternative. Upon construction, the project will result in a new I-95 interchange at Viera Blvd that will serve developments located at and around the resulting intersection.

Phasing Costs:

Phase	Cost	Year
PD&E	\$28	2015
Preliminary Engineering	\$1,145	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	7.00
Livable Communities	4.70
Environmental Stewardship	17.75
Total	36.95



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing two new general use lanes and will result in a local determination of next steps. The additional lanes will support regional mobility on the SIS.

Phasing Costs:

Phase	Cost	Year
PD&E	\$9	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	10.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.20
Livable Communities	6.20
Environmental Stewardship	11.75
Total	38.15



Improvement: Project Development & Environment

Description:

The PD&E study is being conducted in coordination with FHWA to obtain access approval at SW 95th Street at I-75.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,240	2016
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.20
Livable Communities	4.70
Environmental Stewardship	16.50
Total	35.40



Improvement: Preliminary Engineering

Description:

The project consists of line and grading work to support the construction of a new roadway called the Wekiva Parkway. The construction of Wekiva Parkway will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.75
Livable Communities	4.70
Environmental Stewardship	9.00
Total	23.45

Facility: SR 429 (WEKIVA PKWY)

Highway

Project Limits: FROM 0.25MI N OF US 441 TO 0.129MI N OF PO



Improvement: New Road

Description:

The project consists of the construction of a new roadway and systems interchange at US 441. The construction of Wekiva Parkway will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	8.00
Livable Communities	4.20
Environmental Stewardship	18.00
Total	32.70

Facility: SR 429 (WEKIVA PKWY)

Highway

Project Limits: FROM N OF KELLY PARK RD TO CR 435 MT. P



Improvement: New Road

Description:

The project consists of the construction of a new roadway called Wekiva Parkway, which will complete the Western Beltway and greatly improve regional mobility by providing travelers an alternative to I-4 while under construction and during periods of congestion.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	7.00
Livable Communities	4.20
Environmental Stewardship	15.50
Total	29.20

Facility: SR 400 (I-4)

Highway

Project Limits: FROM WEST OF CR 532 TO EAST OF SR 522 (O



Improvement: Preliminary Engineering

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two special use lanes in the eastbound and westbound directions. This project is a segment of the I-4 Ultimate Improvements with managed lanes from west of CR 532 to east of SR 522 (Osceola Parkway).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,796	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	7.00
Mobility & Connectivity	4.00
Economic Competitiveness	9.20
Livable Communities	10.20
Environmental Stewardship	14.25
Total	47.15



Improvement: Project Development & Environment

Description:

This PD&E update will re-evaluate the environmental and sociocultural analysis of the I-4 Ultimate Project for the segments south and north of the City of Orlando.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	10.00
Mobility & Connectivity	9.00
Economic Competitiveness	10.65
Livable Communities	8.40
Environmental Stewardship	7.50
Total	47.55



Improvement: Managed Lanes

Description:

The project calls for the reconstruction of the I-4 segment known as the "I-4 Ultimate" or "I-4 Express Lanes" to accommodate three (3) general use lanes (GUL), auxiliary lanes, two (2) special use lanes (SUL) in the eastbound and westbound directions. The project represents a public/private partnership.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$8,857	2019
Right of Way	\$0	
Construction	\$1,613,858	2015
Grant	\$13,432	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	15.00
Mobility & Connectivity	9.00
Economic Competitiveness	12.00
Livable Communities	8.10
Environmental Stewardship	13.00
Total	61.10



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The project consists of the addition two general use lanes that will widen US 27 from six to eight lanes. The modification is to enhance the mobility of passengers and freight throughout the region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$875	2018
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	5.40
Livable Communities	4.70
Environmental Stewardship	16.25
Total	37.35

Facility: SR 500 (US 27)

Highway

Project Limits: FROM NW 44TH AVE TO NW 27TH AVE



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing two new general use lanes and will result in a local determination of next steps. Construction of two new lanes will support regional mobility on the SIS.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,025	2018
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	6.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.20
Livable Communities	7.20
Environmental Stewardship	14.50
Total	34.90



Improvement: Add Turn Lane

Description:

The project consists of the addition of a turn lane on SR 500 (US 192) at Wickham Road. The modification is to enhance the mobility of passengers and freight throughout the region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$722	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	12.50
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	9.40
Livable Communities	7.90
Environmental Stewardship	17.00
Total	59.80



Improvement: Add Turn Lane

Description:

The project consists of the addition of a turn lane on SR 500 (US 192) at Hollywood Boulevard. The modification is to enhance the mobility of passengers and freight throughout the region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$629	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.50
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.60
Livable Communities	7.90
Environmental Stewardship	19.00
Total	57.00



Improvement: Project Development & Environment

Description:

This PD&E study is to evaluate the environmental and sociocultural impacts of constructing two new general use lanes, to result in a total of six lanes on US 27, and will result in a local determination of next steps. It is anticipated that the construction and operation of the future intermodal logistics center called "Ocala 489" will increase traffic on US 27. Construction of two new lanes will support regional mobility on the SIS for passengers and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,005	2018
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	6.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.20
Livable Communities	7.20
Environmental Stewardship	14.50
Total	34.90

Facility: HANCOCK RD EXTENSION
 Project Limits: AT MINNEOLA INTERCHANGE

Highway



Improvement: Modify Interchange

Description:

The project represents the Design phase for the new Minneola interchange as part of the Hancock Road extension. The project, upon completion, is to improve the functionality of the existing regional transportation system, reduce traffic volumes on congested facilities, and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$0	
Construction	\$1	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	2.00
Mobility & Connectivity	0.00
Economic Competitiveness	6.80
Livable Communities	4.70
Environmental Stewardship	19.00
Total	33.50



Improvement: Add Turn Lane

Description:

The project consists of the construction of turn lanes on SR 40 from Interchange Boulevard to the I-95 southbound ramps. The project, upon completion, is anticipated to improve access, relieve congestion, and promote safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$235	2015
Right of Way	\$0	
Construction	\$406	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.40
Livable Communities	7.70
Environmental Stewardship	15.50
Total	43.60

Facility: SR 100 (MOODY BLVD)

Highway

Project Limits: FROM WEST OF I-95 BRIDGE TO EAST OF I-95



Improvement: Add Turn Lane

Description:

The project consists of the addition of right turn lanes on SR 100 from west of the I-95 bridge to east of the I-95 bridge.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$100	2015
Right of Way	\$0	
Construction	\$180	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	9.50
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	5.20
Livable Communities	4.70
Environmental Stewardship	17.00
Total	46.40



Improvement: Project Development & Environment

Description:

The project represents the PD&E study to evaluate improvements on I-75 at CR 514 from 1/2 miles west of I-75 to US 301.

