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Technical Report 2045 Cost Feasible Plan

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North Florida Transportation Planning Organization

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North Florida **TPO**
Transportation Planning Organization
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Introduction

The final step in the development of the 2045 Long Range Transportation Plan (LRTP) prior to adoption is the development of the Cost Feasible Plan. The cost to implement all the mobility projects needed by 2045 far exceeds the anticipated revenues for the North Florida TPO. As a result, the Needs Plan must be prioritized with the goal of including the best performing projects in the Cost Feasible Plan.

The development of the Cost Feasible Plan for the North Florida TPO required an evaluation of overall transportation system needs within the context of available financial resources for mobility projects. The purpose of this Cost Feasible Plan is to demonstrate how the adopted transportation plan can be implemented while matching the public and private financial resources reasonably expected to be available to implement the Cost Feasible Plan. This is consistent with MAP-21 requirements for the development of LRTPs, which requires that transportation plans developed for urbanized areas be financially constrained, and that the Cost Feasible Plan reflect the “Year of Expenditure” for each project.

This requirement calls for the Cost Feasible Plan to identify revenue in five-year increments as well as the development of project costs to reflect future year costs. This refinement has caused the Cost Feasible Plan to be developed in a way that creates two five-year and one ten-year funding stages. Project costs are then budgeted against forecasted revenues for each period while matching the mobility demands of the periods. Therefore, the Cost Feasible Plan typically matches the highest priority needs with the anticipated revenue.

The Cost Feasible Plan establishes the priorities for needed mobility projects and underscores the value the community places on investments in various modes of travel. How an area chooses to spend its limited financial resources presents the clearest picture of its priorities for long-range mobility improvements as a means to achieve community objectives, such as quality of life, economic development, and protecting the environment.

The North Florida TPO, its partners, advisory committees, the LRTP Steering Committee, along with members of the general public, participated in the development of the Cost Feasible Plan through a series of public workshops, Steering Committee meetings, advisory committee meetings, workshops, and a formal public hearing. **The North Florida TPO adopted the 2045 Cost Feasible Plan on November 14, 2019.** This section documents the development of the Cost Feasible Plan and identifies transportation system improvements associated with the adopted 2045 LRTP Cost Feasible Plan for the region.

Existing Plus Committed (E+C) Network

The Existing plus Committed Network is comprised entirely of major arterial and collector roads within the study area, plus new or expanded (committed) roadways funded for construction between 2018 and 2021.

The North Florida TPO's Transportation Improvement Program and the FDOT's Five-Year Work Program were also reviewed for capacity projects meeting the prescribed criteria to be considered committed.

A comprehensive list of the projects that are considered committed are shown in Table I. The committed projects for the 2045 LRTP Update are depicted in Map I.

Table I Committed Projects

| Clay County | | | | |
|--------------------------|------------------------|---|---------------------------|------------------|
| Roadway | From | To | Description | FY Funded |
| SR 21 Blanding Boulevard | CR 218 | Black Creek | Widen to 6 lanes | FY 2018/19 |
| SR 21 Blanding Boulevard | Black Creek | Long Bay Road (CR 220) | Widen to 6 lanes | FY 2018/19 |
| SR 21 Blanding Boulevard | Long Bay Road (CR 220) | Allie Murry Road | Widen to 6 Lanes | FY 2018/19 |
| CR 218 | Cosmos Avenue | Pine Tree Lane | Widen to 4 lanes | FY 2020/21 |
| CR 220 | Henley Road | Knight Boxx Road | Widen to 4 lanes | FY 2020/21 |
| First Coast Expressway | North of SR 16 | North of Blanding Boulevard (SR 21) | New 4 lane expressway | FY 2018/19 |
| First Coast Expressway | South of US 17 | North of SR 16 | New 4 lane expressway | FY 2018/19 |
| First Coast Expressway | West of SR 16A | East of CR 209 | New 4 lane expressway | FY 2018/19 |
| First Coast Expressway | At CR 218 | | Construct new interchange | FY 2019/20 |
| First Coast Expressway | At SR 16 | | Construct new interchange | FY 2019/20 |
| First Coast Expressway | At CR 739 | | Construct new interchange | FY 2019/20 |
| Duval County | | | | |
| I-295 | I-10 | Commonwealth Avenue | Add lanes and reconstruct | FY 2020/21 |
| I-295 | at Collins Road | | Modify Interchange | FY 2019/20 |
| I-295 | I-95 South | SR 13 San Jose Boulevard (Buckman Bridge) | Add 2 Express Lanes | Complete |

| Roadway | From | To | Description | FY Funded |
|-------------------------------------|---------------------------------|--------------------|---------------------------|------------|
| I-295 | J T Butler Boulevard (SR 202) | SR 9B | Add 2 Express Lanes | Underway |
| I-95 | at Baymeadows Road | | Modify Ramps | FY 2020/21 |
| I-95 | St Johns County Line | I-295 | Add lanes and reconstruct | FY 2021/22 |
| I-95 | J T Butler Boulevard | Atlantic Boulevard | Add lanes and reconstruct | FY 2021/22 |
| I-10 | First Coast Expressway | I-295 | Add lanes and reconstruct | Complete |
| I-10 | at US 301 (SR 200) | | Interchange Modification | Complete |
| I-10 | I-295 | I-95 | Add lanes and reconstruct | FY 2019/20 |
| I-10 | at Hammond Boulevard (Marietta) | | New Interchange | Complete |
| Jacksonville National Cemetery Road | Lannie Road | Arnold Road | New 2 Lane Roadway | FY 2018/19 |
| Southside Boulevard (SR 115) | at Deerwood Park Boulevard | | Modify Intersection | FY 2018/19 |
| Southside Boulevard (SR 115) | at Gate Parkway | | Modify Intersection | FY 2018/19 |
| J Turner Butler Boulevard (SR 202) | at Gate Parkway | | Modify Interchange | FY 2017/18 |
| J Turner Butler Boulevard (SR 202) | at San Pablo Road | | Modify Interchange | FY 2019/20 |
| JIA North Access Road (SR 243) | Airport Road (SR 102) | Pecan Park Road | Widen to 4 Lanes | FY 2017/18 |
| 5th Street (McDuff Avenue Phase 3) | Melson Avenue | Huron Street | Widen to 3 Lanes | FY 2019/20 |
| Alta Drive | Faye Road | Burkit Lane | Widen to 5 Lanes | FY 2019/20 |
| Collins Road | SR 21 Blanding Boulevard | Pine Verde | Widen to 3 Lanes | FY 2019/20 |
| Collins Road | Shindler Drive | Rampart Road | Widen to 4 Lanes | FY 2019/20 |

| Roadway | From | To | Description | FY Funded |
|--------------------------------|-------------------------------|--------------------------|-----------------------------------|------------|
| Collins Road | Old Middleburg Road South | Shindler Drive | Widen to 4 Lanes | FY 2019/20 |
| Kernan Boulevard | SR 202 J. T. Butler Boulevard | Glen Kernan Parkway | Widen to 4 Lanes | FY 2019/20 |
| Kernan Boulevard | SR 10 Atlantic Boulevard | McCormick Road | Widen to 6 Lanes | FY 2019/20 |
| Paramore Road Extension | Paramore Road | Youngerman Circle | New Road | FY 2020/21 |
| San Pablo Road | US 90 Beach Boulevard | SR 10 Atlantic Boulevard | Widen to 3 Lanes | FY 2019/20 |
| SR 9B | Phillips Highway (US 1) | I-295 | Add 2 Auxiliary Lanes | FY 2019/20 |
| Martin Luther King Jr. Parkway | at 21st St./Talleyrand Avenue | | New Interchange | FY 2019/20 |
| Pecan Park Rd. (SR 243) | Pecan Park Rd. (SR 243) | I-95 | Widen to 4 Lanes | FY 2019/20 |
| SR 9B | at I-295 | | Interchange Modification | Underway |
| SR 9B | Philips Hwy. (US 1) | I-295 | New 4 Lane Limited Access Roadway | Complete |
| SR 9B | Philips Hwy. (US 1) | I-295 | Widen to 6 Lanes | Underway |
| Girvin Road | Ashley Melisse | Wonderwood Drive | Widen to 3 lanes | Complete |
| Girvin Road | Atlantic Boulevard | Ashley Melisse | Widen to 3 Lanes | Complete |
| St Johns County | | | | |
| First Coast Expressway | I-95 | West of CR 16A | New 4 Lane Expressway | FY 2022/23 |
| First Coast Expressway | Interchange with CR 2209 | | New interchange | FY 2022/23 |
| First Coast Expressway | Interchange with I-95 | | New interchange | FY 2022/23 |
| SR 313 | SR 207 | Holmes Road | New 6 Lane Road | FY 2020/21 |
| Racetrack Road | CR 2209 | Bartram Park Boulevard | Widen to 4 Lanes | Complete |
| Payton Parkway | SR 9B | Racetrack Road | New 4 Lanes Road | Complete |
| SR 16 | International Golf Parkway | South Francis Road | Widen to 4 Lanes | FY 2019/20 |

| Roadway | From | To | Description | FY Funded |
|-------------------------------------|--------------------|---------------------|---|------------|
| South Dixie Highway / Pellicer Lane | CR 214 King Street | SR 207 | Reconstruct 2 Lanes and Widen to add Sidewalks and Bike Lanes | FY 2019/20 |
| CR2209 | CR210 | SR 16 Connector | Construct new 4 lanes roadway | Underway |
| Nassau County | | | | |
| SR 200 (SR AIA) | I-95 | Amelia River Bridge | Widen to 6 Lanes | Underway |
| US 301 (SR 200) | Duval County Line | City of Callahan | Widen to 4 Lanes | Complete |

Financial Resources

The analysis of financial resources is an important element of the 2045 LRTP Update. This section presents financial resources that are both committed and potential transportation revenues at the federal, state, and local level, including funding sources dedicated to existing maintenance and operations activities for various types of transportation facilities and services in the community. The purpose of this financial resources report is to provide the basis for determining how many of the Transportation Needs Assessment projects might be affordable and included in the North Florida TPO 2045 Cost Feasible Plan.

The Florida Department of Transportation (FDOT) has provided revenue estimates for use in the development of the 2045 LRTP. These forecasts have produced a 26-year total for state and federal revenue sources of \$2.603 billion for highways (non-SIS) and \$993 million for transit projects as shown below in Table I. These sources are those that have historically been considered by the North Florida TPO during preparation of the LRTP.

Project Selection

The 2045 Needs Plan resulted in more projects and programs being identified as needed than the region can afford to implement. As the 2045 Cost Feasible Plan was developed, the Goals and Objectives were used to identify projects that should receive funding. Projects were evaluated based on how well they met the individual objectives and measures and the more they aligned with the higher priority they would receive. This effort resulted in an initial list of projects for the region. The LRTP team then began meeting with local government partners, transit agencies and others to further refine the list. Potential impacts to the underserved community were evaluated and the equitable distribution of projects was considered.

This resulted in a final alteration of the project list, with some projects shifting into and out of the 2045 Cost Feasible Plan that was ultimately adopted.

Cost Feasible Plan Equity

Equity in the development of the 2045 Cost Feasible Plan was of paramount importance to the North Florida TPO. Equity was considered from several points of view. Geographic equity was considered to ensure no one area was impacted or received more benefit than another. Social equity was considered so that no one segment of the population was impacted disproportionately. Financial equity was also considered to ensure no one area received more resources than another.

This did present challenges when developing the projects and programs to include in the 2045 Cost Feasible Plan. Many areas where lower income and economically challenged neighborhoods are found are not experiencing congestion but they are still in need of infrastructure investment to help spur economic development and redevelopment opportunities. To address this, the 2045 Long Range Transportation Plan includes Mobility Programs in addition to Complete Street and Safety programs that will seek out projects in areas where we do not have congestion but do have mobility needs that can be met through other transportation and/or mobility projects. These may include sidewalk or bicycle projects. It could also include lane reduction projects where the roadway is scaled appropriately for the neighborhood it serves.

Figure 1 Committed Projects

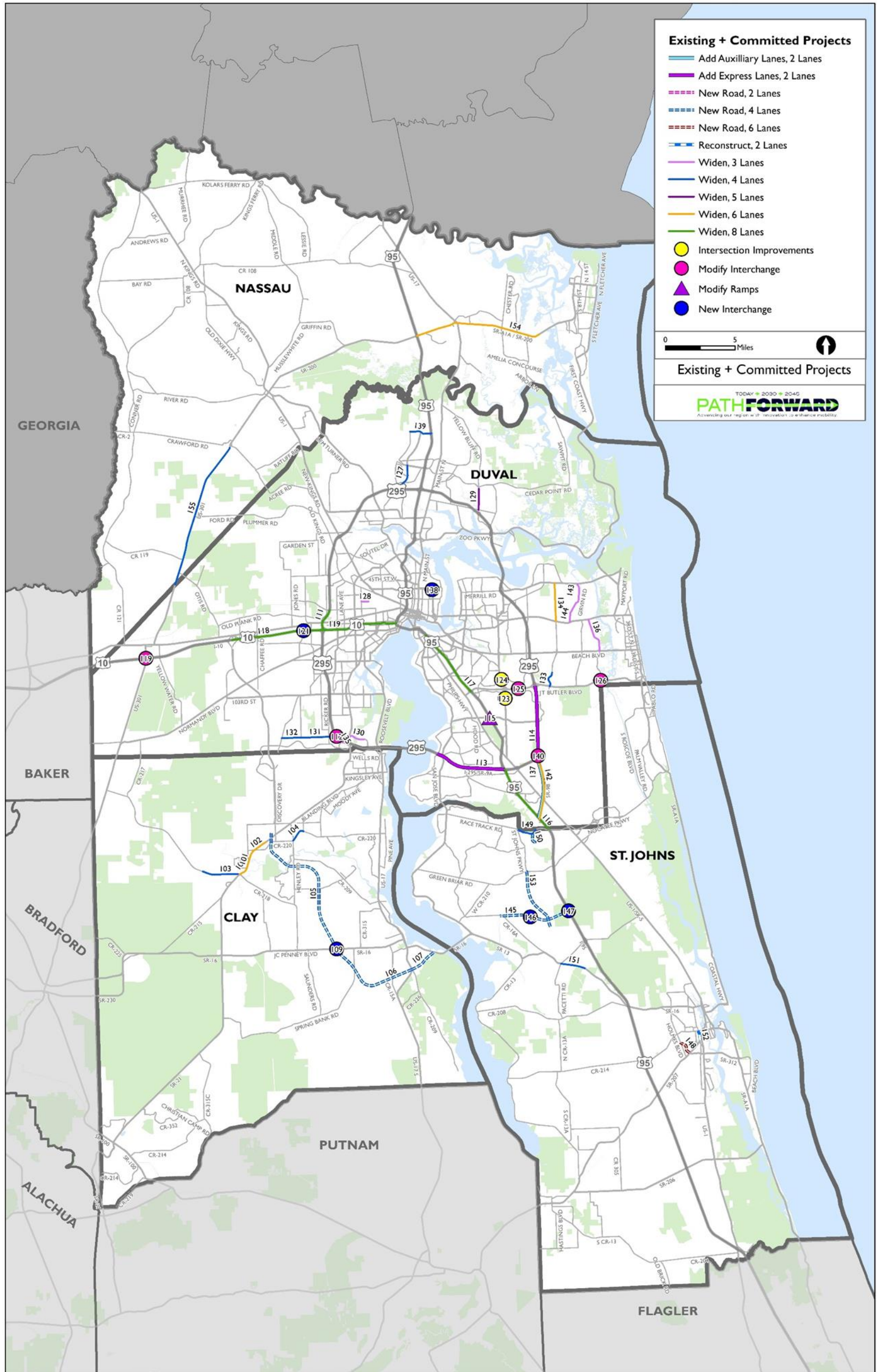


Figure 2 Underserved Communities

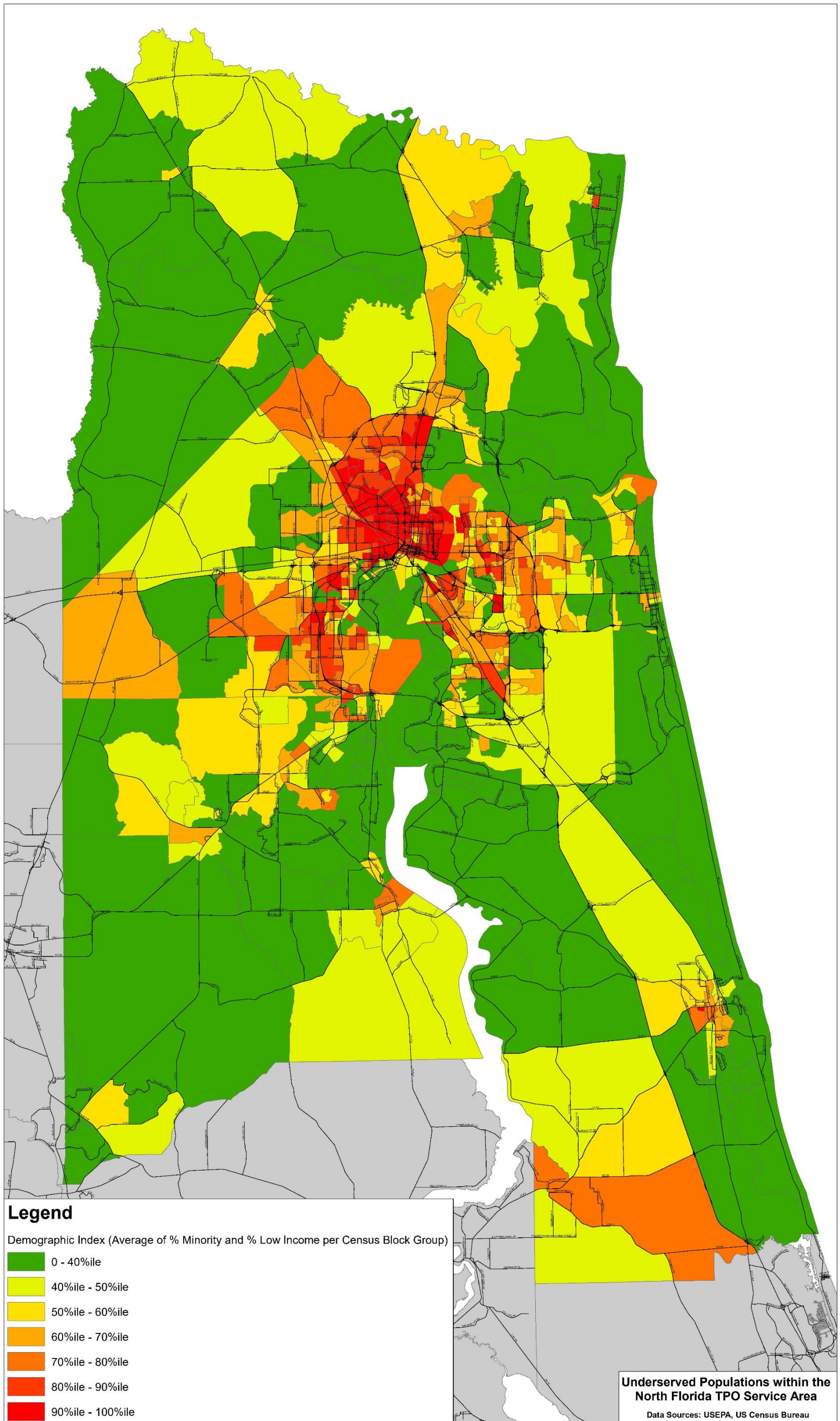


Table 2 State and Federal Funds from 2045 Revenue Forecast (Millions of Dollars)

| Capacity Programs | 2045 Revenue Forecast | | | | | |
|---|-----------------------|-----------------|-----------------|-----------------|-------------------|-------------------|
| | 2020 | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | 26 Year Total |
| SIS Highways Construction & ROW | NA | NA | NA | NA | NA | NA |
| Other Arterials Construction & ROW | \$47.88 | \$391.55 | \$494.08 | \$539.87 | \$1,130.31 | \$2,603.70 |
| Transit | \$26.69 | \$148.28 | \$186.98 | \$204.77 | \$426.60 | \$993.31 |
| Total Capacity Programs | \$74.57 | \$539.83 | \$681.06 | \$744.64 | \$1,556.91 | \$3,597.01 |
| Transportation Management Area (TMA) Funds | \$17.23 | \$86.13 | \$86.13 | \$86.13 | \$172.26 | \$447.88 |
| TALU (Urban); Funds for TMA | \$1.39 | \$6.96 | \$6.96 | \$6.96 | \$13.92 | \$36.19 |
| TALL (<200,000 Population); District-wide Funds | \$0.69 | \$3.44 | \$3.44 | \$3.44 | \$6.87 | \$17.86 |
| TALT (Any Area); District-wide Funds | \$2.78 | \$13.89 | \$13.89 | \$13.89 | \$27.77 | \$72.20 |
| Total TMA Funds | \$22.09 | \$110.42 | \$110.42 | \$110.42 | \$220.82 | \$574.13 |
| New Start FTA (Statewide) | \$41.8 | \$226.3 | \$259.2 | \$282.4 | \$593.4 | \$1,403.1 |
| Districtwide TRIP | \$2.5 | \$17.6 | \$26.3 | \$29.2 | \$59.9 | \$135.5 |
| SUN Trail (Statewide) | \$25 | \$125 | \$125 | \$125 | \$250 | \$650 |

Source: Florida Department of Transportation

Strategic Intermodal System Funded Projects

The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the state's economy and mobility. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. The SIS is the state's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP), the state's long-range transportation vision and policy plan.

FDOT is responsible for identifying SIS projects across the state. Determining funding for SIS projects is also the responsibility of the FDOT.

The following tables summarize the adopted 2045 Cost Feasible Plan for programs and projects that are part of the SIS.

Table 3 Strategic Intermodal System (SIS) Projects

| Facility | County | ID | From | To | Improvement | TIP Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 | Phases Funded |
|--------------------------------|----------------------|-----|---------------------------------------|---------------------------------------|---------------------------|---------------------|-----------------|-----------------|-----------------|--------------------|
| First Coast Expressway (SR 23) | Duval/Clay/St Johns | 800 | I-95 (SR 9) | I-10 (SR 8) | Construct New Road | \$10 | | | | PE |
| First Coast Expressway (SR 23) | Clay | 801 | SR 15 (US 17) | SR 21 (Blanding Boulevard) | