



FDOT



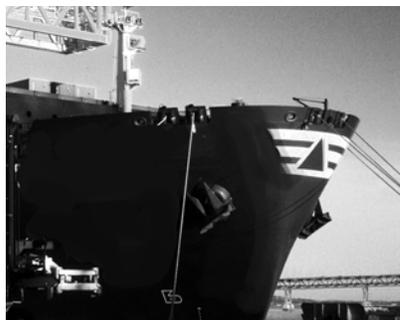
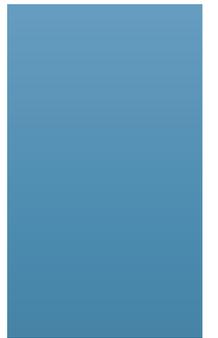
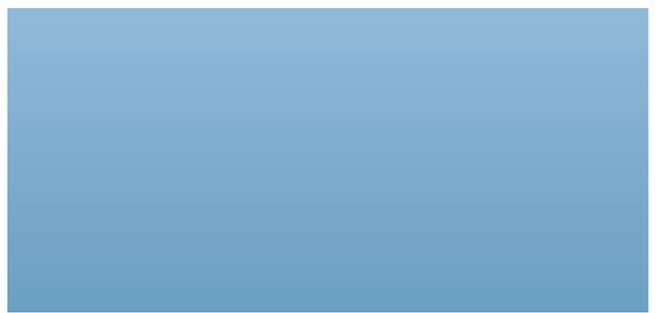
SIS 2nd FIVE
PROJECT CATALOG






SIS
Strategic Intermodal System

As of July 1, 2015



Introduction and Project Catalog Key

The Strategic Intermodal System (SIS) 2ND Five-Year Plan represents the second component of the FDOT SIS planning process, also known as the SIS Funding Strategy. The plan represents a financially feasible planning document that consists of all SIS funded projects for the years known as 6 – 10. SIS capacity projects in the plan consist of various transportation investments.

The purpose of this catalog is to inventory, in detail, the investments, as set forth in the SIS 2nd Five-Year Plan. In creating this catalog, the Systems Planning Office coordinated its efforts with the seven geographic district SIS Coordinators. 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

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

Strategic Investment Tool (SIT) scores are for highways only

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

Based on the 6 goals of the Florida Transportation Plan

Project costs are subject to change.

Each goal is out of 20 points

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

Item Segment: 4175406

Facility: SR 29

Project Limits: FROM WESTCLOX ROAD TO SR 82



Improvement: Add 2 Lanes to build 4 Lanes

Description: SR 29 is a SIS facility located in the eastern portion of Collier County and extends north through Hendry and Glades Counties. The roadway improvement consists of increasing capacity on SR 29 due to population and employment growth in and around the City of Immokalee. This segment is 3.04 miles and is located along the western side of the City of Immokalee.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$380	2021
Right of Way	\$0	
Construction	\$0	
Grant	\$0	

All costs include support and are in thousands of un-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	3.00
Economic Competitiveness	6.80
Livable Communities	7.20
Environmental Stewardship	16.00
Total	41.00

District 1

Highway

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2nd Five-Year Project Catalog
Page 1

District 1



Improvement: Modify Interchange

Description:

This project consists of reconstructing the existing I-75 at the SR 70 interchange that provides for the ultimate ten-lane I-75 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.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$123,886	2022
Grant	\$0	

All costs include support 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	8.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.80
Livable Communities	6.20
Environmental Stewardship	17.00
Total	46.00



Improvement: Modify Interchange

Description:

This project consists of reconstructing the existing I-75 at SR-64 interchange to provide for the Ultimate I-75 10-lane typical section (two express lanes and three general use lanes in each direction).

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$50,778	2022
Grant	\$0	

All costs include support 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	8.00
Mobility & Connectivity	2.00
Economic Competitiveness	5.00
Livable Communities	8.70
Environmental Stewardship	16.00
Total	46.70



Improvement: Project Development & Environment

Description:

The project represents the PD&E study for ultimate managed lanes for I-4 from west of SR 570 to east of US Hwy 27. The study consists of 28.9 miles. In an effort to better manage congestion and provide choices to drivers, these express lanes provide for additional capacity. These lanes will continue efforts in Districts 5 and 7.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4,020	2025
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	6.80
Livable Communities	9.20
Environmental Stewardship	10.50
Total	44.50



Improvement: Rail

Description:

This project consists of replacing an existing railroad bridge to accommodate I-4 widening. There will be a new parallel structure to the east.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$16,507	2023
Grant	\$0	

All costs include support 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	4.00
Economic Competitiveness	5.20
Livable Communities	4.40
Environmental Stewardship	17.00
Total	43.60



Improvement: Modify Interchange

Description:

The modifications 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	\$350	2022
Right of Way	\$20,425	2021
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: 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 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	\$0	
Right of Way	\$0	
Construction	\$63,796	2021
Grant	\$0	

All costs include support 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	7.00
Economic Competitiveness	4.60
Livable Communities	4.70
Environmental Stewardship	9.75
Total	30.05

Facility: SR 29 FROM SUNNILAND
 Project Limits: NURSERY ROAD TO S. OF AGRICULTURE WAY



Improvement: Add 2 Lanes to build 4 Lanes

Description:

SR 29 is located in the eastern portion of Collier County and extends north through Hendry and Glades Counties. The roadway modification consists of increasing capacity on SR 29 due to increasing traffic in the eastern areas of Collier and Lee counties.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$500	2021
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	4.00
Economic Competitiveness	6.00
Livable Communities	4.20
Environmental Stewardship	17.50
Total	34.70

Facility: SR 29 FROM S. OF
 Project Limits: AGRICULTURE WAY TO CR 846 (AIRPORT ROAD)



Improvement: Add 2 Lanes to build 4 Lanes

Description:

SR 29 is located in the eastern portion of Collier County and extends north through Hendry and Glades Counties. The roadway modification consists of increasing capacity on SR 29 due to increasing traffic in the eastern areas of Collier and Lee counties.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$270	2021
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	4.00
Economic Competitiveness	7.40
Livable Communities	7.20
Environmental Stewardship	17.00
Total	39.60



Improvement: Add 2 Lanes to build 4 Lanes

Description:

SR 29 is located in the eastern portion of Collier County and extends north through Hendry and Glades Counties. The roadway modification consists of increasing capacity on SR 29. This segment is 3.04 miles and is north of Immokalee.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$380	2021
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	6.80
Livable Communities	7.20
Environmental Stewardship	16.00
Total	42.00

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



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design, right-of-way, and construction phases for the widening of SR 29 from SR 82 to the Hendry County line from 2 to 4 lanes to allow for increased capacity between LaBelle and Immokalee.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$50	2023
Right of Way	\$1,514	2021
Construction	\$8,524	2023
Grant	\$0	

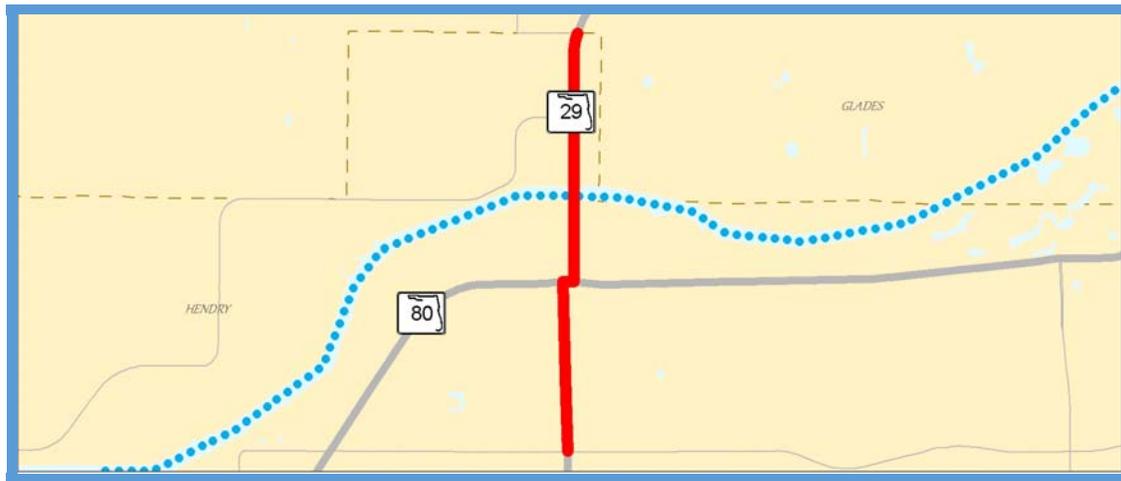
All costs include support and are in thousands of as-programmed dollars

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 FROM COWBOY WAY
 Project Limits: (CR 80A) TO WHIDDEN RD
 (CR 731)

Highways



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the widening of SR 29 from 2 to 4 lanes. This segment is 2.25 miles and is located in the City of LaBelle in Hendry County.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$7,495	2022
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	6.20
Livable Communities	3.70
Environmental Stewardship	11.50
Total	37.90

Facility: SR25 (US 27) FROM HI
 Project Limits: HIGHLANDS COUNTY LINE TO CR 630A



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project represents the design and right-of-way phases for the widening of US 27 from the Highlands County line to CR 630A from 4 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	\$500	2022
Right of Way	\$4,155	2022
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

Facility: US 27 FROM CR 630A
 Project Limits: TO PRESIDENTS DRIVE



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The project represents the design and right-of-way phase for the widening of US 27 from CR 630A to Presidents Drive from 4 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	\$370	2022
Right of Way	\$2,388	2021
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

Facility: SR 710 FROM E OF L-63
 Project Limits: CANAL TO SHERMAN WOOD R
 ANCHES



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design phase for the construction of 2 additional lanes on SR 710. The corridor is utilized by freight and truck traffic. It links a Rural Area of Opportunity with the cities of Southeast Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,500	2022
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	4.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.40
Livable Communities	7.70
Environmental Stewardship	13.00
Total	36.60

Facility: SR 710 FROM SHERMAN
 Project Limits: WOOD RANCHES TO CR 714 (MARTIN C/L)



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project represents the design phase for the construction of 2 additional lanes on SR 710. The corridor is utilized by freight and truck traffic. It links a Rural Area of Opportunity with the cities of Southeast Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,500	2022
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	4.00
Economic Competitiveness	7.00
Livable Communities	4.70
Environmental Stewardship	14.00
Total	33.20

Facility: SR 82 FROM CR 884
 Project Limits: (LEE BLVD) TO SHAWNEE ROAD



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	\$0	
Right of Way	\$0	
Construction	\$2,500	2021
Grant	\$0	

All costs include support 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	4.00
Economic Competitiveness	9.70
Livable Communities	7.20
Environmental Stewardship	17.50
Total	49.40

Facility: SR 82 FROM SHAWNEE
 Project Limits: ROAD TO ALABAMA ROAD S



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	\$0	
Right of Way	\$0	
Construction	\$31,151	2022
Grant	\$0	

All costs include support 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 2.55 mile segment of SR 82 includes the widening of a bridge structure and pedestrian crossing. The overall Emerging SIS corridor is being expanded from 2 to 6 lanes in Lee and Collier counties.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$39,064	2022
Grant	\$0	

All costs include support 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

Facility: SR 60 FROM CR 630 TO
 Project Limits: GRAPE HAMMOCK RD

Highways



Improvement: Add 2 Lanes to build 6 Lanes

Description:

SR 60 is a major east-west roadway and is a vital link in the regional transportation network. The roadway modification (5.5 miles) consists of increasing capacity for increasing traffic volumes in this area including freight operations related to the Central Florida Intermodal Logistics Center.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$7,350	2021
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	7.00
Economic Competitiveness	4.20
Livable Communities	7.20
Environmental Stewardship	16.50
Total	44.90

Facility: SR 60 FROM GRAPE HAMMOCK
 Project Limits: ROAD TO OSCEOLA COUN
 TY LINE



Improvement: Add 2 Lanes to build 4 Lanes

Description:

SR 60 is a major east-west roadway and is a vital link in the regional transportation network. The roadway modification (1.8 miles) consists of increasing capacity to accommodate increased traffic volumes in the area, including freight operations related to the Central Florida Intermodal Logistics Center.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,350	2021
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	7.00
Economic Competitiveness	5.20
Livable Communities	4.70
Environmental Stewardship	8.00
Total	34.90

District 2

Facility: SR 26 CORRIDOR FROM
 Project Limits: GILCHRIST C/L TO CR 26A E
 OF NEWBERRY



Improvement: New Road

Description:

The project continues efforts to expand the corridor to 4 lanes with the addition of a new 4 lane alignment parallel to SR 26 from the Gilchrist County line to CR 26A east of Newberry. The modifications are anticipated to relieve congestion by providing additional capacity for future growth without going through Downtown Newberry.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,200	2022
Right of Way	\$26,915	2022
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	5.00
Economic Competitiveness	6.40
Livable Communities	7.70
Environmental Stewardship	13.50
Total	38.60

Facility: I-295 (SR 9A) FROM
 Project Limits: SR 202 JTB BLVD TO SR 9B (MANAGED LANES)

Highways



Improvement: Managed Lanes

Description:

The project consists of the design phase for 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	\$0	
Preliminary Engineering	\$50	2021
Right of Way	\$0	
Construction	\$0	
Grant	\$1,500	2021

All costs include support 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) FROM
 Project Limits: SOUTHSIDE CONNECTOR (SR 13) TO SR 202 JTB



Improvement: Managed Lanes

Description:

The project consists of the design and right-of-way acquisition phases for new managed lanes on I-295 from the Southside Connector to J.T. 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	\$0	
Preliminary Engineering	\$3,000	2022
Right of Way	\$22,489	2022
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	7.00
Maintenance & Operations	9.00
Mobility & Connectivity	4.00
Economic Competitiveness	11.20
Livable Communities	10.40
Environmental Stewardship	11.25
Total	52.85

Facility: I-295 (SR 9A) FR:DAMES
 Project Limits: POINT BRIDGE TO NORTH
 OF PULASKI



Improvement: Managed Lanes

Description:

The project consists of the design phase for 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	\$0	
Preliminary Engineering	\$3,225	2021
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	5.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.00
Livable Communities	10.20
Environmental Stewardship	11.00
Total	43.20

Facility: SR 15 (US 17) FROM
 Project Limits: CR 309 IN SATSUMA TO W.O
 F DUNN CREEK BRIDGE

Highways



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 on this north-south corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$33,463	2023
Grant	\$0	

All costs include support 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

Facility: SR 200 (A1A) @ US17/
 Project Limits: CR 107/CHESTER RD.



Improvement: Modify Interchange

Description:

SR 200 (A1A) in Nassau County is being widened from 4 to 6-lanes. The PD&E study is to evaluate improvement options needed to address any operational concerns at the intersections of SR 200 and US 17, CR 107, and Chester Road.

Phasing Costs:

Phase	Cost	Year
PD&E	\$660	2022
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	10.00
Mobility & Connectivity	3.00
Economic Competitiveness	5.20
Livable Communities	4.70
Environmental Stewardship	16.75
Total	45.65

Facility: I-10 (SR 8) FROM WEST
 Project Limits: OF CR 125 TO W SR 121 (MANAGE LN)

Highways



Improvement: Project Development & Environment

Description:

The project, located in Baker County west of Jacksonville, is to add managed lanes to I-10 from west of CR 125 to west of SR 121. 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	\$0	
Preliminary Engineering	\$5,050	2022
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	2.00
Economic Competitiveness	7.00
Livable Communities	4.70
Environmental Stewardship	15.50
Total	35.70

Facility: I-10 (SR 8) FROM WEST
 Project Limits: OF SR 121 TO NASSAU C/L
 (MANAGE LN)

Highways



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project represents the design phase for modifications that will result in the construction of managed lanes on I-10 from SR 121 to the Nassau County Line west of Jacksonville. 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	\$0	
Preliminary Engineering	\$4,005	2022
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	7.80
Livable Communities	4.70
Environmental Stewardship	16.50
Total	40.50

Facility: I-10 (SR 8) FROM
 Project Limits: NASSAU/DUVAL C/L TO US 301 (MANAGED LANE)



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project represents the design phase for modifications that will result in the construction of managed lanes on I-10 from the Nassau County Line to US 301 west of Jacksonville. 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	\$0	
Preliminary Engineering	\$2,650	2021
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	5.00
Economic Competitiveness	5.60
Livable Communities	8.70
Environmental Stewardship	16.50
Total	41.80

