



FDOT District One

Freight Mobility and Trade Study

Technical Memo 5
Freight Improvements Prioritization
(Final)

Table of Contents

| | | |
|------|--|----|
| 1 | INTRODUCTION AND PURPOSE OF TECHNICAL MEMO 5 | 1 |
| 2 | PRIORITIZATION EVALUATION | 2 |
| 3 | COUNTY SUMMARIES..... | 6 |
| 3.1 | Charlotte County | 6 |
| 3.2 | Collier County..... | 6 |
| 3.3 | DeSoto County | 7 |
| 3.4 | Glades County..... | 7 |
| 3.5 | Hardee County | 7 |
| 3.6 | Hendry County | 8 |
| 3.7 | Highlands County | 8 |
| 3.8 | Lee County | 9 |
| 3.9 | Manatee County | 9 |
| 3.10 | Okeechobee County..... | 10 |
| 3.11 | Polk County | 10 |
| 3.12 | Sarasota County..... | 11 |
| 4 | DISTRICTWIDE SUMMARIES | 12 |

Tables

Table 2-1: Short-Term Prioritization Criteria 4
Table 2-2: Long-Term Prioritization Criteria..... 5

Table 3-1: Prioritization of Short-Term Freight Improvement Projects - Charlotte County
Table 3-2: Prioritization of Long-Term Freight Improvement Projects - Charlotte County
Table 3-3: Prioritization Short-Term Freight Improvement Projects - Collier County
Table 3-4: Prioritization of Long-Term Freight Improvement Projects - Collier County
Table 3-5: Prioritization of Short-Term Freight Improvement Projects – DeSoto County
Table 3-6: Prioritization of Long-Term Freight Improvement Projects – DeSoto County
Table 3-7: Prioritization of Short-Term Freight Improvement Projects – Glades County
Table 3-8: Prioritization of Long-Term Freight Improvement Projects – Glades County
Table 3-9: Prioritization of Short-Term Freight Improvement Projects – Hardee County
Table 3-10: Prioritization of Long-Term Freight Improvement Projects – Hardee County
Table 3-11: Prioritization of Short-Term Freight Improvement Projects – Hendry County
Table 3-12: Prioritization of Long-Term Freight Improvement Projects – Hendry County
Table 3-13: Prioritization of Short-Term Freight Improvement Projects – Highlands County
Table 3-14: Prioritization of Long-Term Freight Improvement Projects – Highlands County
Table 3-15: Prioritization of Short-Term Freight Improvement Projects – Lee County
Table 3-16: Prioritization of Long-Term Freight Improvement Projects – Lee County
Table 3-17: Prioritization of Short-Term Freight Improvement Projects – Manatee County
Table 3-18: Prioritization of Long-Term Freight Improvement Projects – Manatee County
Table 3-19: Prioritization of Short-Term Freight Improvement Projects – Okeechobee County
Table 3-20: Prioritization of Long-Term Freight Improvement Projects – Okeechobee County
Table 3-21: Prioritization of Short-Term Freight Improvement Projects – Polk County
Table 3-22: Prioritization of Long-Term Freight Improvement Projects – Polk County
Table 3-23: Prioritization of Short-Term Freight Improvement Projects – Sarasota County
Table 3-24: Prioritization of Long-Term Freight Improvement Projects – Sarasota County

1 INTRODUCTION AND PURPOSE OF TECHNICAL MEMO 5

The Florida Department of Transportation (FDOT) District One Office was tasked to conduct a districtwide Freight Mobility and Trade Study. This report defines an integrated and connected regional freight transportation network, identifies regional freight investment priorities needed to sustain economic growth in the region, provides input to the Florida Freight Mobility and Trade Plan Investment Element, and may be used to petition and secure federal and state funding for enhancements to the existing regional freight network system. In completing the study, District One is undertaking multiple smaller tasks for which results are documented in a series of memoranda.

As part of the initial work effort for this study, a variety of freight-related data was collected on a districtwide level and documented in Technical Memo 2. The information collected in Technical Memo 2 provided a building block for the next document, Technical Memo 3, to expand upon the database to determine and identify several other critical items such as freight activity centers (FACs) and freight mobility corridors. Technical Memo 4 utilized the information from the previous technical memos to conduct a needs assessment review to determine potential freight-related improvement projects within District One. This new document included herein, Technical Memo 5, provides a prioritization evaluation of the improvement projects identified in Technical Memo 4 for both short-term and long-term projects. As part of this memo, preliminary construction costs for each project are included.

To provide a clear understanding of conditions affecting freight, this memo is divided into different sections. The first section discusses the methodology for the prioritization evaluation as well as preliminary construction costs. The remaining sections of this report provide the results of the prioritization review on a county-by-county basis and districtwide level for short-term and long-term improvement projects, including preliminary construction costs. The results provided in this memo may be incorporated as building blocks for future freight movement evaluation within the region.

2 PRIORITIZATION EVALUATION

As stated above, this section provides information regarding the methodology and sources used to determine the recommended prioritization of short-term and long-term freight improvement projects on a county-by-county and districtwide basis. As previously stated in Technical Memo 4, a short-term improvement is defined as a project that is expected to be constructed within a 10-year window. A long-term improvement is defined as a project that is expected to be constructed beyond the 10-year window. This section also includes information regarding the determination of preliminary construction costs for each of these improvement projects.

The methodology used to undertake the prioritization evaluation involved the use of GIS-based data previously researched and collected for other technical memos. This type of data, known as geospatial data, was obtained from several sources, including the Florida Geographic Data Library Database. This information is comprised of up to eight (8) main criteria which are used to produce Freight Project Priority Scores (FPPS) for each improvement project previously shown in Technical Memo 4. The criteria are defined below.

- **Strategic Intermodal System (SIS):** Intermodal network of transportation facilities that seamlessly flow from one mode to the next with the goal of providing the highest degree of mobility for people and goods traveling throughout the state. Freight improvement project locations were determined to be on or off SIS route.
- **Truck Crashes:** Total truck crashes, over a 3-year span, that are located within 1 mile of freight improvement project limits.
- **Truck AADT on Interstate and Non-Interstate:** Truck Annual Average Daily Traffic (AADT) at a certain level and determining if project limits encompass an interstate or non-interstate.
- **Total AADT:** Total Annual Average Daily Traffic (AADT) encompassing freight improvement project limits.
- **FAC/Freight Hub Proximity:** The distance of an existing or emerging Freight Activity Center (FAC)/Freight Hub from the freight improvement project limits.
- **Level of Service:** Volume-to-capacity calculations encompassing the freight improvement project limits.
- **Truck Percentage Based on AADT –** The truck percentage with an AADT of greater than 500 encompassing the freight improvement project limits.
- **Improvement Affecting Multiple Modes:** Determining if the freight improvement project affects multiple modes (Roadway, Railroad, Seaport, and Airport). The more modes affected, the higher the score received.

It should be noted that several of these criteria or factors were used in other studies, including the previously approved Tampa Bay Goods Movement Study. Each factor is weighted by level of significance to the overall FPPS. In addition, the criteria used to prioritize both short-term and long-term improvement projects were identical, with one exception. For long-term projects, the Truck Crash criterion was excluded because only existing crash information is available. Thus, only seven (7) factors were considered to determine the overall FPPS for long-term projects.

Also, the short-term criteria included existing Total AADT and Truck AADT information while the long-term criteria used future traffic estimates for Total AADT and Truck AADT.

The specific data used in this prioritization evaluation are found in Technical Memos 2 and 3. Table 2-1 and Table 2-2 provide the criteria type and scoring range for each factor for both short-term and long-term improvement projects.

It should be noted that the list of improvement projects provided in Technical Memo 4, which are used in the prioritization evaluation, excludes projects already fully funded for construction as identified in the current FDOT 5-Year Work Program (WP) and the counties' Capital Improvement Program (CIP) so as to avoid redundancy. However, the list does include potential projects which do not have construction monies in the short-term 5-year horizon found in the WPs and CIPs.

As a supplement to the prioritization evaluation, preliminary construction costs were developed for both short-term and long-term improvement projects. The costs were determined from several FDOT sources, including the Strategic Intermodal System (SIS) Funding Strategy Second Five-Year Plan (FY 2019/20 to 2023/24), the SIS Long Range Cost Feasible Plan 2024-2040, and the Long-Range Transportation Plan (LRTP) Costing Tool. The latter source (i.e. LRTP Costing Tool) was used to develop costs for improvement projects identified in this memo that are not shown in the above SIS documents. Although this tool provides a “ball park” cost estimate, the intent of the tool is to develop construction costs for larger capacity improvements (such as widening a roadway or constructing a new interchange) and not smaller modification improvements (such as adding turn lanes at an intersection or modifying a ramp at an interchange). Due to the limitations of the tool, engineering judgment and general knowledge of costs were applied to these smaller-type projects. For example, for a typical intersection improvement (although not fully identified), such as turn lane additions and/or signalization, it was determined that a general cost of \$1,000,000 was used.

Please note that the purpose of developing these costs at this time is to provide a general magnitude of costs for each of these projects. The specific costs of all improvement projects identified herein must be re-evaluated at the later design stage of the project.

Table 2-1: Short-Term Prioritization Criteria

| District 1 Prioritization GIS Matrix | | | | | |
|---|------------------------------|-----------------------------|----------------|---------------|---------------|
| 1. Improvement Project - Route Location | | | | | |
| SIS, Emerging, Connector | Yes | No | | | |
| Points | 5 | 2 | | | |
| 2. Total Truck Crashes (Over 3 Year Span) Within 1 Mile From Imp | | | | | |
| Crash Number | 11-20 | 6-10 | 3-5 | 1-2 | 0 |
| Points | 5 | 3 | 2 | 1 | 0 |
| 3. Truck AADT on Interstate | | | | | |
| AADT (Existing) | > 8,000 | 5,001-8,000 | 3,001-5,000 | 1,001-3,000 | 0-1000 |
| Points | 5 | 4 | 3 | 2 | 1 |
| Truck AADT on Non-Interstate | | | | | |
| AADT (Existing) | > 3,000 | 2,001-3,000 | 1,001-2,000 | 501-1,000 | 0-500 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 4. Total AADT | | | | | |
| AADT (Existing) | >80,000 | 60,001-80,000 | 40,001-60,000 | 20,001-40,000 | 0-20,000 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 5. FAC/Freight Hub (ILC/Seaport/Airport) Proximity | | | | | |
| Miles From FAC/Freight Hub | 0-1 | 1.1-2 | 2.1-3 | 3.1-5 | >5 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 6. Roadway Operating Conditions | | | | | |
| VC Ratio | (Exceeding Capacity) >1.0001 | (At Capacity) 0.9001-1.0000 | 0.75001-0.9000 | 0.5001-0.7500 | 0.0000-0.5000 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 7. Need For Longer Life | | | | | |
| Truck % >10 And Minimum Of 500 Truck AADT | Truck % >30% | Truck % >20% | Truck % >10% | | |
| Points | 5 | 3 | 1 | | |
| 8. Improvement Affecting Multiple Modes | | | | | |
| Modes (Roadway/Airport/Railroad/Seaport) | 2 or More | 1 | | | |
| Points | 5 | 2 | | | |
| Optimal Total Score = 40 Points | | | | | |

Table 2-2: Long-Term Prioritization Criteria

| District 1 Prioritization GIS Matrix | | | | | |
|---|------------------------------|-----------------------------|----------------|---------------|---------------|
| 1. Improvement Project – Route Location | | | | | |
| SIS, Emerging, Connector | Yes | No | | | |
| Points | 5 | 2 | | | |
| 2. Truck AADT on Interstate | | | | | |
| AADT (Future) | > 8,000 | 5,001-8,000 | 3,001-5,000 | 1,001-3,000 | 0-1000 |
| Points | 5 | 4 | 3 | 2 | 1 |
| Truck AADT on Non-Interstate | | | | | |
| AADT (Future) | > 3,000 | 2,001-3,000 | 1,001-2,000 | 501-1,000 | 0-500 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 3. Total AADT | | | | | |
| AADT (Future) | >80,000 | 60,001-80,000 | 40,001-60,000 | 20,001-40,000 | 0-20,000 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 4. FAC/Freight Hub (ILC/Seaport/Airport) Proximity | | | | | |
| Miles From FAC/Freight Hub | 0-1 | 1.1-2 | 2.1-3 | 3.1-5 | >5 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 5. Roadway Operating Conditions | | | | | |
| VC Ratio | (Exceeding Capacity) >1.0001 | (At Capacity) 0.9001-1.0000 | 0.75001-0.9000 | 0.5001-0.7500 | 0.0000-0.5000 |
| Points | 5 | 4 | 3 | 2 | 1 |
| 6. Need For Longer Life | | | | | |
| Truck % > 10 And Minimum Of 500 Truck AADT | Truck % >30% | Truck % >20% | Truck % >10% | | |
| Points | 5 | 3 | 1 | | |
| 7. Improvement Affecting Multiple Modes | | | | | |
| Modes (Roadway/Airport/Railroad/Seaport) | 2 or More | 1 | | | |
| Points | 5 | 2 | | | |
| Optimal Total Score = 35 Points | | | | | |

3 COUNTY SUMMARIES

The prioritization of freight improvement projects for each county within District One utilized the criteria described in Section 2.0 as well as data previously provided in Technical Memos 2 through 4 to determine rankings for both short-term and long-term improvement projects. The recommended rankings for short-term and long-term improvement projects are summarized in this section on a county-by county basis in tabular form. Documentation of these results is provided in the Appendix of this memo.

Please note that the recommended rankings were based solely upon the specific criteria discussed earlier in this memo and any variations to the point system or additions/deletions to the factors considered will likely change the final rankings. Thus, individual counties could utilize these results, with adjustments to account for local policies, conditions, and circumstances, to determine appropriate future freight-related improvements within their jurisdiction.

Finally, as part of this effort, preliminary construction costs are provided in the tables for informational purposes only.

3.1 Charlotte County

The prioritization or ranking of the short-term improvement projects for Charlotte County are summarized in Table 3-1. As shown in this table, the top three recommended projects include:

- 1) I-75 from North Jones Loop Road to US 17;
- 2) I-75 at US 17; and
- 3) US 41 from Harborview Road to SR 776.

These rankings appear to be reasonable since they emphasize higher capacity-carrying roadways/locations. However, another identified project, Piper Road from North Jones Loop Road to US 17, should also be considered as a priority since this project is critical to the nearby FAC (i.e. airport and commerce park).