Phasing Costs:

Phase	Cost	Year
PD&E	\$2,030	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	3.00
Economic Competitiveness	4.00
Livable Communities	4.20
Environmental Stewardship	15.00
Total	28.70

Facility: CENTRAL FLORIDA COMMUTER
 Project Limits: RAIL SYSTEM

Modal



Improvement: Passenger Rail

Description:

The project represents the design phase for the new SunRail passenger rail line from DeLand to Poinciana.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,884	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Project Development & Environment

Description:

The project represents the PD&E phase, evaluating potential improvements to the transportation network surrounding Amtrak’s Auto Train facilities, with the goal of enhancing local access and network connectivity between the Amtrak Auto Train operations in Sanford and other nearby facilities. The project includes mobility improvements to and from the Auto Train terminal and addresses the existing challenges related to accessibility for pedestrians and other modes of transportation.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,000	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport Container Yard

Description:

The port's northside area capacity expansion project is anticipated to improve efficiency and provide opportunities for new container markets and other cargo possibilities at the port. The project includes efficient connectivity between a SIS corridor and the port's internal roads, expediting the movement of goods and increasing vehicular safety.

Phasing Costs:

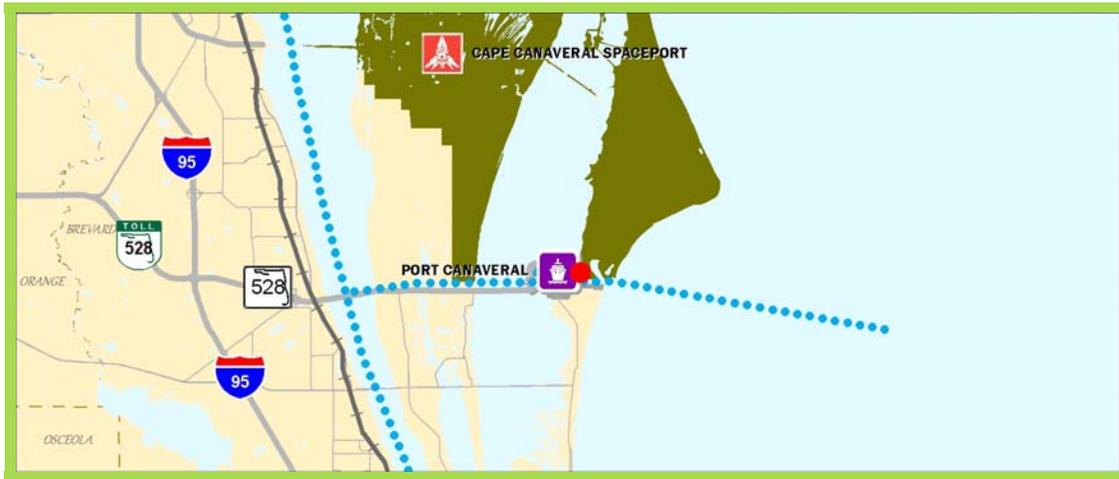
Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$19,500	2015

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: BREVARD-PORT CANAVERAL
 Project Limits: DEVELOP ON PORT RAIL ACCESS



Improvement: Access

Description:

The project consists of a four mile connection to the Kennedy Space Center rail line with a two mile upgrade to the existing facility. The construction will include dikes, trestle, and a bridge connection over the Banana River Lagoon.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: CENTRAL FLORIDA COMMUTER
 Project Limits: RAIL SYSTEM OPERATIONS AND MAINTENANCE



Improvement: Passenger Rail

Description:

The project represents the new SunRail passenger rail line from DeLand to Poinciana. The project consists of construction, CEI, and contamination analysis.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$102,928	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

District 6

Facility: MIAMI INT'L AIRPORT

Aviation

Project Limits: PERIMETER ROAD WIDENING & REALIGNM



Improvement: Access

Description:

The project represents the widening and realignment of the airports perimeter road in an effort to improve the road's ability to handle high airport traffic volumes. The improvement is to ultimately enhance the economic competitiveness of the airport by improving the movement of traffic and goods.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$25,036	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Modify Interchange

Description:

The project is to consist of the reconstruction and widening along both SR 826 and SR 836, the construction of a four-level interchange, as well as the reconstruction/modification of the Flagler Street/SR 826 and the Milam Dairy Road/NW 2 Avenue/SR 836 interchanges.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$98,438	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.50
Maintenance & Operations	14.00
Mobility & Connectivity	8.00
Economic Competitiveness	10.00
Livable Communities	9.30
Environmental Stewardship	14.75
Total	63.55

Facility: SR 997/KROME AVENUE

Highway

Project Limits: FROM SR 94/KENDALL DR TO 1 MI N OF SW 8



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening and reconstruction of the current two-lane undivided roadway section to a four-lane divided section, with shoulders added to the inside and outside of the road. The project is anticipated to increase existing capacity and improve safety conditions on Krome Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$102	2015
Right of Way	\$4,028	2015
Construction	\$53,866	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.50
Maintenance & Operations	9.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.20
Livable Communities	7.90
Environmental Stewardship	12.50
Total	52.10

Facility: SR 997/KROME AVENUE
 Project Limits: FROM SW 296 STREET TO SW 136 STREET

Highway



Improvement: Project Development & Environment

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$35	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.50
Maintenance & Operations	10.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	11.75
Total	43.95



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening and reconstruction of the current two-lane undivided roadway section to a four-lane divided section, with shoulders added to the inside and outside of the road. The project is anticipated to increase existing capacity and improve safety conditions on Krome Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$121	2016
Right of Way	\$5,269	2015
Construction	\$45,068	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.50
Maintenance & Operations	10.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.60
Livable Communities	7.90
Environmental Stewardship	17.00
Total	56.00



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening and reconstruction of the current two-lane undivided roadway section to a four-lane divided section, with shoulders added to the inside and outside of the road. The project is anticipated to increase existing capacity and improve safety conditions on Krome Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$18	2015
Right of Way	\$0	
Construction	\$21,654	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.00
Livable Communities	5.20
Environmental Stewardship	13.00
Total	36.70



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$38	2015
Right of Way	\$0	
Construction	\$41,803	2016
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.75
Livable Communities	4.70
Environmental Stewardship	14.00
Total	37.95

Facility: SR 997/KROME AVENUE
 Project Limits: FROM MP 2.754 TO MP 5.122

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	2015
Right of Way	\$0	
Construction	\$20,547	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	12.75
Total	33.95

Facility: SR 997/KROME AVENUE
 Project Limits: FROM MP 5.122 TO MP 8.151

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3	2015
Right of Way	\$0	
Construction	\$27,556	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	4.70
Environmental Stewardship	12.75
Total	33.95

Facility: SR 997/KROME AVENUE
 Project Limits: FROM MP 8.151 TO MP 10.93

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4	2015
Right of Way	\$0	
Construction	\$24,425	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.40
Livable Communities	4.70
Environmental Stewardship	13.75
Total	35.35

Facility: MIAMI INTERMODAL CTR (MIC)
 Project Limits: TERMINAL ACCESS ROADWAY (MTAR)

Highway



Improvement: New Road

Description:

The new road is to provide additional terminal access to the Miami Intermodal Center (MIC). Upon completion, the MIC is to provide connectivity for various modes of transportation between Palm Beach County, Fort Lauderdale, Miami, and the Florida Keys.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$3	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	9.00
Mobility & Connectivity	9.00
Economic Competitiveness	8.80
Livable Communities	7.80
Environmental Stewardship	16.50
Total	55.60

Facility: MIAMI INTERMODAL CTR
 Project Limits: LEJEUNE ROAD STRIP (PRIORITY 2 ROW)

Highway



Improvement: Right Of Way

Description:

The project upon completion is to provide for the realignment/reconstruction of LeJeune Rd., providing a direct access road linking SR 836, the MIC Rental Car Center, Miami Central Station, and the City of Miami.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$12	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	9.40
Livable Communities	8.30
Environmental Stewardship	17.50
Total	44.70



Improvement: New Road

Description:

The project is to consist of a tunnel connection between Watson Island and Port of Miami (Dodge Island), connections to the Port of Miami roadway system, and the widening of the MacArthur Causeway Bridge. Upon its completion, the project will provide for direct access between the seaport and I-95 and I-395, create an alternative entry to the port, and keep the port competitive.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,146	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	1.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	5.40
Environmental Stewardship	12.00
Total	27.20

Facility: PORT OF MIAMI TUNNEL

Highway

Project Limits: FROM PORT OF MIAMI TO SR 836/I-395



Improvement: New Road

Description:

The project is to consist of a tunnel connection between Watson Island and Port of Miami (Dodge Island), connections to the Port of Miami roadway system, and the widening of the MacArthur Causeway Bridge. Upon its completion, the project will provide for direct access between the seaport and I-95 and I-395 and create an alternative entry to the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$832	2019
Right of Way	\$5	2015
Construction	\$127,472	2015
Grant	\$84,598	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	1.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	3.40
Environmental Stewardship	11.00
Total	24.20

Facility: PORT OF MIAMI TUNNEL
 Project Limits: MIAMI-DADE COUNTY MPO PRIORITY

Highway



Improvement: New Road

Description:

The project is to consist of a tunnel connection between Watson Island and Port of Miami (Dodge Island), connections to the Port of Miami roadway system, and the widening of the MacArthur Causeway Bridge. Upon its completion, the project will provide for direct access between the seaport and I-95 and I-395, create an alternative entry to the port, and keep the port competitive.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$25,000	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	1.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	3.40
Environmental Stewardship	11.00
Total	24.20

Facility: PORT OF MIAMI TUNNEL
 Project Limits: OVERSIGHT CONSULTANT



Improvement: New Road

Description:

The project is to consist of a tunnel connection between Watson Island and Port of Miami (Dodge Island), connections to the Port of Miami roadway system, and the widening of the MacArthur Causeway Bridge. Upon its completion, the project will provide for direct access between the seaport and I-95 and I-395, create an alternative entry to the port, and keep the port competitive.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$1,661	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.00
Maintenance & Operations	1.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.80
Livable Communities	3.40
Environmental Stewardship	11.00
Total	24.20



Improvement: Project Development & Environment

Description:

The project consists of a PD&E study for the segment of SR 836 from NW 17th Avenue to the MacArthur Causeway Bridge. The objective of the study is to consider improvements to the existing facility by developing solutions to existing corridor deficiencies and anticipated future substandard conditions. The challenge of the study is to develop alternatives that address corridor deficiencies, while maintaining the integrity of the surrounding environment.

Phasing Costs:

Phase	Cost	Year
PD&E	\$102	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	10.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.00
Livable Communities	4.60
Environmental Stewardship	11.00
Total	42.60



Improvement: Modal Hub Capacity

Description:

The project represents the Construction phase for the Golden Glades Multimodal Terminal. The terminal, upon completion, is to represent a centrally located facility connecting road, rail, and transit from Broward County to Miami-Dade County.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	12.00
Mobility & Connectivity	9.00
Economic Competitiveness	7.10
Livable Communities	10.30
Environmental Stewardship	17.75
Total	61.65



Improvement: Modify Interchange

Description:

The project is to provide an expressway link between I-95/SR 836 and the MacArthur Causeway. The need for the improvement is based on a combination of substandard traffic conditions and its interaction with other planned facility improvements impacting the proposed project area. Anticipated benefits of the project include increased capacity to mitigate existing and future traffic congestion, improved safety by alleviating deficiencies, improved access, and better lane continuity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,274	2018
Right of Way	\$10,249	2015
Construction	\$396,867	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	10.00
Mobility & Connectivity	6.00
Economic Competitiveness	7.80
Livable Communities	6.60
Environmental Stewardship	14.75
Total	48.15

Facility: SR 997/KROME AVENUE

Highway

Project Limits: FROM SO. OF FLAGLER AVE TO SW 296TH ST.



Improvement: Project Development & Environment

Description:

The project is to provide a truck by-pass facility to redirect truck traffic from the Homestead downtown area to enhance truck traffic movement and address existing problems related to traffic congestion. The by-pass is anticipated to improve traffic safety and provide relief for congestion along the Krome Avenue corridor within the City of Homestead.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	9.00
Mobility & Connectivity	1.00
Economic Competitiveness	5.00
Livable Communities	3.20
Environmental Stewardship	15.00
Total	37.70

Facility: SR 997/KROME AVENUE
 Project Limits: FROM SR 5/US-1 TO LUCY STREET

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$2	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.50
Maintenance & Operations	5.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.00
Livable Communities	3.70
Environmental Stewardship	13.75
Total	40.95



Improvement: New Road

Description:

The project represents the design and construction phases for improvements to SW 312 Street

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$880	2017
Right of Way	\$0	
Construction	\$12,301	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	1.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.00
Livable Communities	2.20
Environmental Stewardship	18.00
Total	30.70



Improvement: Widen/Resurface Existing Lanes

Description:

The project represents the widening and resurfacing of existing lanes of SW 336 Street/Davis Parkway from SR 997 to SR 5/US 1.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$275	2017
Right of Way	\$0	
Construction	\$1,115	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.00
Maintenance & Operations	0.00
Mobility & Connectivity	0.00
Economic Competitiveness	0.00
Livable Communities	0.00
Environmental Stewardship	0.00
Total	0.00



Improvement: Widen/Resurface Existing Lanes

Description:

The project represents the widening and resurfacing of existing lanes of SR 9336/Palm Drive from SR 997/Krome Avenue to SR 5/US 1.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$220	2017
Right of Way	\$0	
Construction	\$670	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.50
Maintenance & Operations	1.00
Mobility & Connectivity	1.00
Economic Competitiveness	5.00
Livable Communities	4.70
Environmental Stewardship	18.00
Total	36.20



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening and reconstruction of the current two-lane undivided roadway section to a four-lane divided section, with shoulders added to the inside and outside of the road. The project is anticipated to increase existing capacity and improve safety conditions on Krome Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,075	2017
Right of Way	\$0	
Construction	\$13,023	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	9.00
Mobility & Connectivity	6.00
Economic Competitiveness	5.20
Livable Communities	5.70
Environmental Stewardship	16.50
Total	46.90



Improvement: Project Development & Environment

Description:

The PD&E study is being conducted to evaluate existing conditions and identify improvement alternatives for the segment of I-95 from SR 836/I-395 to the Broward County line. The improvements identified as part of the study are to increase capacity on I-95, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$13,035	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	17.00
Mobility & Connectivity	8.00
Economic Competitiveness	8.00
Livable Communities	6.30
Environmental Stewardship	11.00
Total	54.80



Improvement: Project Development & Environment

Description:

The PD&E study is being conducted to evaluate existing conditions and identify improvement alternatives for the segment of US 1 to south of SR 836/I-395. The improvements identified as part of the study are to increase capacity on I-95, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$10,200	2019
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	9.00
Mobility & Connectivity	6.00
Economic Competitiveness	7.20
Livable Communities	9.10
Environmental Stewardship	10.00
Total	44.30