Facility: I-10 (SR 8) FROM
 Project Limits: BAKER C/L TO DUVAL C/L (MANA
 GE LN)



Improvement: Project Development & Environment

Description:

This project represents the design phase for modifications that will result in the construction of managed lanes on I-10 from the Baker County Line to the Duval County Line west of Jacksonville. 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	\$0	
Preliminary Engineering	\$231	2025
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	2.00
Economic Competitiveness	5.80
Livable Communities	4.70
Environmental Stewardship	17.00
Total	35.50

Facility: FIRST COAST XWAY FRO
 Project Limits: M I-95 (SR 9) TO SR 15 (U
 S17)



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. John's 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. John's River.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$12,309	2021
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

Facility: I-95 (SR 9) FROM INT'L
 Project Limits: GOLF PARKWAY TO DUVAL
 COUNTY LINE

Highways



Improvement: Managed Lanes

Description:

The project consists of the construction of managed lanes on I-95 from Int'l Golf Parkway to the Duval County line. Managed lanes are a capacity alternative that also allow for the management of congestion through the provision of providing choices to drivers.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$305,212	2025
Grant	\$0	

All costs include support 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

Facility: I-95 (SR 9) FROM ST.
 Project Limits: JOHNS C/L TO I-295 (SR 9
 A)



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 a capacity alternative that also allow for the management of congestion through the provision of providing choices to drivers.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$4,275	2022
Right of Way	\$0	
Construction	\$318,216	2025
Grant	\$0	

All costs include support 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

Facility: I-295 (SR 9A) N/B AT
 Project Limits: US 17(ROOSEVELT BLVD)

Highways



Improvement: Modify Interchange

Description:

The project consists of modifications to 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	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$1,423	2021
Grant	\$0	

All costs include support 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	8.00
Mobility & Connectivity	2.00
Economic Competitiveness	6.80
Livable Communities	5.40
Environmental Stewardship	14.50
Total	43.20

Facility: SR 9B FROM US 1/PHILLIPS
 Project Limits: HWY TO SR 9A/SR 9B S
 PLIT



Improvement: Managed Lanes

Description:

The project consists of the construction of managed lanes on SR 9B from US 1/Phillips Highway to the I-295/SR 9B Split. Managed lanes are capacity alternatives that allow for the management of congestion through the provision of choices to drivers.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$1,499	2021
Grant	\$0	

All costs include support 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	12.00
Total	33.00

Facility: SR 15 (US 17) FR W.
 Project Limits: OF DUNNS CREEK TO HORSE L
 ANDING RD



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the reconstruction of the existing 2-lane facility to a 4-lane facility. The SR 15 project also includes a 10' wide multi-use path and also includes a new 2-lane bridge over Dunns Creek that will parallel the existing 2-lane bridge.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$61,420	2022
Grant	\$0	

All costs include support 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	3.00
Economic Competitiveness	7.20
Livable Communities	7.70
Environmental Stewardship	10.50
Total	35.90

District 3

Facility: SR 75 (US 231) FROM
 Project Limits: S OF SR 30A (US 98) 15TH
 STREET TO SR 20

Highways



Improvement: Project Development & Environment

Description:

The project represents the design phase for modifications to US 231 from south of US 98 to SR 20. This facility is a tourist and hurricane evacuation route that ultimately connects the Panama City area to I-10 and Alabama.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$21,000	2024
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	8.00
Livable Communities	5.70
Environmental Stewardship	13.50
Total	41.20

Facility: SR 30 (US 98) FROM
 Project Limits: SANTA ROSA C.O. LINE TO SR
 393 MARY ESTHER BLVD



Improvement: Preliminary Engineering

Description:

The project represents the PD&E study to address the US 98 corridor in Okaloosa County which provides east-west connectivity from the Santa Rosa County Line to SR 393 Mary Esther Blvd. This project will study multilaning of US 98 for 6 lanes with frontage roads. This project will increase connectivity and relieve congestion in the area for locals commuting to work and tourists that are visiting the region. This project would modify 8.6 miles of US 98.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$9,000	2021
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	4.60
Livable Communities	5.20
Environmental Stewardship	8.50
Total	32.30

Facility: SR 8 (I-10) FROM W
 Project Limits: OF SR 10 (US 90A) TO SR 95
 (US 29)



Improvement: Project Development & Environment

Description:

The project is the design phase to address the I-10 corridor in Escambia County, which provides east-west connectivity from west of US 90A/9 Mile Rd to US 29. This project will increase capacity and relieve congestion in the area for local commuters and those passing through the region. This project will modify 4.6 miles of I-10.

Phasing Costs:

Phase	Cost	Year
PD&E	\$1,799	2024
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	4.00
Mobility & Connectivity	2.00
Economic Competitiveness	9.80
Livable Communities	7.70
Environmental Stewardship	15.75
Total	44.75

Facility: SR 8 (I-10) @ SR 95
 Project Limits: (US 29) INTERCHANGE



Improvement: Right Of Way

Description:

The project consists of modifications to the I-10 interchange at US 29 (both SIS Corridors) 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	\$0	
Right of Way	\$1,578	2021
Construction	\$92,618	2023
Grant	\$0	

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

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

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	15.50
Maintenance & Operations	3.00
Mobility & Connectivity	1.00
Economic Competitiveness	10.40
Livable Communities	4.90
Environmental Stewardship	18.25
Total	53.05

Facility: SR 8 (I-10) FROM W
 Project Limits: OF SR 10 (US 90) TO OCHLOC
 KONEE RIVER BR.



Improvement: Project Development & Environment

Description:

The project represents a design phase to address the I-10 Corridor in Gadsden County which provides east-west connectivity into the Capital Region. Upon completion, the modifications will provide additional capacity by extending the current 6 lanes from US 90 east to the Ochlockonee River. This project will add an additional 2.2 miles to the current 6 lane section of I-10.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,640	2022
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	4.00
Mobility & Connectivity	1.00
Economic Competitiveness	8.00
Livable Communities	4.70
Environmental Stewardship	9.00
Total	36.70

Facility: SR 8 (I-10) FROM GADSDEN
 Project Limits: CO LINE TO EAST OF R
 EST AREA



Improvement: Add 2 Lanes to build 6 Lanes

Description:

The PD&E study is to evaluate the widening of I-10 from 4 to 6 lanes. The widening is anticipated to increase capacity through the Tallahassee region, from the Gadsden County line to the rest area. 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	\$1,309	2022
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	4.00
Mobility & Connectivity	4.00
Economic Competitiveness	8.80
Livable Communities	4.70
Environmental Stewardship	10.75
Total	34.75

Facility: SR 8 (I-10) FROM
 Project Limits: SR 61 (US 319) TO SR 10 (US 90) EAST



Improvement: Preliminary Engineering

Description:

The project represents a design phase to address the I-10 corridor in Leon County which provides east-west connectivity for the Capital Region. The project will provide additional capacity across Leon County by extending the current 6 lanes from SR 61/US 319 to US 90 East. This project will add an additional 5.5 miles to the current 6 lane section of I-10. It will not only benefit the locals commuting into the Capital Region for employment, but also those that are traveling through.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,080	2021
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	5.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.70
Livable Communities	4.20
Environmental Stewardship	12.00
Total	31.40

Facility: SR 8 (I-10) FROM E
 Project Limits: OF SR 261 CAP CIR TO E SR
 10 (US 90) MAHAN



Improvement: Preliminary Engineering

Description:

The project represents the widening of I-10 from 4 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 interchange. 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	\$0	
Preliminary Engineering	\$6,160	2021
Right of Way	\$7,970	2023
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	7.30
Livable Communities	4.70
Environmental Stewardship	12.00
Total	30.00

Facility: SR 30 (US 98) FROM CR
 Project Limits: 457 MACK BAYOU ROAD TO
 CR 30A WEST

Highways



Improvement: Right Of Way

Description:

The project represents the right-of-way phase to address the US 98 corridor in Walton County which provides east-west connectivity from CR 457/Mack Bayou Road to CR 30A West. This project will increase capacity and relieve congestion in the area for commuters and tourists. This project will modify 1.9 miles of US 98.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$8,485	2022
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	4.20
Livable Communities	8.20
Environmental Stewardship	9.75
Total	30.15

Facility: SR 263 CAPITAL CIRCLE
 Project Limits: FROM CR 2203 SPRINGHILL RD TO SR 371 ORANGE AVE

Highways



Improvement: Add 4 Lanes to build 6 Lanes

Description:

The project consists of the construction of 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, and to the Tallahassee Airport. The improvement represents the MPO's #3 priority.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$41,510	2021
Grant	\$0	

All costs include support 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

Facility: SR 388 WEST BAY PARKWAY
 Project Limits: FROM SR 79 TO E OF NW
 F BEACHES INTL AIRPORT

Highways



Improvement: Add 4 Lanes to build 6 Lanes

Description:

The project consists of adding 2 lanes, a 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	\$0	
Right of Way	\$0	
Construction	\$37,775	2024
Grant	\$0	

All costs include support 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	4.00
Economic Competitiveness	6.80
Livable Communities	4.70
Environmental Stewardship	12.00
Total	30.50

Facility: SR 79 FROM SR 8 (I-10)

Highways

Project Limits: TO ALABAMA LINE



Improvement: Preliminary Engineering

Description:

The project represents the design phase for the widening of SR 79 from 2 to 4 lanes from I-10 to the Alabama state line. The additional lanes are to be divided by a 64 foot median. The modification 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	\$0	
Preliminary Engineering	\$9,454	2022
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	5.40
Livable Communities	4.70
Environmental Stewardship	16.00
Total	34.10

Facility: SR 83/187 (US 331) FROM
 Project Limits: SR 8 (I-10) TO ALABAMA
 STATE LINE

Highways



Improvement: Project Development & Environment

Description:

The purpose of the US 331 PD&E study is to develop and evaluate transportation solutions to address existing and future traffic needs. Proposed modifications to be evaluated may include capacity, safety, traffic operations and/or access management solutions from I-10 to the Alabama state line.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$15,243	2024
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	0.00
Economic Competitiveness	5.00
Livable Communities	5.70
Environmental Stewardship	14.00
Total	30.70

Facility: SR 30 (US 98) FROM COUNTY ROAD 30A TO GRANDE POINTE BLVD

Highways



Improvement: Project Development & Environment

Description:

The project represents the PD&E study phase to address the US 98 corridor in Walton County which provides east west connectivity from County Road 30A to Grand Pointe Blvd. at the Bay County Line. This project will study multilaning of US 98. This project will increase connectivity and relieve congestion in the area for locals commuting to work and tourists that are visiting the region. This project will modify 19.3 miles of US 98.

Phasing Costs:

Phase	Cost	Year
PD&E	\$4,200	2024
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	0.00
Economic Competitiveness	6.00
Livable Communities	8.20
Environmental Stewardship	8.00
Total	28.20

District 4

Facility: SR-9/I-95 @ GATEWAY

Highways

Project Limits: BLVD. INTERCHANGE



Improvement: Modify Interchange

Description:

The project represents the right-of-way and construction phases for interchange modifications for I-95 at Gateway Boulevard. Upon completion, the modification 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	\$0	
Preliminary Engineering	\$0	
Right of Way	\$1,000	2022
Construction	\$80,903	2024
Grant	\$0	

All costs include support 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



Improvement: Modify Interchange

Description:

The project consists of operational modifications to the existing I-95 at the SR 808/Glades Road 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	\$48,661	2022
Grant	\$0	

All costs include support 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	10.20
Livable Communities	5.90
Environmental Stewardship	16.75
Total	48.85

Facility: I-95/SR-9 @ 10TH AVE
 Project Limits: NORTH IN LAKE WORTH



Improvement: Modify Interchange

Description:

The project consists of design and right-of-way phases for the I-95 interchange modifications at 10th Avenue in Lake Worth. I-95 is considered the backbone of the highway network for the entire east coast of Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,720	2021
Right of Way	\$4,469	2022
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	4.00
Economic Competitiveness	8.65
Livable Communities	5.90
Environmental Stewardship	19.50
Total	49.05



Improvement: New Interchange

Description:

The project upon completion is to help meet anticipated future travel demand in the Vero Beach area and assist in generating commercial and industrial activity. The new interchange would also enhance hurricane evacuation capabilities in the county as an alternative to SR 60. The project is evaluating the acceptability, design, and impacts.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$5,649	2021
Construction	\$33,128	2024
Grant	\$0	

All costs include support 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	3.00
Economic Competitiveness	4.80
Livable Communities	8.20
Environmental Stewardship	17.50
Total	41.00



Improvement: Modify Interchange

Description:

The project represents the design, right-of-way, and construction phases for modifications to the existing I-75 interchange ramps at Royal Palm Boulevard. All ramps to and from I-75 will be widened from one to two lanes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,100	2021
Right of Way	\$3,790	2022
Construction	\$20,456	2024
Grant	\$0	

All costs include support 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	7.00
Economic Competitiveness	9.15
Livable Communities	6.10
Environmental Stewardship	19.50
Total	51.75

Facility: I-75/SR-93 INTERCHNG
 Project Limits: @SR-820 PINES BLVD F N O
 F MIRAMAR PKWY T N OF PIN



Improvement: Modify Interchange

Description:

The project consists of replacing the Pines Boulevard overpass over I-95 and widening Pines Boulevard and the ramps to allow for triple left turns on all on and off-ramps at Pines Boulevard, and widening all ramps to and from I-75 from one to two lanes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,550	2021
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	3.00
Economic Competitiveness	8.40
Livable Communities	9.60
Environmental Stewardship	17.50
Total	45.50

Facility: SR-710/BEELINE HWY
 Project Limits: FROM NORTHLAKE BLVD TO SR-708/BLEUE HERON BLVD



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project consists of the widening of SR-710 from 2 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	\$0	
Right of Way	\$5,530	2021
Construction	\$104,565	2023
Grant	\$0	

All costs include support 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

Facility: I-75/SR-93 INTRCHNG
 Project Limits: @ ROYAL PALM BLVD F N OF
 SW 36 ST TO S OF SW 14 ST



Improvement: Modify Interchange

Description:

The project represents the design and construction phases for the reconstruction of the existing I-75 interchange ramps at Royal Palm Boulevard. All ramps to and from I-75 will be widened from one to two lanes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,146	2023
Right of Way	\$0	
Construction	\$10,920	2023
Grant	\$0	

All costs include support 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	8.40
Livable Communities	9.90
Environmental Stewardship	19.00
Total	44.30

Facility: SR-9/I-95 FROM SR-869
 Project Limits: /SW 10TH STREET TO BROWA
 RD/PALM BEACH COUNTY LINE



Improvement: Managed Lanes

Description:

The I-95 Express Phase 3 design build project includes widening I-95 to add one lane in each direction and converting the high occupancy vehicle lane to implement 2 express lanes in each direction.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$56,176	2021
Grant	\$0	

All costs include support 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	8.00
Mobility & Connectivity	9.00
Economic Competitiveness	10.20
Livable Communities	9.60
Environmental Stewardship	17.75
Total	61.55

Facility: SR-9/I-95 FROM BROWARD
 Project Limits: /PALM BEACH COUNTY LINE
 TO LINTON BLVD.

Highways



Improvement: Managed Lanes

Description:

The modification 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 high occupancy vehicle lane, allowing for 2 express lanes in each direction. The modification 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	\$0	
Right of Way	\$0	
Construction	\$1,000	2021
Grant	\$0	

All costs include support 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	11.00
Economic Competitiveness	9.20
Livable Communities	5.90
Environmental Stewardship	13.00
Total	52.10

Facility: SR-9/I-95 FROM BROWARD
 Project Limits: /PALM BCH CO LINE TO SOUTH OF GLADES RD.

Highways



Improvement: Managed Lanes

Description:

The I-95 Express Phase 3 design build project includes widening I-95 to add one lane in each direction and converting the high occupancy vehicle lane to implement 2 express lanes in each direction.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$34,512	2021
Grant	\$0	

All costs include support 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	11.00
Economic Competitiveness	10.60
Livable Communities	10.10
Environmental Stewardship	15.75
Total	57.45



Improvement: Modify Interchange

Description:

The project represents the design, right-of-way, and construction phases for an interchange modification. The project concept includes reconfiguring the ramps that directly connect to and from the park-and-ride lot in the northwest and southwest quadrants of the interchange, adding new on and off-ramps to optimize the connection to the express lanes, and accomodating planned transit movements through the interchange.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$8,620	2021
Right of Way	\$1,000	2022
Construction	\$126,576	2024
Grant	\$0	

All costs include support 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	15.00
Mobility & Connectivity	10.00
Economic Competitiveness	10.55
Livable Communities	9.60
Environmental Stewardship	14.25
Total	63.90

Facility: I-95/SR-9 @ SUNRISE
 Project Limits: BLVD. INTERCHANGE ULTIMAT
 E IMPROVEMENT



Improvement: Modify Interchange

Description:

The project represent the right-of-way and construction phases for an interchange modification. The project concept includes auxiliary lanes on I-95 for the southbound exit to Sunrise Boulevard and the southbound entrance from Sunrise Boulevard, widening the I-95 southbound exit ramp to accommodate additional left and right turn lanes at Sunrise Boulevard, and a new flyover from Sunrise Boulevard to I-95.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$1,430	2022
Construction	\$143,685	2024
Grant	\$0	

All costs include support 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	12.00
Mobility & Connectivity	7.00
Economic Competitiveness	10.35
Livable Communities	9.60
Environmental Stewardship	18.75
Total	60.70

Facility: SR-9/I-95 @ SR-80/SOUTHERN
 Project Limits: BLVD. INTERCHG. UL
 TIM. IMPRVMT.



Improvement: Modify Interchange

Description:

The project represents the design, right-of-way, and construction phases, 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	\$0	
Preliminary Engineering	\$7,645	2021
Right of Way	\$5,828	2022
Construction	\$96,106	2024
Grant	\$0	

All costs include support 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	5.00
Economic Competitiveness	9.15
Livable Communities	8.40
Environmental Stewardship	14.75
Total	51.30

Facility: SR-9/I-95 @ NORTHLAKE
 Project Limits: BOULEVARD INTERCHANGE



Improvement: Modify Interchange

Description:

The project represents the design, right-of-way, and construction phases, 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:

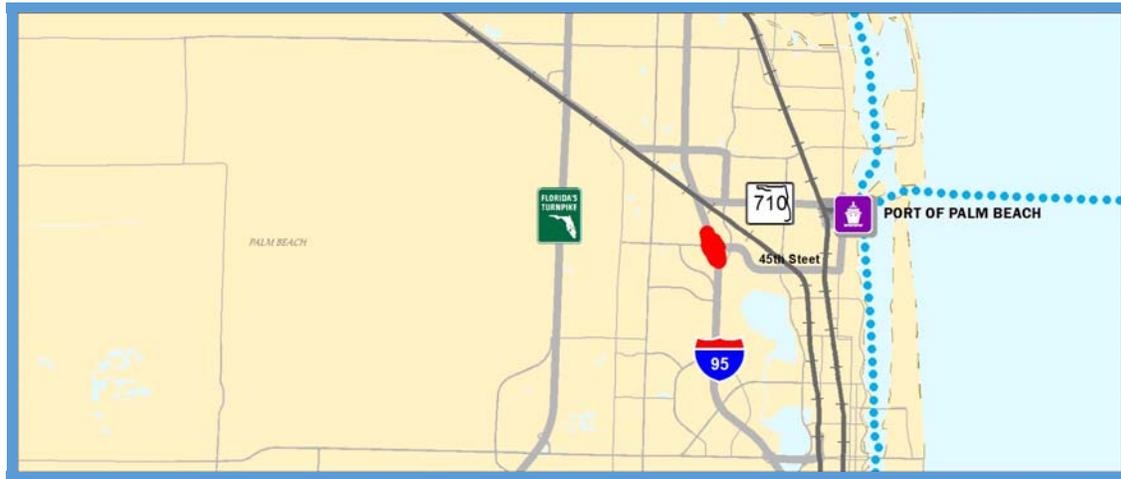
Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,000	2021
Right of Way	\$53,659	2022
Construction	\$15,964	2024
Grant	\$0	

All costs include support 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	8.30
Livable Communities	5.90
Environmental Stewardship	19.50
Total	49.70

Facility: SR-9/I-95 FROM S OF
 Project Limits: 45TH STREET TO N OF 45TH
 ST



Improvement: Project Development & Environment

Description:

The project consists of the design and right-of-way phase for modifications to I-95 from south of 45th St. to north of 45th St. The facility is considered the backbone of the highway network for the entire east coast of Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$6,000	2021
Right of Way	\$14,915	2022
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	2.00
Economic Competitiveness	8.60
Livable Communities	2.40
Environmental Stewardship	17.75
Total	40.75

Facility: SR-9/I-95 FROM SOUTH
 Project Limits: OF SW 10TH STREET TO NOR
 TH OF HILLSBORO BLVD.



Improvement: Modify Interchange

Description:

The project represents the right-of-way phase for I-95 on and off-ramp modifications at SW 10th Street and Hillsboro Boulevard. Project concept includes a collector-distributor road system and reducing ramp junction points, expanding the northbound off-ramp at SW 10 Street, and relocating the westbound to northbound entrance ramp from the loop on the SE quadrant of the interchange to the NE quadrant at SW 10 Street.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$7,975	2021
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	7.00
Economic Competitiveness	10.20
Livable Communities	5.60
Environmental Stewardship	17.75
Total	57.05

Facility: SR-9/I-95 FROM SOUTH
 Project Limits: OF WOOLBRIGHT ROAD TO NO
 RTH OF WOOLBRIGHT ROAD



Improvement: Modify Interchange

Description:

The project consists of the design, right-of-way, and construction phases for modifications to I-95 from south of Woolbright Rd. to north of Woolbright Rd. The facility is considered the backbone of the highway network for the entire east coast of Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,120	2021
Right of Way	\$19,698	2022
Construction	\$11,121	2024
Grant	\$0	

All costs include support 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	8.35
Livable Communities	8.90
Environmental Stewardship	17.50
Total	46.75

District 5

Facility: SR 400 (I-4) W OF
 Project Limits: SR 528 BEACHLINE TO W OF SR
 435 KIRKMAN RD



Improvement: Managed Lanes

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two managed toll 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	\$0	
Right of Way	\$31,031	2022
Construction	\$280,030	2025
Grant	\$0	

All costs include support 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

Facility: SR 400 (I-4) 1 MILE
 Project Limits: E OF SR 434 TO E OF SR 15 /600 (US 17/92)



Improvement: Managed Lanes

Description:

The project consists of the reconstruction of the I-4 segment to accommodate three general use lanes, auxiliary lanes, two managed toll 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 the Volusia County line.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$14,942	2022
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	8.00
Economic Competitiveness	8.70
Livable Communities	8.40
Environmental Stewardship	12.50
Total	48.10

Facility: SR 15 (US 17) FROM
 Project Limits: DELEON SPRINGS BLVD TO SR 40
 40



Improvement: Add 2 Lanes to build 4 Lanes

Description:

The project is to result in the construction of two new general use lanes on US 17 from DeLeon Springs Blvd. to SR 40. The construction of the additional lanes will support regional mobility on this north-south corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$47,582	2022
Grant	\$0	

All costs include support 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	5.00
Livable Communities	7.70
Environmental Stewardship	10.50
Total	35.20



Improvement: Managed Lanes

Description:

The I-4 modification represents a segment of the overall I-4 Ultimate project. The 21 mile makeover is to include tolled express lanes, widened bridges, reconstructed interchanges, and improved lighting. The project is anticipated to transform the region by connecting communities and improving the economy.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$626,927	2021
Grant	\$113,005	2025

All costs include support 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: Passenger Rail

Description:

The Central Florida Commuter Rail Transit (CFCRT) System, or SunRail, is constructed along the existing CSX "A" line corridor from Volusia County through Seminole County, to Orange County and downtown Orlando. The SunRail project will operate entirely at-grade, sharing track with existing freight and Amtrak services.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$2,500	2021
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: CENTRAL FLORIDA COMMUTER
 Project Limits: RAIL SYSTEM OPERATIO
 NS AND MAINTENANC

Transit



Improvement: Passenger Rail

Description:

The Central Florida Commuter Rail Transit (CFCRT) System, or SunRail, is constructed along the existing CSX "A" line corridor from Volusia County through Seminole County, to Orange County and downtown Orlando. The SunRail project will operate entirely at-grade, sharing track with existing freight and Amtrak services.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$0	
Grant	\$8,647	2021