The ranking of the long-term improvement projects are provided in Table 3-2. As shown in this table, the top three projects include:

- 1) I-75 from US 17 to Harborview Road;
- 2) US 17 from Copley Drive to CR 74; and
- 3) I-75 from Harborview Road to DeSoto County Line.

3.2 Collier County

The ranking of the short-term improvement projects for Collier County are summarized in Table 3-3. As shown in this table, the top three recommended projects include:

- 1) SR 29 from I-75 to Hendry County Line;
- 2) I-75 from SR 951 to Golden Gate Parkway; and
- 3) I-75 at SR 951.

These rankings appear to be consistent with potential needs along or at critical corridors or locations. However, another identified project, SR 29 at SR 82, should also be considered as a priority since this intersection is a critical junction for freight movement in the area.

The ranking of the long-term improvement projects are provided in Table 3-4. As shown in this table, the top three projects include:

- 1) I-75 from Golden Gate Parkway to Pine Ridge Road;
- 2) I-75 HOV Lanes from Pine Ridge Road to Lee County Line; and
- 3) SR 82 from Hendry County Line to SR 29.

3.3 DeSoto County

The ranking of the short-term improvement projects for DeSoto County are summarized in Table 3-5. Since there is only a total of three (3) short-term projects as shown in this table, these recommended projects are ranked as follows:

- 1) SR 70 from SR 72 to US 17;
- 2) SR 70 at SR 72; and
- 3) SR 70 at SR 31.

The ranking of the only two (2) long-term improvement projects are provided in Table 3-6. As shown in this table, these projects are ranked as follows:

- 1) SR 70 from Manatee County Line to Highlands County Line; and
- 2) SR 31 Extension from US 17 to SR 70.

3.4 Glades County

The ranking of the four (4) short-term improvement projects for Glades County are summarized in Table 3-7. As shown in this table, the top three recommended projects include:

- 1) SR 29 at US 27;
- 2) US 27 at 6th Street and at 7th Street; and
- 3) US 27 at SR 78.

In addition, since there is only one (1) long-term improvement project (SR 29 from Hendry County Line to US 27), as shown in Table 3-8, a ranking is not necessary.

3.5 Hardee County

The ranking of the short-term improvement projects for Hardee County are summarized in Table 3-9. Since there is only a total of three (3) short-term projects as shown in this table, these recommended projects are ranked as follows:

- 1) US 17 at SR 64;
- 2) US 17 at SR 66; and
- 3) US 17 at SR 62.

The ranking of the only three (3) long-term improvement projects are provided in Table 3-10. As shown in this table, these projects are ranked as follows:

- 1) SR 62 Extension from US 17 to SR 64;
- 2) SR 64 from US 17 to Highlands County Line; and
- 3) SR 64 from Manatee County Line to US 17.

3.6 Hendry County

The ranking of the four (4) short-term improvement projects for Hendry County are summarized in Table 3-11. As shown in this table, the top three recommended projects include:

- 1) US 27/SR 80 East of Lewis Boulevard (Railroad Crossing);
- 2) US 27 at SR 80; and
- 3) SR 29 at Caloosahatchee River Bridge.

For clarification purposes, the US 27 at SR 80 project will likely involve smaller operational-type improvements, such as traffic control modifications or turn lane extensions or widening, to improve traffic flow through this grade-separated intersection.

Although these three projects are appropriate, consideration should be given to moving the third ranked project (i.e. SR 29 at Caloosahatchee River Bridge) up to the top spot based upon the critical role the bridge plays in moving freight through the region.

The ranking of the long-term improvement projects are provided in Table 3-12. As shown in this table, the top three projects include:

- 1) SR 29 from CR 832 to Spencer Lane;
- 2) US 27/SR 80 from US 27 to South Francisco Street; and
- 3) SR 29 from Cowboy Way to Whidden Road.

These rankings appear to be consistent with potential needs along these critical corridors. However, as identified for the short-term projects, the third ranked project (i.e. SR 29 from Cowboy Way to Whidden Road) is likely more important than the other higher ranked projects because it is connected with the Caloosahatchee River Bridge improvement. In addition, the other remaining segments of SR 29, south of LaBelle, should also be considered as priorities to complete the widening of the SR 29 corridor through this county.

3.7 Highlands County

The ranking of the short-term improvement projects for Highlands County are summarized in Table 3-13. As shown in this table, the top three recommended projects include:

- 1) US 98 from US 27 to Airport Road;
- 2) US 27 from SR 66 to N. Sebring City Limits; and
- 3) US 27 from SR 70 to SR 66.

These rankings appear to be reasonable since they emphasize higher capacity-carrying roadways and consider continued growth along these corridors in the future.

The ranking of the only two (2) long-term improvement projects are provided in Table 3-14. As shown in this table, these projects are ranked as follows:

- 1) SR 70 from DeSoto County Line to Okeechobee County Line; and
- 2) SR 64 from Hardee County Line to US 27.

3.8 Lee County

The ranking of the only two (2) short-term improvement projects for Lee County are summarized in Table 3-15. As shown in this table, these projects are ranked as follows:

- 1) US 41 at Daniels Parkway; and
- 2) SR 31 at Caloosahatchee River Bridge.

The ranking of the long-term improvement projects are provided in Table 3-16. As shown in this table, the top three projects include:

- 1) I-75 at SR 82;
- 2) I-75 at SR 884; and
- 3) I-75 from SR 82 to Charlotte County Line.

These rankings appear to be reasonable since they emphasize higher capacity-carrying roadways/locations. However, there are other projects that should also be considered as priorities, including SR 884 from Fowler Street to SR 739 (Railroad Crossing), SR 82 from Shawnee Road to Hendry County Line, or other interchanges along I-75 in the southern portion of the county. Due to the continued growth in the county, particularly to the east, the I-75 corridor and other major roadways, such as SR 82, will become even more important in the movement of freight in the region.

3.9 Manatee County

The ranking of the four (4) short-term improvement projects for Manatee County are summarized in Table 3-17. As shown in this table, the top three recommended projects include:

- 1) US 41/301 South of 13th Avenue West (Railroad Crossing);
- 2) SR 70 from US 41 to Lorraine Road; and
- 3) SR 64 from Palma Sola Boulevard to Lakewood Ranch Boulevard.

The ranking of the long-term improvement projects are provided in Table 3-18. As shown in this table, the top three projects include:

- 1) I-75 at US 301;
- 2) I-75 at SR 70; and
- 3) I-75 at SR 64.

These rankings appear to be reasonable since they emphasize higher capacity-carrying locations. However, there are other projects that should also be considered as priorities, such as the I-75 Port Connector Corridor from US 41 to I-75, and SR 70 from Lorraine Road to Desoto County Line. The I-75 Port Connector project is essential in the continued growth of several major FACs in the area, including Port Manatee and Florida International Gateway. The SR 70 project is critical because it is along an existing major east/west facility that is considered an emerging SIS corridor.

3.10 Okeechobee County

The ranking of the short-term improvement projects for Okeechobee County are summarized in Table 3-19. As shown in this table, the top three recommended projects include:

- 1) US 441 South of NW 9th Street (Railroad Crossing);
- 2) SR 70 at SR 710; and
- 3) US 98 North of SR 700 (Railroad Crossing).

These rankings appear to be reasonable since they emphasize higher capacity-carrying locations.

The ranking of the four (4) long-term improvement projects are provided in Table 3-20. As shown in this table, the top three projects are ranked as follows:

- 1) SR 710 from SR 70 to Martin County Line;
- 2) SR 70 from Highlands County Line to US 98; and
- 3) US 98 from SR 70 to North of NW 36th Street.

3.11 Polk County

The ranking of the short-term improvement projects for Polk County are summarized in Table 3-21. As shown in this table, the top three recommended projects include:

- 1) I-4 at CSX Railroad Crossing/Overpass;
- 2) SR 60 East of Old Hwy 60 (Nichols Road); and
- 3) I-4 at US 27.

These rankings appear to be reasonable since they emphasize higher capacity-carrying roadways/locations. However, there are other projects that should also be considered as priorities, such as US 27 from US 17/92 to Deen Still Road, SR 60 at Logistics Parkway, US 27 at Hunt Brothers Road, and County Line Road at US 92 (Railroad Crossing). Each one of these additional projects is important to the movement of freight in the region, whether affecting a FAC or a critical highway-railroad crossing.

The ranking of the long-term improvement projects are provided in Table 3-22. As shown in this table, the top three projects are ranked as follows:

- 1) I-4 at SR 33;
- 2) I-4 at County Line Road; and
- 3) Proposed Central Polk Parkway from Central Polk Parkway/SR 60 to US 27.

Although these projects appear to be appropriate based upon continued growth along the I-4 corridor and in the southeast part of the county, there are additional projects that need to be considered as priorities. These additional projects include the remaining segments of the proposed Central Polk Parkway, the widening of SR 60 (eastern county), and the extension of SR 540/Thompson Nursery Road north of the Central Florida Intermodal Logistics Center (ILC).

3.12 Sarasota County

The ranking of the four (4) short-term improvement projects for Sarasota County are summarized in Table 3-23. As shown in this table, the top three recommended projects include:

- 1) I-75 from DeSoto County Line to Toledo Blade Boulevard;
- 2) US 301 South of University Parkway (Railroad Crossing); and
- 3) Bee Ridge Road from Bond Street to Cattleman Road.

The ranking of the long-term improvement projects are provided in Table 3-24. As shown in this table, the top three projects are ranked as follows:

- 1) I-75 at Fruitville Road;
- 2) I-75 at Clark Road; and
- 3) I-75 at Bee Ridge Road.

These rankings appear to be reasonable since they emphasize higher capacity-carrying locations as well as areas of continued growth, particularly on the east side of the I-75 corridor.

4 DISTRICTWIDE SUMMARIES

As previously stated, the prioritization of freight improvement projects was also undertaken on a districtwide level for both short-term and long-term improvement projects. The rankings were based upon the point totals discussed in Section 2.0 and the results found in Section 3.0. The results of these rankings are discussed in this section and documented in the Appendix of this memo.

The top nine (9) ranked recommended short-term improvement projects (there were four other projects tied for tenth ranked) on a districtwide level involve projects from five counties (Charlotte, Hendry, Manatee, Polk, and Sarasota Counties) and are listed as follows:

- 1) I-4 at CSX Railroad Crossing/Overpass;
- 2) I-75 from North Jones Loop Road to US 17;
- 3) I-75 from DeSoto County Line to Toledo Blade Boulevard;
- 4) US 41/301 South of 13th Avenue West (Railroad Crossing);
- 5) US 301 South of University Parkway (Railroad Crossing);
- 6) SR 70 from US 41 to Lorraine Road;
- 7) US 27/SR 80 East of Lewis Boulevard (Railroad Crossing);
- 8) SR 60 East of Old Hwy 60 (Nichols Road); and
- 9) I-4 at US 27.

The top eleven (11) ranked recommended long-term improvement projects (two projects were tied as the tenth ranked project) on a districtwide level involve projects from three counties (Lee, Manatee, and Sarasota Counties) and are listed as follows:

- 1) I-75 at SR 82;
- 2) I-75 at US 301;
- 3) I-75 at SR 884;
- 4) I-75 at Fruitville Road;
- 5) I-75 from SR 82 to Charlotte County Line;
- 6) I-75 at Clark Road;
- 7) I-75 at Bee Ridge Road;
- 8) SR 884 (Colonial Boulevard) from Fowler Street to SR 739 (Railroad Crossing);
- 9) I-75 at SR 681;
- 10) I-75 at SR 70; and
- 11) I-75 at SR 64.

Similar to the results found in the county-by county basis for projects, there may be projects that are not ranked as high as those above but are critical to freight movement within the region, such as projects near FACs or at major corridor intersections/interchanges or at roadway/railroad crossings. The final determination of priority projects should be made by FDOT District One officials upon further detailed evaluation.

Table 3-1: Prioritization of Short-Term Freight Improvement Projects - Charlotte County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|-------------------------------------|-----------------------|-----------|--------------------------|---|---------------------------|---------------------------|
| 1 | CHARLOTTE | I-75 | NORTH JONES LOOP ROAD | US 17 | WIDEN TO 6 LANES | ROADWAY | YES | \$31,000,000 |
| 2 | CHARLOTTE | I-75 AT US 17 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 3 | CHARLOTTE | US 41 | HARBORVIEW ROAD | SR 776 | CORRIDOR RETIMING | ROADWAY | NO | \$500,000 |
| 4 | CHARLOTTE | PIPER ROAD | NORTH JONES LOOP ROAD | US 17 | EXTEND/ WIDEN TO 4-LANES | ROADWAY/ AIRPORT | NO | \$15,000,000 |
| 4 | CHARLOTTE | US 41 AT CARMELITA STREET EXTENSION | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |
| 4 | CHARLOTTE | US 41 AT PORT CHARLOTTE BLVD | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |

Table 3-2: Prioritization of Long-Term Freight Improvement Projects - Charlotte County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|-----------|-----------------------------------|-----------------------|----------------------|--------------------------|--|--------------------|--------------------|
| 1 | CHARLOTTE | I-75 (PEACE RIVER BRIDGES) | US 17 | HARBORVIEW ROAD | WIDEN TO 8 LANES | ROADWAY | YES | \$38,000,000 |
| 2 | CHARLOTTE | US 17 | COPLEY DRIVE | CR 74 (BERMONT ROAD) | WIDEN TO 6 LANES | ROADWAY/ RAILROAD (CROSSING #623232L) | YES | \$10,000,000 |
| 3 | CHARLOTTE | I-75 | HARBORVIEW ROAD | DESOTO COUNTY LINE | WIDEN TO 8 LANES | ROADWAY | YES | \$40,000,000 |
| 4 | CHARLOTTE | I-75 | LEE COUNTY LINE | US 17 | WIDEN TO 8 LANES | ROADWAY | YES | \$140,000,000 |
| 5 | CHARLOTTE | NORTH JONES LOOP ROAD | US 41 | PIPER ROAD | WIDEN TO 6 LANES | ROADWAY | NO | \$6,000,000 |
| 5 | CHARLOTTE | SR 31 AT CR 74 | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |
| 7 | CHARLOTTE | CR 765/BURNT STORE ROAD EXTENSION | CR 765A (TAYLOR ROAD) | FLORIDA STREET | NEW 4-LANE FACILITY | ROADWAY/ RAILROAD (CROSSING #623244F) | NO | \$19,000,000 |
| 7 | CHARLOTTE | CR 765/BURNT STORE ROAD | LEE COUNTY LINE | US 41 | WIDEN TO 4 LANES | ROADWAY | NO | \$72,000,000 |
| 7 | CHARLOTTE | US 41 | TUCKERS GRADE RD | ENTERPRISE DRIVE | WIDEN TO 6 LANES | ROADWAY | NO | \$158,000,000 |
| 10 | CHARLOTTE | TUCKERS GRADE ROAD | US 41 | I-75 | WIDEN TO 6 LANES | ROADWAY/ RAILROAD (CROSSING #623248H) | NO | \$9,000,000 |

