SIS Cost Feasible Plan 2035-2050

2024 Edition | Present Day Costs

Purpose of SIS Cost Feasible Plan

The 2050 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues, guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the CFP is to efficiently plan for and fund future capacity improvements. The plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The CFP is typically updated every three to five years as new revenue forecasts become available.

The 2050 SIS CFP represents an update of the 2045 SIS CFP and complies with the statutory requirement that calls for a long-range cost feasible plan.

Methodology and Process

The development of the CFP is completed in the following steps:

1. Development of revenue forecast.
2. Identification of district project priorities.
3. Development of draft CFP by Central Office Systems Implementation Office.
4. Review and comment by district and local partners.
5. Update based on district and partner comments.
6. Review of final draft by Executive Management.
7. Approval of CFP by FDOT Executive Board.
8. Publishing of CFP.

CFP Project Selection

The costs of selected projects are balanced against available district and state managed revenues/funds to ensure that each project is "cost feasible." Priorities assigned by the districts and statewide ranking system are also considered as part of the project selection process. As part of this process, several iterations of the plan are developed for district review and approval by FDOT leadership.



As part of this effort, the Districts provided project information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential CFP projects.

When considering each project for inclusion in the CFP, the following questions were asked:

- Is the project of statewide importance?
- Does the project support statewide SIS goals?
- Does the project contribute to the expansion of major roadway trade and tourism corridors? Florida's continued long-term economic viability depends on reliable freight and passenger mobility through its major gateways.
- Does the project contribute to the completion of corridor? SIS routes should provide a continuous corridor with similar capacity and operational characteristics.
- Does the project contribute to the overall connectivity of the SIS? SIS routes are interconnected to form a statewide system that enhances mobility.

Florida Transportation Plan (FTP)

The FTP is the single overarching statewide plan guiding Florida's transportation future. Updated every five years, the FTP represents a collaborative effort between state, regional, and local transportation partners from both the public and private sector. The FTP consists of the following elements:

- **Vision Element** - provides a long-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system.
- **Policy Element** - describes how the Department will accomplish the vision and goals and defines strategies that will guide transportation partners statewide over the next 25 years.
- **Performance Element** - evaluates how the state's transportation system performs on key measures of safety, asset condition, and mobility.
- **Implementation Element** - details the short-term actions, roles, and processes which will implement the FTP over the next five years. Additionally, this element details how FDOT will track progress towards accomplishing the vision and goals.

The Systems Implementation Office (SIO) utilizes FTP goals as a guide to identify SIS policies, select projects, measure performance, and implement project development in accordance with short and long-range plans.

FTP Goals and Objectives

As mentioned previously, the FTP contains the goals and objectives the Department works to achieve. The SIS CFP plays a direct role in meeting the following goals and objectives:

Invest in transportation systems to support a globally competitive economy.

Florida's economic competitiveness is closely related to the state's ability to provide connectivity and mobility for both people and freight. Transportation investments are a key contributor to statewide economic growth and diversification over the next 50 years.

Make transportation decisions to support and enhance livable communities.

Cities, suburbs, small towns and rural areas, and open space all appeal to different groups of Floridians. Although transportation alone cannot make a community livable, effective transportation planning and investment can support the viability of these desired community types.

Make transportation decisions to promote responsible

As Florida grows and develops an important priority must be to ensure Florida's environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters.

Provide a safe and secure transportation system for all users.

Safety is the number one priority for the Department and factors into all planning and operational improvements undertaken by FDOT. FDOT and its partners have established a vision of a fatality-free transportation system. FDOT's highest commitment to its customers is to build, maintain, operate, and manage a transportation system that significantly reduces the risk of a crash, fatality, or serious injury.

Make transportation decisions to promote responsible environmental stewardship.

As Florida grows and develops an important priority must be to ensure Florida's environment is sustainable for future generations. Transportation planning must be integrated with land use, water, and natural resource planning and management to support statewide goals for protecting critical habitats, lands, and waters.

Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways.

As of 2023, designated SIS facilities included 18 commercial service airports and three general aviation reliever airports, 12 deep-water seaports, 2,431 miles of rail corridors, 1,079 miles of waterways, 15 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,700 miles of highways, corridors, connectors, and Military Access Facilities. These hubs, corridors, and connectors are the fundamental structure which satisfies the transportation needs of the public, supports the movement of freight, and provides transportation links to external markets.

2022 SIS Policy Plan Update

"FDOT is required by Florida Statutes to produce a Strategic Intermodal System Plan consistent with the FTP at least once every five years. While the FTP addresses the whole of the state's transportation system, regardless of ownership, the SIS Policy Plan addresses only SIS designated facilities. Recognizing the interdependence of these two plans, FDOT updated the FTP and the SIS Policy Plan together beginning in 2014. In conjunction with the FTP update, FDOT has worked with the steering committee, an additional advisory group, partners, and the public to update the SIS Policy Plan. The FTP provides guidance for other state, regional, and local plans, including the SIS Policy Plan. The integrated update process ensures that FTP implementation focuses first and foremost on the transportation facilities most critical for connecting Florida's regions and connecting Florida to other states and nations.

The SIS Policy Plan establishes the policy framework for designation, identification, project prioritization, and planning and collaboration for the SIS. The plan describes objectives, cross-cutting policy areas, focus areas, and strategies to guide FDOT and transportation partners statewide in accomplishing the vision and goals of the SIS. The update of the SIS Policy Plan is a primary emphasis of FTP implementation and aligns with the current FTP Policy Element. The SIS Policy Plan includes three objectives to guide future SIS plans and investments over the next five years:

Economic Development: Provide transportation systems to support statewide and regional economic development.

Intermodal Connectivity: Expand transportation choices and integrate modes for interregional and regional trips

Interregional Connectivity: Ensure the efficiency and reliability of multimodal transportation connectivity among Florida's regions and between Florida and other states and countries.

The partner and public involvement process of the 2022 SIS Policy Plan update informed the three cross-cutting policy areas that guided the focus of the SIS Policy Plan development process.

Redefine Capacity: To meet current and future needs, the focus of SIS investments must expand from traditional capacity projects to a full range of solutions for improving mobility, reliability, and connectivity.

Increase Flexibility: The rapid pace of change in Florida's economy and the emerging technology and mobility solutions available to meet the needs of residents, visitors, and businesses suggest the need for greater flexibility moving forward.

Clarify Interregional Connectivity: As Florida continues to grow and change, so too do the needs of its multiple regions. During the plan update process, local governments, and other partners highlighted the need for greater clarity in the definition of interregional connectivity.

Policy Plan Focus

The plan identified focus areas to strategically address all aspects of these cross-cutting policy changes. Each focus area has associated designation, planning, and collaboration strategies that enable the SIS to fully support the FTP goals and SIS objectives while addressing the needs identified during the partner and public involvement process. The five (5) policy plan focus areas are as follows:

- **Safety** - Demonstrate the SIS program's contribution to eliminating fatalities and serious injuries on Florida's transportation system.
- **Resilience** - Reduce vulnerabilities of SIS infrastructure to risks including extreme weather, sea-level rise, coastal and inland flooding, wildfires, and extreme heat.
- **Technology and innovation** - Prepare the SIS for emerging technologies such as automated, connected, electric, and shared vehicles.
- **Urban mobility and connectivity** - Address the impact of congestion in both major and developing urban areas on the efficiency and reliability of the SIS for interregional travel, especially in areas where there are limited options for adding capacity to SIS corridors or limited modal alternatives to SIS highways.
- **Rural mobility and connectivity** - Support rural revitalization and economic development and facilitate emergency evacuation and response, while supporting environmental stewardship goals and community visions.

SIS Designation

Section 339.63, Florida Statutes, (F.S.) provides a list of the facility types to be designated as SIS facilities. Upon its creation, the SIS was intended to include only the transportation facilities that meet a strategic and essential state interest. By limiting the system to only those facilities that are most critical, improvement projects are anticipated to have a greater impact statewide. The initial SIS included all facilities that met the criteria recommended by the SIS Steering Committee, with the subject criteria being reviewed annually. Three SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2020, which analyzed SIS data and facility designations.

SIS Eligibility

Section 339.1, F.S. requires that revenue from the State Transportation Trust Fund be set aside for SIS projects. Only certain types of projects are eligible for SIS funding. After preservation, maintenance, and safety are addressed, the remaining funds are used for SIS capacity improvement projects.

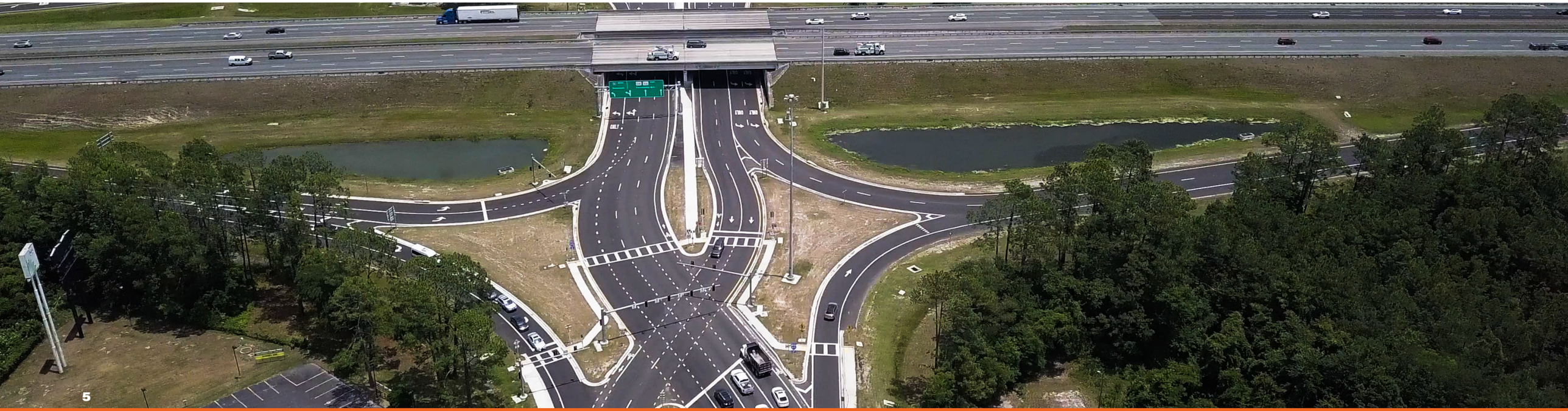
Many of the restrictions on SIS funding are guided by the definition of a “capacity project” for each mode. The Funding Eligibility lists the types of projects that can and cannot use SIS funding.

SIS Planning Process and Funding Strategy

The SIS planning process is based on policy guidance that was developed for the Florida Intrastate Highway System (FIHS) during the 1990’s. This process provides the framework for planning, programming, and implementing transportation projects. It shows the progression of a project from policy and planning to implementation. The process also ensures that the limited transportation funds are invested in the most effective manner.

The SIS planning process is based on an approach of rational planning and systematic decision-making. Development of the SIS Policy Plan leads to the preparation of the SIS Multimodal Unfunded Needs Plan, which includes a wide variety of capacity projects. From this plan, the SIS CFP is developed, and the further components of the SIS Funding Strategy.

The SIS Funding Strategy includes three inter-related sequential documents that identify potential SIS capacity improvement projects in various stages of development. All the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 years. It is a combined document composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and CFP. A discussion of each of the FDOT SIS plans followed on the next page.



Adopted and Tentative SIS Work Program

The Adopted Work Program (1st Five-Year Plan) is the focus of the entire FDOT planning process. By statute, the Department cannot undertake any project prior to its inclusion in the Adopted Work Program. The program represents a financially feasible planning document which consists of all FDOT projects for the current fiscal year and the following four years. Approximately 75% of the discretionary funding in the Adopted Work Program is targeted towards SIS capacity projects, which include a wide range of transportation projects impacting all transportation modes throughout the state.

SIS 2nd Five-Year Plan

Projects that are scheduled to be funded in the five years following the Tentative SIS Work Program (year 6 through year 10) is considered part of the SIS 2nd Five-Year Plan. The plan is developed during the FDOT project development cycle, in the same manner as the SIS Work Program (1st Five). Upon the commencement of the annual FDOT project development cycle, the first year of the previous SIS 2nd Five-Year Plan becomes the new fifth year of the Tentative SIS Work Program, and the new 10th year is developed from projects in the SIS Cost Feasible Plan

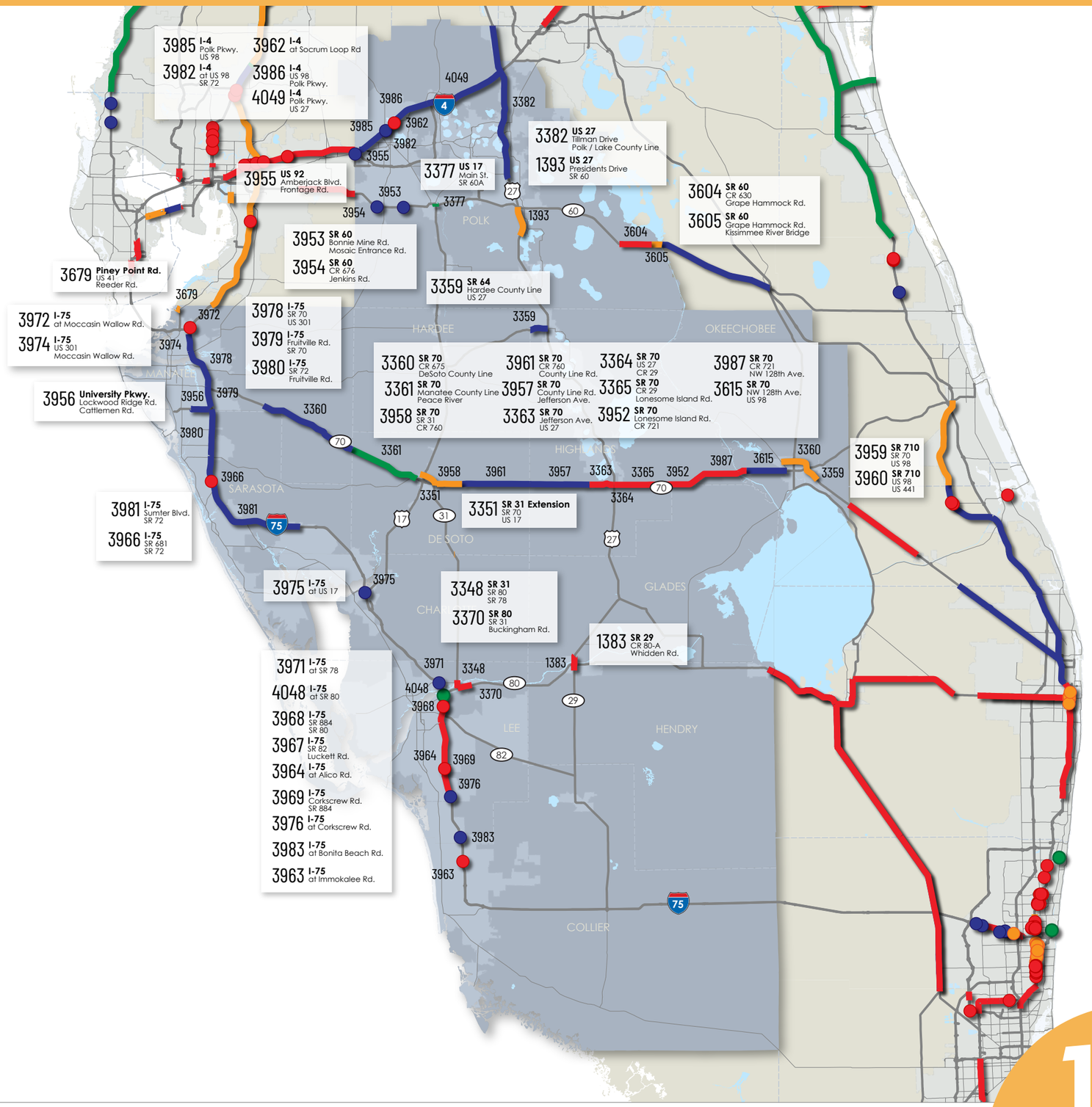
SIS Cost Feasible Plan

As previously stated, the SIS Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during years 11 through 25 of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could potentially move forward into the SIS 2nd Five-Year Plan as funds become available or back out into the SIS 2050 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The CFP is typically updated every three to five years as new revenue forecasts become available.

This update of the SIS CFP does not provide specific projects for modes other than highways (aviation, spaceports, seaport, rail, and transit). Funding for these modes, however, is listed in the SIS CFP under the designation of "modal reserves". Modal reserves are identified funding amounts assigned to the modes during the SIS CFP planning period. The reserves are available for each mode for specific projects that will be identified and selected in the future.



STRATEGIC INTERMODAL SYSTEM



Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

PROJECT LABELS

Project Number — Facility

3493 US 98 CR 30A Airport Rd.

Project Limits

Note: Project Limits are approximate. See table for further details.

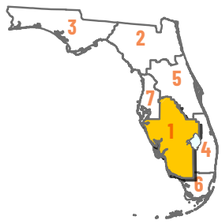
IMPROVEMENTS - HIGHEST FUNDING PHASE

Bridge, Interchange, Intersection | Corridor

- CON - Construction & Mega Projects
- RW - Right of Way
- PE - Preliminary Engineering
- PDE - Project Development and Environmental

OTHER FEATURES

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads
- SIS Highways
- Other State Highways



N W E S

20 10 0 20

Miles

Map produced by the FDOT Systems Implementation Office.
Data current as of March 15, 2024.

