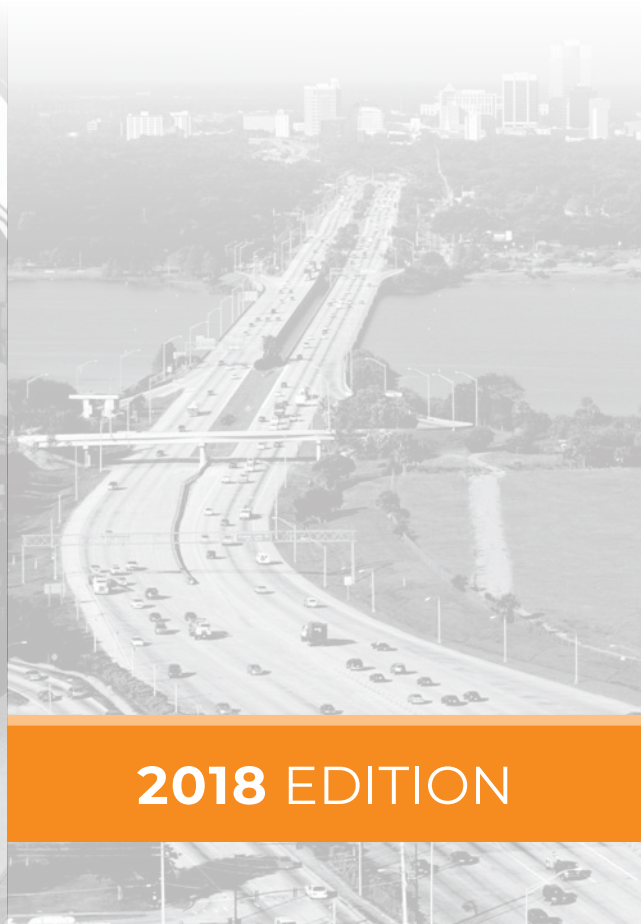




# Strategic Intermodal System

## Long Range Cost Feasible Plan FY 2029-2045



**YEAR OF EXPENDITURE**

**2018 EDITION**



# Cost Feasible Plan 2045 Executive Summary

## EXECUTIVE SUMMARY

### I. Purpose of SIS Cost Feasible Plan

The 2045 Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) evaluates SIS needs in light of available future revenues and represents a phased plan for capacity improvements to the SIS, utilizing forecasted revenues while being guided by objectives set forth in the Florida Transportation Plan (FTP). The main purpose of the 2045 SIS CFP is to efficiently plan for and fund future capacity improvements. This document represents an update of the 2040 SIS CFP completed in December 2013, and complies with the Section 339.64, Florida Statutes, (F.S.) requirement for a SIS long range cost feasible plan.

The 16-year planning timeframe (FY 2029-2045) of the SIS CFP is divided into three (3), 5 to 6 year funding bands. Project phases are assigned to these particular funding bands, with no exact year specified for the projects. The Systems Implementation Office (SIO) is responsible for updating the SIS CFP every 3 to 5 years, to adjust the planning horizon consistent with the long-range planning needs of FDOT and Metropolitan Planning Organizations throughout the state. This version of the SIS CFP also sets aside funds for modal projects.

### II. Florida Transportation Plan (FTP)

The FTP defines Florida's future transportation vision and identifies goals, objectives, and strategies to guide transportation decisions over the next 50 years. Completed in 2015, the implementation of the 2065 FTP will be achieved through specific actions by government, private, and civic partners at the state, regional, and local levels. The latest plan identifies long-range goals that are anticipated to guide transportation policy decisions for both SIS and non-SIS facilities.

The Systems Implementation Office (SIO) utilizes FTP Goals and the SIS Policy Plan to set appropriate 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 meet. The SIS CFP plays a direct role in achieving 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***

Vibrant cities, suburbs, small towns and villages, 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 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;

- ***Provide a safe and secure transportation system for all users***

Safety is a top priority for the Department and factors into all planning and operational improvements undertaken by FDOT. The fatality rate in Florida has declined for four consecutive years; and

- ***Improve mobility and connectivity for people and freight***

The most fundamental purpose of transportation is mobility and connectivity linking people to jobs and services, businesses to suppliers and customers, visitors to destinations, and students to schools. Florida should provide residents, visitors, and businesses with more choices among transportation modes. All modes must function together as an integrated transportation system.



## IV. 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 2018, designated SIS facilities included 18 commercial service airports and two general aviation reliever airports, 11 deep-water seaports, 2,297 miles of rail corridors, 1,986 miles of waterways, 19 passenger terminals, eight rail freight terminals, two spaceports, and nearly 4,400 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.

### *2016 Strategic Intermodal System Policy Plan*

The FDOT is required by statute to create a SIS Plan consistent with the FTP at least once every five years. While the FTP addresses the state's entire transportation system, regardless of ownership, the 2016 SIS Strategic Plan addresses only SIS designated facilities. Although the SIS represents a small percentage of the overall transportation facilities within the state, the SIS network is responsible for the movement of the majority of people and goods. The SIS Plan takes into account the goals of the FTP and applies them to the SIS. It also sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given the limited amount of available funding.

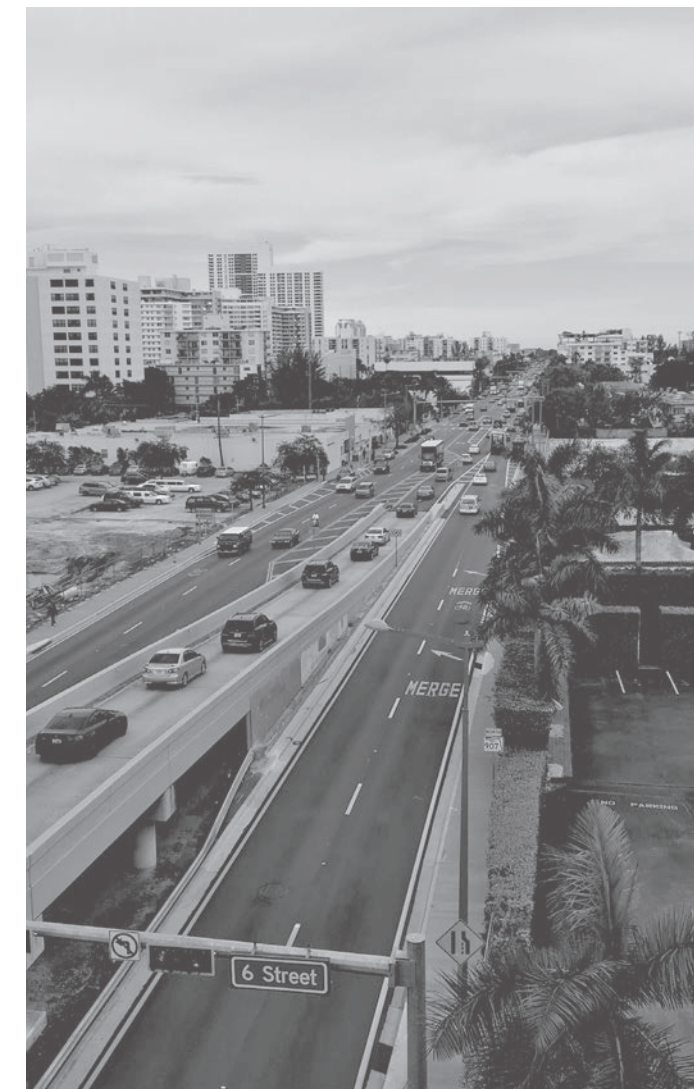
### *SIS Designation*

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. Two SIS system-wide data and designation reviews have been conducted and published since the SIS was created. The most recent review was completed in 2015, 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, a portion of 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 Capacity Funding Eligibility Matrix for Strategic Intermodal System (SIS) Facilities (Eligibility Matrix) lists the types of projects that can and cannot use SIS funding.



## V. SIS Planning Process

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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.

### *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 set of plans composed of the Adopted and Tentative SIS Work Program, the 2nd Five-Year Plan, and SIS CFP. A discussion of each of the FDOT SIS plans follows below.

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### *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, following the approval of the tentative 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 CFP.

### *SIS Cost Feasible Plan*

As previously stated, the SIS CFP 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 2045 Multimodal Unfunded Needs Plan given changes in priorities or shortfalls in projected revenue. The SIS CFP is typically updated every three to five years as new revenue forecasts become available.

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### *SIS 2045 Multimodal Unfunded Needs Plan*

The FDOT SIS Multimodal Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. This plan is typically updated every five years. Needs are identified by the Department and its partners, and it includes projects from long-range master plans, corridor plans, and

PD&E studies. Projects in the SIS Multimodal Unfunded Needs Plan could potentially move forward into the SIS CFP as funds become available. The plan satisfies Section 339.64, Florida Statutes, (F.S.) requirement that calls for a needs assessment for the Strategic Intermodal System.



## VI. Cost Feasible Plan Development

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### *Methodology and Process*

The SIS CFP is a key element of the SIS funding strategy and answers two fundamental questions:

1. **What are the projected revenues?**
2. **What projects can be funded with the projected revenues?**

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

1. Development of revenue forecast
2. Identification of district project priorities. The following strategies are used to identify and evaluate proposed projects:
  - Does the project improve SIS mobility?
  - Does the project result in the widening of major trade and tourism corridors?
  - Does the project result in the widening of “missing links” to complete important regional networks?
  - Does the project investment fund cost-effective interim construction in major urbanized areas where the ultimate construction is too costly to build at one time?
3. Development of draft SIS 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 SIS CFP by FDOT Executive Board
8. Publishing of SIS CFP







## **SIS CFP Project Selection**

As part of this effort the Districts provided regional priority information that was supplemented by additional statewide analysis. These projects then served as the base pool of potential SIS CFP projects along with any previously unidentified projects. When considering each project for inclusion in the SIS CFP the following questions are 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 a 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.

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 priorities are also considered as part of the project selection process. As part of the process, several iterations of the plan have been developed for district review and approval by FDOT leadership.

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.



## VII. Current and Future Transportation Initiatives

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### *Bottlenecks*

Increased traffic congestion and bottlenecks on Florida's streets and highways is a major concern to travelers, transportation officials, merchants, developers and to the community at large. Their detrimental impacts in longer journey times, higher fuel consumption, increased emissions of air pollutants, greater transport and other affected costs are increasingly recognized. Congestion and bottlenecks reduce accessibility to residents, activities, and jobs and result in lost opportunities for both the public and businesses. Eliminating bottlenecks by better managing traffic, travel demands, and/or by modifying land use requires gathering basic information on why, where, and to what extent congestion occurs. The FDOT SIO has completed a study identifying bottlenecks on SIS facilities.

### *Managed Lanes*

Managed Lanes are a transportation systems management and operations (TSM&O) approach defined as highway facilities or a set of lanes within an existing highway facility where operational strategies are proactively implemented and managed in response to changing conditions with a combination of tools. These tools may include accessibility, vehicle eligibility, pricing, or a combination thereof. Some examples of managed lanes are high-occupancy vehicle (HOV) lanes, high-occupancy/toll (HOT) lanes, truck only lanes, bus rapid transit lanes, reversible lanes, and express lanes. Tolling is not a requirement for a managed lane; however, in situations where facilities experience extreme congestion, tolling is a tool used to provide individuals with a choice of paying a toll to move through a congested area and experience a more reliable trip, with less travel time.

In Florida, express lanes are a type of managed lane located in a separate tolled corridor inside an existing facility where congestion is managed with pricing, access, and eligibility. When the express lanes begin to reach their capacity, the price is increased to discourage drivers from entering the lanes. This allows the express lanes to maintain a certain level of trip reliability. The higher prices deter more drivers from using the express lanes and to opt for the general purposes lanes instead, ensuring traffic continues to flow in the express lanes.

### *Future Corridors*

The Future Corridors initiative is a statewide effort led by the FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. With an anticipated increase in population and visitors by 2045, the need exists for the state to:

- Better coordinate long-range transportation and development plans and visions to identify and meet a growing demand for moving people and freight;
- Identify long-range solutions that support statewide and regional goals for economic development, quality of life, and environmental stewardship;
- Provide solutions or alternatives to major highways that already are congested; and
- Improve connectivity between Florida and other states and nations to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

A statewide transportation corridor is one that connects Florida to other states, broad regions within Florida, generally by high-speed, high-capacity transportation facilities such as interstate highways or other limited-access roadways, major rail lines, and major waterways. These corridors may also involve multiple modes of transportation as well as other linear infrastructure such as pipelines, telecommunications, or utility transmission lines.

Future Corridor projects included as part of the SIS CFP may include the transformation of existing facilities to serve a new function, such as adding tolled express lanes, truck only lanes, fixed guideway systems to an existing highway or adding passenger service to an existing freight rail line. New inter-regional corridors may be identified and included in future SIS CFPs.



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ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs		
3331	I-4	West of US 27 / SR 25	Polk / Osceola County Line				51,686	511,596	563,282					MGLANE
3330	I-4	West of SR 570 / Polk Parkway (West)	West of US 27 / SR 25		99,360	99,360	249,680	3,489,192	3,738,872					MGLANE
3337	I-75	at CR 769/Kings Highway			6,500	6,500								M-INCH
3336	I-75	at CR 776/Harbor View			6,500	6,500								M-INCH
3335	I-75	at US 17/SR 35			7,500	7,500								M-INCH
3334	I-75	at North Jones Loop Rd			6,500	6,500								M-INCH
3333	I-75	Collier/Lee County Line	SR 78		136,800	136,800	271,300		271,300					MGLANE
3339	I-75	North of University Parkway	CR 6 / Moccasin Wallow Rd.		60,480	60,480	175,240	1,471,027	1,646,267					MGLANE
3463	I-75	SR 681	North of University Parkway		49,014	49,014			152,341					MGLANE
3332	I-75	East of SR 951	Collier / Lee County Line		63,245	63,245	145,427		145,427					MGLANE
3338	I-75	South of River Road	SR 681		34,200	34,200	64,538		64,538					MGLANE
3342	SR 29	Sunniland Nursery Rd.	South of Agriculture Way				2,378		2,378					A2-4
3343	SR 29	South of Agriculture Way	CR 846				5,628	41,762	5,628					A2-4
3341	SR 29	Oil Well Rd. / CR 658	Sunniland Nursery Rd.				4,548		4,548					A2-4
1379	SR 29	I-75	Oil Well Rd		4,333	4,333								A2-4
1383	SR 29	CR80A	CR 731 (Whidden Road)					203,160	203,160					A2-4
3346	SR 29	F Rd	North of Cowboy Way					100,923	100,923					A2-4
3347	SR 29	CR 846 E	N. of New Market Road N.					89,380	89,380					A2-4
3348	SR 31	SR 80	SR 78		9,350	9,350								A2-4
3349	SR 31	SR 78	CR 78/River Rd		956	956	4,191	11,419	15,610					A2-4
3350	SR 31	CR 78/River Rd	Cook Brown Rd		3,049	3,049	10,610	42,822	53,432					A2-4
3354	SR 60	East of CR 630	Polk / Osceola County Line				7,830		7,830					A2-4
3352	SR 60	Hillsborough / Polk County Line	CR 555 / Agricola Rd.	2,500	19,500	22,000								A2-6
3353	SR 60	SR 60A / Van Fleet Dr.	SR 25 / US 27	3,000	21,000	24,000								A2-6
3358	SR 64	Old Town Creek Rd. / CR 671 / Parnell Rd.	Hardee / Highlands County Line	1,750	5,000	6,750								A2-4
3357	SR 64	US 17	SR 636	2,000	10,250	12,250								A2-4
3359	SR 64	Hardee / Highlands County Line	US 27	1,600	4,500	6,100								A2-4
3365	SR 70	CR 29	Lonesome Island Road		1,083	1,083								A2-4
3364	SR 70	US 27	CR 29		2,456	2,456								A2-4
3367	SR 70	NW 38th Terrace	US 98	1,200	1,700	2,900								A2-4
3363	SR 70	Jefferson Avenue	US 27		2,879	2,879								A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Rd)	2,500	18,500	21,000								A2-4
3362	SR 70	East of SR 31	Jefferson Avenue	3,500	39,000	42,500								A2-4
3366	SR 70	Lonesome Island Road	NW 38th Terrace	4,000	35,000	39,000								A2-4
3360	SR 70	CR 675	DeSoto County Line	3,000	26,000	29,000								A2-4
3369	SR 710	Sherman Woods Ranch	Okeechobee / Martin County Line				7,399		7,399					A2-4
3370	SR 80	SR 31 / Arcadia Rd.	Buckingham Rd.	1,500	4,500	6,000								A2-6
3373	SR 82	Alabama Road	Homestead Blvd.		2,189	2,189								A2-6
3371	SR 82	SR 739 / Fowler Ave.	Michigan Link Ave.	2,500	4,500	7,000								HWYCAP
3372	SR 82	Michigan Link Ave.	Gateway Blvd	3,000	9,000	12,000								HWYCAP
3374	US 17	Palmetto St.	SR 70 / Hickory St.	750	674	1,424								HWYCAP
969	US 17	Copley Drive	N of CR 74 (Bermont Rd)	1,045	2,000	3,045								A2-6
3375	US 17	SR 70 / Hickory St.	SR 35 / DeSoto Ave.	750	1,965	2,715								HWYCAP
3377	US 17	Main St.	SR 60A / Auto Zone Ln	1,000	3,000	4,000								A2-6
3376	US 17	Mann Rd.	Main St.	1,250	2,500	3,750								A2-6
3378	US 19	I-275 Ramp	Skyway Br. Hillsborough County Line	3,500	4,182	7,682								A2-6
3379	US 27	Palm Beach / Hendry County Line	SR 80	2,500	18,000	20,500								FRTCAP
3382	US 27	North of Kokomo Rd.	Polk / Lake County Line		16,320	16,320	6,664		6,664					HWYCAP
3380	US 27	Glades / Highlands County Line	SR 70	3,000	18,000	21,000								A2-6
3381	US 27	South of Skipper Rd.	US 98	1,250	1,500	2,750								A2-6
3383	US 98 / US 441	18th Terrace	38th Ave.	1,500	2,500	4,000								A2-4

Funded CFP Totals

814,080

7,120,740

Total CFP Funds= 7,934,820

LEGEND

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

INFLATION FACTORS

FY 2031/32 - 1.474
FY 2037/38 - 1.791
FY 2042/43 - 2.107

NOTES

- Values in thousands of dollars in the year of expenditure, inflated to the middle year of each band.
- All phase costs shown as supplied by each District.
- CON includes both Construction (CON52) and Construction Support (CEI).
- ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- Other Funds - assumed to be toll revenue or partner funded.

IMPROVEMENT TYPES

- A1-3: Add 1 Lane to Build 3
- A2-4: Add 2 Lanes to Build 4
- A2-6: Add 2 Lanes to Build 6
- A2-8: Add 2 Lanes to Build 8
- A4-12: Add 4 Lanes to Build 12
- A1-AUX: Add 1 Auxilliary Lane
- A4-SUL: Add 4 Special Use Lanes

- ACCESS: Access
- BRIDGE: Bridge
- FRTCAP: Freight Capacity
- GRASEP: Grade Separation
- HWYCAP: Highway Capacity
- PTERM: Passenger Terminal
- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan



# Long Range Cost Feasible Plan FY 2029-2045

District 1

## LEGEND

### Bridge, Interchange, Intersection Improvements (Project with highest phase funded)

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

### Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

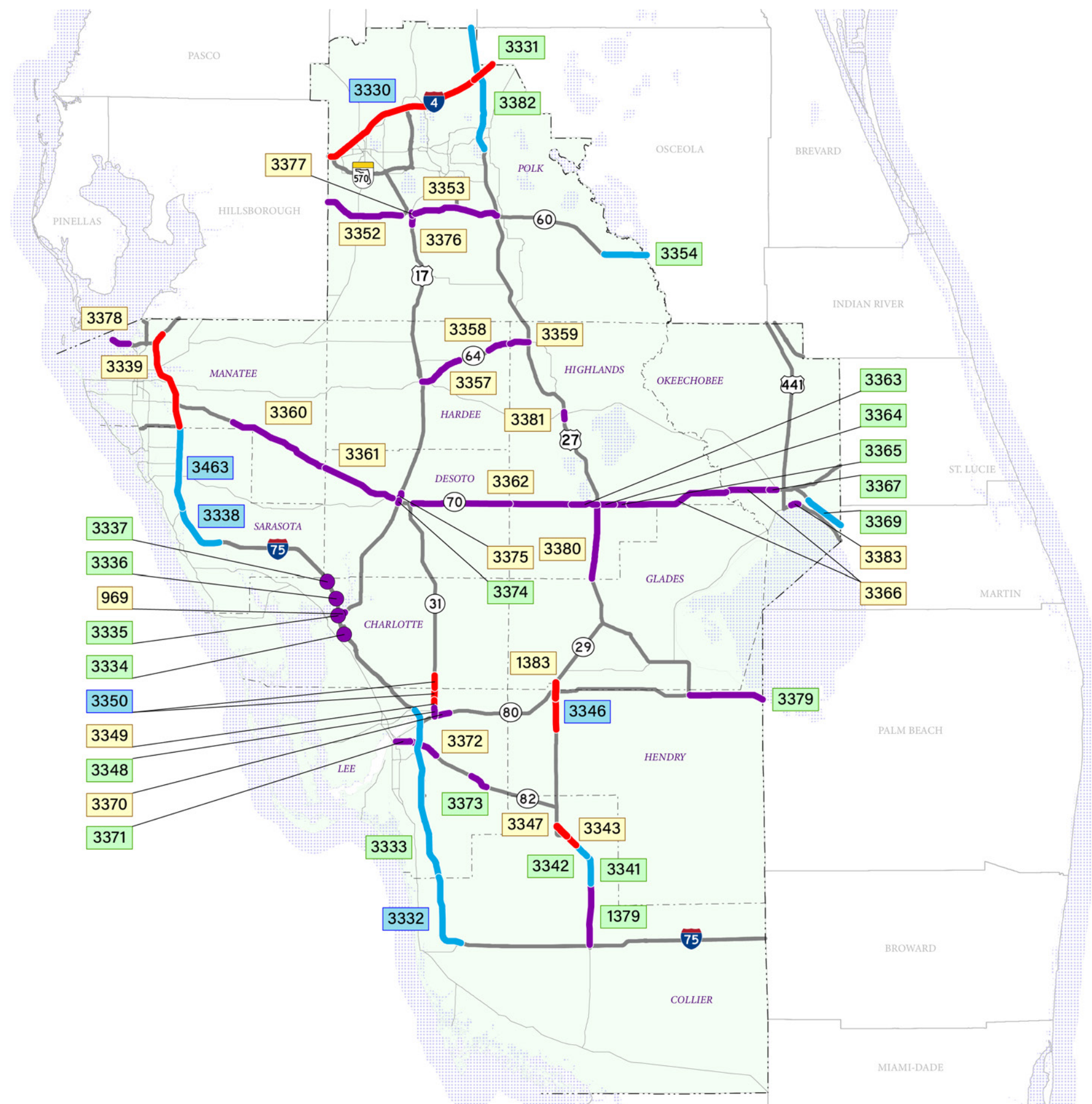
- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

- 1234 Green Band - FY 2028/2029 to FY 2034/2035
- 1234 Yellow Band - FY 2035/2036 to FY 2039/2040
- 1234 Blue Band - FY 2040/2041 to FY 2044/2045
- 1234 Mega Projects Phased Over Time

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads

### Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- Planned Add



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs		
965	I-10	W of SR-121	Nassau C/L		4,250	4,250	921	135,510	136,431					MGLANE
3303	I-10	SR-23	I-295		21,250	21,250	3,950	433,542	437,492					MGLANE
950	I-10	US-301	SR 23-Cecil Commerce Ctr Pkwy		10,250	10,250		266,968	266,968					MGLANE
3309	I-10	at SR-121			5,000	5,000	5,000	29,932	34,932					M-INCH
946	I-10	W of CR-125	W of SR-121		5,050	5,050	5,391	125,873	131,264					MGLANE
947	I-10	Baker C/L	Duval C/L		860	860	2,900	31,287	34,187					MGLANE
948	I-10	Duval C/L	US-301				3,588	128,645	132,233					MGLANE
1167	I-295	N of Commonwealth	N of New Kings Rd		3,450	3,450	2,699	90,268	92,967					MGLANE
3261	I-295	I-95	Southside Connector/SR-113		126,781	126,781								MGLANE
1169	I-295	N of Collins Rd Interchange	N of Commonwealth	750	3,765	4,515	16,204	486,269	502,473					MGLANE
1168	I-295	N of New Kings Rd	S of I-95 N Interchange		16,538	16,538	3,785	382,345	386,130					MGLANE
1154	I-75	at SR-121 (Williston Rd)					8,136	14,629	22,765					M-INCH
3419	I-75	N of US-90	N of I-10 Interchange	1,515	15,523	17,038								MGLANE
3301	I-75	SR-222 (NW 39th Ave)	US-441 (Alachua)	1,515	13,159	14,674	5,365		5,365					MGLANE
3418	I-75	SR-121 (Williston Rd)	SR-222 (NW 39th Ave)		33,096	33,096	5,789	802,843	808,632					MGLANE
3312	I-75	US 441 (Alachua)	US-41/US-441 Ellisville	1,515	17,936	19,451	1,856		1,856					MGLANE
3314	I-75	US-41/US-441 (Ellisville)	N of US-90	1,515	36,690	38,205	12,055		12,055					MGLANE
3305	I-75	Marion/Alachua County Line	SR-121/Williston Rd		21,253	21,253	5,278	534,742	540,020					MGLANE
3445	I-95	N of SR-115 (MLK)	S of SR-105	1,515	20,937	22,452								MGLANE
3308	I-95	S of Duval Co Line	SR-202 (JT Butler Blvd)				11,602	670,829	682,431					MGLANE
3311	I-95	I-10	S of SR-115 (MLK)		12,184	12,184		202,046	202,046					A4-12
3310	I-95	at SR-16			750	750		11,462	11,462					M-INCH
911	SR 26	Gilchrist C/L- CR-337	CR-26A-Newberry Lane					29,454	29,454					A2-4
3302	US 17	Collins Rd	NAS Birmingham Gate		1,125	1,125	1,250	40,052	41,302					A1-AUX

**Funded CFP Totals**

**378,172**

**4,512,465**

**Total CFP Funds= 4,890,637**

**LEGEND**

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

**INFLATION FACTORS**

FY 2031/32 - 1.474
FY 2037/38 - 1.791
FY 2042/43 - 2.107

**NOTES**

- (1) Values in thousands of dollars in the year of expenditure, inflated to the middle year of each band.
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- A2-6: Add 2 Lanes to Build 6
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- BRIDGE: Bridge
- FRTCAP: Freight Capacity
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- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan



# Long Range Cost Feasible Plan FY 2029-2045

District 2

## LEGEND





### Bridge, Interchange, Intersection Improvements (Project with highest phase funded)

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




### Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

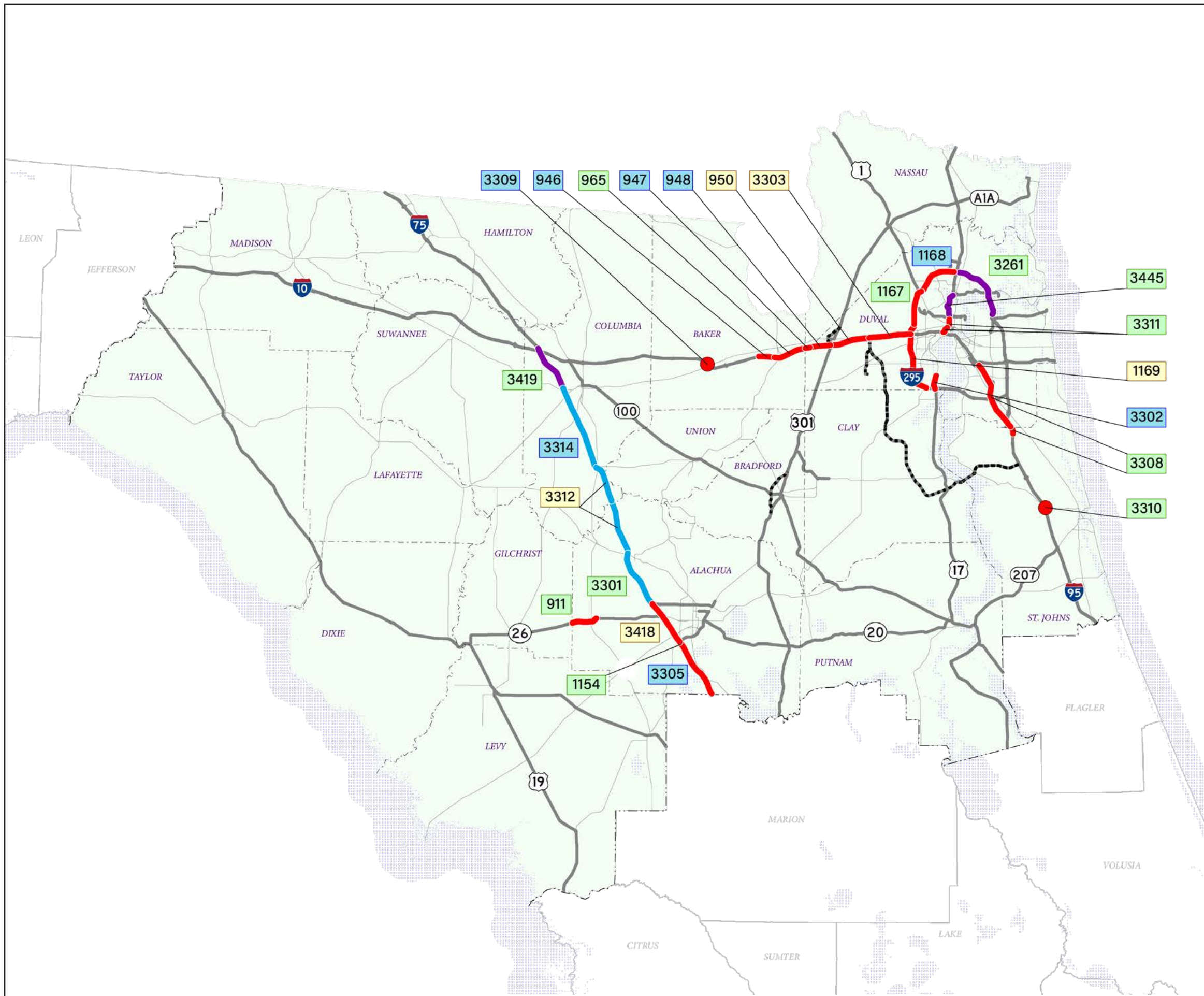
- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

- 1234 Green Band - FY 2028/2029 to FY 2034/2035
- 1234 Yellow Band - FY 2035/2036 to FY 2039/2040
- 1234 Blue Band - FY 2040/2041 to FY 2044/2045
- 1234 Mega Projects Phased Over Time

-  Interstate Highway
-  U.S. Highway
-  State Highway
-  Toll Roads

### Existing Conditions for SIS Highways

-  SIS Highways
-  Other State roads
-  Planned Add



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE	
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		
3453	CR 2327 Transmitter Rd	SR 30A (US 98) 15th St	SR 75 (US 231)	2,005		2,005									A2-4
3385	East Avenue	Port Entrance	SR 30 (US 98B) 15th Street	788	1,050	1,838									A2-4
3448	I-10	at US 90 West 9 Mile Rd Interchange		14,300		14,300									N-INCH
3321	I-10	Santa Rosa County Line	SR 85 Ferdon Blvd	2,200	14,749	16,949									A2-6
3322	I-10	E of Alabama State Line	W of SR 95 (US 29)		4,426	4,426	6,000	94,616	100,616						A2-6
3464	I-10	W of SR 10 (US 90)	Leon Co Line / Ochlockonee River Bridge	2,888	2,640	5,528		39,563	39,563						A2-6
3320	I-10	CR 4 Antioch/PJ Adams Rd	N of Raspberry Rd		3,935	3,935	20,000	195,773	215,773						N-INCH
3465	I-10	Gadsden Co Line	West of 263 Capital Circle	1,575	1,925	3,500	500	75,847	76,347						A2-6
3319	I-10	SR 281 Avalon Blvd	Okaloosa County Line	3,300	21,913	25,213		491,439	491,439						A2-6
3323	SR 173 Blue Angel Pkwy	SR 292 Sorrento Rd	SR 30 (US 98)				15,450	79,028	94,478						A2-6
3452	SR 196 Main St/Bayfront Pkwy	Taragona St	SR 30 (US 98) E Chase	1,461		1,461									PDE
3325	SR 368 23rd St	US 98 Flyover	SR 390 St Andrews Blvd	1,100	3,025	4,125	36,240	42,305	78,545						A2-6
3386	SR 389 EAST AVE	SR 30 (US 98B)	CR 2337 SHERMAN AVENUE	1,575	2,100	3,675									A2-4
3326	SR 85 S Ferdon Blvd	SR 123 Roger J Clary Hwy	SR 8 (I-10)	1,870	13,090	14,960	18,500	194,710	213,210						A2-6
3317	US 231	South of Pipe Line Road	North of Penny Road					179,611	179,611						A2-6
3245	US 231	SR 20	I-10	3,482		3,482									A2-6
3496	US 98	East of R. Jackson Blvd	Hathaway Bridge				8,000		8,000						A2-6
3487	US 98	Nautilus St.	R. Jackson Blvd				6,000		6,000				30,164		A2-6
3493	US 98	CR 30A Calhoun Ave	Airport Rd		3,300	3,300		73,639	73,639						A2-6
3489	US 98	Fallin Waters Dr	Mary Esther Blvd				20,000	93,001	113,001						A2-6
3486	US 98	Mandy Lane	Nautilus St				5,000	41,030	46,030						A2-6
3490	US 98	Portside Dr	Bergen Rd					141,646	141,646						A2-6
3454	US 98	CR 2327 Transmitter Rd	Tyndall Dr	3,505		3,505									A2-6
3461	US 98	Bergren Rd	E of Ramble Bay Ln		4,400	4,400									A2-6
3494	US 98	County Road 30A	Bay County Line		19,250	19,250	10,000	255,120	265,120						A2-6
3446	US 98	@ SR 293 Danny Wuerffel Way Interchange			11,000	11,000									N-INCH
3495	US 98	Walton County Line	BSR 79 S. Arnold Rd	1,540	9,625	11,165	14,682	244,041	258,723						A2-6
3488	US 98	Santa Rosa County Line	Fallin Waters Dr				12,750	214,431	227,181						A2-6
3462	US 98	E of Ramble Bay Ln	Okaloosa County Line				12,000		12,000						A2-6
3427	US 98	Bayshore Rd	Portside Dr					152,636	152,636						A2-6
<b>Funded CFP Totals</b>							<b>158,017</b>	<b>2,793,558</b>			<b>Total CFP Funds= 2,951,575</b>				

**LEGEND**

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

**INFLATION FACTORS**

FY 2031/32 - 1.474
FY 2037/38 - 1.791
FY 2042/43 - 2.107

**NOTES**

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- ITS: Intelligent Transp. Sys
- MGLANE: Managed Lanes

- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan



# Long Range Cost Feasible Plan FY 2029-2045

District 3

## LEGEND

**Bridge, Interchange, Intersection Improvements  
(Project with highest phase funded)**

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

**Add Lanes, New Roads, etc. Improvements  
(Project with highest phase funded)**

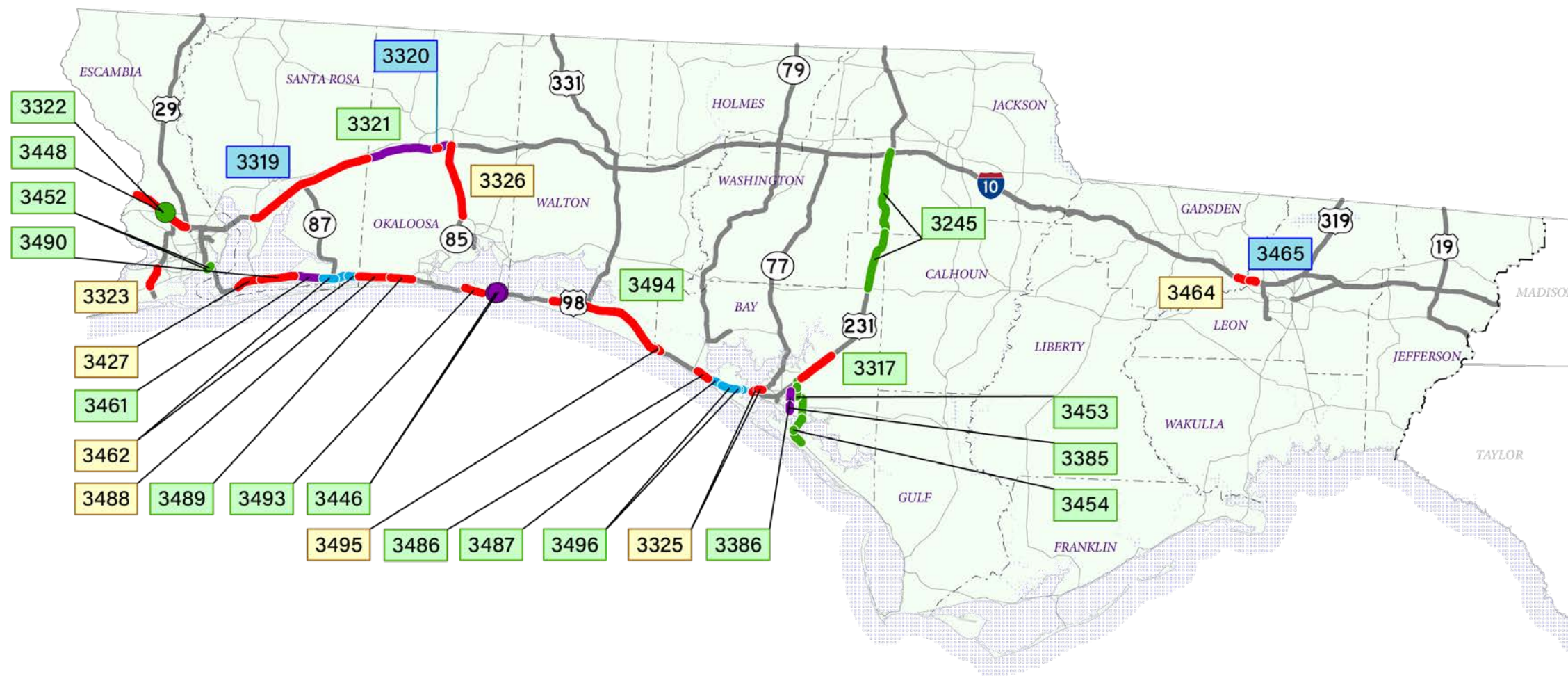
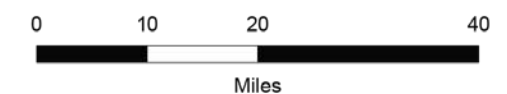
- Construction & Mega Projects (CON)
- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

- 1234 Green Band - FY 2028/2029 to FY 2034/2035
- 1234 Yellow Band - FY 2035/2036 to FY 2039/2040
- 1234 Blue Band - FY 2040/2041 to FY 2044/2045
- 1234 Mega Projects Phased Over Time

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads

**Existing Conditions for SIS Highways**

- SIS Highways
- Other State roads
- Planned Add



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE	
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs			
1107	I-595	I-75	SR-7								1,169,242	2029	16		MGLANE
3412	I-95	S. of Sheridan Street	N. of Griffin Road					354,646	354,646						HWYCAP
3404	I-95	Becker Road	SR-70		10,000	10,000	10,000	154,494	164,494						HWYCAP
3410	I-95	at Stirling Road						8,003	8,003						M-INCH
3413	I-95	at Davie Boulevard						36,987	36,987						M-INCH
3415	I-95	S. of Commercial Boulevard	N. of Cypress Creek Road				58,300	143,804	202,104						HWYCAP
3409	I-95	S. of Hallandale Beach Boulevard	N. of Hollywood Boulevard				65,900	241,474	307,374						HWYCAP
3414	I-95	at Oakland Park Boulevard					8,300	49,761	58,061						M-INCH
3402	I-95	S. of Indiantown Road	Martin/Palm Beach County Line		2,815	2,815		50,667	50,667						HWYCAP
3416	I-95	at Belvedere Road		1,900	3,089	4,989	6,000	55,318	61,318						M-INCH
3403	I-95	Martin/Palm Beach County Line	Becker Road		10,000	10,000	10,000	301,189	311,189						HWYCAP
3401	I-95	Congress Avenue (Overpass)	Blue Heron Boulevard	4,000	10,000	14,000	5,000	250,257	255,257						MGLANE
3398	I-95	SR-84	S. of Broward Boulevard	5,000	12,000	17,000	27,500	495,670	523,170						HWYCAP
3397	I-95	N. of Broward Boulevard	Sunrise Boulevard	1,919	3,837	5,756	2,000	69,068	71,068						HWYCAP
3399	I-95	Linton Boulevard	SR-80	6,000	15,000	21,000	5,000	745,416	750,416						MGLANE
3400	I-95	SR 80	Congress Avenue (Overpass)	3,000	6,000	9,000	10,000	119,877	129,877						MGLANE
3405	SR-710	Martin/Okeechobee County Line	Martin Powerplant Road		6,000	6,000	5,125	120,719	125,844						A2-4
3407	SR-710	Blue Heron Boulevard	Congress Avenue		1,295	1,295		27,420	27,420						HWYCAP
3417	SR-714/Monterey Road	at Florida East Coast Railway		2,100	2,212	4,312	14,969	46,597	61,566						GRASEP
3393	SR-80	W. of Binks Forest Drive	W. of Royal Palm Beach Boulevard	1,900	1,609	3,509	2,940	23,947	26,887						HWYCAP
3396	SR-80	US-27	I-95		2,274	2,274		19,612	19,612						ITS
3394	SR-80	W. of Royal Palm Beach Boulevard	I-95	6,000	15,000	21,000	200,332		200,332						HWYCAP
3395	SR-80	at SR-7		1,443	2,886	4,329		51,693	51,693						M-INCH
3392	US 27	Pembroke Road	SW 26th Street (N. of Griffin Road)	3,000	6,000	9,000	5,000	137,234	142,234						SERVE
3391	US 27 (Miami-Dade to Hendry)	Krome Avenue	Evercane Road		3,733	3,733		32,193	32,193						ITS
3389	US 27 (Miami-Dade, Broward)	Krome Avenue	Broward/Palm Beach County Line	5,000	12,000	17,000		603,311	603,311						FRTCAP
3390	US 27 (Palm Beach, Hendry)	Broward/Palm Beach County Line	Evercane Road	5,000	12,000	17,000	30,618	594,083	624,701						FRTCAP
<b>Funded CFP Totals</b>						<b>184,012</b>		<b>5,200,424</b>	<b>1,169,242</b>	<b>Total CFP Funds= 6,553,678</b>					