All costs include support 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: PORT OF MIAMI TUNNEL
 Project Limits: FROM PORT OF MIAMI TO SR 836/I-395



Improvement: New Road

Description:

The project is part of the P3 availability payments. The project consists of a tunnel connection between Watson Island and PortMiami (Dodge Island), connections to the PortMiami roadway system, and the widening of the MacArthur Causeway Bridge. It provides for direct access between the seaport and I-95 and I-395, creating an alternative entry to the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$1,250	2025
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	4.00
Economic Competitiveness	6.80
Livable Communities	5.40
Environmental Stewardship	12.00
Total	30.20

Facility: PORT OF MIAMI TUNNEL
 Project Limits: FROM PORT OF MIAMI TO SR 836/I-395



Improvement: New Road

Description:

The project is part of the P3 availability payments. The project consists of a tunnel connection between Watson Island and PortMiami (Dodge Island), connections to the PortMiami roadway system, and the widening of the MacArthur Causeway Bridge. It provides for direct access between the seaport and I-95 and I-395, creating an alternative entry to the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$625	2025
Right of Way	\$0	
Construction	\$140,514	2021
Grant	\$107,462	2025

All costs include support 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	4.00
Economic Competitiveness	6.80
Livable Communities	3.40
Environmental Stewardship	11.00
Total	27.20

Facility: PORT OF MIAMI TUNNEL
 Project Limits: MIAMI-DADE COUNTY MPO PRIORITY



Improvement: New Road

Description:

The project is part of the P3 availability payments. The project consists of a tunnel connection between Watson Island and PortMiami (Dodge Island), connections to the PortMiami roadway system, and the widening of the MacArthur Causeway Bridge. It provides for direct access between the seaport and I-95 and I-395, creating an alternative entry to the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$85,000	2025
Grant	\$0	

All costs include support 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	4.00
Economic Competitiveness	6.80
Livable Communities	3.40
Environmental Stewardship	11.00
Total	27.20

Facility: PORT OF MIAMI TUNNEL
 Project Limits: OVERSIGHT CONSULTANT



Improvement: New Road

Description:

The project is part of the P3 availability payments. The project consists of a tunnel connection between Watson Island and PortMiami (Dodge Island), connections to the PortMiami roadway system, and the widening of the MacArthur Causeway Bridge. It provides for direct access between the seaport and I-95 and I-395, creating an alternative entry to the port.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$1,699	2025
Grant	\$0	

All costs include support 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	4.00
Economic Competitiveness	6.80
Livable Communities	3.40
Environmental Stewardship	11.00
Total	27.20

Facility: SR 836/I-395 FROM WEST
 Project Limits: OF I-95 TO MACARTHUR C
 SWY BRIDGE



Improvement: Modify Interchange

Description:

The project enhances the 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	\$0	
Right of Way	\$0	
Construction	\$7,000	2022
Grant	\$0	

All costs include support 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	5.10
Environmental Stewardship	12.75
Total	44.65

Facility: SR 826/PALMETTO EXPY
 Project Limits: FROM SR 968/W FLAGLER ST
 TO NW 154 STREET



Improvement: Project Development & Environment

Description:

This PD&E study is to examine 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	\$2,080	2021
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	10.00
Mobility & Connectivity	9.00
Economic Competitiveness	9.80
Livable Communities	4.10
Environmental Stewardship	15.00
Total	53.40

Facility: SR 25/OKEECHOBEE RD
 Project Limits: FROM WEST OF KROME AVENUE
 TO EAST OF NW 117 AVENUE



Improvement: Modify Intersection

Description:

The project represents the right-of-way phase for interchange modifications on US 27. The modifications 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	\$0	
Right of Way	\$3,928	2021
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	2.00
Economic Competitiveness	7.95
Livable Communities	7.70
Environmental Stewardship	15.50
Total	43.65

Facility: SR 25/OKEECHOBEE RD
 Project Limits: FROM EAST OF NW 87 AVE TO
 NW 79 AVE (CONCRETE)



Improvement: Add 2 Lanes to build 8 Lanes

Description:

The modification 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. US 27/Okeechobee Road is identified as a major truck route and is vital to the movement of freight in the region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$14,283	2022
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	11.00
Mobility & Connectivity	5.00
Economic Competitiveness	8.60
Livable Communities	7.60
Environmental Stewardship	18.25
Total	58.95

Facility: SR 25/OKEECHOBEE RD
 Project Limits: FROM E. OF NW 107 AVE TO
 E. OF NW 116 WAY(CNCRETE)

Highways



Improvement: Modify Intersection

Description:

The improvement 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. US 27/Okeechobee Road is identified as a major truck route and is vital to the movement of freight in the region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$15,346	2021
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	1.00
Economic Competitiveness	8.00
Livable Communities	4.90
Environmental Stewardship	17.75
Total	44.15

Facility: SR 25/OKEECHOBEE RD
 Project Limits: FROM E. OF NW 117 AVE TO
 E. OF NW 107 AVE(CNCRETE)

Highways



Improvement: Modify Intersection

Description:

The project represents the right-of-way phase for intersection modifications on US 27. The modifications 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	\$0	
Right of Way	\$2,885	2021
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 826/PALMETTO EXPY
 Project Limits: - SR 826 EASTBOUND RAMP
 TO SR 9A/I-95 NORTHBOUND



Improvement: Modify Interchange

Description:

The project is to modify the Golden Glades interchange which provides connectivity to five major principal arterials and 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	\$0	
Right of Way	\$0	
Construction	\$107,000	2021
Grant	\$0	

All costs include support 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	10.00
Mobility & Connectivity	2.00
Economic Competitiveness	7.70
Livable Communities	10.30
Environmental Stewardship	16.75
Total	54.25

Facility: SR 826/PALMETTO XWAY
 Project Limits: FROM NW 17 AVENUE TO GOLDEN GLADES INTERCHG

Highways



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	\$0	
Right of Way	\$0	
Construction	\$95,987	2021
Grant	\$0	

All costs include support 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	3.00
Economic Competitiveness	8.10
Livable Communities	10.30
Environmental Stewardship	15.75
Total	48.65

Facility: SR 826/PALMETTO XWAY
 Project Limits: FROM W. OF NW 17TH AVENU
 E TO I-95

Highways



Improvement: Managed Lanes

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	\$0	
Right of Way	\$0	
Construction	\$203,109	2024
Grant	\$0	

All costs include support 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

Facility: SR 9A/I-95 FROM BISCAZYNE

Highways

Project Limits: RIVER CANAL TO SR 86
0/MIAMI GARDEN DR



Improvement: Add 2 Auxiliary Lanes

Description:

The project represents the construction phase for the widening and resurfacing of existing lanes on I-95 from the Biscayne River Canal to SR 80/Miami Drive. I-95 is the major north-south corridor down the east coast of Florida.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$30,907	2021
Grant	\$0	

All costs include support 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	9.00
Economic Competitiveness	7.50
Livable Communities	10.30
Environmental Stewardship	17.00
Total	54.30

Facility: SR 826/PALMETTO EXPY
 Project Limits: FROM I-75 TO N.OF CANAL
 C-8 BRDG(APPROX NW 162ST)



Improvement: Managed Lanes

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	\$0	
Right of Way	\$24,970	2021
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	8.20
Livable Communities	10.60
Environmental Stewardship	17.25
Total	56.55

Facility: SR 826/PALMETTO EXPY
 Project Limits: FROM N.OF CANAL C-8 BRDG
 (162ST) TO E.OF NW 67 AVE



Improvement: Managed Lanes

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	\$0	
Right of Way	\$7,985	2022
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	8.00
Economic Competitiveness	7.40
Livable Communities	10.10
Environmental Stewardship	18.00
Total	54.00

Facility: SR 826/PALMETTO EXPY
 Project Limits: FROM E. OF NW 67 AVE TO
 E. OF NW 57 AVE



Improvement: Managed Lanes

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	\$0	
Right of Way	\$15,743	2022
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	11.00
Mobility & Connectivity	8.00
Economic Competitiveness	8.50
Livable Communities	8.80
Environmental Stewardship	17.00
Total	54.80

Facility: SR 826/PALMETTO EXPY
 Project Limits: FROM E. OF NW 32 AVE TO
 W. OF NW 17 AVE