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|----------------------------|----------------------|--------------------------|---------------------|---|---------------------------|---------------------------|
| 11 | CHARLOTTE | SR 776 (SOUTH MCCALL ROAD) | CR 775/ PLACIDA ROAD | SUNNYBROOK BOULEVARD | WIDEN TO 6 LANES | ROADWAY | NO | \$37,000,000 |
| 12 | CHARLOTTE | HARBORVIEW ROAD | MELBOURNE STREET | RIO DE JANEIRO AVENUE | WIDEN TO 4 LANES | ROADWAY | NO | \$41,500,000 |
| 12 | CHARLOTTE | TUCKERS GRADE EXTENSION | US 41 | CR 765/ BURNT STORE ROAD | NEW 6-LANE FACILITY | ROADWAY | NO | \$30,500,000 |

Table 3-3: Prioritization Short-Term Freight Improvement Projects - Collier County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|----------------------------|----------------------------|--------------------------|---|---------------------------|---------------------------|
| 1 | COLLIER | SR 29 | I-75 | HENDRY COUNTY LINE | WIDEN TO 4 LANES | ROADWAY | YES | \$44,000,000 |
| 1 | COLLIER | I-75 | SR 951 (COLLIER BOULEVARD) | GOLDEN GATE PARKWAY | WIDEN TO 6 LANES | ROADWAY | YES | \$13,000,000 |
| 3 | COLLIER | I-75 AT SR 951 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 4 | COLLIER | I-75 | SR 29 | SR 951 (COLLIER BOULEVARD) | WIDEN TO 6 LANES | ROADWAY | YES | \$180,500,000 |
| 5 | COLLIER | SR 29 AT SR 82 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 6 | COLLIER | I-75 AT SR 29 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |

Table 3-4: Prioritization of Long-Term Freight Improvement Projects - Collier County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|---------|----------------------------|-----------------------------|-----------------------------|---------------------------|--|--------------------|--------------------|
| 1 | COLLIER | I-75 | GOLDEN GATE PARKWAY | PINE RIDGE ROAD | WIDEN TO 8 LANES | ROADWAY | YES | \$29,000,000 |
| 2 | COLLIER | I-75 HOV LANES | PINE RIDGE ROAD | LEE COUNTY LINE | NEW 4-LANE LIMITED ACCESS | ROADWAY | YES | \$85,000,000 |
| 3 | COLLIER | SR 82 | HENDRY COUNTY LINE | SR 29 | WIDEN TO 6 LANES | ROADWAY | YES | \$60,000,000 |
| 4 | COLLIER | SR 951 (COLLIER BOULEVARD) | SOUTH OF MANATEE ROAD | NORTH OF TOWER ROAD | WIDEN TO 6 LANES | ROADWAY | NO | \$6,000,000 |
| 5 | COLLIER | SR 951 (COLLIER BOULEVARD) | GOLDEN GATE CANAL | GREEN BOULEVARD | WIDEN TO 6 LANES | ROADWAY | NO | \$9,000,000 |
| 6 | COLLIER | SR 29 LOOP ROAD | SR 29 (SOUTH) | FLORIDA TRADEPORT BOULEVARD | NEW 2-LANE FACILITY | ROADWAY | NO | \$16,500,000 |
| 7 | COLLIER | SR 29 LOOP ROAD | FLORIDA TRADEPORT BOULEVARD | SR 29 (SOUTH) | NEW 4-LANE FACILITY | ROADWAY | NO | \$21,000,000 |
| 8 | COLLIER | OIL WELL ROAD/CR 858 | AVE MARIA ENTRANCE | CAMP KEAIS ROAD | WIDEN TO 6 LANES | ROADWAY | NO | \$40,000,000 |

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|----------------------|----------------------|---------------------|---------------------|---|---------------------------|---------------------------|
| 8 | COLLIER | OIL WELL ROAD/CR 858 | EVERGLADES BOULEVARD | OIL WELL GRADE ROAD | WIDEN TO 4 LANES | ROADWAY | NO | \$81,000,000 |

Table 3-5: Prioritization of Short-Term Freight Improvement Projects – DeSoto County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|-------------|-----------|--------------------------|---|---------------------------|---------------------------|
| 1 | DESOTO | SR 70 | SR 72 | US 17 | RESURFACING | ROADWAY/ RAILROAD (CROSSING #624093W) | YES | \$5,000,000 |
| 2 | DESOTO | SR 70 AT SR 72 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 3 | DESOTO | SR 70 AT SR 31 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |

Table 3-6: Prioritization of Long-Term Freight Improvement Projects – DeSoto County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|---------------------|-----------------------|---------------------|---|---------------------------|---------------------------|
| 1 | DESOTO | SR 70 | MANATEE COUNTY LINE | HIGHLANDS COUNTY LINE | WIDEN TO 4 LANES | ROADWAY/ RAILROAD (CROSSING #624093W) | YES | \$318,000,000 |
| 2 | DESOTO | SR 31 EXTENSION | US 17 | SR 70 | NEW 2-LANE FACILITY | ROADWAY | NO | \$15,000,000 |

Table 3-7: Prioritization of Short-Term Freight Improvement Projects – Glades County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|---------------------------------------|------|----|---|--|--------------------|--------------------|
| 1 | GLADES | SR 29 AT US 27 | | | INTERSECTION IMPROVEMENT (GRADE SEPARATION) | ROADWAY/ RAILROAD (CROSSING #627657N) | YES | \$37,500,000 |
| 2 | GLADES | US 27 AT 6TH STREET AND AT 7TH STREET | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$2,000,000 |
| 3 | GLADES | US 27 AT SR 78 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 4 | GLADES | SR 29 AT CR 74 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |

Table 3-8: Prioritization of Long-Term Freight Improvement Projects – Glades County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|--------------------|-----------|---------------------|---|---------------------------|---------------------------|
| 1 | GLADES | SR 29 | HENDRY COUNTY LINE | US 27 | WIDEN TO 4 LANES | ROADWAY/ RAILROAD (CROSSING #627657N) | YES | \$143,000,000 |

Table 3-9: Prioritization of Short-Term Freight Improvement Projects – Hardee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|-------------|-----------|--------------------------|---|---------------------------|---------------------------|
| 1 | HARDEE | US 17 AT SR 64 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 1 | HARDEE | US 17 AT SR 66 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 3 | HARDEE | US 17 AT SR 62 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |

Table 3-10: Prioritization of Long-Term Freight Improvement Projects – Hardee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|---------------------|-----------------------|---------------------|---|---------------------------|---------------------------|
| 1 | HARDEE | SR 62 EXTENSION | US 17 | SR 64 | NEW 2-LANE FACILITY | ROADWAY | NO | \$71,500,000 |
| 2 | HARDEE | SR 64 | US 17 | HIGHLANDS COUNTY LINE | WIDEN TO 4 LANES | ROADWAY | YES | \$138,500,000 |
| 2 | HARDEE | SR 64 | MANATEE COUNTY LINE | US 17 | WIDEN TO 4 LANES | ROADWAY | NO | \$76,000,000 |

Table 3-11: Prioritization of Short-Term Freight Improvement Projects – Hendry County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------------------------|-------------------|-------------|-----------------------------------|---|---------------------------|---------------------------|
| 1 | HENDRY | US 27/SR 80 E OF LEWIS BLVD | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #627695X) | YES | \$22,000,000 |
| 2 | HENDRY | US 27 AT SR 80 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 3 | HENDRY | SR 29 AT CALOOSAHATCHEE RIVER BRIDGE | | | BRIDGE REHABILITATION/ NEW BRIDGE | ROADWAY | YES | \$10,000,000 |
| 4 | HENDRY | SR 80 | BIRCHWOOD PARKWAY | DALTON LANE | WIDEN TO 4 LANES | ROADWAY | YES | \$118,000,000 |

Table 3-12: Prioritization of Long-Term Freight Improvement Projects – Hendry County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|---------------------|----------------------|---------------------|---|---------------------------|---------------------------|
| 1 | HENDRY | SR 29 | CR 832 (KERI ROAD) | SPENCER LANE | WIDEN TO 4 LANES | ROADWAY | YES | \$21,000,000 |
| 2 | HENDRY | US 27/SR 80 | US 27 | S.FRANCISCO ST. | WIDEN TO 6 LANES | ROADWAY | YES | \$92,000,000 |
| 3 | HENDRY | SR 29 | COWBOY WAY | WHIDDEN ROAD | WIDEN TO 4 LANES | ROADWAY | YES | \$21,000,000 |
| 4 | HENDRY | SR 80 | LEE COUNTY LINE | FORT THOMPSON AVENUE | WIDEN TO 6 LANES | ROADWAY | YES | \$19,500,000 |
| 4 | HENDRY | SR 82 | LEE COUNTY LINE | COLLIER COUNTY LINE | WIDEN TO 6 LANES | ROADWAY | YES | \$12,000,000 |
| 6 | HENDRY | SR 29 | SPENCER LANE | COWBOY WAY | WIDEN TO 4 LANES | ROADWAY | YES | \$20,000,000 |
| 6 | HENDRY | SR 80 | CR 833 | US 27 | WIDEN TO 4 LANES | ROADWAY | YES | \$22,500,000 |
| 8 | HENDRY | SR 29 | COLLIER COUNTY LINE | CR 832 (KERI ROAD) | WIDEN TO 4 LANES | ROADWAY | YES | \$46,500,000 |

Table 3-13: Prioritization of Short-Term Freight Improvement Projects – Highlands County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|----------------------------|------------------|------------------------|--------------------------|---|---------------------------|---------------------------|
| 1 | HIGHLANDS | US 98 | US 27 | AIRPORT ROAD | WIDEN TO 4 LANES | ROADWAY/ RAILROAD (CROSSING #627623U) | NO | \$30,000,000 |
| 2 | HIGHLANDS | US 27 | SR 66 | N. SEBRING CITY LIMITS | CORRIDOR RETIMING | ROADWAY | YES | \$500,000 |
| 3 | HIGHLANDS | US 27 | SR 70 | SR 66 | WIDEN TO 6 LANES | ROADWAY | YES | \$155,000,000 |
| 4 | HIGHLANDS | US 27 | W. SUN PURE ROAD | POLK COUNTY LINE | WIDEN TO 6 LANES | ROADWAY | YES | \$4,000,000 |
| 5 | HIGHLANDS | US 27 AT SR 70 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 6 | HIGHLANDS | US 27 AT SR 17 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 7 | HIGHLANDS | US 98 AT ARBUCKLE CREEK RD | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |

Table 3-14: Prioritization of Long-Term Freight Improvement Projects – Highlands County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|--------------------|------------------------|---------------------|---|---------------------------|---------------------------|
| 1 | HIGHLANDS | SR 70 | DESOTO COUNTY LINE | OKEECHOBEE COUNTY LINE | WIDEN TO 4 LANES | ROADWAY/ RAILROAD (CROSSING #627642Y) | YES | \$302,000,000 |
| 2 | HIGHLANDS | SR 64 | HARDEE COUNTY LINE | US 27 | WIDEN TO 4 LANES | ROADWAY | YES | \$25,000,000 |

Table 3-15: Prioritization of Short-Term Freight Improvement Projects – Lee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--|-------------|-----------|-------------------------------|---|---------------------------|---------------------------|
| 1 | LEE | US 41 AT DANIELS PARKWAY | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$25,000,000 |
| 2 | LEE | SR 31 AT CALOOSAHATCHEE RIVER BRIDGE #120002 | | | BRIDGE REPAIR/ REHABILITATION | ROADWAY | YES | \$10,000,000 |

Table 3-16: Prioritization of Long-Term Freight Improvement Projects – Lee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|-----------------------------------|---------------------|-----------------------|--------------------------|--|--------------------|--------------------|
| 1 | LEE | I-75 AT SR 82 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 1 | LEE | I-75 AT SR 884 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 3 | LEE | I-75 | SR 82 | CHARLOTTE COUNTY LINE | WIDEN TO 8 LANES | ROADWAY | YES | \$134,000,000 |
| 4 | LEE | SR 884 (COLONIAL BLVD) | FOWLER STREET | SR 739 | RAIL SAFETY PROJECT | ROADWAY/ RAILROAD (CROSSING #626401G) | NO | \$20,000,000 |
| 5 | LEE | I-75 | COLLIER COUNTY LINE | SR 82 | WIDEN TO 10 LANES | ROADWAY | YES | \$350,000,000 |
| 5 | LEE | I-75 AT CORKSCREW ROAD | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 7 | LEE | SR 80 | SR 31 | BUCKINGHAM ROAD | WIDEN TO 6 LANES | ROADWAY | YES | \$23,000,000 |
| 7 | LEE | I-75 AT DANIELS PARKWAY | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 9 | LEE | I-75 AT BONITA BEACH ROAD | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 9 | LEE | I-75 AT SR 78 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 11 | LEE | SR 82 | SHAWNEE ROAD | HENDRY COUNTY LINE | WIDEN TO 6 LANES | ROADWAY | YES | \$90,000,000 |
| 12 | LEE | US 41 AT SIX MILE CYPRESS PARKWAY | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$25,000,000 |

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|----------------------------|------------------|-------------------------|--------------------------|--|--------------------|--------------------|
| 13 | LEE | US 41 | VICTORIA AVENUE | DIPLOMAT PARKWAY | WIDEN TO 6 LANES | ROADWAY | NO | \$37,000,000 |
| 13 | LEE | US 41 AT CORKSCREW ROAD | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |
| 15 | LEE | SR 31 | SR 80 | N CHARLOTTE COUNTY LINE | WIDEN TO 4 LANES | ROADWAY | YES | \$57,000,000 |
| 16 | LEE | BURNT STORE ROAD | PINE ISLAND ROAD | CHARLOTTE COUNTY LINE | WIDEN TO 4 LANES | ROADWAY | NO | \$76,500,000 |
| 16 | LEE | DEL PRADO EXTENSION | US 41 | I-75 | NEW 4-LANE FACILITY | ROADWAY | NO | \$40,000,000 |
| 18 | LEE | SR 78 | I-75 | SR 31 | WIDEN TO 4 LANES | ROADWAY | NO | \$33,000,000 |
| 19 | LEE | BUS US 41/ TAMIAMI TRAIL N | LITTLETON ROAD | US 41 | WIDEN TO 4 LANES | ROADWAY | NO | \$43,500,000 |

Table 3-17: Prioritization of Short-Term Freight Improvement Projects – Manatee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--|-------------------------|--------------------------------|-------------------------------------|---|---------------------------|---------------------------|
| 1 | MANATEE | US 41/301 S OF 13 TH AVE W | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624712B) | NO | \$22,000,000 |
| 2 | MANATEE | SR 70 | US 41 | LORRAINE ROAD | CORRIDOR RETIMING | ROADWAY | YES | \$500,000 |
| 3 | MANATEE | SR 64 | PALMA SOLA BOULEVARD | LAKEWOOD RANCH BOULEVARD | CORRIDOR RETIMING | ROADWAY | NO | \$500,000 |
| 4 | MANATEE | 15TH ST E/301 BLVD E | TALLEVAST ROAD | US 41 | WIDEN TO 3 LANES | ROADWAY | NO | \$27,500,000 |

Table 3-18: Prioritization of Long-Term Freight Improvement Projects – Manatee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|---------|------------------------------------|---------------------|----------------------------|-----------------------------|--|--------------------|--------------------|
| 1 | MANATEE | I-75 AT US 301 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 2 | MANATEE | I-75 AT SR 70 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 2 | MANATEE | I-75 AT SR 64 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 4 | MANATEE | I-75 PORT CONNECTOR CORRIDOR | US 41 | I-75 | NEW 4-LANE FACILITY | ROADWAY/ SEAPORT | NO | \$82,000,000 |
| 5 | MANATEE | SR 70 | LORRAINE ROAD | DESOTO COUNTY LINE | WIDEN TO 4 LANES | ROADWAY | YES | \$82,000,000 |
| 5 | MANATEE | SR 70 AT 30 TH STREET E | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |
| 7 | MANATEE | MOCCASIN WALLOW ROAD | I-75 | US 301 | WIDEN TO 4 LANES | ROADWAY | NO | \$60,000,000 |
| 8 | MANATEE | NEW MANATEE RIVER BRIDGE | MANATEE AVENUE | US 301 | NEW 4-LANE BRIDGE | ROADWAY | NO | \$162,000,000 |
| 9 | MANATEE | SR 684 | SR 789 (GULF DRIVE) | 123 RD STREET W | REPLACE MOVABLE SPAN BRIDGE | ROADWAY | NO | \$10,000,000 |
| 9 | MANATEE | SR 64 | SR 789 (GULF DRIVE) | PERICO BAY BOULEVARD | BRIDGE REPLACEMENT | ROADWAY | NO | \$10,000,000 |
| 11 | MANATEE | US 301 | CR 675 | MOCASSIN WALLOW ROAD | WIDEN TO 4 LANES | ROADWAY | NO | \$13,000,000 |

Table 3-19: Prioritization of Short-Term Freight Improvement Projects – Okeechobee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|-------------------------------------|-------------|------------|-------------------------------|---|---------------------------|---------------------------|
| 1 | OKEECHOBEE | US 441 S. OF NW 9 TH ST. | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #628062L) | YES | \$22,000,000 |
| 2 | OKEECHOBEE | SR 70 AT SR 710 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 3 | OKEECHOBEE | US 98 N. OF SR 700 | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #628054U) | NO | \$22,000,000 |
| 4 | OKEECHOBEE | SR 710 AIRPORT CONNECTOR | US 98 | NW 9TH AVE | NEW 2-LANE FACILITY | ROADWAY/AIRPORT | NO | \$31,500,000 |
| 4 | OKEECHOBEE | US 98 AT SR 78 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |

Table 3-20: Prioritization of Long-Term Freight Improvement Projects – Okeechobee County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------|-----------------------|--------------------|---------------------|---|---------------------------|---------------------------|
| 1 | OKEECHOBEE | SR 710 | SR 70 | MARTIN COUNTY LINE | WIDEN TO 4 LANES | ROADWAY | YES | \$82,000,000 |
| 2 | OKEECHOBEE | SR 70 | HIGHLANDS COUNTY LINE | US 98 | WIDEN TO 4 LANES | ROADWAY | YES | \$69,000,000 |
| 2 | OKEECHOBEE | US 98 | SR 70 | N. OF NW 36TH ST | WIDEN TO 4 LANES | ROADWAY/ RAILROAD (CROSSING #628054U) | NO | \$25,000,000 |
| 4 | OKEECHOBEE | SR 710 EXTENSION | US 441 | SR 70 | NEW 4-LANE FACILITY | ROADWAY | NO | \$48,000,000 |

Table 3-21: Prioritization of Short-Term Freight Improvement Projects – Polk County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|--|-----------------------|------------------|-------------------------------|--|--------------------|--------------------|
| 1 | POLK | I-4 AT CSX RAILROAD CROSSING/OVERPASS | | | REPLACE RAILROAD BRIDGE | ROADWAY/RAILROAD (CROSSING #622867L) | YES | \$7,000,000 |
| 2 | POLK | SR 60 E OF OLD HIGHWAY 60 (NICHOLS ROAD) | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624525T) | YES | \$22,000,000 |
| 2 | POLK | I-4 AT US 27 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 4 | POLK | US 27 | US 17/92 | DEEN STILL ROAD | CORRIDOR RETIMING | ROADWAY | YES | \$500,000 |
| 4 | POLK | US 27 | HIGHLANDS COUNTY LINE | CR 630A | WIDEN TO 6 LANES | ROADWAY | YES | \$64,000,000 |
| 4 | POLK | SR 60 AT MOSAIC RAILROAD CROSSING | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD(CROSSING #624229G) | YES | \$22,000,000 |
| 7 | POLK | US 27 AT SR 544 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 7 | POLK | US 27 AT SR 542 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 7 | POLK | SR 60 AT LOGISTICS PARKWAY | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 10 | POLK | US 27 | CR 630A | PRESIDENTS DRIVE | WIDEN TO 6 LANES | ROADWAY | YES | \$34,000,000 |
| 11 | POLK | CR 542 AT WABASH AVE | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624298P) | NO | \$22,000,000 |
| 11 | POLK | US 27 AT SR 540 | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|--------------------------------------|-------------------|-------|---|--|--------------------|--------------------|
| 11 | POLK | US 27 AT HUNT BROS RD | | | INTERSECTION IMPROVEMENT | ROADWAY | YES | \$1,000,000 |
| 14 | POLK | CR 544A/ DERBY AVENUE | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #625391A) | NO | \$22,000,000 |
| 15 | POLK | COUNTY LINE RD AT US 92/ RR CROSSING | | | OPERATIONS IMPROVEMENTS & HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624304R) | NO | \$25,000,000 |
| 16 | POLK | US 92 AT SR 659 | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624151P) | NO | \$22,000,000 |
| 17 | POLK | SR 542 | BUCKEYE LOOP ROAD | US 27 | WIDEN/ RESURFACE EXIST LANES | ROADWAY | NO | \$30,000,000 |
| 18 | POLK | SR 655/RECKER HWY | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #623082F) | NO | \$22,000,000 |
| 19 | POLK | SR 60 WEST OF BARTOW | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624507V) | YES | \$22,000,000 |
| 20 | POLK | CR 653 AT CR 540A (ELOISE LOOP ROAD) | | | INTERSECTION IMPROVEMENT | ROADWAY | NO | \$1,000,000 |

Table 3-22: Prioritization of Long-Term Freight Improvement Projects – Polk County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|-------------------------|-----------------------------------|------------------------|-------------------------|--|--------------------|--------------------|
| 1 | POLK | I-4 AT SR 33 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 2 | POLK | I-4 AT COUNTY LINE ROAD | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 3 | POLK | CENTRAL POLK PARKWAY | CENTRAL POLK PARKWAY ¹ | US 27 | NEW 6-LANE FACILITY | ROADWAY | NO ² | \$95,000,000 |
| 4 | POLK | CENTRAL POLK PARKWAY | US 17/92 | I-4 | NEW 6-LANE FACILITY | ROADWAY/ RAILROAD | NO ² | \$50,000,000 |
| 4 | POLK | CENTRAL POLK PARKWAY | CR 580 | US 17/92 | NEW 6-LANE FACILITY | ROADWAY | NO ² | \$50,000,000 |
| 6 | POLK | SR 659/ COMBEE ROAD | US 98 | US 92 | WIDEN TO 4 LANES | ROADWAY/ RAILROAD (CROSSING #624151P) | NO | \$54,000,000 |
| 6 | POLK | CENTRAL POLK PARKWAY | US 17 | LOGISTICS PARKWAY | NEW 6-LANE FACILITY | ROADWAY/ RAILROAD | NO ² | \$39,000,000 |
| 6 | POLK | CENTRAL POLK PARKWAY | US 27 | CR 544 | NEW 6-LANE FACILITY | ROADWAY | NO ² | \$35,000,000 |
| 6 | POLK | CENTRAL POLK PARKWAY | CR 544 | CR 580 | NEW 6-LANE FACILITY | ROADWAY | NO ² | \$50,000,000 |
| 6 | POLK | SR 60 | CR 630 | KISSIMMEE RIVER BRIDGE | WIDEN TO 4 LANES | ROADWAY | YES | \$72,000,000 |
| 11 | POLK | CENTRAL POLK PARKWAY | POLK PARKWAY | US 17 | NEW 6-LANE FACILITY | ROADWAY | NO ² | \$90,000,000 |
| 11 | POLK | US 98 | W. SOCRUM LOOP ROAD | SR 471 | WIDEN TO 4 LANES | ROADWAY | NO | \$35,000,000 |

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|------|--------|-------------------------------------|-----------------------|-------------------------|---------------------|--|--------------------|--------------------|
| 13 | POLK | SR 35/700 (US 98) | EDGEWOOD DRIVE | E MAIN STREET | WIDEN TO 6 LANES | ROADWAY | NO | \$131,000,000 |
| 13 | POLK | CENTRAL POLK PARKWAY | LOGISTICS PARKWAY | SR 60 | NEW 6-LANE FACILITY | ROADWAY/ RAILROAD | NO ² | \$93,000,000 |
| 13 | POLK | US 92 | COUNTY LINE ROAD | WABASH AVENUE | WIDEN TO 4 LANES | ROADWAY | NO | \$71,000,000 |
| 16 | POLK | US 98 | DAUGHTERY ROAD | W. SOCRUM LOOP ROAD | WIDEN TO 6 LANES | ROADWAY | NO | \$79,000,000 |
| 17 | POLK | THOMPSON NURSERY ROAD EXT. | POLLARD ROAD | CR 540A | NEW 4-LANE FACILITY | ROADWAY/ RAILROAD | NO | \$30,500,000 |
| 17 | POLK | THOMPSON NURSERY ROAD | CR 540A | US 27 | WIDEN TO 4 LANES | ROADWAY | NO | \$27,000,000 |
| 19 | POLK | US 17/US 92 | SR 17 | 17 TH STREET | WIDEN TO 4 LANES | ROADWAY | NO | \$75,000,000 |
| 20 | POLK | THOMPSON NURSERY ROAD | US 27 | SR 17 | WIDEN TO 4 LANES | ROADWAY | NO | \$19,000,000 |
| 21 | POLK | SR 37 | SR 570 (POLK PARKWAY) | US 98 | WIDEN TO 6 LANES | ROADWAY | NO | \$108,000,000 |
| 21 | POLK | SR 33 | OLD COMBEE ROAD | UNIVERSITY BLVD | WIDEN TO 4 LANES | ROADWAY | NO | \$57,000,000 |
| 21 | POLK | SR 540 EXT. | US 17 | RIFLE RANGE ROAD | NEW 4-LANE FACILITY | ROADWAY | NO | \$46,000,000 |
| 21 | POLK | THOMPSON NURSERY ROAD EXT. | RIFLE RANGE ROAD | POLLARD ROAD | NEW 4-LANE FACILITY | ROADWAY | NO | \$9,500,000 |
| 25 | POLK | US 98 AT BRIDGE #0064 (PEACE RIVER) | | | BRIDGE REPLACEMENT | ROADWAY | NO | \$10,000,000 |

1—Although this is considered the official name of the end point of this segment, the physical end point is the SR 60 and Logistics Parkway area.

2—At this time, the Central Polk Parkway is not considered an emerging SIS because this facility does not currently exist. However, upon completion, this facility may be eligible to apply for status as an emerging SIS facility.

Table 3-23: Prioritization of Short-Term Freight Improvement Projects – Sarasota County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|---------------------------------|--------------------|-------------------|-------------------------------|---|---------------------------|---------------------------|
| 1 | SARASOTA | I-75 | DESOTO COUNTY LINE | TOLEDO BLADE BLVD | WIDEN TO 6 LANES | ROADWAY | YES | \$71,000,000 |
| 1 | SARASOTA | US 301 S. OF UNIVERSITY PARKWAY | | | HIGHWAY/RAIL GRADE SEPARATION | ROADWAY/ RAILROAD (CROSSING #624667J) | NO | \$22,000,000 |
| 3 | SARASOTA | BEE RIDGE ROAD | BOND STREET | CATTLEMAN ROAD | WIDEN TO 6 LANES | ROADWAY | NO | \$13,000,000 |
| 4 | SARASOTA | RIVER ROAD | US 41 | I-75 | WIDEN TO 4 LANES | ROADWAY | NO | \$53,000,000 |

Table 3-24: Prioritization of Long-Term Freight Improvement Projects – Sarasota County

| Rank | County | Description | From | To | Project Type | Roadway, Railroad, Seaport, Airport Improvement? | SIS/ Emerging SIS? | Construction Costs |
|-------------|---------------|--------------------------|----------------|--------------------|-------------------------|---|---------------------------|---------------------------|
| 1 | SARASOTA | I-75 AT FRUITVILLE ROAD | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 2 | SARASOTA | I-75 AT CLARK ROAD | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 3 | SARASOTA | I-75 AT BEE RIDGE ROAD | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 4 | SARASOTA | I-75 AT SR 681 | | | INTERCHANGE IMPROVEMENT | ROADWAY | YES | \$25,000,000 |
| 5 | SARASOTA | I-75 AT YORKSHIRE STREET | | | NEW INTERCHANGE | ROADWAY | YES | \$50,000,000 |
| 6 | SARASOTA | US 41 | SR 681 | BAYWOOD DRIVE | WIDEN TO 6 LANES | ROADWAY | NO | \$15,000,000 |
| 7 | SARASOTA | US 41 | GULFCOAST BLVD | US 41 BYPASS | WIDEN TO 6 LANES | ROADWAY | NO | \$31,000,000 |
| 7 | SARASOTA | US 301 | MOUND STREET | UNIVERSITY PARKWAY | CORRIDOR RETIMING | ROADWAY | NO | \$500,000 |