LEGEND

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

INFLATION FACTORS

FY 2031/32 - 1.474
FY 2037/38 - 1.791
FY 2042/43 - 2.107

NOTES

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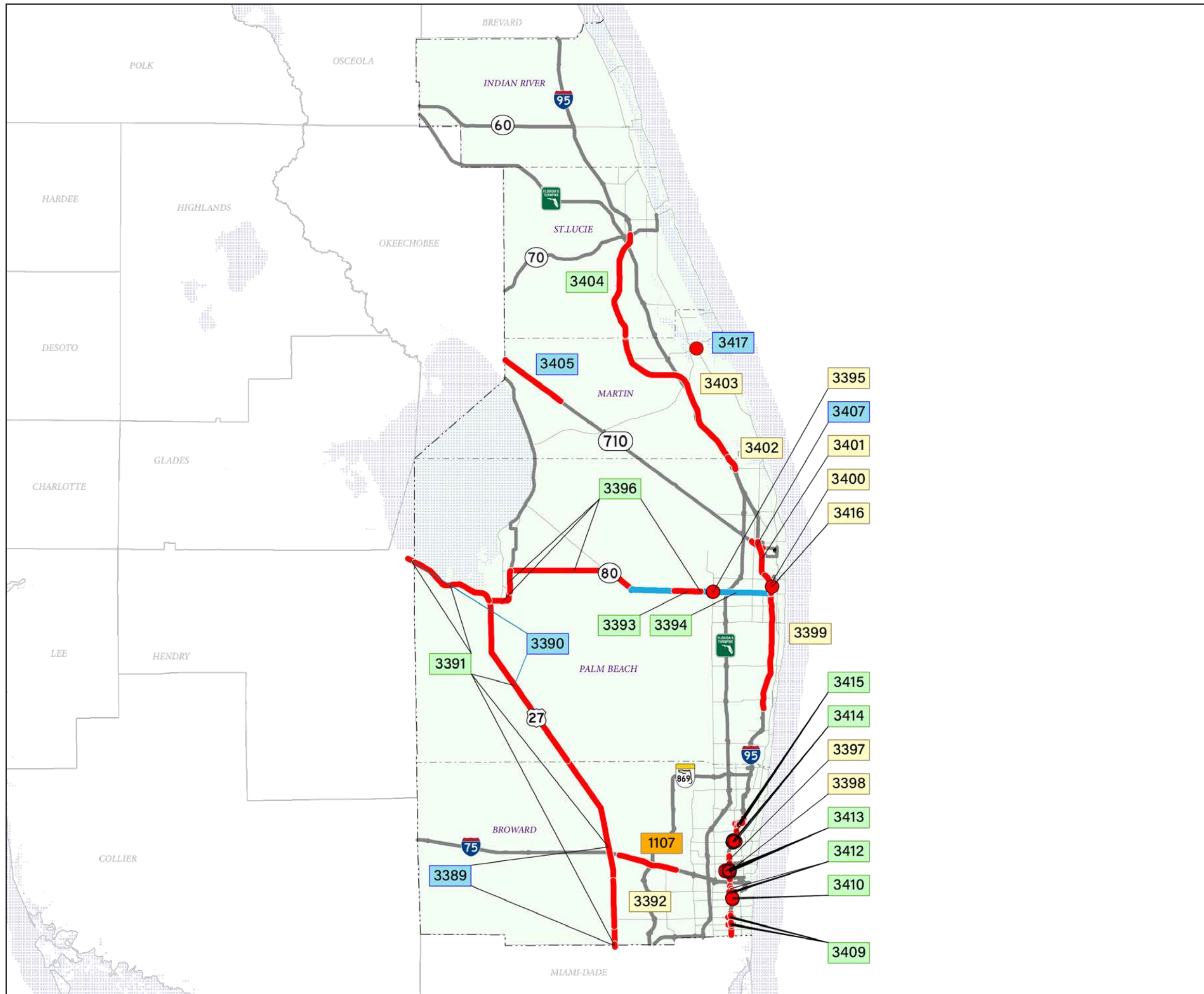
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FDOT STRATEGIC INTERMODAL SYSTEM **SIS**

# Long Range Cost Feasible Plan

## FY 2029-2045

### District 4

#### LEGEND

**Bridge, Interchange, Intersection Improvements (Project with highest phase funded)**

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

**Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)**

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

**1234 Green Band - FY 2028/2029 to FY 2034/2035**

**1234 Yellow Band - FY 2035/2036 to FY 2039/2040**

**1234 Blue Band - FY 2040/2041 to FY 2044/2045**

**1234 Mega Projects Phased Over Time**

- 🛣 Interstate Highway
- 🛣 U.S. Highway
- 🛣 State Highway
- 🛣 Toll Roads

**Existing Conditions for SIS Highways**

- SIS Highways
- Other State roads
- ⋯ Planned Add

0 10 20 40 Miles

ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds TOTAL	IMPRV TYPE	
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs			
1187	I-4	SR 435/Kirkman Rd	Mile N of SR 434								1,142,887	2029	16		UP
3430	Ellis Road / St. Johns Heritage Pkwy	I-95 / John Rhodes Blvd	W. of Wickman Rd.				45,930	71,104	117,034						A2-4
1194	I-4	Osceola/Orange C/L	W of SR 528/Beachline					2,062,450	2,062,450						MGLANE
3497	I-4	at Daryl Carter Parkway					65,521	64,480	130,001						N-INCH
1196	I-4	E of SR 434	Seminole/Volusia C/L					243,863	243,863						MGLANE
1197	I-4	Seminole/Volusia C/L	0.5 mi E of SR 472				36,923	901,071	937,994					6,578	MGLANE
1193	I-4	Polk/Osceola C/L	Osceola/Orange C/L					1,907,398	1,907,398						MGLANE
3474	I-75	CR 318	Marion/Alachua County Line	2,500	8,000	10,500									A4-SUL
3472	I-75	Sumter/Marion County Line	CR 484		22,100	22,100	81,700	237,314	319,014						A2-8
3433	I-75	CR 484	CR 318		11,325	11,325		111,355	111,355						A2-8
3435	I-75	CR 484	CR 318	3,000	26,400	29,400									A4-SUL
3470	I-75	SR 44	Sumter/Marion County Line	13,739	5,686	19,425	7,108	55,113	62,221						A2-8
3434	I-75	CR 318	Marion/Alachua County Line		6,000	6,000	24,000	77,013	101,013						A2-8
3473	I-75	Sumter/Marion County Line	CR 484	9,690	32,300	41,990	25,000	223,875	248,875						MGLANE
3471	I-75	Florida Turnpike	Sumter/Marion County Line	2,529	8,000	10,529	25,000	358,200	383,200						MGLANE
3437	I-75	at End of NW 49TH ST	End of NW 35TH ST		2,400	2,400	9,019	33,712	42,731						N-INCH
3485	I-75	at US 27			1,950	1,950		27,391	27,391						M-INCH
3484	I-95	at SR 44			2,250	2,250									M-INCH
3438	I-95	at LPGA			3,000	3,000		29,480	29,480						M-INCH
3439	I-95	at Pioneer Trail			2,775	2,775		33,134	33,134						N-INCH
3432	I-95	at US 1			4,200	4,200		50,148	50,148						M-INCH
3476	I-95	Palm Coast Parkway	Flagler/St. Johns County Line		22,500	22,500		316,050	316,050						A2-8
3479	I-95	SR 518	CR 509 / Wickham Rd		10,349	10,349		145,375	145,375						A2-8
3441	NASA Parkway Bridge Replacement	SR 405	KSC Visitor Center		25,500	25,500		179,095	179,095					179,095	BRIDGE
3443	SR 100	Old Kings Rd	Belle Terre Pkwy				3,170	56,775	59,945						A2-6
3442	SR 326	SR 25 / US 301 / US 441	OLD US 301 / CR 200A		1,460	1,460	5,850	23,619	29,469						A2-4
3423	SR 40	E OF CR 314	CR 314A		12,118	12,118	26,254	119,082	145,336						A2-4
1808	SR 40	SR 11	SR 15		6,338	6,338		62,279	62,279						A2-4
1807	SR 40	CONE RD	SR 11		7,365	7,365		72,370	72,370						A2-4
3424	SR 40	CR 314A	Levy Hammock Rd.		1,398	1,398	2,738	13,741	16,479						A2-4
3440	SR 40	Williamson	Breakaway Trail					41,175	41,175						A2-6
1199	SR 528	SR 524	SR 3					714,482	714,482						A2-6
3431	SR 60	Polk County Line	US 441		29,400	29,400		288,904	288,904						A2-4
3436	US 27	Florida Turnpike Ramps - North	End of SR 19 / Urban Boundary	6,050	3,450	9,500	30,289	93,064	123,353						A2-6
<b>Funded CFP Totals</b>						<b>293,772</b>			<b>9,001,614</b>	<b>1,142,887</b>				<b>Total CFP Funds= 10,438,273</b>	

**LEGEND**

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

**INFLATION FACTORS**

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# Long Range Cost Feasible Plan FY 2029-2045

District 5

## LEGEND

### Bridge, Interchange, Intersection Improvements (Project with highest phase funded)

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- Right of Way (ROW)
- Preliminary Engineering (PE)
- Project Development and Environmental (PDE)

### Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

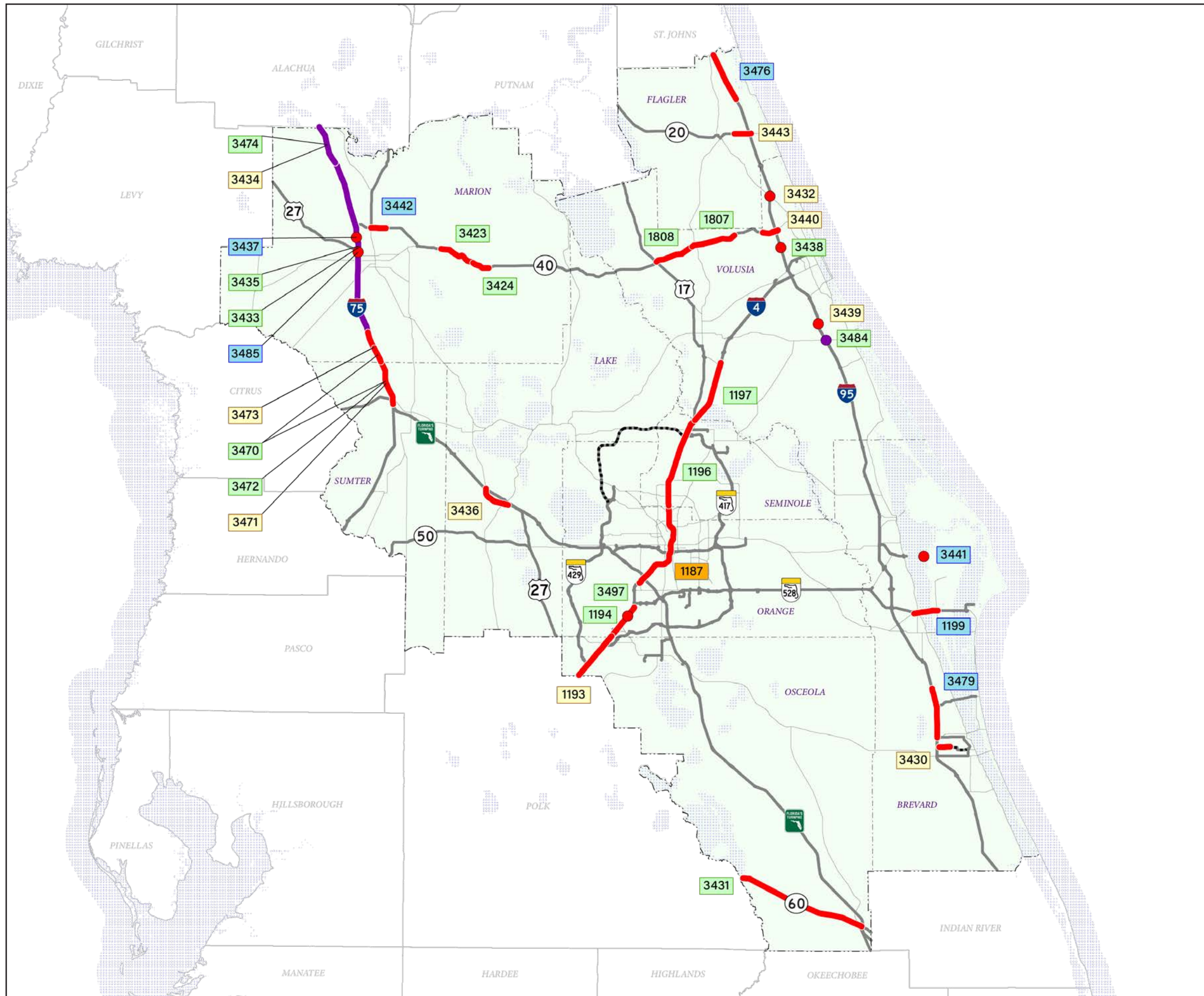
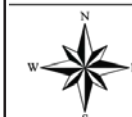
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- 1234 Green Band - FY 2028/2029 to FY 2034/2035
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- 1234 Mega Projects Phased Over Time

- Interstate Highway
- U.S. Highway
- State Highway
- Toll Roads

### Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- Planned Add



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL	
3243	Port Miami Tunnel	McArthur Causeway	PortMiami							4,900	2029	17		ACCESS
928	Port Miami Tunnel-Phase 52	Watson Island	MacArthur Causeway Bridge							599,412	2029	17	78,222	NR
1852	Port Miami Tunnel-Phase 82	Watson Island	MacArthur Causeway Bridge							542,137	2029	17		NR
1853	PortMiami Tunnel-Phase A8	Watson Island	MacArthur Causeway Bridge							238,000	2029	14		NR
3253	I-75	at NW 138th St			780	780		16,435	16,435					M-INCH
3249	I-75 / HEFT Int.	CD Rd	Miami Gardens Dr		2,270	2,270		47,829	47,829					M-INCH
3256	I-75 / Miami Gardens Dr. Int.	Turnpike (HEFT)	NW 170th St.		5,760	5,760		121,363	121,363					UP
3254	I-75 / SR 826 Int.	I-75	SR 826		10,800	10,800		228,610	228,610					M-INCH
3252	I-75 Corridor Improvements	NW 138th St	SR 826		5,200	5,200		109,564	109,564					UP
3247	I-95	US 1 to Broward County line	Managed Lanes / Capacity / Operations		700,000	700,000								UP
3388	Palmetto Metrorail Intermodal Terminal Ph	SR 826 at NW 74 St		4,000	10,000	14,000		95,810	95,810				95,810	PTERM
3257	SR 826 Managed Lanes	SR 836	US 1		61,000	61,000		899,140	899,140					MGLANE
<b>Funded CFP Totals</b>						<b>799,810</b>		<b>1,518,751</b>	<b>1,384,449</b>	<b>Total CFP Funds= 3,703,010</b>				

**LEGEND**

FY 2028/2029 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
Mega Projects Phased Over Time

**INFLATION FACTORS**

FY 2031/32 - 1.474
FY 2037/38 - 1.791
FY 2042/43 - 2.107

**NOTES**

- (1) Values in thousands of dollars in the year of expenditure, inflated to the middle year of each band.
- (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.
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- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (7) Other Funds - assumed to be toll revenue or partner funded.

**IMPROVEMENT TYPES**

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- M-INCH: Modify Interchange
- N-INCH: New Interchange
- NR: New Road
- PDE: Project Dev. Env.
- SERVE: Add Svc/Front/CD System
- STUDY: Study
- UP: Ultimate Plan



# Long Range Cost Feasible Plan FY 2029-2045

District 6

## LEGEND

### Bridge, Interchange, Intersection Improvements (Project with highest phase funded)

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- Right of Way (ROW)
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### Add Lanes, New Roads, etc. Improvements (Project with highest phase funded)

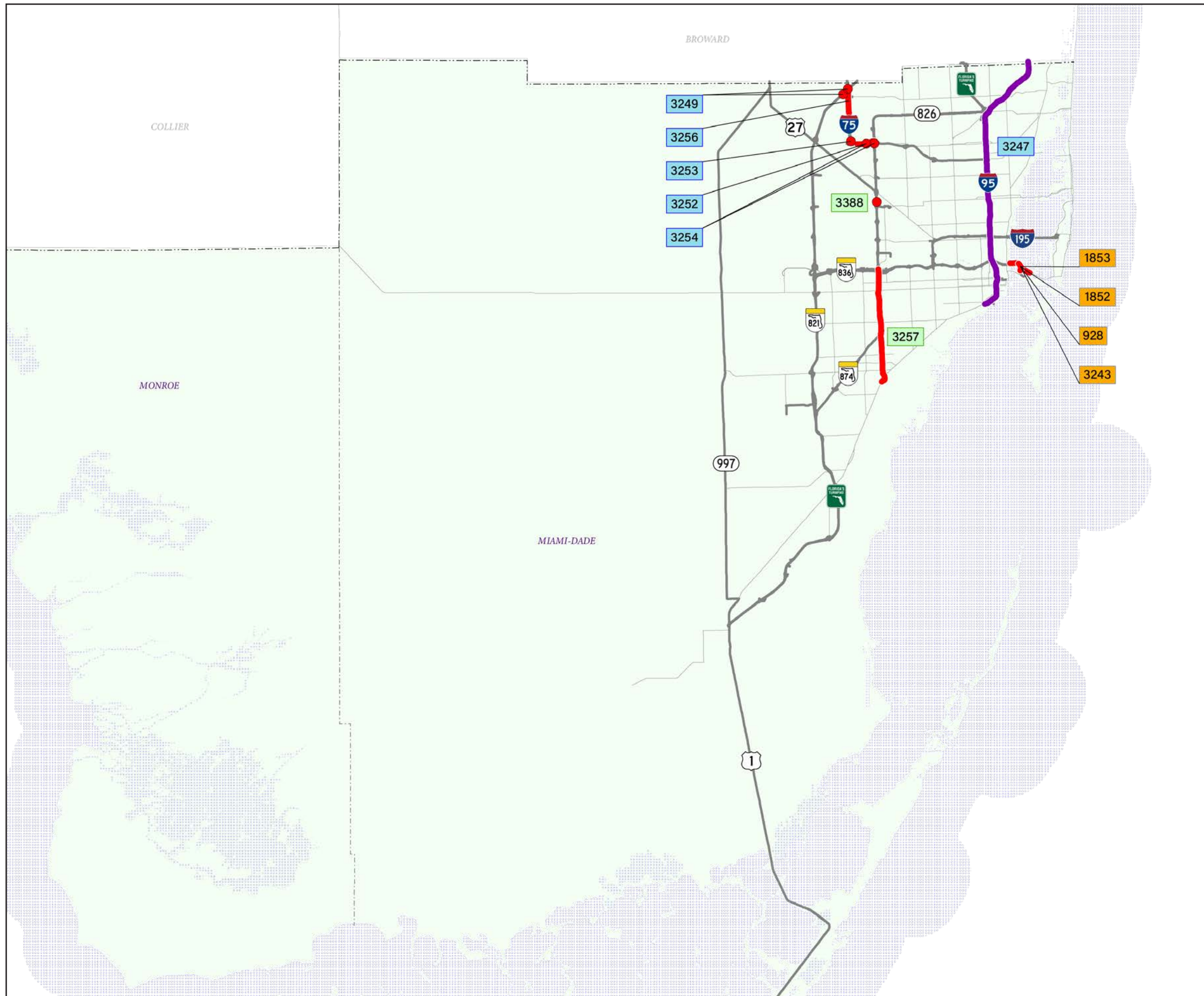
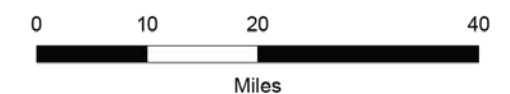
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### Existing Conditions for SIS Highways