Improvement: Managed Lanes

Description:

The modification 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	\$0	
Right of Way	\$6,849	2022
Construction	\$92,862	2024
Grant	\$0	

All costs include support 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	7.00
Economic Competitiveness	8.10
Livable Communities	8.50
Environmental Stewardship	18.50
Total	54.60

Facility: SR 25/OKEECHOBEE RD.
 Project Limits: & SR 826/PALMETTO EXPRES
 SWAY (VARIOUS RAMPS)

Highways



Improvement: Project Development & Environment

Description:

The project is to address operational, safety and capacity deficiencies along the corridor at the. The modifications are anticipated to improve corridor operations/level of service, increase throughput, and allow for efficient transfer of goods between modes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$3,800	2023
Construction	\$0	
Grant	\$0	

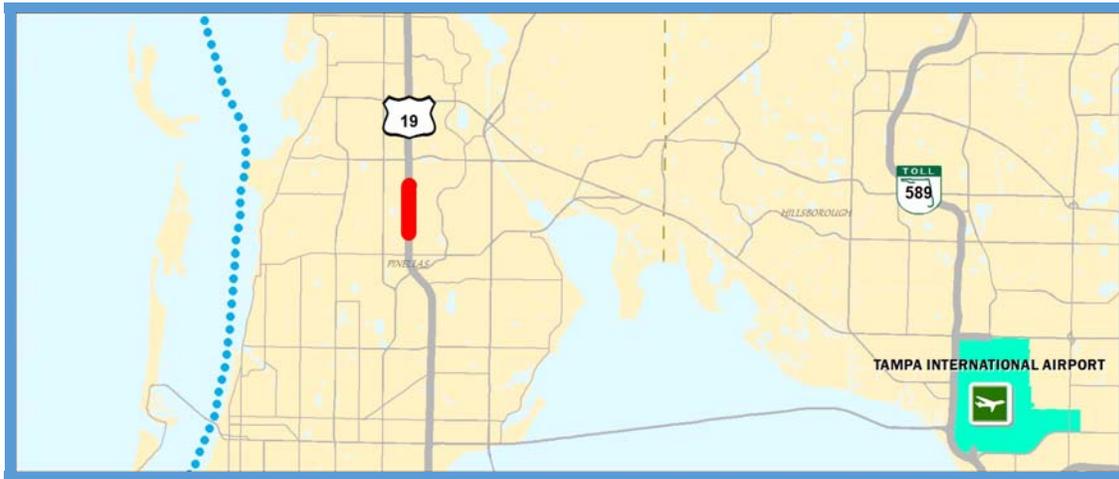
All costs include support and are in thousands of as-programmed dollars

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

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	5.00
Maintenance & Operations	15.00
Mobility & Connectivity	3.00
Economic Competitiveness	8.20
Livable Communities	5.60
Environmental Stewardship	15.00
Total	51.80

District 7

Facility: US 19 (SR 55) FROM N
 Project Limits: OF SR 580 (MAIN ST) TO N
 ORTHSIDE DR



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project continues the conversion of US 19 to a limited access facility with urban interchanges and frontage roads. The project consists of removing the traffic signals on U.S. 19 at Republic Drive. The elimination of the signals in this project will result in uninterrupted traffic flow from south of 49th Street to Curlew Road in Pinellas County. The project will provide more capacity and allow regional traffic to move through Pinellas County easier.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$129	2021
Grant	\$0	

All costs include support 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	5.80
Livable Communities	7.90
Environmental Stewardship	18.75
Total	51.45

Facility: SR 686 (ROOSEVELT)
 Project Limits: FROM 49TH ST TO ULMERTON R
 D

Highways



Improvement: Add 2 Lanes to build 6 Lanes

Description:

This project is currently being funded as part of the Gateway Expressway Toll Project with an elevated 4-lane roadway with frontage roads from the 49th Street Bridge to SR 688/Ulmerton Road.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$750	2025
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	6.00
Livable Communities	7.90
Environmental Stewardship	16.25
Total	48.15

Facility: US 41(SR45) @ SR54 FM
 Project Limits: W OF WILSON RD/SR 54 IN
 T TO E OF OSPREY LN/SR54

Highways



Improvement: New Interchange

Description:

The project represents the right-of-way phase for a new urban interchange which will provide relief for the existing and future congestion and will enhance the overall transportation network that links Pasco County to the entire Tampa Bay region.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$63,874	2023
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	3.00
Economic Competitiveness	5.60
Livable Communities	6.20
Environmental Stewardship	16.25
Total	45.05



Improvement: Modify Interchange

Description:

The US 301/Progress Boulevard-Bloomindale Avenue intersection is highly congested with a high percentage of vehicles from all approaches destined for the northbound on ramp of the I-75/US 301 interchange. This project will add an additional lane to this ramp to handle the traffic accessing northbound I-75 and Lee Roy Selmon Expressway.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$630	2024
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	0.00
Economic Competitiveness	8.55
Livable Communities	5.40
Environmental Stewardship	17.75
Total	34.70

Facility: I-75(SR93A)SB OFF-RMP
 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 an auxiliary lane on I-75 from south of Bypass Canal to I-4. The additional lane is to provide for traffic flow, 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	\$19,538	2022
Grant	\$0	

All costs include support 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	5.00
Economic Competitiveness	10.15
Livable Communities	9.90
Environmental Stewardship	16.25
Total	51.30

Facility: I-75 (SR 93A) FM S OF
 Project Limits: CSX/BROADWAY AVE TO EB/
 WB I-4 EXIT RAMP



Improvement: Modify Interchange

Description:

The project consists of the construction of two auxillary lanes on I-75 from south of CSX/Broadway Avenue to I-4. The additional lanes are to improve traffic flow, 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	\$55,381	2022
Grant	\$0	

All costs include support 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	8.40
Livable Communities	6.90
Environmental Stewardship	14.50
Total	48.80

Facility: I75/SR 56 INTERCHANGE
 Project Limits: FROM W OF CR 54 TO W OF CYPRESSRIDGE BLVD

Highways



Improvement: Modify Interchange

Description:

This project will create the first diverging diamond interchange (DDI) in FDOT District 7. DDIs show the greatest improvements when there are high volumes of left turns onto and off of the interstate. DDIs increase intersection capacity and result in less severe crashes.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$8,892	2024
Grant	\$0	

All costs include support 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	6.20
Livable Communities	4.20
Environmental Stewardship	10.75
Total	33.15

Facility: I-4 FM W OF CROSSTOWN
 Project Limits: CONNECT TO E OF MANGO ROAD



Improvement: Managed Lanes

Description:

This project will be part of Tampa Bay Express (TBX) where new toll lanes will be added to existing interstate routes in Pinellas and Hillsborough Counties. This project adds two express lanes in each direction from the Crosstown Connector to 50th Street and one express lane in each direction from 50th Street to Mango Road.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,685	2021
Right of Way	\$0	
Construction	\$114,670	2021
Grant	\$0	

All costs include support 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	7.00
Economic Competitiveness	8.40
Livable Communities	9.90
Environmental Stewardship	15.00
Total	51.30

Facility: I-275 FROM JEFFERSON
 Project Limits: /ORANGE ST TO N OF BEARSS AVE

Highways



Improvement: Managed Lanes

Description:

The Tampa Bay Express (TBX) where new toll lanes will be added to existing interstate routes in Pinellas and Hillsborough Counties. These express lanes will also provide capacity relief for the general use lanes. This project on I-275 will add one lane in each direction between the downtown interchange and north of Bearss Avenue.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$5,302	2021
Right of Way	\$0	
Construction	\$164,999	2021
Grant	\$0	

All costs include support 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	7.00
Economic Competitiveness	10.75
Livable Communities	7.40
Environmental Stewardship	11.75
Total	47.90

Facility: I-275 (SR 93) FM N OF
 Project Limits: HOWARD FRANKLAND TO S O
 F LOIS AVENUE

Highways



Improvement: Managed Lanes

Description:

The project is the construction of a new interchange ramps on I-275 north of Howard Frankland to south of Lois Avenue. This is a very congested area of Tampa near the Airport and will be built to accomodate the managed lanes system being implemented along the interstate corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$232,184	2023
Grant	\$0	

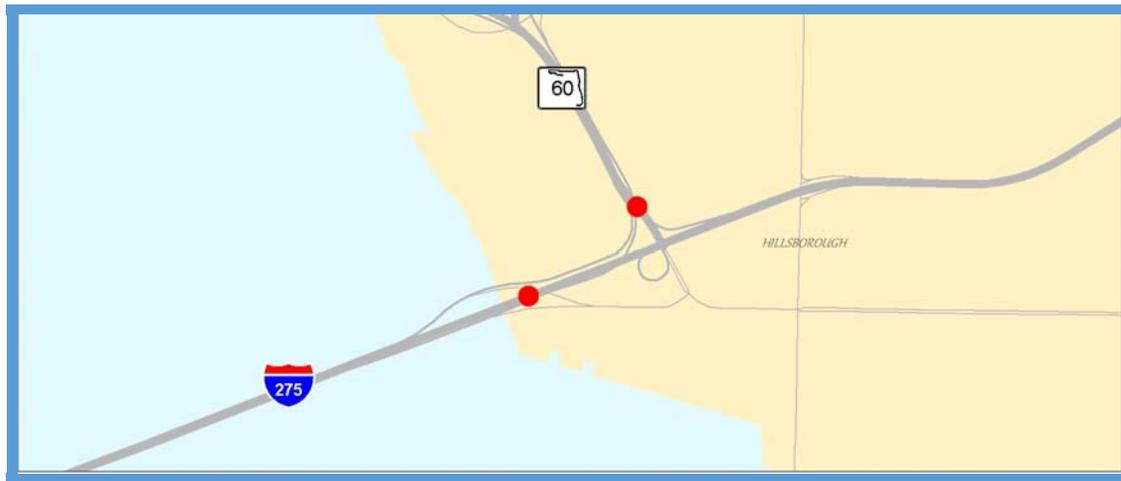
All costs include support and are in thousands of as-programmed dollars

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

Florida Transportation Plan Goals	Unweighted Points
Safety & Security	8.00
Maintenance & Operations	9.00
Mobility & Connectivity	9.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	10.75
Total	55.75

Facility: I-275 (SR 93) SB FM
 Project Limits: N OF REO STREET TO S OF LOIS AVENUE

Highways



Improvement: Managed Lanes

Description:

The project represents the construction phase for a new interchange on I-275 southbound north of Reo Street to south of Lois Avenue. This is a very congested area of Tampa near the Airport and will be built to accommodate the managed lanes system being implemented along the interstate corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$114,379	2023
Grant	\$0	

All costs include support 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	9.00
Mobility & Connectivity	9.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	15.00
Total	62.00

Facility: SR 60 (SR 589) FROM
 Project Limits: N OF INDEPENDENCE TO I-27
 5 AT WESTSHORE

Highways



Improvement: Managed Lanes

Description:

The project represents the right-of-way and construction phase for a new interchange on SR 60 from north of Independence to I-75 at Westshore. This is a very congested area of Tampa near the Airport and will be built to accommodate the managed lanes system being implemented along the interstate corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$46,001	2021
Construction	\$119,194	2023
Grant	\$0	

All costs include support 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	8.00
Economic Competitiveness	9.40
Livable Communities	10.40
Environmental Stewardship	14.00
Total	56.80

Facility: I-275/SR93 NB XPR LN
 Project Limits: FM N OF HOWARD FRANKLAND
 TO S OF TRASK STREET



Improvement: Managed Lanes

Description:

The project is the construction phase for a new interchange modification on I-275 from north of Howard Frankland to south of Trask Street. This is a very congested area of Tampa near the Airport and will be built to accommodate the managed lanes system being implemented along the interstate corridor.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$75,916	2022
Grant	\$0	

All costs include support 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	8.00
Economic Competitiveness	8.60
Livable Communities	10.40
Environmental Stewardship	14.00
Total	58.00

Facility: I275/SR93 NB FLYOVER
 Project Limits: FROM SR 60 EB TO I-275 N
 B



Improvement: Managed Lanes

Description:

The project represents the construction phase for the I-275 flyover from SR 60 eastbound to I-275 northbound. This is a very congested area of Tampa near the Airport and will be built to accommodate the managed lanes system being implemented along the interstate corridor..

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$0	
Right of Way	\$0	
Construction	\$45,962	2023
Grant	\$0	

All costs include support 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	7.80
Livable Communities	10.40
Environmental Stewardship	15.25
Total	50.45

Facility: I-275 @ I-4 I-275 FM
 Project Limits: ROME TO MLK I-4 FM I-275
 TO CONNECTOR



Improvement: No Improvement Given

Description:

The I-275/I-4 interchange is a critical junction for the Tampa Bay Area. This interchange provides access to downtown Tampa as well as facilitate movements to Pinellas County, Orlando. This project is a major reconstruction of this interchange which will allow for connectivity to express lanes and provide more capacity through this junction.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$65,145	2021
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	13.00
Mobility & Connectivity	8.00
Economic Competitiveness	9.80
Livable Communities	7.40
Environmental Stewardship	12.25
Total	60.45

Facility: I-275 FROM S OF LOIS
 Project Limits: AVE TO HILLSBOROUGH RIVE
 R BRG



Improvement: Managed Lanes

Description:

The project represents the addition of new toll lanes to existing interstate routes in Pinellas and Hillsborough Counties. The new Tampa Bay Express lanes will also provide capacity relief for the general use lanes. This project on I-275 will create two lanes in each direction between Lois Avenue and the Hillsborough River.

Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$535	2022
Right of Way	\$0	
Construction	\$95,867	2022
Grant	\$0	

All costs include support 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	13.00
Mobility & Connectivity	7.00
Economic Competitiveness	9.20
Livable Communities	9.90
Environmental Stewardship	16.50
Total	65.60

Facility: I-4 (SR 400) FM E OF
 Project Limits: MANGO ROAD TO W OF I-75
 NB OFF RAMP



Improvement: Modify Interchange

Description:

The project represents the design phase for interchange modification on I-4 in Hillsborough County around the major system-to-system interchange at I-75.

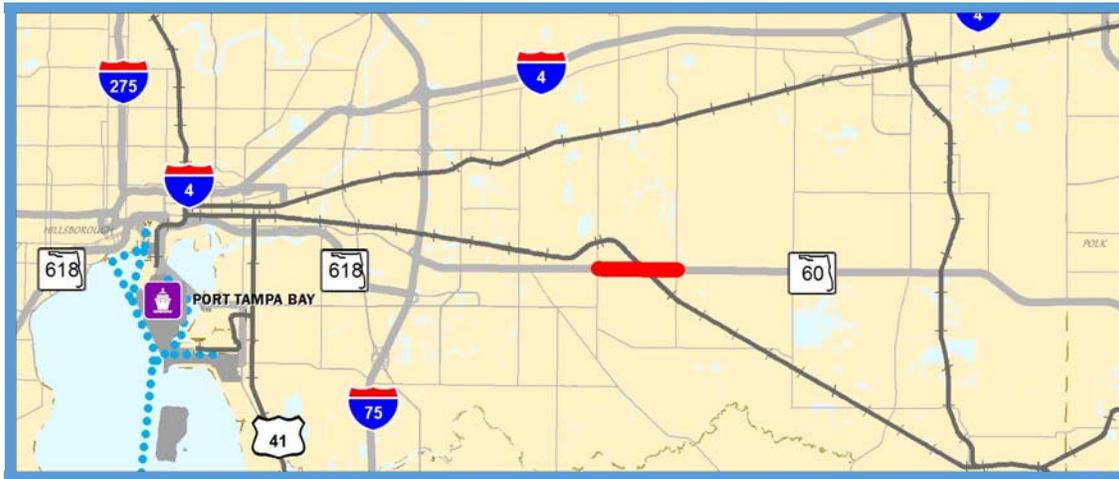
Phasing Costs:

Phase	Cost	Year
PD&E	\$0	
Preliminary Engineering	\$3,779	2024
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	4.00
Economic Competitiveness	8.40
Livable Communities	9.70
Environmental Stewardship	15.75
Total	47.85



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 modification 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	\$0	
Right of Way	\$8,993	2022
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	10.00
Mobility & Connectivity	4.00
Economic Competitiveness	6.75
Livable Communities	5.90
Environmental Stewardship	15.50
Total	54.15