APPENDIX

SHORT-TERM IMPROVEMENTS--COUNTY BY COUNTY PRIORITIZATION

| RANK | TOTAL_SCORE | SEG_ID | COUNTY_NAME | Label | DESCRIPTION | Freight_Improvement_Strategy | PROJECT_TYPE |
|------|-------------|--------------|-------------|-------|--|------------------------------|---|
| 1 | 26 | CHARLOTTE-2 | CHARLOTTE | 2 | I-75 FROM N JONES LOOP TO US 17 | Corridor Enhancement | WIDEN TO 6 LANES |
| 2 | 21 | CHARLOTTE-5 | CHARLOTTE | 5 | I-75 AT US 17 | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 3 | 20 | CHARLOTTE-3 | CHARLOTTE | 3 | US 41 FROM HARBORVIEW ROAD TO SR 776 | Corridor Enhancement | CORRIDOR RETIMING |
| 4 | 17 | CHARLOTTE-1 | CHARLOTTE | 1 | PIPER ROAD FROM NORTH JONES LOOP ROAD TO US 17 | FAC Access | EXTEND/WIDEN TO 4-LANES |
| 4 | 17 | CHARLOTTE-6 | CHARLOTTE | 6 | US 41 AT CARMELITA ST EXTENSION | Location Enhancement | INTERSECTION IMPROVEMENT |
| 4 | 17 | CHARLOTTE-4 | CHARLOTTE | 4 | US 41 AT PORT CHARLOTTE BLVD | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 22 | COLLIER-3 | COLLIER | 3 | SR 29 FROM I-75 TO HENDRY COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 22 | COLLIER-1 | COLLIER | 1 | I-75 FROM SR 951 (COLLIER BLVD) TO GOLDEN GATE PKWY | Corridor Enhancement | WIDEN TO 6 LANES |
| 3 | 20 | COLLIER-4 | COLLIER | 4 | I-75 AT SR 951 | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 4 | 19 | COLLIER-2 | COLLIER | 2 | I-75 FROM SR 29 TO SR 951 (COLLIER BLVD) | Corridor Enhancement | WIDEN TO 6 LANES |
| 5 | 17 | COLLIER-6 | COLLIER | 6 | SR 29 AT SR 82 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 6 | 15 | COLLIER-5 | COLLIER | 5 | I-75 AT SR 29 | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 1 | 23 | DESOTO-3 | DESOTO | 3 | SR 70 FROM SR 72 TO US 17 | Maintenance | RESURFACING |
| 2 | 19 | DESOTO-1 | DESOTO | 1 | SR 70 AT SR 72 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 3 | 17 | DESOTO-2 | DESOTO | 2 | SR 70 AT SR 31 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 23 | GLADES-2 | GLADES | 2 | SR 29 AT US 27 | Location Enhancement | INTERSECTION IMPROVEMENT (GRADE SEPARATION) |
| 2 | 22 | GLADES-4 | GLADES | 4 | US 27 AT 6TH STREET AND AT 7TH STREET | Location Enhancement | INTERSECTION IMPROVEMENT |
| 3 | 21 | GLADES-3 | GLADES | 3 | US 27 AT SR 78 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 4 | 19 | GLADES-1 | GLADES | 1 | SR 29 AT SR 74 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 19 | HARDEE-2 | HARDEE | 2 | US 17 AT SR 64 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 19 | HARDEE-3 | HARDEE | 3 | US 17 AT SR 66 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 3 | 18 | HARDEE-1 | HARDEE | 1 | US 17 AT SR 62 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 25 | HENDRY-4 | HENDRY | 4 | US 27/SR 80 E OF LEWIS BLVD | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 2 | 23 | HENDRY-3 | HENDRY | 3 | US 27 AT SR 80 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 3 | 20 | HENDRY-2 | HENDRY | 2 | SR 29 AT CALOOSAHATCHEE RIVER BRIDGE | Location Enhancement | BRIDGE REHABILITATION/NEW BRIDGE |
| 4 | 14 | HENDRY-1 | HENDRY | 1 | SR 80 FROM BIRCHWOOD PKWY TO DALTON LANE | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 24 | HIGHLANDS-4 | HIGHLANDS | 4 | US 98 FROM US 27 TO AIRPORT ROAD | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 23 | HIGHLANDS-1 | HIGHLANDS | 1 | US 27 FROM SR 66 TO N. SEBRING CITY LIMITS | Corridor Enhancement | CORRIDOR RETIMING |
| 3 | 21 | HIGHLANDS-3 | HIGHLANDS | 3 | US 27 FROM SR 70 TO SR 66 | Corridor Enhancement | WIDEN TO 6 LANES |
| 4 | 19 | HIGHLANDS-2 | HIGHLANDS | 2 | US 27 FROM SUN PURE RD TO POLK COUNTY LINE | Corridor Enhancement | WIDEN TO 6 LANES |
| 5 | 17 | HIGHLANDS-7 | HIGHLANDS | 7 | US 27 AT SR 70 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 6 | 16 | HIGHLANDS-6 | HIGHLANDS | 6 | US 27 AT US 17 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 7 | 12 | HIGHLANDS-5 | HIGHLANDS | 5 | US 98 AT ARBUCKLE CREEK RD | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 20 | LEE-1 | LEE | 1 | US 41 AT DANIELS PARKWAY | Location Enhancement | INTERSECTION IMPROVEMENT |
| 2 | 14 | LEE-2 | LEE | 2 | SR 31 AT CALOOSAHATCHEE RIVER BRIDGE #120002 | Maintenance | BRIDGE REPAIR/REHABILITATION |
| 1 | 26 | MANATEE-4 | MANATEE | 4 | US 41/301 S OF 13TH AVE W | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 2 | 25 | MANATEE-2 | MANATEE | 2 | SR 70 FROM US 41 TO LORRAINE ROAD | Corridor Enhancement | CORRIDOR RETIMING |
| 3 | 22 | MANATEE-1 | MANATEE | 1 | SR 64 FROM PALMA SOLA BLVD TO LAKEWOOD RANCH BLVD | Corridor Enhancement | CORRIDOR RETIMING |
| 4 | 19 | MANATEE-3 | MANATEE | 3 | 15TH ST E/301 BLVD E FROM TALLEVAST ROAD TO US 41 | Corridor Enhancement | ADD LANES & RECONSTRUCT |
| 1 | 22 | OKEECHOBEE-3 | OKEECHOBEE | 3 | US 441 SOUTH OF NW 9TH ST | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 2 | 21 | OKEECHOBEE-2 | OKEECHOBEE | 2 | SR 70 AT SR 710 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 3 | 19 | OKEECHOBEE-4 | OKEECHOBEE | 4 | US 98 N. OF SR 700 | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 4 | 15 | OKEECHOBEE-1 | OKEECHOBEE | 1 | SR 710 AIRPORT CONNECTOR FROM US 98 TO NW 9TH AVE | FAC Access | NEW 2-LANE FACILITY |
| 4 | 15 | OKEECHOBEE-5 | OKEECHOBEE | 5 | US 98 AT SR 78 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 32 | POLK-20 | POLK | 20 | I-4 AT CSX RAILROAD | Maintenance | REPLACE RAILROAD BRIDGE |
| 2 | 25 | POLK-6 | POLK | 6 | SR 60 E OF OLD HWY 60 (NICHOLS ROAD) | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 2 | 25 | POLK-15 | POLK | 15 | I-4 AT US 27 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 4 | 24 | POLK-4 | POLK | 4 | US 27 FROM US 17/92 TO DEEN STILL RD | Corridor Enhancement | CORRIDOR RETIMING |
| 4 | 24 | POLK-3 | POLK | 3 | US 27 FROM HIGHLANDS CL TO CR 630A | Corridor Enhancement | WIDEN TO 6 LANES |
| 4 | 24 | POLK-17 | POLK | 17 | SR 60 AT MOSIAC RAILROAD CROSSING | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 7 | 23 | POLK-14 | POLK | 14 | US 27 AT SR 544 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 7 | 23 | POLK-13 | POLK | 13 | US 27 AT 542 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 7 | 23 | POLK-1 | POLK | 1 | SR 60 AT LOGISTICS PARKWAY | FAC Access | INTERSECTION IMPROVEMENT |
| 10 | 22 | POLK-2 | POLK | 2 | US 27 FROM CR 630A TO PRESIDENTS DR | Corridor Enhancement | WIDEN TO 6 LANES |
| 11 | 21 | POLK-8 | POLK | 8 | CR 542 AT WABASH AVE | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 11 | 21 | POLK-12 | POLK | 12 | US 27 AT SR 540 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 11 | 21 | POLK-11 | POLK | 11 | US 27 AT HUNT BROS RD | Location Enhancement | INTERSECTION IMPROVEMENT |
| 14 | 19 | POLK-10 | POLK | 10 | CR 544A/DERBY AVE | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 15 | 18 | POLK-7 | POLK | 7 | COUNTY LINE RD AT US 92 RR CROSSING | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 16 | 17 | POLK-9 | POLK | 9 | US 92 AT SR 659 | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 17 | 16 | POLK-19 | POLK | 19 | SR 542 FROM BUCKEYE LOOP RD TO US 27 | Maintenance | WIDEN/RESURFACE EXISTING LANES |
| 18 | 15 | POLK-5 | POLK | 5 | SR 655/RECKER HIGHWAY | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 19 | 14 | POLK-18 | POLK | 18 | SR 60 WEST OF BARTOW | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 20 | 11 | POLK-16 | POLK | 16 | CR 653 AT CR 540A (ELIOSE LOOP RD) | Location Enhancement | INTERSECTION IMPROVEMENT |
| 1 | 26 | SARASOTA-1 | SARASOTA | 1 | I-75 (SR93) FROM DESOTO COUNTY LINE TO TOLEDO BLADE BLVD | Corridor Enhancement | WIDEN TO 6 LANES |
| 1 | 26 | SARASOTA-4 | SARASOTA | 4 | US 301 SOUTH OF UNIVERSITY PARKWAY | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 3 | 18 | SARASOTA-3 | SARASOTA | 3 | BEE RIDGE ROAD FROM BOND PLACE TO CATTLEMAN ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 4 | 15 | SARASOTA-2 | SARASOTA | 2 | RIVER ROAD FROM US 41 TO I-75 | Corridor Enhancement | WIDEN TO 4 LANES |

SHORT-TERM IMPROVEMENTS--DISTRICTWIDE PRIORITIZATION

| RANK | TOTAL_SCORE | SEG_ID | COUNTY_NAME | Label | DESCRIPTION | Freight_Improvement_Strategy | PROJECT_TYPE |
|------|-------------|--------------|-------------|-------|---|------------------------------|---|
| 1 | 32 | POLK-20 | POLK | 20 | I-4 AT CSX RAILROAD | Maintenance | REPLACE RAILROAD BRIDGE |
| 2 | 26 | CHARLOTTE-2 | CHARLOTTE | 2 | I-75 FROM N JONES LOOP TO US 17 | Corridor Enhancement | WIDEN TO 6 LANES |
| 2 | 26 | SARASOTA-1 | SARASOTA | 1 | I-75 FROM DESOTO COUNTY LINE TO TOLEDO BLADE BLVD | Corridor Enhancement | WIDEN TO 6 LANES |
| 2 | 26 | MANATEE-4 | MANATEE | 4 | US 41/301 S OF 13TH AVE W | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 2 | 26 | SARASOTA-4 | SARASOTA | 4 | US 301 SOUTH OF UNIVERSITY PARKWAY | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 6 | 25 | MANATEE-2 | MANATEE | 2 | SR 70 FROM US 41 TO LORRAINE ROAD | Corridor Enhancement | CORRIDOR RETIMING |
| 6 | 25 | HENDRY-4 | HENDRY | 4 | US 27/SR 80 E OF LEWIS BLVD | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 6 | 25 | POLK-6 | POLK | 6 | SR 60 E OF OLD HWY 60 (NICHOLS ROAD) | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 6 | 25 | POLK-15 | POLK | 15 | I-4 AT US 27 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 10 | 24 | POLK-4 | POLK | 4 | US 27 FROM US 17/92 TO DEEN STILL RD | Corridor Enhancement | CORRIDOR RETIMING |
| 10 | 24 | HIGHLANDS-4 | HIGHLANDS | 4 | US 98 FROM US 27 TO AIRPORT ROAD | Corridor Enhancement | WIDEN TO 4 LANES |
| 10 | 24 | POLK-3 | POLK | 3 | US 27 FROM HIGHLANDS CL TO CR 630A | Corridor Enhancement | WIDEN TO 6 LANES |
| 10 | 24 | POLK-17 | POLK | 17 | SR 60 AT MOSIAC RAILROAD CROSSING | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 14 | 23 | DESOTO-3 | DESOTO | 3 | SR 70 FROM SR 72 TO US 17 | Maintenance | RESURFACING |
| 14 | 23 | HIGHLANDS-1 | HIGHLANDS | 1 | US 27 FROM SR 66 TO N. SEBRING CITY LIMITS | Corridor Enhancement | CORRIDOR RETIMING |
| 14 | 23 | HENDRY-3 | HENDRY | 3 | US 27 AT SR 80 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 14 | 23 | POLK-14 | POLK | 14 | US 27 AT SR 544 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 14 | 23 | POLK-13 | POLK | 13 | US 27 AT 542 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 14 | 23 | POLK-1 | POLK | 1 | SR 60 AT LOGISTICS PARKWAY | FAC Access | INTERSECTION IMPROVEMENT |
| 14 | 23 | GLADES-2 | GLADES | 2 | SR 29 AT US 27 | Location Enhancement | INTERSECTION IMPROVEMENT (GRADE SEPARATION) |
| 21 | 22 | COLLIER-3 | COLLIER | 3 | SR 29 FROM I-75 TO HENDRY COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 21 | 22 | MANATEE-1 | MANATEE | 1 | SR 64 FROM PALMA SOLA BLVD TO LAKEWOOD RANCH BLVD | Corridor Enhancement | CORRIDOR RETIMING |
| 21 | 22 | POLK-2 | POLK | 2 | US 27 FROM CR 630A TO PRESIDENTS DR | Corridor Enhancement | WIDEN TO 6 LANES |
| 21 | 22 | COLLIER-1 | COLLIER | 1 | I-75 FROM SR 951 (COLLIER BLVD) TO GOLDEN GATE PKWY | Corridor Enhancement | WIDEN TO 6 LANES |
| 21 | 22 | GLADES-4 | GLADES | 4 | US 27 AT 6TH STREET AND AT 7TH STREET | Location Enhancement | INTERSECTION IMPROVEMENT |
| 21 | 22 | OKEECHOBEE-3 | OKEECHOBEE | 3 | US 441 SOUTH OF NW 9TH ST | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 27 | 21 | HIGHLANDS-3 | HIGHLANDS | 3 | US 27 FROM SR 70 TO SR 66 | Corridor Enhancement | WIDEN TO 6 LANES |
| 27 | 21 | POLK-8 | POLK | 8 | CR 542 AT WABASH AVE | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 27 | 21 | CHARLOTTE-5 | CHARLOTTE | 5 | I-75 AT US 17 | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 27 | 21 | OKEECHOBEE-2 | OKEECHOBEE | 2 | SR 70 AT SR 710 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 27 | 21 | POLK-12 | POLK | 12 | US 27 AT SR 540 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 27 | 21 | GLADES-3 | GLADES | 3 | US 27 AT SR 78 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 27 | 21 | POLK-11 | POLK | 11 | US 27 AT HUNT BROS RD | Location Enhancement | INTERSECTION IMPROVEMENT |
| 34 | 20 | CHARLOTTE-3 | CHARLOTTE | 3 | US 41 FROM HARBORVIEW ROAD TO SR 776 | Corridor Enhancement | CORRIDOR RETIMING |
| 34 | 20 | COLLIER-4 | COLLIER | 4 | I-75 AT SR 951 | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 34 | 20 | HENDRY-2 | HENDRY | 2 | SR 29 AT CALOOSAHATCHEE RIVER BRIDGE | Location Enhancement | BRIDGE REHABILITATION/NEW BRIDGE |
| 34 | 20 | LEE-1 | LEE | 1 | US 41 AT DANIELS PARKWAY | Location Enhancement | INTERSECTION IMPROVEMENT |
| 38 | 19 | MANATEE-3 | MANATEE | 3 | 15TH ST E/301 BLVD E FROM TALLEVAST ROAD TO US 41 | Corridor Enhancement | ADD LANES & RECONSTRUCT |
| 38 | 19 | COLLIER-2 | COLLIER | 2 | I-75 FROM SR 29 TO SR 951 (COLLIER BLVD) | Corridor Enhancement | WIDEN TO 6 LANES |
| 38 | 19 | HIGHLANDS-2 | HIGHLANDS | 2 | US 27 FROM SUN PURE RD TO POLK COUNTY LINE | Corridor Enhancement | WIDEN TO 6 LANES |
| 38 | 19 | HARDEE-2 | HARDEE | 2 | US 17 AT SR 64 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 38 | 19 | HARDEE-3 | HARDEE | 3 | US 17 AT SR 66 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 38 | 19 | OKEECHOBEE-4 | OKEECHOBEE | 4 | US 98 N. OF SR 700 | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 38 | 19 | POLK-10 | POLK | 10 | CR 655/DERBY AVE | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 38 | 19 | DESOTO-1 | DESOTO | 1 | SR 70 AT SR 72 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 38 | 19 | GLADES-1 | GLADES | 1 | SR 29 AT SR 74 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 47 | 18 | SARASOTA-3 | SARASOTA | 3 | BEE RIDGE ROAD FROM BOND PLACE TO CATTLEMEN ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 47 | 18 | HARDEE-1 | HARDEE | 1 | US 17 AT SR 62 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 47 | 18 | POLK-7 | POLK | 7 | COUNTY LINE RD AT US 92 RR CROSSING | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 50 | 17 | CHARLOTTE-1 | CHARLOTTE | 1 | PIPER ROAD FROM NORTH JONES LOOP ROAD TO US 17 | FAC Access | EXTEND/WIDEN TO 4-LANES |
| 50 | 17 | CHARLOTTE-6 | CHARLOTTE | 6 | US 41 AT CARMELITA ST EXTENSION | Location Enhancement | INTERSECTION IMPROVEMENT |
| 50 | 17 | CHARLOTTE-4 | CHARLOTTE | 4 | US 41 AT PORT CHARLOTTE BLVD | Location Enhancement | INTERSECTION IMPROVEMENT |
| 50 | 17 | HIGHLANDS-7 | HIGHLANDS | 7 | US 27 AT SR 70 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 50 | 17 | POLK-9 | POLK | 9 | US 92 AT SR 659 | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 50 | 17 | DESOTO-2 | DESOTO | 2 | SR 70 AT SR 31 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 50 | 17 | COLLIER-6 | COLLIER | 6 | SR 29 AT SR 82 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 57 | 16 | POLK-19 | POLK | 19 | SR 542 FROM BUCKEYE LOOP RD TO US 27 | Maintenance | WIDEN/RESURFACE EXISTING LANES |
| 57 | 16 | HIGHLANDS-6 | HIGHLANDS | 6 | US 27 AT US 17 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 59 | 15 | OKEECHOBEE-1 | OKEECHOBEE | 1 | SR 710 AIRPORT CONNECTOR FROM US 98 TO NW 9TH AVE | FAC Access | NEW 2-LANE FACILITY |
| 59 | 15 | SARASOTA-2 | SARASOTA | 2 | RIVER ROAD FROM US 41 TO I-75 | Corridor Enhancement | WIDEN TO 4 LANES |
| 59 | 15 | OKEECHOBEE-5 | OKEECHOBEE | 5 | US 98 AT SR 78 | Location Enhancement | INTERSECTION IMPROVEMENT |
| 59 | 15 | POLK-5 | POLK | 5 | SR 655/RECKER HIGHWAY | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 59 | 15 | COLLIER-5 | COLLIER | 5 | I-75 AT SR 29 | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 64 | 14 | HENDRY-1 | HENDRY | 1 | SR 80 FROM BIRCHWOOD PKWY TO DALTON LANE | Corridor Enhancement | WIDEN TO 4 LANES |
| 64 | 14 | LEE-2 | LEE | 2 | SR 31 AT CALOOSAHATCHEE RIVER BRIDGE #120002 | Maintenance | BRIDGE REPAIR/REHABILITATION |
| 64 | 14 | POLK-18 | POLK | 18 | SR 60 WEST OF BARTOW | Location Enhancement | HIGHWAY/RAIL GRADE SEPARATION |
| 67 | 12 | HIGHLANDS-5 | HIGHLANDS | 5 | US 98 AT ARBUCKLE CREEK RD | Location Enhancement | INTERSECTION IMPROVEMENT |
| 68 | 11 | POLK-16 | POLK | 16 | CR 653 AT CR 540A (ELIOSE LOOP RD) | Location Enhancement | INTERSECTION IMPROVEMENT |