Facility: SR 826/PALMETTO EXPY
 Project Limits: FROM SR 836 TO SR 93/I-75



Improvement: Project Development & Environment

Description:

The Palmetto Expressway PD&E Study is to evaluate traffic capacity, operational and safety improvements for the Palmetto Expressway, which could include Active Traffic Management and Intelligent Transportation System strategies, lane additions, express toll lanes, major interchange modifications, and bus rapid transit. The study will determine the number and type of travel lanes and interchange improvements required to accommodate anticipated traffic volumes and improve safety conditions throughout the project corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3	2015
Preliminary Engineering	\$1	2015
Right of Way	\$0	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	12.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.60
Livable Communities	6.10
Environmental Stewardship	15.25
Total	57.45



Improvement: Add 4 Special Use Lanes

Description:

The project represents the construction of two additional lanes on the segment of SR 826/Palmetto Expressway from NW 154 St. to NW 17th Avenue. The purpose of the project is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,100	2017
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	9.00
Mobility & Connectivity	12.00
Economic Competitiveness	8.50
Livable Communities	8.30
Environmental Stewardship	15.50
Total	55.80



Improvement: Project Development & Environment

Description:

The project consists of a PD&E study for the segment of I-75 from Miami-Dade/Broward County line to SR 826/Palmetto Expressway.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	5.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.40
Livable Communities	10.10
Environmental Stewardship	14.50
Total	44.50



Improvement: Preliminary Engineering

Description:

The project represents the Preliminary Engineering phase for capacity improvements on the subject segments of I-75. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve the movement of people and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$6	2015
Preliminary Engineering	\$18	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	8.00
Mobility & Connectivity	7.00
Economic Competitiveness	9.20
Livable Communities	6.10
Environmental Stewardship	15.25
Total	51.05



Improvement: Managed Lanes

Description:

The project represents a segment of the I-75 Express Lanes project that extends 15 miles along I-75 from NW 170 Street, in Miami-Dade County, to I-595, in Broward County. Work will be completed in four segments to minimize affects to the public. The overall project is to improve mobility, relieve congestion, provide aditional travel options, and accommodate future growth in the area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$2,768	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	6.00
Mobility & Connectivity	3.00
Economic Competitiveness	7.95
Livable Communities	10.10
Environmental Stewardship	18.25
Total	46.80



Improvement: Managed Lanes

Description:

The project represents a segment of the I-75 Express Lanes project that extends 15 miles along I-75 from NW 170 Street, in Miami-Dade County, to I-595, in Broward County. Work will be completed in four segments to minimize affects to the public. The overall project is to improve mobility, relieve congestion, provide additional travel options, and accommodate future growth in the area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$2,500	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	5.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.75
Livable Communities	7.10
Environmental Stewardship	15.75
Total	43.10



Improvement: Modify Interchange

Description:

The project is to modify the SR 836/I-95 interchange from NW 12th Avenue to I-95. Anticipated benefits of the project include increased capacity to mitigate existing and future traffic congestion, improved safety, improved access, and better lane continuity.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$9,189	2017
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	13.00
Mobility & Connectivity	8.00
Economic Competitiveness	8.00
Livable Communities	8.60
Environmental Stewardship	12.75
Total	54.35



Improvement: Project Development & Environment

Description:

The PD&E study is being conducted in an effort to evaluate potential improvement alternatives along SR 25/US 27/Okeechobee Road, which is designated as a primary evacuation route for Miami-Dade County. The facility is also identified as a major truck route and is vital to the movement of freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$30	2015
Preliminary Engineering	\$1,100	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	12.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.20
Livable Communities	5.90
Environmental Stewardship	14.25
Total	48.85



Improvement: Modify Intersection

Description:

The project represents the design phase interchange modifications on US 27/SR 25. The improvements consist of widening and resurfacing from west of Krome Avenue to east of NW 117 Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,550	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	8.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.95
Livable Communities	7.70
Environmental Stewardship	15.50
Total	42.65



Improvement: New Road

Description:

US 27/Okeechobee Road is identified as a major truck route and is vital to the movement of freight in the region. The design is to implement one additional through lane in each direction and provide more ample intersection turning radius to facilitate operations at NW 95th St. and 79th Ave.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,600	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	11.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.60
Livable Communities	7.60
Environmental Stewardship	18.25
Total	55.95



Improvement: New Road

Description:

US 27/Okeechobee Road is identified as a major truck route and is vital to the movement of freight in the region. The design is to implement a grade-separated intersection at NW 87th Ave, and will include service roads and flyover ramps.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$13,100	2017
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	8.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.80
Livable Communities	5.60
Environmental Stewardship	18.25
Total	50.15



Improvement: New Road

Description:

US 27/Okeechobee Road is identified as a major truck route and is vital to the movement of freight in the region. The design is to implement a grade-separated intersection over NW 116th Way including local access roads and flyover ramps. Includes a new bridge over the Miami River Canal for Riverside Dr.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,350	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	8.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.00
Livable Communities	4.90
Environmental Stewardship	17.75
Total	47.15



Improvement: Modify Intersection

Description:

The project represents the design phase for intersection modifications on US 27. The improvements consist of widening and resurfacing from east of NW 117 Avenue to east of NW 107 Avenue. US 27 is a major regional freight route.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,600	2017
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	12.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.60
Livable Communities	4.90
Environmental Stewardship	14.50
Total	45.50

Facility: SR 997/KROME AVENUE
 Project Limits: FROM SW 296 STREET TO SW 232 STREET

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,856	2016
Right of Way	\$40,695	2017
Construction	\$32,539	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	6.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.40
Livable Communities	7.70
Environmental Stewardship	13.00
Total	42.60



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida's Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,805	2015
Right of Way	\$29,620	2016
Construction	\$21,274	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	9.00
Mobility & Connectivity	5.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	15.25
Total	46.45

Facility: SR 997/KROME AVENUE
 Project Limits: FROM SW 184 STREET TO SW 136 STREET

Highway



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The Krome Avenue improvements are needed in order to increase regional connectivity and provide for an alternate hurricane evacuation route to US-1 and the Florida Turnpike for south Miami-Dade County residents. These improvements are anticipated to allow Krome Avenue to operate as a high quality transportation facility by improving safety, mobility, water quality, and enhancing economic competitiveness along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$104	2015
Right of Way	\$12,617	2016
Construction	\$23,684	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	9.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.60
Livable Communities	7.70
Environmental Stewardship	16.75
Total	49.55



Improvement: Modify Interchange

Description:

The project is to modify the Golden Glades interchange which provides connectivity to five major principal arterials and/or limited access expressway facilities including SR 826/Palmetto Expressway, I-95, Florida's turnpike, SR 7/US 441, and SR 9. The project is to consist of the modification of existing ramps and intersections to improve traffic operations.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$10,911	2015
Right of Way	\$31,948	2015
Construction	\$113,914	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	7.70
Livable Communities	10.30
Environmental Stewardship	16.75
Total	51.25



Improvement: Modify Interchange

Description:

The Palmetto Expressway project is to consist of the implementation of tolled express lanes. The purpose of the project as envisioned in the emerging South Florida Express Lanes network is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$11,388	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	10.00
Mobility & Connectivity	5.00
Economic Competitiveness	7.90
Livable Communities	10.30
Environmental Stewardship	16.50
Total	51.20



Improvement: Add 2 Auxiliary Lanes

Description:

The project represents the design phase for the widening and resurfacing of existing lanes on I-95 from the Biscayne River Canal to SR 80/Miami Drive.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,791	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	15.00
Mobility & Connectivity	9.00
Economic Competitiveness	7.50
Livable Communities	10.30
Environmental Stewardship	17.75
Total	62.05



Improvement: New Road

Description:

I-95 southbound reconstruction to accommodate future express lane connections from Turnpike.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,672	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	15.00
Mobility & Connectivity	10.00
Economic Competitiveness	7.60
Livable Communities	10.30
Environmental Stewardship	17.50
Total	65.90



Improvement: Preliminary Engineering

Description:

The project represents the Preliminary Engineering phase for capacity improvements on the subject segments of I-75. The improvements are anticipated to allow the facility to meet existing and future traffic needs, relieve congestion, and improve the movement of people and freight.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$59	2015
Right of Way	\$0	
Construction	\$1,890	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.95
Livable Communities	10.10
Environmental Stewardship	15.75
Total	43.30



Improvement: Managed Lanes

Description:

The project represents the PD&E phase for the segment of SR 826/Palmetto Expressway from US 1/S. Dixie Hwy to SR 836/Dolphin Expressway. The overall purpose of the project is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$7,150	2019
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.50
Maintenance & Operations	9.00
Mobility & Connectivity	8.00
Economic Competitiveness	10.80
Livable Communities	6.10
Environmental Stewardship	12.00
Total	53.40



Improvement: Managed Lanes

Description:

The overall express lane project represents a joint effort between District 6 and District 4 to construct express lanes along 28 miles of the SR 826/Palmetto Expressway and I-75 corridors from just south of SR 836/Dolphin Expressway in Miami-Dade County to I-595 in Broward County. The segment of the project from Flagler St. to NW 154 ST. & I-75 from SR 826 to NW 170 Street is 13 miles.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$45,494	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.50
Maintenance & Operations	10.00
Mobility & Connectivity	9.00
Economic Competitiveness	10.00
Livable Communities	6.10
Environmental Stewardship	15.75
Total	56.35



Improvement: New Road

Description:

The Palmetto Expressway project is to consist of the implementation of tolled express lanes. The purpose of the project as envisioned in the emerging South Florida Express Lanes network is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,500	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	10.00
Mobility & Connectivity	9.00
Economic Competitiveness	8.50
Livable Communities	8.80
Environmental Stewardship	18.00
Total	55.80



Improvement: New Road

Description:

The improvement is to consist of the implementation of tolled express lanes. The purpose of the project as envisioned in the emerging South Florida Express Lanes network is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,900	2018
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	10.00
Mobility & Connectivity	10.00
Economic Competitiveness	8.10
Livable Communities	10.50
Environmental Stewardship	19.50
Total	60.60

Facility: GOLDEN GLADES
 Project Limits: MULTI-MODAL TERMINAL

Modal



Improvement: Modal Hub Capacity

Description:

The project represents the Design phase for the Golden Glades Multimodal Terminal. The terminal, upon completion, is to represent a centrally located facility connecting road, rail, and transit from Broward County to Miami-Dade County.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,500	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Rail

Description:

The project is to consist of the addition of rail capacity across the Miami River, including bridge and track upgrades. The improvements are anticipated to improve SFRC capacity for Tri-Rail and freight trains, potentially accommodate new Amtrak intercity rail service accessing the MIC, and improve connections between rail and air travel.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$21,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: NE 203 ST & NE 215 ST
 Project Limits: INTERSECTION IMPROVEMENTS BETWEEN

Rail



Improvement: Passing Track/Siding

Description:

The project is to improve traffic operations and safety conditions at the Florida East Coast (FEC) Railway line crossings of NE 203 Street/Ives Dairy Road and NE 215th Street by eliminating vehicle conflicts with existing freight and future passenger trains of the FEC Railway.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,600	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport

Description:

The project consists of the purchase and installation of cranes necessary to handle increases in containerized cargo traffic and improve the efficiency of cargo movement at the port. This project includes design, purchase, installation and the commissioning of cranes 13, 14, 15 and 16 when received. This project includes container crane rail repairs, as well as required structural and electrical upgrades and maintenance of the cranes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$33,374	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

District 7



Improvement: Taxiways

Description:

The project consists of airfield/airside/terminal infrastructure rehabilitation.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,800	2016

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Airports

Description:

The project consists of apron improvements at the North Terminal.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,000	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Terminal Development

Description:

The project consists of creating of an automated people mover to connect the rental car facility with the main terminal.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$388,000	2019

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: New Road

Description:

The project consists of the construction of a new road as part of the "Gateway Express Project". Upon completion, the new road will provide Pinellas County with an alternative transportation option for travel to and from major employment areas such as the beaches, the Tampa International Airport, the St. Petersburg/Clearwater International Airport, and points east, such as Disney World.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	1.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.00
Livable Communities	4.90
Environmental Stewardship	16.50
Total	31.40

Facility: SR 686

Highway

Project Limits: FROM N OF SR688/ULMERTON TO E OF 40TH



Improvement: New Road

Description:

The project consists of design and right of way phase for a new road as part of the "Gateway Express Project". Upon completion, the new road will provide Pinellas County with an alternative transportation option for travel to and from major employment areas such as the beaches, the Tampa International Airport, the St. Petersburg/Clearwater International Airport, and points east.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$43	2015
Right of Way	\$6,086	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	1.00
Economic Competitiveness	6.00
Livable Communities	4.90
Environmental Stewardship	16.00
Total	38.90

Facility: SR 686 (ROOSEVELT)

Highway

Project Limits: FROM 49TH ST BRIDGE TO N OF SR 688(ULM



Improvement: New Road

Description:

The project consists of the design and right of way phase for a new road as part of the "Gateway Express Project". Upon completion, the new road will provide Pinellas County with an alternative transportation option for travel to and from major employment areas such as the beaches, the Tampa International Airport, the St. Petersburg/Clearwater International Airport, and points east.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$46	2015
Right of Way	\$19,775	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	9.00
Mobility & Connectivity	6.00
Economic Competitiveness	6.00
Livable Communities	4.90
Environmental Stewardship	16.25
Total	45.15



Improvement: New Road

Description:

The project consists of the right of way phase for a new road as part of the "Gateway Express Project". Upon completion, the new road will provide Pinellas County with an alternative transportation option for travel to and from major employment areas such as the beaches, the Tampa International Airport, the St. Petersburg/Clearwater International Airport, and points east.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$157	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	9.00
Mobility & Connectivity	0.00
Economic Competitiveness	5.60
Livable Communities	4.90
Environmental Stewardship	14.50
Total	36.00

Facility: I-275 (SR 93)

Highway

Project Limits: FROM S OF I-75 OVERPASS TO I-75 OVERPAS



Improvement: Modify Interchange

Description:

The project is to provide for the extension of the I-275 northbound lane widening from south of the I-275/I-75 flyover to the I-75 off ramp. The improvement is to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$19	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	6.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.20
Livable Communities	4.70
Environmental Stewardship	11.50
Total	32.40

Facility: I-4/SELMON XWAY

Highway

Project Limits: FROM S OF SELMON XWAY TO I-4 (TOLL EQ



Improvement: Modify Interchange

Description:

The project consists of the purchase of toll equipment for the connector project.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$9	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	6.00
Mobility & Connectivity	1.00
Economic Competitiveness	9.80
Livable Communities	6.40
Environmental Stewardship	10.75
Total	38.95

Facility: US 19 (SR 55)

Highway

Project Limits: FROM W GREEN ACRES ST TO W JUMP CT



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project upon completion is to provide for the widening of the existing four-lane divided highway to a six-lane divided highway. Stormwater ponds are to be included in the project, along with drainage improvements, concrete sidewalks, and updated signalization.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$129	2015
Construction	\$1,651	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.50
Maintenance & Operations	4.00
Mobility & Connectivity	7.00
Economic Competitiveness	4.60
Livable Communities	3.70
Environmental Stewardship	10.50
Total	32.30

Facility: US 19 (SR 55)

Highway

Project Limits: FROM W JUMP COURT TO W FORT ISLAND T



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project upon completion is to provide for the widening of US 19 to a six-lane divided highway. Stormwater ponds are to be included in the project, along with drainage improvements, concrete sidewalks, and updated signalization.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1	2015
Right of Way	\$6,998	2015
Construction	\$36,146	2018
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	4.00
Mobility & Connectivity	5.00
Economic Competitiveness	5.00
Livable Communities	5.70
Environmental Stewardship	12.00
Total	32.20



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project upon completion is to provide for the widening of US 19 to a six-lane divided highway. Stormwater ponds are to be included in the project, along with drainage improvements, concrete sidewalks, and updated signalization.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,945	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	1.00
Mobility & Connectivity	6.00
Economic Competitiveness	4.40
Livable Communities	7.70
Environmental Stewardship	10.50
Total	30.10



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the construction of 2 additional lanes and resurfacing of existing lanes along I-75 in Hernando County. The improvement is to provide for additional capacity on I-75, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$41,708	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.50
Maintenance & Operations	3.00
Mobility & Connectivity	4.00
Economic Competitiveness	4.40
Livable Communities	9.20
Environmental Stewardship	11.50
Total	35.60



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the construction of 2 additional lanes and resurfacing of existing lanes along I-75 in Hernando County. The improvement is to provide for additional capacity on I-75, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$305	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	4.00
Economic Competitiveness	4.40
Livable Communities	9.20
Environmental Stewardship	15.50
Total	35.60



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the construction of 2 additional lanes and resurfacing of existing lanes along I-75 in Hernando County. The improvement is to provide additional capacity on I-75, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$600	2015
Right of Way	\$0	
Construction	\$87,750	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	3.00
Mobility & Connectivity	4.00
Economic Competitiveness	3.60
Livable Communities	5.70
Environmental Stewardship	12.50
Total	33.30

Facility: I-75 (SR 93)

Highway

Project Limits: FROM N OF SR 50 TO HERNANDO/SUMTER C



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the construction of 2 additional lanes and resurfacing of existing lanes along I-75 in Hernando County. The improvement is to provide for additional capacity on I-75, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$531	2015
Right of Way	\$593	2015
Construction	\$23,575	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	3.80
Livable Communities	8.70
Environmental Stewardship	11.50
Total	36.50



Improvement: Modify Interchange

Description:

The project represents the right of way acquisition phase for the I-275 @ SR 60 interchange modification. The improvement is to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$14	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	12.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	11.75
Total	59.75



Improvement: Modify Interchange

Description:

The project represents the design and right of way acquisition phase for the I-275 @ SR 60 interchange modification. The improvement is to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$35,674	2016
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	12.00
Mobility & Connectivity	5.00
Economic Competitiveness	9.40
Livable Communities	9.90
Environmental Stewardship	18.25
Total	64.55

Facility: CR 296(FUTURE SR690)

Highway

Project Limits: FROM US 19 (SR 55) TO EOF ROOSEVELT/CR 2



Improvement: New Road

Description:

The project consists of the construction of a new road as part of the "Gateway Express Project". Upon completion, the new road will provide Pinellas County with an alternative transportation option for travel to and from major employment areas such as the beaches, the Tampa International Airport, the St. Petersburg/Clearwater International Airport, and points east.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$12,842	2015
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	1.00
Mobility & Connectivity	3.00
Economic Competitiveness	6.00
Livable Communities	4.90
Environmental Stewardship	16.50
Total	33.40



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The projects represents the design and right of way phase to provide for the addition of 2 lanes on SR 50/SR50A from Cobb Road to Broad Street.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,369	2015
Right of Way	\$2,064	2017
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	4.60
Livable Communities	4.70
Environmental Stewardship	13.25
Total	31.05



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project represents the design phase to provide for the addition of 2 lanes on the SR 50/SR 50A Bypass from Broad Street to Jefferson Street.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,405	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	6.00
Mobility & Connectivity	6.00
Economic Competitiveness	4.20
Livable Communities	5.20
Environmental Stewardship	15.25
Total	37.15

Facility: I-275 (HOWARD FRKL)

Highway

Project Limits: FROM SR 687 (4TH ST N) TO N OF HOWARD F



Improvement: Bridge

Description:

The project represents the design and reconstruction of the aging northbound/eastbound section of the Howard Frankland Bridge, which is approaching the end of its serviceable life. Project limits are from SR 687 to north of Howard Frankland.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$435	2019
Right of Way	\$0	
Construction	\$455,738	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	1.50
Maintenance & Operations	14.00
Mobility & Connectivity	1.00
Economic Competitiveness	7.80
Livable Communities	10.20
Environmental Stewardship	12.00
Total	46.50

Facility: I-275 (HOWARD FRKL)

Highway

Project Limits: FROM N OF HOWARD FRANKLAND TO S OF



Improvement: Managed Lanes

Description:

The project represents the design and re-construction of the aging northbound/eastbound section of the Howard Frankland Bridge, which is approaching the end of its serviceable life. Project limits are from north of Howard Frankland to south of SR 60.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$25	2019
Right of Way	\$0	
Construction	\$6,053	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.00
Livable Communities	10.40
Environmental Stewardship	15.50
Total	50.90



Improvement: Modify Interchange

Description:

The project represents the design phase for the I-75 interchange modification. The scheduled interim operational improvements are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,194	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	11.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.55
Livable Communities	9.90
Environmental Stewardship	16.00
Total	55.45



Improvement: Modify Interchange

Description:

The project represents the design phase for the I-75 interchange modification. The scheduled interim operational improvements are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,980	2015
Right of Way	\$0	
Construction	\$18,284	2019
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	8.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.60
Livable Communities	9.90
Environmental Stewardship	15.75
Total	50.25



Improvement: Modify Interchange

Description:

The project represents the design phase for the I-75 interchange modification. The scheduled interim operational improvements are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,276	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	15.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.55
Livable Communities	9.90
Environmental Stewardship	13.50
Total	58.95



Improvement: Modify Interchange

Description:

The project represents the design phase for the I-75 interchange modification. The scheduled interim operational improvements are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,369	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.55
Livable Communities	9.90
Environmental Stewardship	15.50
Total	50.95

Facility: I-75(SR93A)SB OFF-RAMP

Highway

Project Limits: FROM S OF BYPASS CANAL TO EB/WB I-4



Improvement: Add 1 Auxiliary Lane

Description:

The project consists of the construction of 1 auxiliary lane on I-75 from south of Bypass Canal to eastbound/westbound I-4. The additional lane is to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,483	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	8.00
Mobility & Connectivity	5.00
Economic Competitiveness	10.00
Livable Communities	9.90
Environmental Stewardship	15.25
Total	51.15



Improvement: Add 2 Auxiliary Lanes

Description:

The project consists of the construction of 2 auxillary lanes on I-75 from south of CSX/Broadway Avenue to the eastbound/westbound I-4 exit ramp. The additional lanes are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,325	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	11.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.40
Livable Communities	6.90
Environmental Stewardship	14.50
Total	49.80

Facility: SR 50

Highway

Project Limits: FROM LOCKART RD TO E OF REMINGTON R



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project consists of the addition of 2 lanes on SR 50 from Lockart Road to east of Remington Road. SR 50 is the major east-west corridor across Hernando County and the state, connecting Brooksville with US 19, I-75, and the Orlando metro area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$921	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	0.50
Maintenance & Operations	2.00
Mobility & Connectivity	6.00
Economic Competitiveness	3.80
Livable Communities	4.70
Environmental Stewardship	15.00
Total	32.00



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate widening alternatives for an 8-mile stretch of US 41 from Kracker Avenue to south of Causeway Blvd. The identified improvements are anticipated to meet existing and future traffic needs by reducing congestion, emergency response times, and improving safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	4.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.00
Livable Communities	7.70
Environmental Stewardship	10.50
Total	34.20

Facility: I-4 (SR 400)

Highway

Project Limits: FROM TAMPA BYPASS CANAL TO EAST OF I-7



Improvement: Managed Lanes

Description:

The project represents the design phase to provide for additional lanes on I-4 from the Tampa Bypass Canal to east of I-75.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,139	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	8.00
Mobility & Connectivity	6.00
Economic Competitiveness	8.20
Livable Communities	9.90
Environmental Stewardship	16.50
Total	50.60



Improvement: Project Development & Environment

Description:

The PD&E study is to evaluate and identify improvement options for I-275. The improvements on the subject segment are necessary to ensure that I-275 operates efficiently and meets regional mobility needs. The improvements are also anticipated to relieve existing and future traffic congestion, improve safety, and reduce emergency response time.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.50
Maintenance & Operations	5.00
Mobility & Connectivity	7.00
Economic Competitiveness	10.75
Livable Communities	7.40
Environmental Stewardship	11.00
Total	45.65



Improvement: Project Development & Environment

Description:

The project represents the preliminary engineering and construction phase for an intersection modification on Broadway from US 41 to the north 62nd Street CSX Intermodal Terminal. The intersection modification is to allow for the continuous and efficient movement of people and freight, and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$35	2015
Right of Way	\$0	
Construction	\$1,432	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	1.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.60
Livable Communities	4.40
Environmental Stewardship	17.00
Total	36.00

Facility: I-275 (SR93/22ND AV N)

Highway

Project Limits: FROM 22ND ST NORTH TO 19TH ST NORTH



Improvement: Modify Interchange

Description:

The project consists of the construction of 2 auxillary lanes on I-75 from south of CSX/Broadway Avenue to the eastbound/westbound I-4 exit ramp. The additional lanes are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2	2015
Right of Way	\$0	
Construction	\$1,900	2015
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	7.00
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.20
Livable Communities	7.10
Environmental Stewardship	18.75
Total	49.05



Improvement: Modify Interchange

Description:

The project represents the design phase for the construction of a new interchange on I-275 from north of Howard Frankland to south of Lois.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$16,577	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	12.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	14.00
Total	60.00

Facility: I-275 (SR 93) SB

Highway

Project Limits: FROM N OF REO STREET TO S OF LOIS AVEN



Improvement: Modify Interchange

Description:

The project represents the design phase for the construction of a new interchange on I-275 southbound north of Reo Street to south of Lois Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$9,168	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	12.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	15.00
Total	63.00



Improvement: Modify Interchange

Description:

The project represents the design phase for the construction of a new interchange on SR 60 from north of Independence to I-75 at Westshore.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$9,188	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	13.00
Mobility & Connectivity	7.00
Economic Competitiveness	9.40
Livable Communities	10.40
Environmental Stewardship	14.00
Total	58.80

Facility: I-275/SR93 NB EXPRESS LN

Highway

Project Limits: FROM N OF HOWARD FRANKLAND TO S OF



Improvement: Modify Interchange

Description:

The project represents the design phase for an interchange modification on I-275 from north of Howard Frankland to south of Trask Street.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7,638	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	12.00
Mobility & Connectivity	7.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	14.00
Total	62.00

Facility: I-275/SR 93 NB RAMP
 Project Limits: FROM SR 60 EB TO I-275 NB

Highway



Improvement: Modify Interchange

Description:

The project represents the design phase for the I-275 Flyover from SR 6 eastbound to I-275 northbound. The project upon completion is anticipated to address existing and future traffic needs, ensure the continuous movement of people and freight, and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,338	2019
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	6.00
Maintenance & Operations	9.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.80
Livable Communities	10.40
Environmental Stewardship	15.50
Total	50.70

Facility: US 19 (SR 55)

Highway

Project Limits: FROM N OF NEBRASKA AVE TO S OF TIMBE



Improvement: Add Service/Frontage/C-D System

Description:

The project consists of the addition of lanes and reconstruction of US 19 from north of Nebraska Ave. to south of Timberlane Rd. The additional lanes are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7,284	2016
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	4.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	5.40
Livable Communities	3.90
Environmental Stewardship	14.25
Total	39.55

Facility: US 19 (SR 55)

Highway

Project Limits: FROM N OF CR 95 TO N OF NEBRASKA AVE



Improvement: Add Service/Frontage/C-D System

Description:

The project consists of the addition of lanes and reconstruction of US 19 from north of CR 95 to north of Nebraska Ave. The additional lanes are to provide for improved access, in an effort to meet existing and future traffic needs, such as ensuring the continuous movement of people and freight, and improving highway safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,985	2017
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	5.80
Livable Communities	5.90
Environmental Stewardship	18.00
Total	51.70



Improvement: Modify Interchange

Description:

The project represents the PD&E phase for the new I-275 interchange at I-4/I-275. The project upon completion is anticipated to address existing and future traffic needs, ensure the continuous movement of people and freight, and improve safety.

Phasing Costs:

Phase	Cost	Year
PD&E	\$3,001	2015
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	13.00
Mobility & Connectivity	6.00
Economic Competitiveness	9.60
Livable Communities	9.40
Environmental Stewardship	13.75
Total	59.75



Improvement: New Road

Description:

The project consists of the design phase for a new road as part of the "Gateway Express Project". Upon completion, the new road will provide Pinellas County with an alternative transportation option for travel to and from major employment areas such as the beaches, the Tampa International Airport, the St. Petersburg/Clearwater International Airport, and points east.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,720	2017
Right of Way	\$0	
Construction	\$336,213	2017
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	2.00
Maintenance & Operations	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	5.60
Livable Communities	4.90
Environmental Stewardship	16.50
Total	37.00



Improvement: Project Development & Environment

Description:

The purpose of this PD&E study is to assess conditions along Hillsborough Avenue for all modes of travel and develop short and longer-term alternatives for the corridor that better balance the needs for every person traveling along this roadway, reduce the frequency and severity of crashes, support the economic development vision for the corridor, and are consistent with the values of the community.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,001	2017
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	9.00
Mobility & Connectivity	3.00
Economic Competitiveness	9.60
Livable Communities	4.10
Environmental Stewardship	13.25
Total	41.95



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project upon completion is to provide for the widening of SR 60 to a six-lane divided highway from Valrico Rd. to Dover Rd. The improvement is to accommodate projected future traffic volumes, enhance motorist safety, and reduce emergency response times.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,391	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	10.00
Maintenance & Operations	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.75
Livable Communities	5.90
Environmental Stewardship	16.00
Total	52.65



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project upon completion is to provide for the widening of SR 60 to a six-lane divided highway from Dover Rd. to SR 39. The improvement is to accommodate projected future traffic volumes, enhance motorist safety, and reduce emergency response times.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,063	2015
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	3.00
Maintenance & Operations	6.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.00
Livable Communities	7.70
Environmental Stewardship	13.50
Total	40.20



Improvement: Seaport Container Yard

Description:

The project consists of roadway and rail improvements, refrigerated warehousing, Berth 211, 212, 213, 214 and 218 expansions, gate facility/admin/maintenance building development, Berth 211 backlands, and GATX Drive expansion. These developments will become the latest in a series of strategic Hooker's Point improvements and are designed to provide additional capacity to accommodate future container needs.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$20,800	2015

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport

Description:

The project consists of intermodal improvements such as road and rail projects, along with cargo handling equipment that will allow for the enhanced movement of freight at the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$6,250	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: PORT TAMPA BAY
 Project Limits: TAMPA PORT AUTHORITY

Seaport



Improvement: Seaport

Description:

The project represents the expansion of East Port - adding to the landfill, berthing facilities, cargo storage yard expansion and rail. This project is to expand cargo handling capacity at the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$10,000	2018

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: Seaport

Description:

Port Tampa Bay's strategic investment in post-Panamax cranes will enable it to serve increasing container vessels being deployed by regional and global carriers. The acquisition supports the Port's effort to expand container operations and create new jobs and manufacturing.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$20,000	2019

All costs include support and are in thousands of as-programmed dollars

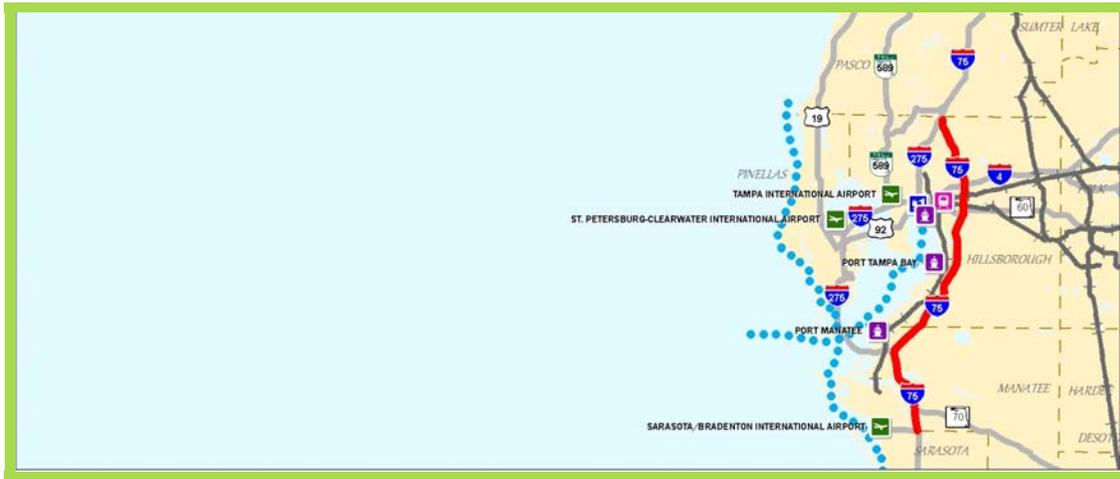
Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

Facility: I-75

Transit

Project Limits: FROM MANATEE/SARASOTA TO WESLEY CH



Improvement: PTO Studies

Description:

The project consists of a the I-75 Regional Corridor Transportation Study. The purpose of the study is to evaluate various transportation options along the I-75 corridor. The study is to follow FTA New Starts guidelines in identifying transit related alternatives.

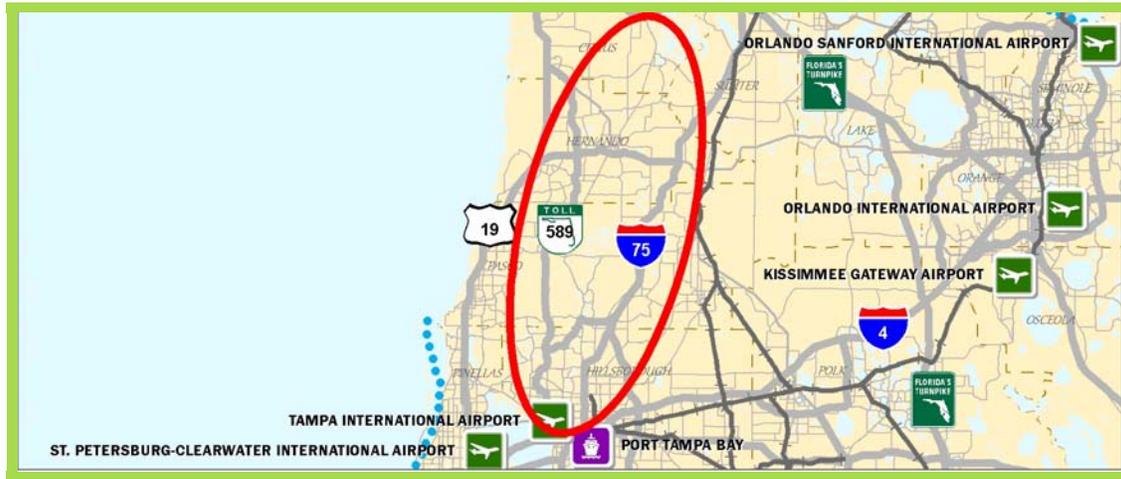
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$1,620	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: PTO Studies

Description:

The project represents the Westshore Area to Crystal River/Inverness Transit Corridor Study. The purpose of the study is to evaluate the extension of premium transit service from the Westshore area in Tampa, along the Veterans Expressway/Suncoast Parkway northward, connecting Hillsborough, Pasco, Hernando and Citrus counties. The focus of the study will be to connect northern counties to employment centers, and development opportunities along the corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$1,620	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	



Improvement: PTO Studies

Description:

The project consists of a study to evaluate transit options for the extension of premium transit service between the USF area in Hillsborough County and the Wesley Chapel area in Pasco County. The preferred alternative is to be consistent with the TBARTA Master Plan that identified an extension of a light rail corridor from downtown Tampa to the USF area.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$2,780	2017

All costs include support and are in thousands of as-programmed dollars

Strategic Investment Tool (SIT) Scores (Highway Projects Only):

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	
Maintenance & Operations	
Mobility & Connectivity	
Economic Competitiveness	
Livable Communities	
Environmental Stewardship	
Total	