1

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3962	I-4	at Socrum Loop Road / Lakeland Hills Boulevard		3,000	3,000	**6,000**	30,000	100,000	**130,000**				M-INCH
3985	I-4	West of Polk Parkway (West) (SR 570)	East of US 98	3,000	6,000	**9,000**							MGLANE
4049	I-4	West of Polk Parkway (East) (SR 570)	West of US 27	3,000	13,600	**16,600**							MGLANE
3986	I-4	East of US 98	West of Polk Parkway (East) (SR 570)	3,000	8,400	**11,400**							MGLANE
3982	I-4	at US 98		1,800	3,000	**4,800**							M-INCH
3963	I-75	at Immokalee Road			2,200	**2,200**		48,000	**48,000**				M-INCH
3979	I-75	Fruitville Road	North of SR 70	3,000	7,200	**10,200**							MGLANE
3978	I-75	North of SR 70	North of US 301 (SR 43)	3,000	7,300	**10,300**							MGLANE
3964	I-75	at Alico Road / Terminal Access Road		3,000	6,800	**9,800**	144,000	147,000	**291,000**				M-INCH
3976	I-75	at Corkscrew Road		1,800	3,000	**4,800**							M-INCH
3974	I-75	US 301	Moccasin Wallow Road	2,800	4,700	**7,500**							A4-10
4048	I-75	at SR 80		1,800		**1,800**							M-INCH
3975	I-75	at US 17 (Duncan Road)		1,800	3,000	**4,800**							M-INCH
3971	I-75	at SR 78 (Bayshore Road)			3,287	**3,287**							M-INCH
3966	I-75	South of SR 681 (Venice Connector)	South of SR 72 (Clark Road)		6,700	**6,700**	8,000	141,200	**149,200**				A1-AUX
3969	I-75	North of Corkscrew Road	North of SR 884 (Colonial Boulevard)	3,000	12,600	**15,600**	145,300	273,000	**418,300**				MGLANE
3980	I-75	North of SR 72 (Clark Road)	Fruitville Road	3,000	5,400	**8,400**							MGLANE
3972	I-75	at Moccasin Wallow Road			10,100	**10,100**		219,000	**219,000**				M-INCH
3981	I-75	Sumter Boulevard	North of SR 72 (Clark Road)	3,000	5,700	**8,700**							A4-10
3983	I-75	at Bonita Beach Road		1,800	3,000	**4,800**							M-INCH
3968	I-75	North of SR 884 (Colonial Boulevard)	South of SR 80 (Palm Beach Boulevard)	2,700	4,450	**7,150**	51,300	96,300	**147,600**				MGLANE
3967	I-75	SR 82 / MLK Boulevard	North of Luckett Road		3,000	**3,000**	30,000	65,000	**95,000**				M-INCH
3679	Piney Point Road	US 41	Reeder Road		1,100	**1,100**	565		**565**				A2-4
1383	SR 29	North of CR 80-A (Cowboy Way)	Whidden Rd (CR 731) / Hendry County Line					157,800	**157,800**				A2-4
3348	SR 31	SR 80 (Palm Beach Boulevard)	SR 78 (Bayshore Road)				20,478	189,231	**209,709**				A4-6
3351	SR 31 Extension	SR 70	US 17				10,504		**10,504**				NR
3604	SR 60	CR 630	Grape Hammock Road				14,345	44,878	**59,223**				A2-4
3953	SR 60	Bonnie Mine Road	Mosaic Entrance Road		7,500	**7,500**							GRASEP
3954	SR 60	CR 676	Jenkins Road	2,000	10,000	**12,000**							GRASEP
3605	SR 60	Grape Hammock Road	E. of Kissimmee River Bridge		4,000	**4,000**	1,370		**1,370**				A2-4
3359	SR 64	Hardee / Highlands County Line	US 27	1,200	4,700	**5,900**							A2-4
3952	SR 70	Lonesome Island Road	CR 721		9,900	**9,900**	7,488	35,103	**42,591**				A2-4
3364	SR 70	US 27	CR 29		2,256	**2,256**	3,566	27,578	**31,144**				A2-4
3987	SR 70	CR 721	NW 128th Avenue		14,500	**14,500**	7,567	54,988	**62,555**				A2-4
3365	SR 70	CR 29	Lonesome Island Road		7,000	**7,000**	4,363	25,203	**29,566**				A2-4
3360	SR 70	CR 675	DeSoto County Line	4,000	9,652	**13,652**							A2-4
3615	SR 70	NW 128th Avenue	US 98	1,575	4,090	**5,665**							A2-4
3958	SR 70	East of SR 31	CR 760	2,000	3,000	**5,000**	2,649		**2,649**				A2-4
3363	SR 70	Jefferson Avenue	US 27		6,396	**6,396**	2,491	25,461	**27,952**				A2-4
3957	SR 70	County Line Road	Jefferson Avenue	2,000	7,100	**9,100**							A2-4
3961	SR 70	CR 760	County Line Road	2,000	7,800	**9,800**							A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Road)	1,000		**1,000**							A2-4
3960	SR 710	US 98	US 441	2,000	2,100	**4,100**	1,055		**1,055**				NR
3959	SR 710 (Western By-Pass)	SR 70	US 98	2,000	3,300	**5,300**	1,657		**1,657**				NR
3370	SR 80	SR 31 / Arcadia Road	Buckingham Road	1,900	5,000	**6,900**	3,750	28,050	**31,800**				A2-6

LEGEND

(A) FY 2034/2035 - 2039/2040

(B) FY 2040/2041 - 2044/2045

(C) FY 2045/2046 - 2049/2050

Mega Projects Phased Over Time

NOTES

(1) All values in thousands of Present Day Dollars (2024).
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
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A2-MGL: Add 2 Managed Lanes
ACCESS: Access Change
BRIDGE: New / Modify Bridge
FRTCAP: Freight Capacity
GRASEP: Grade Separation
HWYCAP: Highway Capacity
ITS: Intelligent Transp. System
MGLANE: Managed Lanes
M-INCH: Modify Interchange
M-INT: Modify Intersection
N-INCH: New Interchange
NR: New Road
PDE: Project Dev. and Env.
PTERM: Passenger Terminal
SERVE: Add Svc/Front/CD System
STUDY/PLAN: Planning Study
TRUKPK: Truck Parking
TURN: Add Turn Lane
UP: Ultimate Plan

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				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3956	University Parkway	E of Lockwood Ridge Road	Cattlemen Road	1,923	4,600	**6,523**							STUDY
3377	US 17	Main Street	SR 60A / Auto Zone Lane	638		**638**							A2-6
1393	US 27	Presidents Drive	SR 60				57,000		**57,000**				A2-6
3382	US 27	Tillman Drive	Polk / Lake County Line	2,500	5,000	**7,500**							STUDY
3955	US 92 / County Line Road	Amberjack Boulevard	Frontage Road		4,000	**4,000**							GRASEP
			Funded CFP District Totals			**316,667**			**2,225,240**			**=**	**2,541,907**

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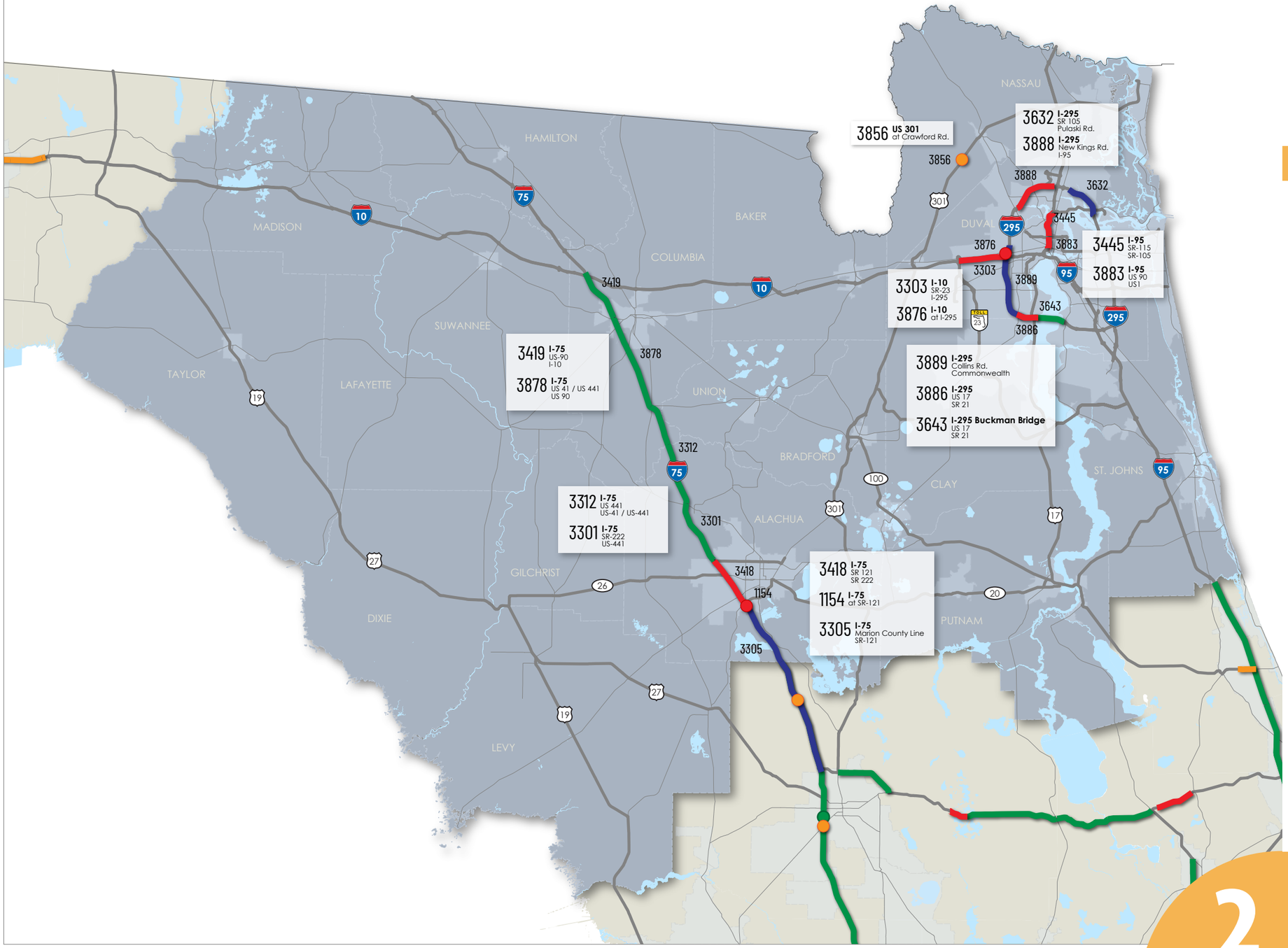
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Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office



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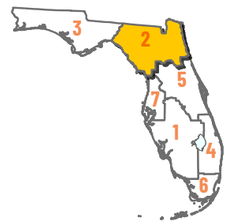
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- U.S. Highway
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- Toll Roads
- SIS Highways
- Other State Highways



2

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3876	I-10	at I-295			8,200	**8,200**		102,352	**102,352**				M-INCH
3303	I-10	SR-23	I-295		15,822	**15,822**		85,701	**85,701**				A2-8
3888	I-295	N of New Kings Road	S of I-95 N Interchange					116,545	**116,545**				MGLANE
3886	I-295	South of US 17	SR 21 (Blanding Boulevard)					206,528	**206,528**				MGLANE
3889	I-295	N of Collins Road	N of Commonwealth	1,000	57,499	**58,499**							A2-8
3632	I-295	S of SR 105 (Heckscher Drive)	N of Pulaski Road	536	1,880	**2,416**							A2-6
3643	I-295 (Buckman Bridge)	S of US 17	SR 13 (San Jose Boulevard)	1,500		**1,500**							A4-12
1154	I-75	at SR-121 (Williston Road)						17,082	**17,082**				M-INCH
3878	I-75	US 41 / US 441	US 90	1,500		**1,500**							MGLANE
3419	I-75	N of US-90	N of I-10	1,315		**1,315**							MGLANE
3312	I-75	US 441 (Alachua)	US-41 / US-441 (Ellisville)	1,515		**1,515**							MGLANE
3301	I-75	SR-222 (NW 39th Avenue)	US-441 (Alachua)	1,500		**1,500**							A2-MGL
3418	I-75	S of SR 121 (Williston Road)	N of SR 222 (39 Avenue)		59,858	**59,858**	33,539	786,647	**820,186**				MGLANE
3305	I-75	Marion / Alachua County Line	SR-121 / Williston Road		35,845	**35,845**							MGLANE
3883	I-95	US 90 (Beaver Street)	US 1 (SR 115 / MLK)		12,719	**12,719**		150,435	**150,435**				A2-AUX
3445	I-95	N of SR-115 (MLK)	S of SR-105	1,500	72,304	**73,804**	42,199	395,842	**438,041**				MGLANE
3856	US 301	at Crawford Road			365	**365**	699		**699**				M-INT
			Funded CFP District Totals			**274,858**			**1,937,569**			=	**2,212,427**

LEGEND

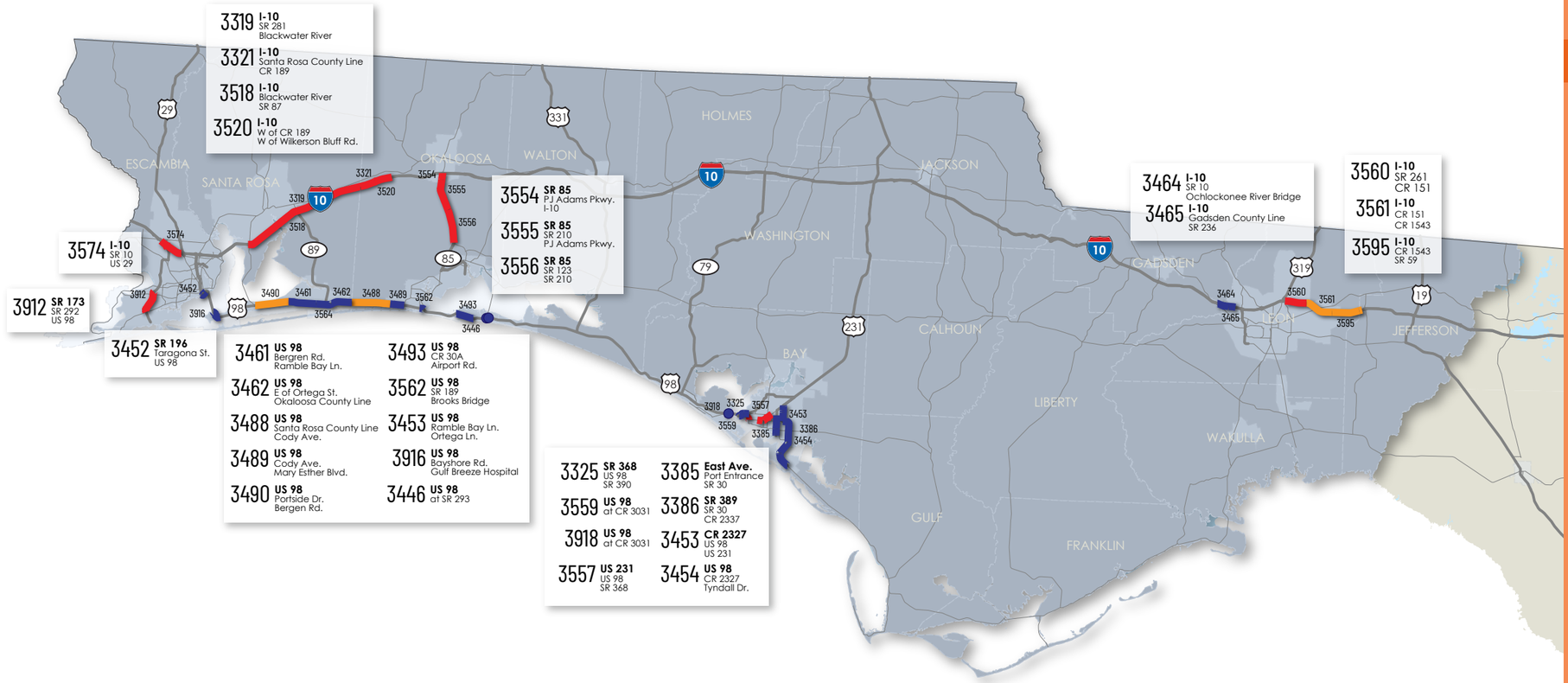
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UP: Ultimate Plan



Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS



Note: Project Limits are approximate. See table for further details.

IMPROVEMENTS - HIGHEST FUNDING PHASE

Bridge, Interchange, Intersection / Corridor

- CON - Construction & Mega Projects
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OTHER FEATURES

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads
- SIS Highways
- Other State Highways





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Miles

Map produced by the FDOT Systems Implementation Office.
Data current as of March 15, 2024.

3

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3453	CR 2327 / Transmitter Road	SR 30A (US 98) 15th Street	SR 75 (US 231)	1,575	2,600	**4,175**							A2-4
3385	East Avenue	Port Entrance	S of SR 30 (US 98B) 5th Street		1,050	**1,050**							FRTCAP
3464	I-10	W of US 90	Leon Co Line / Ochlockonee River Bridge		3,740	**3,740**							A2-6
3595	I-10	E of CR 1543 / Chaires Road	W of SR 59 / Gamble Road		600	**600**	1,099		**1,099**				A2-6
3561	I-10	E of CR 151 / Centerville Road	E of CR 1543 / Chaires Road				849		**849**				A2-6
3465	I-10	Gadsden / Leon County Line	W of 263 / Capital Circle		200	**200**							A2-4
3574	I-10	E of SR 10 (US 90A) 9 Mile Road	W of SR 95 (US 29)					142,492	**142,492**				A2-6
3518	I-10	E of Blackwater River	E of SR 87				500	99,918	**100,418**				A2-6
3520	I-10	W of CR 189 / Log Lake Road	2 Miles W of Wilkerson Bluff Road		100	**100**		80,538	**80,538**				A2-6
3319	I-10	E of SR 281 / Avalon Blvd	East of Blackwater River				1,000	175,536	**176,536**				A2-6
3321	I-10	Santa Rosa County Line	W of CR 189 / Log Lake Road		100	**100**		30,518	**30,518**				A2-6
3560	I-10	E of SR 261 / Capital Circle	E of CR 151 / Centerville				869	62,396	**63,265**				A2-6
3912	SR 173	SR 292 / Sorrento Road	SR 30 / US 98					72,248	**72,248**				A2-4
3452	SR 196 Main Street / Bayfront Parkway	Taragona Street	SR 30 (US 98) E Chase		1,000	**1,000**							PDE
3325	SR 368 / 23rd Street	US 98 / SR 30 (Flyover)	SR 390 / St Andrews Boulevard		3,025	**3,025**							A2-6
3386	SR 389 / East Avenue	SR 30 (US 98B) 5th Street	CR 2337 / Sherman Avenue		2,100	**2,100**							FRTCAP
3555	SR 85	SR 210 / McWhorter Avenue	PJ Adams Parkway				20,984	162,879	**183,863**				A2-6
3556	SR 85	SR 123	SR 210 / McWhorter Avenue				50	43,438	**43,488**				A2-6
3917	SR 85 / Ferdon Boulevard	Ferdon Boulevard	E of Crestview	3,000		**3,000**							N-INCH
3554	SR 85 / Ferdon Boulevard	PJ Adams Parkway	SR 8 (I-10)				48,350	53,732	**102,082**				A2-6
3557	US 231	SR 30A (US 98) 15th Street	SR 368 23rd Street					371,727	**371,727**				A2-6
3562	US 98	SR 189 / Beal Parkway	West End of Brooks Bridge		2,750	**2,750**							A2-6
3461	US 98	Bergren Road	E of Ramble Bay Lane		4,400	**4,400**							A2-6
3454	US 98	CR 2327 / Transmitter Road	Tyndall Drive	3,400	7,000	**10,400**							A2-6
3489	US 98	E of Cody Avenue	Mary Esther Boulevard		792	**792**							A2-6
3916	US 98	W of Baybridge Drive	E of Bayshore Road	2,100	3,500	**5,600**							A2-8
3559	US 98	at CR 3031 / Thomas Drive		2,000	1,500	**3,500**							A1-2
3446	US 98	at SR 293 / Danny Wuerffel Way			11,000	**11,000**							N-INCH
3918	US 98	at CR 3031 / Thomas Drive Phase 3		1,000	520	**1,520**							M-INT
3488	US 98	Santa Rosa County Line	E of Cody Avenue		880	**880**	38,617		**38,617**				A2-6
3564	US 98 / Gulf Breeze Parkway	E of Ramble Bay Lane	E of Ortega Street		13,750	**13,750**							A2-6
3462	US 98 / Gulf Breeze Parkway	E of Ortega Street	Okaloosa County Line		60	**60**							A2-6
3490	US 98 / Gulf Breeze Parkway	Portside Drive	Bergen Road		4,950	**4,950**	11,000		**11,000**				A2-6
3493	US 98 / Harbor Boulevard	CR 30A / Calhoun Avenue	Airport Road		5,500	**5,500**							A2-6
			Funded CFP District Totals			**84,192**			**1,418,740**			=	**1,502,932**

LEGEND

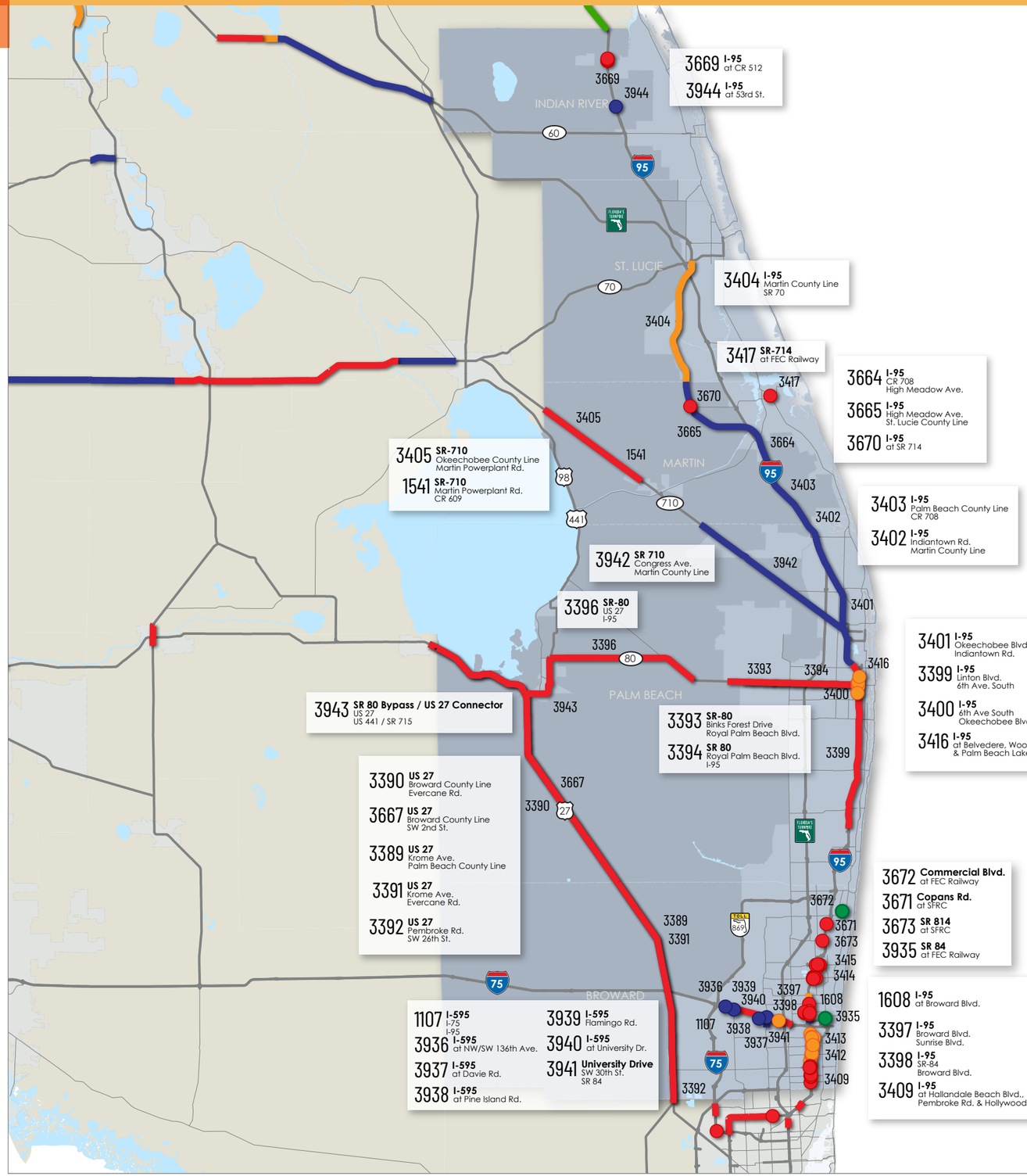
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Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS



Note: Project Limits are approximate. See table for further details.

IMPROVEMENTS - HIGHEST FUNDING PHASE

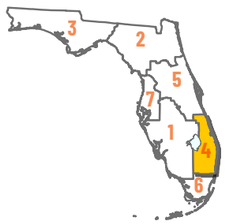
Bridge, Interchange, Intersection

Corridor

- CON - Construction & Mega Projects
- RW - Right of Way
- PE - Preliminary Engineering
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OTHER FEATURES

- Interstate Highway
- U.S. Highway
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16 8 0 16
Miles

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Data current as of March 15, 2024.

4

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				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
1107	I-595	E of I-75	W of I-95							**771,618**	2035	10	MGLANE
3671	Copans Road	at SFRC		2,000	5,199	**7,199**	23,630	26,513	**50,143**				GRASEP
3940	I-595	at University Drive		2,000	6,644	**8,644**							M-INCH
3939	I-595	at Flamingo Road		2,000	2,301	**4,301**							M-INCH
3938	I-595	at Pine Island Road		2,000	5,567	**7,567**							M-INCH
3936	I-595	at 136th Avenue		2,000	6,373	**8,373**							M-INCH
3937	I-595	at Davie Road		2,000	2,147	**4,147**	2,204		**2,204**				M-INCH
3409	I-95	at Hallandale Beach Blvd, Pembroke Rd, & Holly					64,817	189,010	**253,827**				M-INCH
1608	I-95	at Broward Boulevard						193,311	**193,311**				M-INCH
3670	I-95	at SR 714 / Martin Highway			196	**196**		2,159	**2,159**				M-INCH
3669	I-95	at CR 512			126	**126**		451	**451**				M-INCH
3399	I-95	S of Linton Boulevard	6th Ave South		33,646	**33,646**		377,508	**377,508**				MGLANE
3401	I-95	Okeechobee Boulevard	S of Indiantown Road	3,000	36,225	**39,225**							MGLANE
3398	I-95	SR-84	S of Broward Boulevard	3,000	33,526	**36,526**							HWYCAP
3403	I-95	Martin / Palm Beach County Line	CR 708 / Bridge Road		6,516	**6,516**							MGLANE
3402	I-95	Indiantown Road	Martin / Palm Beach County Line		4,412	**4,412**							MGLANE
3665	I-95	High Meadow Avenue	Martin / St. Lucie County Line		6,726	**6,726**							MGLANE
3664	I-95	CR 708 / Bridge Road	High Meadow Avenue		9,985	**9,985**							MGLANE
3412	I-95	at Sheridan St, Stirling Rd, and Griffin Rd					180,049		**180,049**				M-INCH
3397	I-95	N of Broward Boulevard	Sunrise Boulevard	2,000	4,757	**6,757**	2,000		**2,000**				HWYCAP
3416	I-95	at Belvedere, Woolbright, & Palm Beach Lakes					6,000	82,308	**88,308**				M-INCH
3413	I-95	at Davie Boulevard		2,585	3,388	**5,973**	26,082	28,154	**54,236**				M-INCH
3400	I-95	6th Avenue South	N of Okeechobee Boulevard		83,956	**83,956**	2,484	941,988	**944,472**				MGLANE
3415	I-95	at Commercial Boulevard					46,052	8,226	**54,278**				M-INCH
3414	I-95	at Oakland Park Boulevard		2,585	3,388	**5,973**	10,698	42,765	**53,463**				M-INCH
3404	I-95	Martin / St. Lucie County Line	SR 70		23,552	**23,552**	11,000		**11,000**				MGLANE
3944	I-95	at 53rd Street		3,000	6,000	**9,000**							N-INCH
1541	SR 710	Martin Powerplant Road	CR 609 / Allapattah Road					39,609	**39,609**				A2-4
3405	SR 710	SE 126th Boulevard	Martin Powerplant Road					92,670	**92,670**				A2-4
3942	SR 710	Congress Avenue	Palm Beach / Martin County Line		2,300	**2,300**							ITS
3396	SR 80	US 27	I-95		1,576	**1,576**		17,687	**17,687**				ITS
3394	SR 80	W of Royal Palm Beach Boulevard	I-95	3,000		**3,000**							HWYCAP
3393	SR 80	Binks Forest Drive	Royal Palm Beach Boulevard	1,500	2,587	**4,087**	37,377		**37,377**				HWYCAP
3943	SR 80 Bypass / US 27 Connector	US 27	US 441 / SR 715	2,750		**2,750**							NR
3673	SR 814 / Atlantic Boulevard	at SFRC		2,000	3,443	**5,443**	3,382	38,631	**42,013**				GRASEP
3935	SR 84	at FEC Railway		6,000		**6,000**							GRASEP
3672	SR 870 / Commercial Boulevard	at FEC Railway		3,000		**3,000**							GRASEP
3417	SR-714 / Monterey Road	at FEC Railway			7,357	**7,357**	4,742	80,925	**85,667**				GRASEP
3941	University Drive	S of SW 30th Street	S of SR 84	1,500	5,160	**6,660**							HWYCAP
3392	US 27	Pembroke Road	SW 26th Street (N of Griffin Road)	3,000	17,515	**20,515**							SERVE
3389	US 27	Krome Avenue (Miami-Dade County)	Broward / Palm Beach County Line	2,000	29,009	**31,009**							FRTCAP
3391	US 27	Krome Avenue (Miami-Dade County)	Evercane Road (Hendry County)		2,217	**2,217**		25,612	**25,612**				ITS
3390	US 27	Broward / Palm Beach County Line	Evercane Road (Hendry County)	2,000	39,341	**41,341**							FRTCAP
3667	US-27	Broward / Palm Beach County Line	S of SW 2nd Street (South Bay)		819	**819**		9,456	**9,456**				ITS
			Funded CFP District Totals			**450,874**			**2,617,500**	**771,618**		=	**3,839,992**

LEGEND

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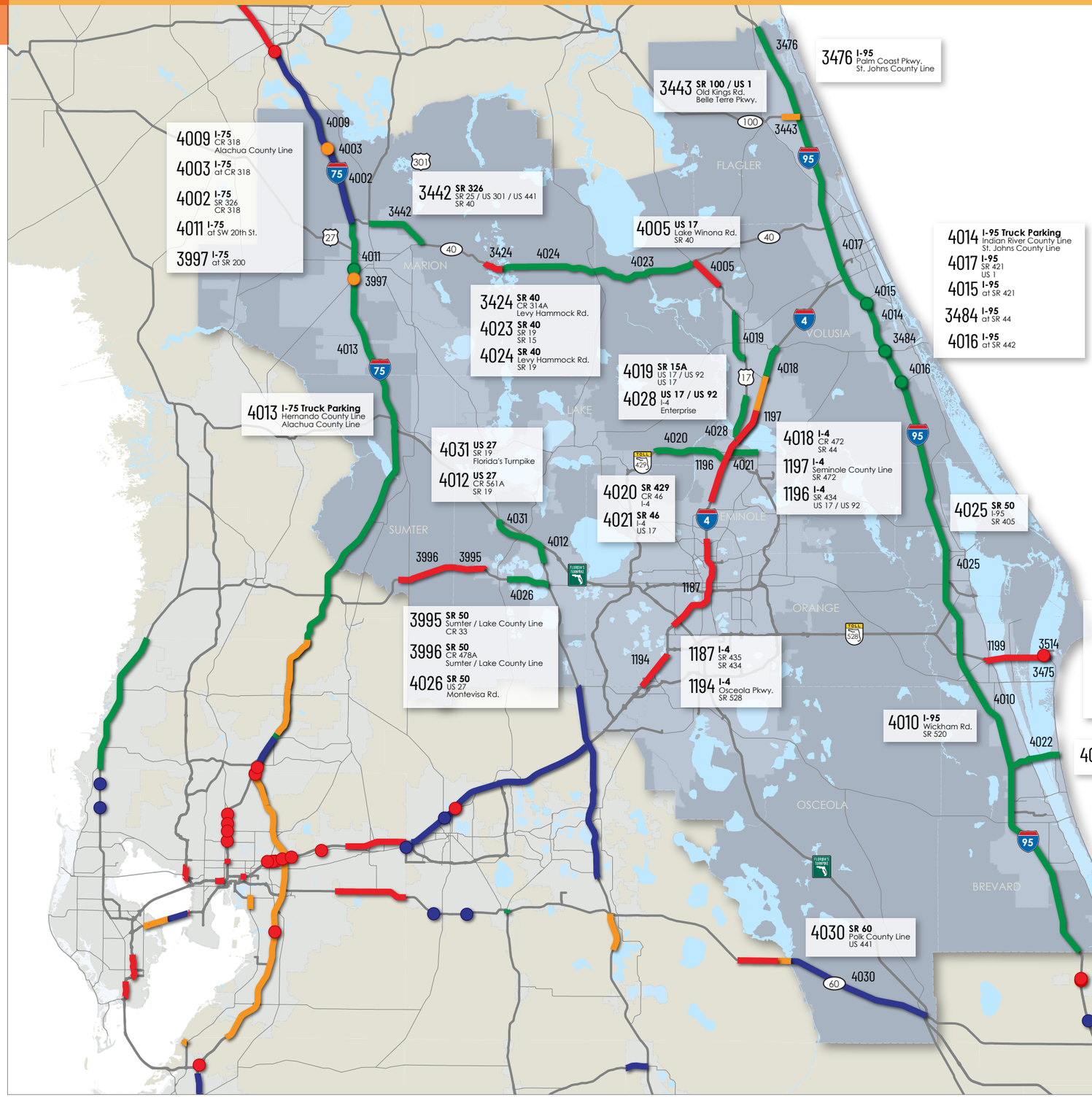
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Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS

Project Number — 3493 US 98 CR 30A Airport Rd. — Facility / Project Limits

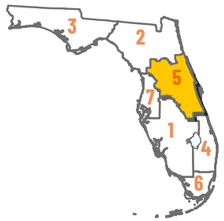
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N W E S

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Miles

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				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
1187	I-4	SR 435 / Kirkman Road	E of SR 434							**1,145,003**	2035	16	UP
1194	I-4	E of Osceola Pkwy (CR 522)	W of SR 528 / Beachline					1,377,839	**1,377,839**				UP
1196	I-4	E of SR 434	E of SR 15 / 600 (US 17 / 92)				11,662	688,151	**699,813**				UP
4018	I-4	CR 472	SR 44	4,000		**4,000**							MGLANE
1197	I-4	Seminole / Volusia County Line	0.5 mi E of SR 472				49,143		**49,143**				UP
4002	I-75	SR 326	CR 318		12,515	**12,515**							MGLANE
4011	I-75	at SW 20th Street		3,000		**3,000**							N-INCH
4009	I-75	CR 318	Alachua County Line		7,619	**7,619**							MGLANE
3997	I-75	at SR 200					15,000		**15,000**				M-INCH
4003	I-75	at CR 318			12,117	**12,117**	15,000		**15,000**				M-INCH
4013	I-75 Truck Parking	Hernando / Sumter County Line	Marion / Alachua County Line	2,500		**2,500**							PLAN
4010	I-95	Wickham Road	SR 520	4,000		**4,000**							A2-8
3484	I-95	at SR 44		3,000		**3,000**							M-INCH
4017	I-95	SR 421	US 1	4,000		**4,000**							A2-10
4015	I-95	at SR 421		3,000		**3,000**							M-INCH
4016	I-95	at SR 442 / Indian River Boulevard		3,000		**3,000**							M-INCH
3476	I-95	Palm Coast Parkway	Flagler / St. Johns County Line	3,500		**3,500**							A2-8
4014	I-95 Truck Parking	Indian River / Brevard County Line	Flagler / St. Johns County Line	2,500		**2,500**							PLAN
3443	SR 100 / SR 5	Old Kings Road	Belle Terre Parkway	3,500	4,945	**8,445**	4,121		**4,121**				A2-6
4019	SR 15A	US 17 / 92	US 17	3,500		**3,500**							A2-6
3442	SR 326	SR 25 / US 301 / US 441	SR 40	3,500		**3,500**							A2-4
4023	SR 40	SR 19	SR 15	3,500		**3,500**							A2-4
4024	SR 40	Levy Hammock Road	SR 19	3,500		**3,500**							A2-4
3424	SR 40	CR 314A	Levy Hammock Road				11,606	27,534	**39,140**				A2-4
3475	SR 401	SR 528	Port Canaveral					158,500	**158,500**				BRIDGE
4022	SR 404 / Pineda Causeway	I-95	SR 513 / South Patrick Drive	3,500		**3,500**							A2-6
4020	SR 429 / Wekiva Parkway	CR 46	I-4	3,500		**3,500**							A2-6
4021	SR 46	I-4	US 17	3,500		**3,500**							A2-8
4025	SR 50	I-95	SR 405	3,500		**3,500**							A2-6
4026	SR 50	US 27	Montevisa Road	3,500		**3,500**							A2-6
3996	SR 50	East of CR 478A	Sumter / Lake County Line				1,619	95,500	**97,119**				A2-4
3995	SR 50	E of Sumter / Lake County Line	CR 33				23,158	58,860	**82,018**				A2-4
1199	SR 528	SR 524	SR 3					280,100	**280,100**				A2-6
3514	SR 528	E of SR 3	Port Canaveral Interchange					143,500	**143,500**				A2-6
4030	SR 60	Polk County Line	US 441		35,000	**35,000**							A2-4
4005	US 17	Lake Winona Road	SR 40					53,063	**53,063**				A2-4
4028	US 17 / 92	I-4	Enterprise	3,500		**3,500**							A2-6
4031	US 27	End of SR 19 / Urban Boundary	Florida's Turnpike North - Ramps	3,500		**3,500**							A2-6
4012	US 27	CR 561A	End of SR 19 / Urban Boundary	3,500		**3,500**							A2-6
			Funded CFP District Totals			**150,196**			**3,014,356**	**1,145,003**		=	**4,309,555**

LEGEND

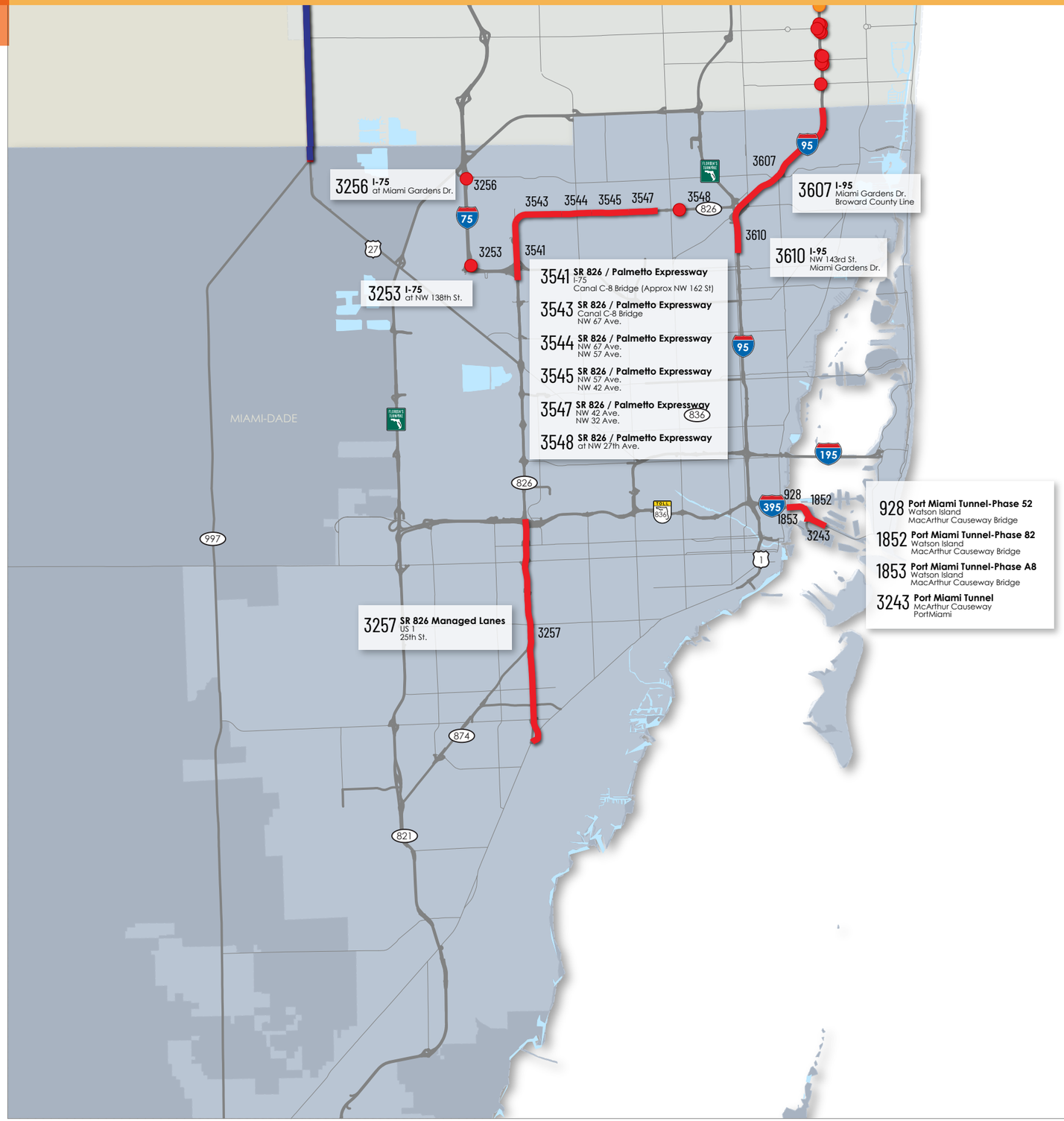
- (A) FY 2034/2035 - 2039/2040
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- Mega Projects Phased Over Time

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Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS



Note: Project Limits are approximate. See table for further details.

IMPROVEMENTS - HIGHEST FUNDING PHASE

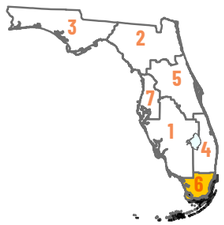
Bridge, Interchange, Intersection

Corridor

- CON - Construction & Mega Projects
- RW - Right of Way
- PE - Preliminary Engineering
- PDE - Project Development and Environmental

OTHER FEATURES

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads
- SIS Highways
- Other State Roads
- Future SIS Highways



N W E S

4 2 0 4
Miles

Map produced by the FDOT Systems Implementation Office.
Data current as of March 15, 2024.

6

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3243	Port Miami Tunnel	McArthur Causeway	PortMiami							**6,300**	2035	11	ACCESS
928	Port Miami Tunnel-Phase 52	Watson Island	MacArthur Causeway Bridge							**413,196**	2035	11	NR
1852	Port Miami Tunnel-Phase 82	Watson Island	MacArthur Causeway Bridge							**370,883**	2035	11	NR
1853	Port Miami Tunnel-Phase A8	Watson Island	MacArthur Causeway Bridge							**136,000**	2035	8	NR
3253	I-75	at NW 138th Street						203,000	**203,000**				M-INCH
3256	I-75	at Miami Gardens Drive						90,000	**90,000**				M-INCH
3607	I-95	S of Miami Gardens	Broward / Miami-Dade County Line					30,000	**30,000**				UP
3610	I-95	NW 143rd Street	S of Miami Gardens Drive					270,000	**270,000**				UP
3543	SR 826 / Palmetto Expressway	N of Canal C-8 Bridge (NW 162 Street)	E of NW 67 Avenue					110,618	**110,618**				A2-8
3544	SR 826 / Palmetto Expressway	E of NW 67 Avenue	E of NW 57 Avenue					65,224	**65,224**				A2-8
3548	SR 826 / Palmetto Expressway	at NW 27 Avenue						105,836	**105,836**				M-INCH
3547	SR 826 / Palmetto Expressway	E of NW 42 Avenue	E of NW 32 Avenue					74,588	**74,588**				A2-8
3545	SR 826 / Palmetto Expressway	E of NW 57 Avenue	E of NW 42 Avenue					77,352	**77,352**				A4-8
3541	SR 826 / Palmetto Expressway	I-75	N of Canal C-8 Bridge (Approx NW 162 St)					183,415	**183,415**				A2-8
3257	SR 826 Managed Lanes	US 1	25th Street					633,752	**633,752**				MGLANE
			Funded CFP District Totals						**1,843,785**	**926,379**		=	**2,770,164**