LONG-TERM IMPROVEMENTS--COUNTY BY COUNTY PRIORITIZATION

| RANK | TOTAL SCORE | SEG ID | Label | County | Description | From Road | To Road | Freight Improvement Strategy | Improvement |
|------|-------------|--------------|-------|------------|------------------------------------|-----------------------------|-----------------------------|------------------------------|-----------------------------|
| 1 | 22 | CHARLOTTE-8 | 8 | CHARLOTTE | I-75 (PEACE RIVER BRIDGES) | US 17 | CR 776 (HARBORVIEW ROAD) | Corridor Enhancement | WIDEN TO 8 LANES |
| 2 | 21 | CHARLOTTE-10 | 10 | CHARLOTTE | US 17 | COPELY DRIVE | CR 74 (BERMONT ROAD) | Corridor Enhancement | WIDEN TO 6 LANES |
| 3 | 19 | CHARLOTTE-7 | 7 | CHARLOTTE | I-75 | CR 776 (HARBORVIEW ROAD) | DESOTO COUNTY LINE | Corridor Enhancement | WIDEN TO 8 LANES |
| 4 | 18 | CHARLOTTE-9 | 9 | CHARLOTTE | I-75 | LEE COUNTY LINE | US 17 | Corridor Enhancement | WIDEN TO 6 LANES |
| 5 | 14 | CHARLOTTE-14 | 14 | CHARLOTTE | NORTH JONES LOOP ROAD | US 41 | PIPER ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 5 | 14 | CHARLOTTE-19 | 19 | CHARLOTTE | SR 31 AT CR 74 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 7 | 12 | CHARLOTTE-11 | 11 | CHARLOTTE | CR 765/BURNT STORE ROAD EXTENSION | CR 765A (TAYLOR ROAD) | FLORIDA STREET | Corridor Enhancement | NEW 4 LANE FACILITY |
| 7 | 12 | CHARLOTTE-12 | 12 | CHARLOTTE | CR 765/BURNT STORE ROAD | LEE COUNTY LINE | US 41 | Corridor Enhancement | WIDEN TO 4 LANES |
| 7 | 12 | CHARLOTTE-15 | 15 | CHARLOTTE | US 41 | TUCKERS GRADE | ENTERPRISE DRIVE | Corridor Enhancement | WIDEN TO 6 LANES |
| 10 | 11 | CHARLOTTE-17 | 17 | CHARLOTTE | TUCKERS GRADE | US 41 | I-75 | Corridor Enhancement | WIDEN TO 8 LANES |
| 11 | 10 | CHARLOTTE-16 | 16 | CHARLOTTE | SR 776 (SOUTH HULL ROAD) | CR 775/PLACIDA ROAD | SUNNYBROOK BOULEVARD | Corridor Enhancement | WIDEN TO 6 LANES |
| 12 | 9 | CHARLOTTE-13 | 13 | CHARLOTTE | CR 766 (HARBORVIEW ROAD) | MELBOURNE STREET | RIO DE JANEIRO AVENUE | Corridor Enhancement | WIDEN TO 4 LANES |
| 12 | 9 | CHARLOTTE-18 | 18 | CHARLOTTE | TUCKERS GRADE EXTENSION | US 41 | CR 765/BURNT STORE ROAD | Corridor Enhancement | NEW 6 LANE FACILITY |
| 1 | 23 | COLLIER-7 | 7 | COLLIER | I-75 | GOLDEN GATE PARKWAY | PINE RIDGE ROAD | Corridor Enhancement | WIDEN TO 8 LANES |
| 2 | 21 | COLLIER-8 | 8 | COLLIER | I-75 HOV LANES | COLLIER | LEE COUNTY | Corridor Enhancement | NEW 4 LANE LIMITED ACCESS |
| 3 | 18 | COLLIER-11 | 11 | COLLIER | SR 82 | HENDRY COUNTY LINE | SR 29 | Corridor Enhancement | WIDEN TO 6 LANES |
| 4 | 14 | COLLIER-12 | 12 | COLLIER | SR 951 (COLLIER BOULEVARD) | SOUTH OF MANATEE ROAD | NORTH OF TOWER ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 5 | 13 | COLLIER-13 | 13 | COLLIER | SR 951 (COLLIER BOULEVARD) | GOLDEN GATE CANAL | GREEN BOULEVARD | Corridor Enhancement | WIDEN TO 6 LANES |
| 6 | 10 | COLLIER-9 | 9 | COLLIER | SR 29 LOOP ROAD | SR 29 (SOUTH) | FLORIDA TRADEPORT BOULEVARD | Corridor Enhancement | NEW 2 LANE FACILITY |
| 7 | 9 | COLLIER-10 | 10 | COLLIER | SR 29 LOOP ROAD | FLORIDA TRADEPORT BOULEVARD | SR 29 (SOUTH) | Corridor Enhancement | NEW 4 LANE FACILITY |
| 8 | 8 | COLLIER-15 | 15 | COLLIER | OIL WELL ROAD/CR 858 | AVE MARIA ENTRANCE | CAMP KEAIS ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 8 | 8 | COLLIER-14 | 14 | COLLIER | OIL WELL ROAD/CR 858 | EVERGLADES BLVD N | OIL WELL GRADE RD | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 17 | DESOTO-6 | 5 | DESOTO | SR 70 | MANATEE COUNTY LINE | HIGHLANDS COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 13 | DESOTO-4 | 4 | DESOTO | SR 31 EXTENSION | US 17 | SR 70 | Corridor Enhancement | NEW 2 LANE FACILITY |
| 1 | 20 | GLADES-5 | 5 | GLADES | SR 29 | HENDRY COUNTY LINE | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 15 | HARDEE-4 | 4 | HARDEE | SR 62 Extension | US 17 | SR 64 | Corridor Enhancement | NEW 2 LANE FACILITY |
| 2 | 14 | HARDEE-6 | 6 | HARDEE | SR 64 | US 17 | HIGHLANDS COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 14 | HARDEE-5 | 5 | HARDEE | SR 64 | MANATEE COUNTY LINE | US 17 | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 20 | HENDRY-10 | 10 | HENDRY | SR 29 | CR 832 (KERI ROAD) | SPENCER LANE | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 19 | HENDRY-7 | 7 | HENDRY | US 27/SR 80 | US 27 | S. FRANCISCO STREET | Corridor Enhancement | WIDEN TO 6 LANES |
| 3 | 18 | HENDRY-8 | 8 | HENDRY | SR 29 | COWBOY WAY | WHIDDEN RD | Corridor Enhancement | WIDEN TO 4 LANES |
| 4 | 15 | HENDRY-5 | 5 | HENDRY | SR 80 | LEE COUNTY LINE | FORT THOMPSON AVENUE | Corridor Enhancement | WIDEN TO 6 LANES |
| 4 | 15 | HENDRY-12 | 12 | HENDRY | SR 82 | LEE COUNTY LINE | COLLIER COUNTY LINE | Corridor Enhancement | WIDEN TO 6 LANES |
| 6 | 14 | HENDRY-9 | 9 | HENDRY | SR 29 | SPENCER LANE | COWBOY WAY | Corridor Enhancement | WIDEN TO 4 LANES |
| 6 | 14 | HENDRY-6 | 6 | HENDRY | SR 80 | US 27 | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 8 | 12 | HENDRY-11 | 11 | HENDRY | SR 29 | COLLIER COUNTY LINE | CR 832 (KERI ROAD) | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 13 | HIGHLANDS-9 | 9 | HIGHLANDS | SR 70 | DESOTO COUNTY LINE | OKEECHOBEE COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 11 | HIGHLANDS-8 | 8 | HIGHLANDS | SR 64 | HARDEE COUNTY LINE | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 27 | LEE-20 | 21 | LEE | I-75 AT SR 82 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 1 | 27 | LEE-19 | 20 | LEE | I-75 AT SR 884 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 3 | 26 | LEE-3 | 3 | LEE | I-75 | SR 82 | CHARLOTTE COUNTY LINE | Corridor Enhancement | WIDEN TO 8 LANES |
| 4 | 24 | LEE-13 | 13 | LEE | SR 884 (COLONIAL BLVD) | FWOWLER ST | SR 739 | Corridor Enhancement | RAIL SAFETY PROJECT |
| 5 | 23 | LEE-4 | 4 | LEE | I-75 | COLLIER COUNTY LINE | SR 82 | Corridor Enhancement | WIDEN TO 10 LANES |
| 5 | 23 | LEE-17 | 18 | LEE | I-75 AT CORKSCREW | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 7 | 22 | LEE-5 | 5 | LEE | SR 80 | SR 31 | BUCKINGHAM ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 7 | 22 | LEE-18 | 19 | LEE | I-75 AT DANIELS PARKWAY | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 9 | 21 | LEE-16 | 17 | LEE | I-75 AT BONITA BEACH ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 9 | 21 | LEE-21 | 22 | LEE | I-75 AT SR 78 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 11 | 20 | LEE-11 | 11 | LEE | SR 82 | SHAWNEE ROAD | HENDRY COUNTY LINE | Corridor Enhancement | WIDEN TO 6 LANES |
| 12 | 19 | LEE-14 | 14 | LEE | US 41 AT SIX MILE EXPRESS PARKWAY | | | Location Enhancement | INTERSECTION IMPROVEMENT |
| 13 | 16 | LEE-12 | 12 | LEE | US 41 | VICTORIA AVENUE | DIPLOMAT PARKWAY | Corridor Enhancement | WIDEN TO 6 LANES |
| 13 | 16 | LEE-15 | 15 | LEE | US 41 AT CORKSCREW ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 15 | 14 | LEE-9 | 9 | LEE | SR 31 | SR 80 | CHARLOTTE COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 16 | 10 | LEE-6 | 6 | LEE | BURNT STORE ROAD | PINE ISLAND ROAD | CHARLOTTE COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 16 | 10 | LEE-8 | 8 | LEE | DEL PRADO EXTENSION | US 41 | I-75 | Corridor Enhancement | NEW 4 LANE FACILITY |
| 18 | 10 | LEE-10 | 10 | LEE | SR 78 | I-75 | SR 31 | Corridor Enhancement | WIDEN TO 4 LANES |
| 19 | 9 | LEE-7 | 7 | LEE | BUS US 41/TAMIAMI TRAIL N | LITTLETON ROAD | US 41 | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 27 | MANATEE-10 | 10 | MANATEE | US 301 AT I-75 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 2 | 24 | MANATEE-12 | 12 | MANATEE | I-75 AT SR 70 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 2 | 24 | MANATEE-11 | 11 | MANATEE | I-75 AT SR 64 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 4 | 17 | MANATEE-5 | 5 | MANATEE | I-75 PORT CONNECTOR CORRIDOR | US 41 | I-75 | FAC Access | NEW 4 LANE FACILITY |
| 5 | 16 | MANATEE-9 | 9 | MANATEE | SR 70 | LORRAINE ROAD | DESOTO COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 5 | 16 | MANATEE-13 | 13 | MANATEE | SR 70 AT 30TH STREET E | | | Location Enhancement | INTERSECTION IMPROVEMENT |
| 7 | 15 | MANATEE-6 | 6 | MANATEE | MOCASSIN WALLOW ROAD | I-75 | US 301 | Corridor Enhancement | WIDEN TO 4 LANES |
| 7 | 14 | MANATEE-8 | 8 | MANATEE | NEW MANATEE RIVER BRIDGE | SR 64 | US 301 | Corridor Enhancement | NEW 4 LANE BRIDGE |
| 9 | 12 | MANATEE-15 | 15 | MANATEE | SR 684 | SR 789 (GULF DRIVE) | 123rd ST W | Maintenance | REPLACE MOVABLE SPAN BRIDGE |
| 9 | 12 | MANATEE-14 | 14 | MANATEE | SR 64 | SR 789 (GULF DRIVE) | PERICO BAY BLVD | Maintenance | BRIDGE REPLACEMENT |
| 11 | 11 | MANATEE-7 | 7 | MANATEE | US 301 | CR 675 | MOCASSIN WALLOW ROAD | Corridor Enhancement | WIDEN TO 4 LANES |
| 1 | 22 | OKEECHOBEE-7 | 7 | OKEECHOBEE | SR 710 | SR 70 | MARTIN COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 17 | OKEECHOBEE-8 | 8 | OKEECHOBEE | SR 70 | HIGHLANDS COUNTY LINE | US 98 | Corridor Enhancement | WIDEN TO 4 LANES |
| 2 | 17 | OKEECHOBEE-9 | 9 | OKEECHOBEE | US 98 | SR 70 | N. OF NW 36TH ST | Corridor Enhancement | WIDEN TO 4 LANES |
| 4 | 14 | OKEECHOBEE-6 | 6 | OKEECHOBEE | SR 710 EXTENSION | US 441 | SR 70 | Corridor Enhancement | NEW 4 LANE FACILITY |
| 1 | 23 | POLK-43 | 43 | POLK | I-4 @ SR 33 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 2 | 22 | POLK-44 | 44 | POLK | I-4 AT COUNTY LINE ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 3 | 20 | POLK-37 | 37 | POLK | CENTRAL POLK PARKWAY | SR 60 | US 27 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 4 | 19 | POLK-41 | 41 | POLK | CENTRAL POLK PARKWAY | US 17/92 | I-4 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 4 | 19 | POLK-40 | 40 | POLK | CENTRAL POLK PARKWAY | CR 580 | US 17/92 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 6 | 18 | POLK-33 | 33 | POLK | SR 659/COMBEE ROAD | US 98 | US 92 | Corridor Enhancement | WIDEN TO 4 LANES |
| 6 | 18 | POLK-35 | 35 | POLK | CENTRAL POLK PARKWAY | US 17 | LOGISTICS PARKWAY | Corridor Enhancement | NEW 6 LANE FACILITY |
| 6 | 18 | POLK-38 | 38 | POLK | CENTRAL POLK PARKWAY | US 27 | CR 544 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 6 | 18 | POLK-39 | 39 | POLK | CENTRAL POLK PARKWAY | CR 544 | CR 580 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 6 | 18 | POLK-42 | 42 | POLK | SR 60 | CR 630 | KISSIMMEE RIVER BRIDGE | Corridor Enhancement | WIDEN TO 4 LANES |
| 11 | 15 | POLK-34 | 34 | POLK | CENTRAL POLK PARKWAY | POLK PARWAY | US 17 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 11 | 15 | POLK-28 | 28 | POLK | US 98 | W. SOCRUM LOOP RD | SR 471 | Corridor Enhancement | WIDEN TO 4 LANES |
| 13 | 14 | POLK-30 | 30 | POLK | SR 35/700 (US98) | EDGEWOOD DRIVE | E MAIN STREET | Corridor Enhancement | WIDEN TO 6 LANES |
| 13 | 14 | POLK-36 | 36 | POLK | CENTRAL POLK PARKWAY | LOGISTICS PARKWAY | SR 60 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 14 | 13 | POLK-32 | 32 | POLK | US 92 | US 17 | WABASH AVENUE | Corridor Enhancement | WIDEN TO 4 LANES |
| 16 | 13 | POLK-27 | 27 | POLK | US 98 | DAUGHTERY ROAD | W. SOCRUM LOOP RD | Corridor Enhancement | WIDEN TO 6 LANES |
| 17 | 12 | POLK-23 | 23 | POLK | THOMPSON NURSERY ROAD EXT. | POLLARD ROAD | CR 540A | Corridor Enhancement | NEW 4 LANE FACILITY |
| 17 | 12 | POLK-24 | 24 | POLK | THOMPSON NURSERY ROAD | CR 540A | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 19 | 11 | POLK-26 | 26 | POLK | US 17/92 | SR 17 | 17TH ST | Corridor Enhancement | WIDEN TO 4 LANES |
| 20 | 10 | POLK-25 | 25 | POLK | THOMPSON NURSERY ROAD | US 27 | US 17 | Corridor Enhancement | WIDEN TO 4 LANES |
| 21 | 9 | POLK-31 | 31 | POLK | SR 37 | SR 570 (POLK PARKWAY) | US 98 | Corridor Enhancement | WIDEN TO 6 LANES |
| 21 | 9 | POLK-29 | 29 | POLK | SR 37 | SR 570 (POLK PARKWAY) | US 21 | Corridor Enhancement | WIDEN TO 4 LANES |
| 21 | 9 | POLK-21 | 21 | POLK | SR 540 EXTENSION | OLD COMBEE ROAD | RIFLE RANGE ROAD | Corridor Enhancement | NEW 4 LANE FACILITY |
| 21 | 9 | POLK-22 | 22 | POLK | THOMPSON NURSERY ROAD EXT. | RIFLE RANGE ROAD | POLLARD ROAD | Corridor Enhancement | NEW 4 LANE FACILITY |
| 25 | 8 | POLK-45 | 45 | POLK | US 98 @ BRIDGE #0064 (PEACE RIVER) | | | Maintenance | BRIDGE REPLACEMENT |
| 1 | 27 | SARASOTA-8 | 8 | SARASOTA | I-75 AT FRUITVILLE ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 2 | 26 | SARASOTA-10 | 10 | SARASOTA | I-75 AT CLARK ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 3 | 25 | SARASOTA-9 | 9 | SARASOTA | I-75 AT BEE RIDGE ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 4 | 24 | SARASOTA-11 | 11 | SARASOTA | I-75 AT SR 681 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 5 | 23 | SARASOTA-12 | 12 | SARASOTA | I-75 AT YORKSHIRE STREET | | | Location Enhancement | NEW INTERCHANGE |
| 6 | 20 | SARASOTA-6 | 6 | SARASOTA | US 41 | SR 681 | BAYWOOD DR | Corridor Enhancement | WIDEN TO 6 LANES |
| 7 | 14 | SARASOTA-7 | 7 | SARASOTA | US 41 (TAMIAMI TRAIL) | GULF/COAST BLVD | US 41 BYPASS | Corridor Enhancement | WIDEN TO 6 LANES |
| 7 | 14 | SARASOTA-5 | 5 | SARASOTA | US 301 | MOUND STREET | UNIVERSITY PARKWAY | Corridor Enhancement | CORRIDOR RETIMING |