- SIS Highways
- Other State roads
- Planned Add



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs		
3506	I-275	S of SR 60 to Lois Ave	SR 60 From S of I-275 to SR 589					1,474,000	1,474,000					M-INCH
3507	I-275	Innovation Corridor (Section 7/Part 2)						147,400	147,400					HWYCAP
3263	I-275	at I-4 Flyover			7,000	7,000	129,465	103,180	232,645					M-INCH
3269	I-275	at Fletcher Avenue			163	163		2,914	2,914					M-INCH
3268	I-275	at Fowler Avenue			101	101		1,816	1,816					M-INCH
3270	I-275	at Bearss Avenue			186	186	7,500	89,550	97,050					M-INCH
3266	I-275	at Sligh Avenue			87	87		518	518					M-INCH
3267	I-275	at Busch Boulevard			168	168		3,005	3,005					M-INCH
3265	I-275	at Hillsborough Avenue			246	246		4,399	4,399					M-INCH
3264	I-275	at MLK Blvd			194	194		1,157	1,157					M-INCH
3508	I-4	Selmon Connector	Branch Forbes Road				150,000	2,428,022	2,578,022					MGLANE
3276	I-4	at Park Road			132	132		2,364	2,364					M-INCH
3274	I-4	at Branch Forbes			124	124		2,221	2,221					M-INCH
3275	I-4	at Thonotosassa Road			119	119		709	709					M-INCH
3273	I-4	at McIntosh Road			252	252		1,504	1,504					M-INCH
3271	I-4	Branch Forbes Road	Polk Parkway		58,500	58,500	21,622	803,264	824,886					MGLANE
3277	I-4	at Mango Road			102	102		1,821	1,821					M-INCH
1497	I-4 (EB)	W of Orient Rd	NB/SB I-75				50,000	57,005	107,005					M-INCH
1635	I-75	SR 56	CR 54		12,019	12,019								MGLANE
3287	I-75	North of SR 52	Hernando/Sumter County Line	750		750								PDE
1634	I-75	N of Fletcher	N of I-75/I-275 Apex		26,748	26,748								MGLANE
3280	I-75	at Big Bend Road					6,000	67,354	73,354					M-INCH
1506	I-75	S of SR 50	Hernando/Sumter C/L		4,207	4,207								MGLANE
1508	I-75	Hernando/Sumter C/L	CR 476-B		2,319	2,319								MGLANE
1632	I-75	S of US 301	N of Fletcher Avenue		296,656	296,656	160,090		160,090					MGLANE
1505	I-75	Pasco/Hernando C/L	S of SR 50		3,939	3,939								MGLANE
3286	I-75	North of Bruce B. Downs	North of SR 52	2,000		2,000								PDE
3281	I-75	at Gibsonton			663	663		11,873	11,873					M-INCH
3278	I-75	Moccasin Wallow	South of US 301		43,560	43,560	8,000	703,654	711,654					MGLANE
1501	I-75	N of CR 54	N of SR 52		23,754	23,754	10,437	250,246	260,683					MGLANE
1502	I-75	N of SR 52	Pasco/Hernando C/L		4,848	4,848	15,002		15,002					MGLANE
1512	SR 50	Brooksville ByPass	Lockhart Road		8,200	8,200	10,289		10,289					A2-6
1511	SR 50 (Cortez Blvd)	Suncoast Pkwy	Cobb Road		4,600	4,600	19,500	29,220	48,720					A2-6
3288	SR 54	at Collier Parkway			15,000	15,000	30,000	179,100	209,100					M-INT
3290	SR 60	SR 39	Polk County Line		5,648	5,648	28,507	51,056	79,563					A2-6
3289	SR 60	Dover Road	SR 39				7,100	137,902	145,002					A2-6
3293	SR 686 / Roosevelt Boulevard	I-275/SR 93	W of 9th St N/MLK St N					199,497	199,497					M-INCH
3298	US 19	Pinellas/Pasco County Line	Pasco/Hernando County Line	1,000		1,000								STUDY
1517	US 19	S of Lake St	Pinellas Trail (Tarpon Interchange)		8,860	8,860								M-INT
3296	US 19 (SR 55)	N of Nebraska Avenue	S of Timberlane Road					229,604	229,604					M-INT
1728	US 41	Pendola Point Rd	South of Causeway Blvd				1,526	10,464	11,990					A2-6
3300	US 92 (Gandy Bridge)	west end of Gandy Bridge	east end of Gandy Bridge		34,881	34,881								A2-6

Funded CFP Totals

567.026

7.649.857

Total CFP Funds= 8.216.883

LEGEND

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# Long Range Cost Feasible Plan FY 2029-2045

District 7

## LEGEND

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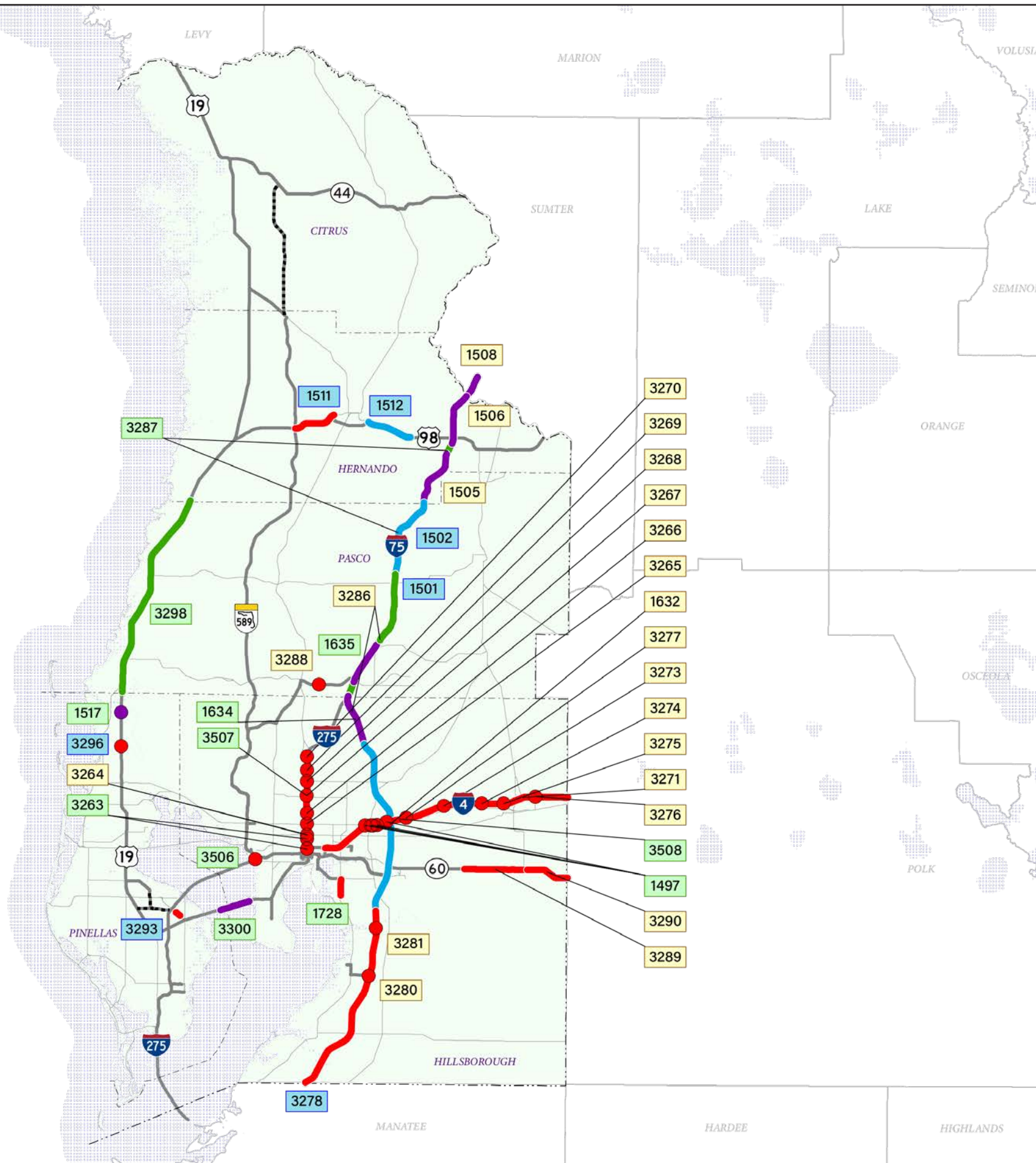
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**State of Florida Department of Transportation**

Systems Implementation Office  
605 Suwannee Street • Tallahassee, FL 32399

[www.dot.state.fl.us](http://www.dot.state.fl.us)