LEGEND

(A) FY 2034/2035 - 2039/2040

(B) FY 2040/2041 - 2044/2045

(C) FY 2045/2046 - 2049/2050

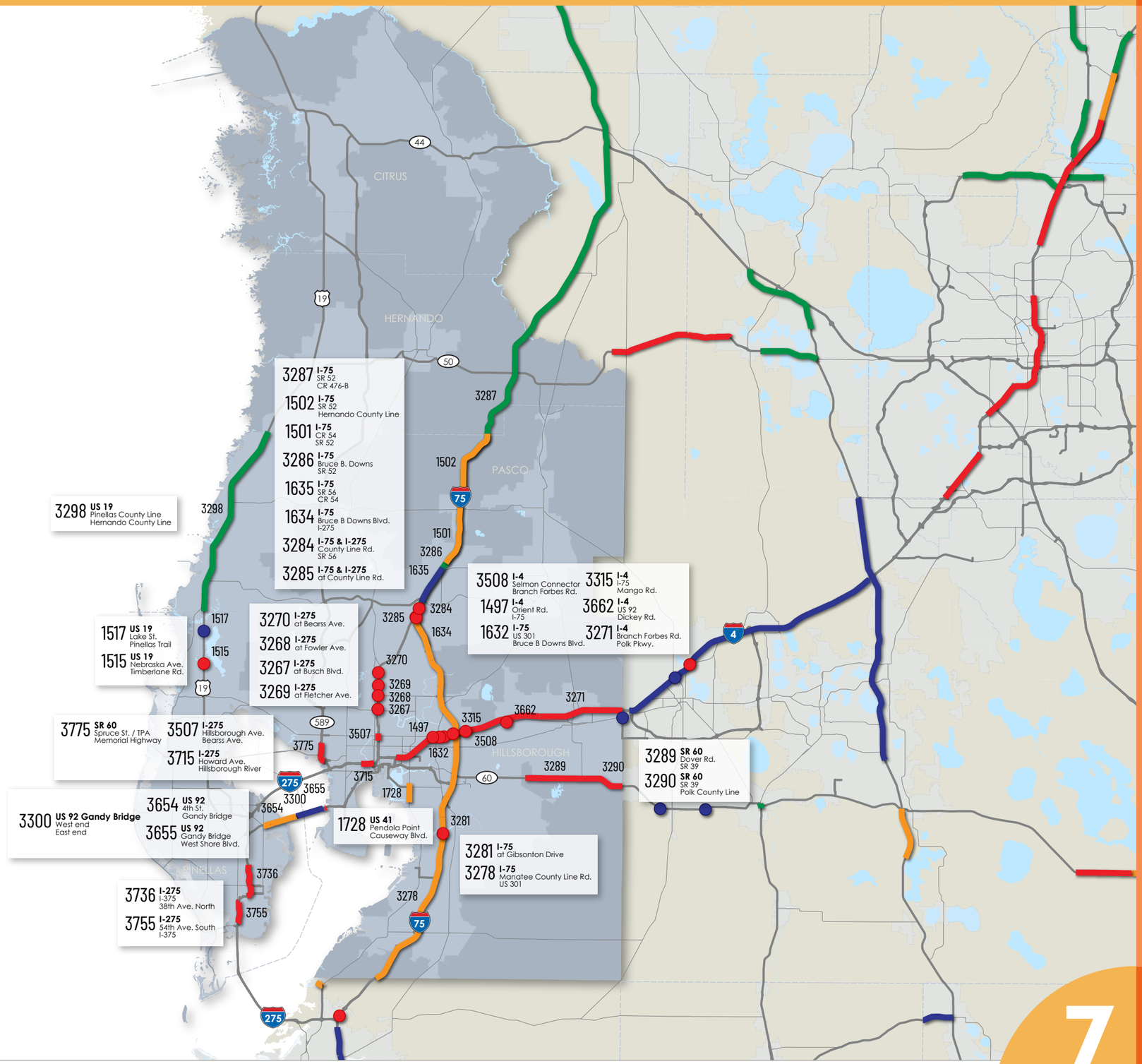
Mega Projects Phased Over Time

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Cost Feasible Plan

FY 2034/2035 - FY 2049/2050

Florida Department of Transportation
Systems Implementation Office

LEGEND

PROJECT LABELS



Note: Project Limits are approximate. See table for further details.

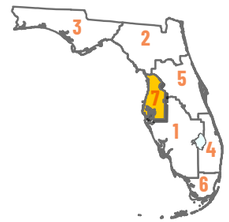
IMPROVEMENTS - HIGHEST FUNDING PHASE

Bridge, Interchange, Intersection / Corridor

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- Other State Highways



N W E S

12 6 0 12
Miles

Map produced by the FDOT Systems Implementation Office.
Data current as of March 15, 2024.

7

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3715	I-275	N of Howard Avenue	N of Hillsborough River		10,000	**10,000**		157,000	**157,000**				MGLANE
3267	I-275	at Busch Boulevard			126	**126**		4,332	**4,332**				M-INCH
3736	I-275	N of I-375	N of 38th Avenue North					148,601	**148,601**				A2-6
3268	I-275	at Fowler Avenue			136	**136**		6,372	**6,372**				M-INCH
3755	I-275	54th Avenue South	I-375					57,580	**57,580**				A1-3
3269	I-275	at Fletcher Avenue			126	**126**		2,395	**2,395**				M-INCH
3507	I-275	N of Hillsborough Avenue	S of Bearss Avenue		2,266	**2,266**		223,532	**223,532**				HWYCAP
3270	I-275	at Bearss Avenue			14,678	**14,678**	10,000	230,000	**240,000**				M-INCH
3315	I-4	W of I-75 NB off ramp	E of Mango Road					37,858	**37,858**				M-INCH
3271	I-4	E of Branch Forbes Road	Polk Parkway		2,995	**2,995**		298,096	**298,096**				MGLANE
3508	I-4	Selmon Connector	Branch Forbes Road		6,841	**6,841**	30,214	919,004	**949,218**				MGLANE
3662	I-4	at McIntosh Road					16,305	16,305	**32,610**				M-INCH
1497	I-4 (EB)	E of Orient Road	W of I-75				10,303	124,118	**134,421**				M-INCH
3287	I-75	N of SR 52	CR 476-B	750		**750**							PDE
3286	I-75	N of Bruce B. Downs	N of SR 52	2,000		**2,000**							PDE
3281	I-75	at Gibsonton Drive					2,976	50,376	**53,352**				M-INCH
1635	I-75	SR 56	CR 54		12,019	**12,019**							MGLANE
1632	I-75	S of US 301	N of Bruce B Downs Boulevard		13,663	**13,663**	66,911		**66,911**				MGLANE
1502	I-75	N of SR 52	Pasco / Hernando County Line		4,848	**4,848**	15,002		**15,002**				MGLANE
1501	I-75	N of CR 54	N of SR 52		23,754	**23,754**	10,437		**10,437**				MGLANE
1634	I-75	N of Bruce B Downs Boulevard	I-275		26,748	**26,748**	35,326		**35,326**				MGLANE
3278	I-75	Manatee County Line Road	US 301		5,439	**5,439**	24,283		**24,283**				MGLANE
3284	I-75 / I-275 (SB CD)	at SR 56						55,000	**55,000**				M-INCH
3285	I-75 / I-275 (SB CD)	at County Line Road						61,923	**61,923**				M-INCH
3289	SR 60	Dover Road	SR 39				14,563	98,401	**112,964**				A2-6
3290	SR 60	SR 39	Polk County Line		800	**800**	2,550	7,203	**9,753**				A2-6
3775	SR 60 EB	N of Spruce Street / Tampa Int'l Interchange	N of Memorial Highway		515	**515**		46,179	**46,179**				A2-8
1517	US 19	at Tarpon Ave			8,860	**8,860**							N-INCH
3298	US 19	Pinellas / Pasco County Line	Pasco / Hernando County Line	1,000		**1,000**							STUDY
1515	US 19	N of Nebraska Avenue	S of Timberlane Road		13	**13**		172,508	**172,508**				N-INCH
1728	US 41	S of Pendola Point / Madison Avenue	S of Causeway Boulevard				35,618		**35,618**				A2-6
3655	US 92 (Gandy Bridge)	East end of Gandy Bridge	West Shore Boulevard		1,908	**1,908**		9,422	**9,422**				A2-6
3300	US 92 (Gandy Bridge)	West end of Gandy Bridge	East end of Gandy Bridge		5,310	**5,310**							A2-6
3654	US 92 / SR 600 / SR 687 / SR 694 / Gandy Blvd	4th Street	W of Gandy Bridge				33,335		**33,335**				A2-6
			Funded CFP District Totals			**144,795**			**3,034,028**			=	**3,178,823**

LEGEND

(A) FY 2034/2035 - 2039/2040

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SIS
Strategic Intermodal System
FDOT