LONG-TERM IMPROVEMENTS-DISTRICTWIDE PRIORITIZATION

| RANK | TOTAL SCORE | SEG ID | Label | County | Description | From_Road | To_Road | Freight_Improvement_Strategy | Improvement |
|------|-------------|--------------|-------|------------|------------------------------------|-----------------------------|-----------------------------|------------------------------|-----------------------------|
| 1 | 27 | LEE-20 | 21 | LEE | I-75 AT SR 82 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 1 | 27 | MANATEE-10 | 10 | MANATEE | US 301 AT I-75 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 1 | 27 | LEE-19 | 20 | LEE | I-75 AT SR 884 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 1 | 27 | SARASOTA-8 | 8 | SARASOTA | I-75 AT FRUITVILLE ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 5 | 26 | LEE-3 | 3 | LEE | I-75 | SR 82 | CHARLOTTE COUNTY LINE | Corridor Enhancement | WIDEN TO 8 LANES |
| 5 | 26 | SARASOTA-10 | 10 | SARASOTA | I-75 AT CLARK ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 7 | 25 | SARASOTA-9 | 9 | SARASOTA | I-75 AT BEE RIDGE ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 8 | 24 | LEE-13 | 13 | LEE | SR 884 (COLONIAL BLVD) | FOWLER ST | SR 739 | Corridor Enhancement | RAIL SAFETY PROJECT |
| 8 | 24 | SARASOTA-11 | 11 | SARASOTA | I-75 AT SR 681 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 8 | 24 | MANATEE-12 | 12 | MANATEE | I-75 AT SR 70 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 8 | 24 | MANATEE-11 | 11 | MANATEE | I-75 AT SR 64 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 12 | 23 | COLLIER-7 | 7 | COLLIER | I-75 | GOLDEN GATE PARKWAY | PINE RIDGE ROAD | Corridor Enhancement | WIDEN TO 8 LANES |
| 12 | 23 | LEE-4 | 4 | LEE | I-75 | GOLDEN GATE PARKWAY | SR 82 | Corridor Enhancement | WIDEN TO 10 LANES |
| 12 | 23 | SARASOTA-12 | 12 | SARASOTA | I-75 AT YORKSHIRE STREET | | | Location Enhancement | NEW INTERCHANGE |
| 12 | 23 | LEE-17 | 18 | LEE | I-75 AT CORKSCREW | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 12 | 23 | POLK-43 | 43 | POLK | I-4 @ SR 33 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 17 | 22 | CHARLOTTE-8 | 8 | CHARLOTTE | I-75 (PEACE RIVER BRIDGES) | US 17 | CR 776 (HARBORVIEW ROAD) | Corridor Enhancement | WIDEN TO 8 LANES |
| 17 | 22 | LEE-5 | 5 | LEE | SR 80 | SR 31 | BUCKINGHAM ROAD | Corridor Enhancement | WIDEN TO 5 LANES |
| 17 | 22 | OKEECHOBEE-7 | 7 | OKEECHOBEE | SR 710 | SR 70 | MARTIN COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 17 | 22 | LEE-18 | 19 | LEE | I-75 AT DANIELS PARKWAY | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 17 | 22 | POLK-44 | 44 | POLK | I-4 AT COUNTY LINE ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 22 | 22 | POLK-41 | 41 | POLK | CENTRAL POLK PARKWAY | US 17/92 | I-4 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 23 | 21 | CHARLOTTE-10 | 10 | CHARLOTTE | US 17 | COPELY DRIVE | CR 74 (BERMONT ROAD) | Corridor Enhancement | WIDEN TO 6 LANES |
| 23 | 21 | COLLIER-8 | 8 | COLLIER | I-75 H/OV LANES | PINE RIDGE ROAD | LEE COUNTY | Corridor Enhancement | NEW 4 LANE LIMITED ACCESS |
| 23 | 21 | LEE-16 | 17 | LEE | I-75 AT BONITA BEACH ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 23 | 21 | LEE-21 | 22 | LEE | I-75 AT SR 78 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 23 | 21 | POLK-33 | 33 | POLK | SR 659/COMBEE ROAD | US 98 | US 92 | Corridor Enhancement | WIDEN TO 4 LANES |
| 23 | 21 | POLK-35 | 35 | POLK | CENTRAL POLK PARKWAY | US 17 | LOGISTICS PARKWAY | Corridor Enhancement | NEW 6 LANE FACILITY |
| 29 | 20 | GLADES-5 | 5 | GLADES | SR 29 | HENDRY COUNTY LINE | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 29 | 20 | LEE-11 | 11 | LEE | SR 82 | SHAWNEE ROAD | HENDRY COUNTY LINE | Corridor Enhancement | WIDEN TO 6 LANES |
| 29 | 20 | HENDRY-10 | 10 | HENDRY | SR 29 | CR 832 (KERI ROAD) | SPENGER LANE | Corridor Enhancement | WIDEN TO 4 LANES |
| 29 | 20 | POLK-37 | 37 | POLK | CENTRAL POLK PARKWAY | SR 60 | US 27 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 29 | 20 | SARASOTA-6 | 6 | SARASOTA | US 41 | SR 681 | BAYWOOD DR | Corridor Enhancement | WIDEN TO 6 LANES |
| 34 | 19 | CHARLOTTE-7 | 7 | CHARLOTTE | I-75 | CR 776 (HARBORVIEW ROAD) | DESOTO COUNTY LINE | Corridor Enhancement | WIDEN TO 8 LANES |
| 34 | 19 | HENDRY-7 | 7 | HENDRY | US 27/SR 80 | US 27 | S. FRANCISCO STREET | Corridor Enhancement | WIDEN TO 6 LANES |
| 34 | 19 | POLK-40 | 40 | POLK | CENTRAL POLK PARKWAY | CR 580 | US 17/92 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 34 | 19 | LEE-14 | 14 | LEE | US 41 AND SIX MILE OYRESS PARKWAY | | | Location Enhancement | INTERSECTION IMPROVEMENT |
| 38 | 18 | CHARLOTTE-9 | 9 | CHARLOTTE | I-75 | LEE COUNTY LINE | US 17 | Corridor Enhancement | WIDEN TO 8 LANES |
| 38 | 18 | COLLIER-11 | 11 | COLLIER | SR 82 | HENDRY COUNTY LINE | SR 29 | Corridor Enhancement | WIDEN TO 6 LANES |
| 38 | 18 | HENDRY-5 | 5 | HENDRY | SR 80 | LEE COUNTY LINE | FORT THOMPSON AVENUE | Corridor Enhancement | WIDEN TO 6 LANES |
| 38 | 18 | HENDRY-8 | 8 | HENDRY | SR 29 | COWBOY WAY | WHIDDEN RD | Corridor Enhancement | WIDEN TO 4 LANES |
| 38 | 18 | POLK-38 | 38 | POLK | CENTRAL POLK PARKWAY | US 27 | CR 544 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 38 | 18 | POLK-39 | 39 | POLK | CENTRAL POLK PARKWAY | CR 540 | CR 580 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 38 | 18 | POLK-42 | 42 | POLK | | CR 630 | KISSIMMEE RIVER BRIDGE | Corridor Enhancement | WIDEN TO 4 LANES |
| 45 | 17 | MANATEE-5 | 5 | MANATEE | I-75 PORT CONNECTOR CORRIDOR | US 41 | I-75 | FAC Access | NEW 4 LANE FACILITY |
| 45 | 17 | DESOTO-5 | 5 | DESOTO | SR 70 | MANATEE COUNTY LINE | HIGHLANDS COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 45 | 17 | OKEECHOBEE-8 | 8 | OKEECHOBEE | SR 70 | HIGHLANDS COUNTY LINE | US 98 | Corridor Enhancement | WIDEN TO 4 LANES |
| 45 | 17 | OKEECHOBEE-9 | 9 | OKEECHOBEE | US 98 | SR 70 | N. OF NW 36TH ST | Corridor Enhancement | WIDEN TO 4 LANES |
| 45 | 17 | POLK-36 | 36 | POLK | CENTRAL POLK PARKWAY | US 41 | LOGISTICS PARKWAY | Corridor Enhancement | NEW 6 LANE FACILITY |
| 50 | 16 | LEE-12 | 12 | LEE | US 41 | VICTORIA AVENUE | DIPLOMAT PARKWAY | Corridor Enhancement | WIDEN TO 6 LANES |
| 50 | 16 | MANATEE-9 | 9 | MANATEE | SR 70 | LORRAINE ROAD | DESOTO COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 50 | 16 | LEE-15 | 15 | LEE | US 41 AT CORKSCREW ROAD | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 50 | 16 | MANATEE-13 | 13 | MANATEE | SR 70 AT 30TH STREET E | | | Location Enhancement | INTERSECTION IMPROVEMENT |
| 55 | 15 | HIGHLANDS-9 | 9 | HIGHLANDS | SR 70 | DESOTO COUNTY LINE | OKEECHOBEE COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 55 | 15 | MANATEE-6 | 6 | MANATEE | MCCASIN WALLOW ROAD | I-75 | US 301 | Corridor Enhancement | WIDEN TO 4 LANES |
| 55 | 15 | POLK-34 | 34 | POLK | CENTRAL POLK PARKWAY | US 17 | SR 80 | Corridor Enhancement | NEW 6 LANE FACILITY |
| 55 | 15 | HARDEE-4 | 4 | HARDEE | SR 62 EXTENSION | US 17 | SR 64 | Corridor Enhancement | NEW 2 LANE FACILITY |
| 55 | 15 | POLK-28 | 28 | POLK | US 98 | W. SOCRUM LOOP RD | SR 471 | Corridor Enhancement | WIDEN TO 4 LANES |
| 55 | 15 | HENDRY-12 | 12 | HENDRY | SR 82 | LEE COUNTY LINE | COLLIER COUNTY LINE | Corridor Enhancement | WIDEN TO 6 LANES |
| 60 | 14 | CHARLOTTE-14 | 14 | CHARLOTTE | NORTH JONES LOOP ROAD | US 41 | PIPER ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 60 | 14 | COLLIER-12 | 12 | COLLIER | SR 951 (COLLIER BOULEVARD) | SOUTH OF MANATEE ROAD | NORTH OF TOWER ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 60 | 14 | LEE-9 | 9 | LEE | SR 80 | SR 80 | CHARLOTTE COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 60 | 14 | MANATEE-8 | 8 | MANATEE | NEW MANATEE RIVER BRIDGE | SR 64 | US 301 | Corridor Enhancement | NEW 4 LANE BRIDGE |
| 60 | 14 | OKEECHOBEE-6 | 6 | OKEECHOBEE | SR 710 EXTENSION | US 41 | SR 70 | Corridor Enhancement | NEW 4 LANE FACILITY |
| 60 | 14 | SARASOTA-7 | 7 | SARASOTA | US 41 (TAMIAMI TRAIL) | GULF COAST BLVD | US 41 BYPASS | Corridor Enhancement | WIDEN TO 6 LANES |
| 60 | 14 | HARDEE-6 | 6 | HARDEE | SR 64 | US 17 | HIGHLANDS COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 60 | 14 | HARDEE-5 | 5 | HARDEE | SR 64 | MANATEE COUNTY LINE | US 17 | Corridor Enhancement | WIDEN TO 4 LANES |
| 60 | 14 | HENDRY-9 | 9 | HENDRY | SR 80 | SPENGER LANE | COWBOY WAY | Corridor Enhancement | WIDEN TO 4 LANES |
| 60 | 14 | POLK-30 | 30 | POLK | SR 35/700 (US98) | EDGEWOOD DRIVE | E MAIN STREET | Corridor Enhancement | WIDEN TO 6 LANES |
| 60 | 14 | SARASOTA-5 | 5 | SARASOTA | US 301 | MOUND STREET | UNIVERSITY PARKWAY | Corridor Enhancement | CORRIDOR RETIMING |
| 60 | 14 | HENDRY-6 | 6 | HENDRY | SR 80 | SR 833 | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 60 | 14 | POLK-32 | 32 | POLK | US 92 | COUNTY LINE ROAD | WABASH AVENUE | Corridor Enhancement | WIDEN TO 4 LANES |
| 60 | 14 | CHARLOTTE-19 | 19 | CHARLOTTE | SR 31 AT CR 74 | | | Location Enhancement | INTERCHANGE IMPROVEMENT |
| 74 | 13 | COLLIER-13 | 13 | COLLIER | CR 951 (COLLIER BOULEVARD) | GOLDEN GATE CANAL | GREEN BOULEVARD | Corridor Enhancement | WIDEN TO 6 LANES |
| 74 | 13 | DESOTO-4 | 4 | DESOTO | SR 31 EXTENSION | US 17 | SR 70 | Corridor Enhancement | NEW 2 LANE FACILITY |
| 74 | 13 | POLK-27 | 27 | POLK | US 98 | DAUGHTERY ROAD | W. SOCRUM LOOP RD | Corridor Enhancement | WIDEN TO 6 LANES |
| 77 | 12 | CHARLOTTE-11 | 11 | CHARLOTTE | CR 765/BURNT STORE ROAD EXTENSION | CR 765A (TAYLOR ROAD) | FLORIDA STREET | Corridor Enhancement | NEW 4 LANE FACILITY |
| 77 | 12 | CHARLOTTE-12 | 12 | CHARLOTTE | CR 765/BURNT STORE ROAD | LEE COUNTY LINE | US 41 | Corridor Enhancement | WIDEN TO 4 LANES |
| 77 | 12 | CHARLOTTE-15 | 15 | CHARLOTTE | US 41 | TUCKERS GRADE | ENTERPRISE DRIVE | Corridor Enhancement | WIDEN TO 6 LANES |
| 77 | 12 | HENDRY-11 | 11 | HENDRY | SR 29 | COLLIER COUNTY LINE | CR 832 (KERI ROAD) | Corridor Enhancement | WIDEN TO 4 LANES |
| 77 | 12 | MANATEE-15 | 15 | MANATEE | SR 684 | SR 789 (GULF DRIVE) | 123rd ST W | Maintenance | REPLACE MOVABLE SPAN BRIDGE |
| 77 | 12 | MANATEE-14 | 14 | MANATEE | SR 64 | SR 789 (GULF DRIVE) | PERICO BAY BLVD | Maintenance | BRIDGE REPLACEMENT |
| 77 | 12 | POLK-23 | 23 | POLK | THOMPSON NURSERY ROAD EXT. | POLLARD ROAD | CR 540A | Corridor Enhancement | NEW 4 LANE FACILITY |
| 77 | 12 | POLK-24 | 24 | POLK | THOMPSON NURSERY ROAD | CR 540A | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 85 | 11 | CHARLOTTE-17 | 17 | CHARLOTTE | TUCKERS GRADE | US 41 | I-75 | Corridor Enhancement | WIDEN TO 6 LANES |
| 85 | 11 | HIGHLANDS-8 | 8 | HIGHLANDS | SR 64 | HARDEE COUNTY LINE | US 27 | Corridor Enhancement | WIDEN TO 4 LANES |
| 85 | 11 | MANATEE-7 | 7 | MANATEE | US 301 | CR 575 | MCCASIN WALLOW ROAD | Corridor Enhancement | WIDEN TO 4 LANES |
| 85 | 11 | POLK-26 | 26 | POLK | US 17/92 | US 17 | 17TH ST | Corridor Enhancement | WIDEN TO 4 LANES |
| 89 | 10 | COLLIER-9 | 9 | COLLIER | SR 29 LOOP ROAD | SR 29 (SOUTH) | FLORIDA TRADEPORT BOULEVARD | Corridor Enhancement | NEW 2 LANE FACILITY |
| 89 | 10 | LEE-6 | 6 | LEE | BURNT STORE ROAD | PINE ISLAND ROAD | CHARLOTTE COUNTY LINE | Corridor Enhancement | WIDEN TO 4 LANES |
| 89 | 10 | LEE-8 | 8 | LEE | DEL PRADO EXTENSION | US 41 | I-75 | Corridor Enhancement | NEW 4 LANE FACILITY |
| 89 | 10 | LEE-10 | 10 | LEE | SR 78 | I-75 | SR 31 | Corridor Enhancement | WIDEN TO 4 LANES |
| 89 | 10 | POLK-25 | 25 | POLK | THOMPSON NURSERY ROAD | US 27 | SR 17 | Corridor Enhancement | WIDEN TO 4 LANES |
| 89 | 10 | CHARLOTTE-16 | 16 | CHARLOTTE | SR 776 (SOUTH MCCALL ROAD) | CR 775/FLACIDA ROAD | SUNNYBROOK BOULEVARD | Corridor Enhancement | WIDEN TO 6 LANES |
| 95 | 9 | CHARLOTTE-13 | 13 | CHARLOTTE | CR 766 (HARBORVIEW ROAD) | MELBOURNE STREET | RIO DE JANEIRO AVENUE | Corridor Enhancement | WIDEN TO 4 LANES |
| 95 | 9 | CHARLOTTE-18 | 18 | CHARLOTTE | TUCKERS GRADE EXTENSION | US 41 | CR 765/BURNT STORE ROAD | Corridor Enhancement | NEW 6 LANE FACILITY |
| 95 | 9 | COLLIER-10 | 10 | COLLIER | SR 29 LOOP ROAD | FLORIDA TRADEPORT BOULEVARD | SR 29 (SOUTH) | Corridor Enhancement | NEW 4 LANE FACILITY |
| 95 | 9 | POLK-31 | 31 | POLK | SR 37 | SR 570 (POLK PARKWAY) | US 98 | Corridor Enhancement | WIDEN TO 6 LANES |
| 95 | 9 | POLK-29 | 29 | POLK | SR 33 | OLD COMBEE ROAD | UNIVERSITY BLVD | Corridor Enhancement | WIDEN TO 4 LANES |
| 95 | 9 | LEE-7 | 7 | LEE | BUS US 41/TAMIAMI TRAIL N | LITTLETON ROAD | US 41 | Corridor Enhancement | WIDEN TO 4 LANES |
| 95 | 9 | POLK-21 | 21 | POLK | SR 540 EXTENSION | US 17 | RIFLE RANGE ROAD | Corridor Enhancement | NEW 4 LANE FACILITY |
| 95 | 9 | POLK-22 | 22 | POLK | THOMPSON NURSERY ROAD EXT. | RIFLE RANGE ROAD | POLLARD ROAD | Corridor Enhancement | NEW 4 LANE FACILITY |
| 103 | 8 | COLLIER-15 | 15 | COLLIER | OIL WELL ROAD/CR 858 | AVE MARIA ENTRANCE | CAMP KEAIS ROAD | Corridor Enhancement | WIDEN TO 6 LANES |
| 103 | 8 | COLLIER-14 | 14 | COLLIER | OIL WELL ROAD/CR 858 | EVERGLADES BLVD N | OIL WELL GRADE RD | Corridor Enhancement | WIDEN TO 4 LANES |
| 103 | 8 | POLK-45 | 45 | POLK | US 98 @ BRIDGE #0064 (PEACE RIVER) | | | Maintenance | BRIDGE REPLACEMENT |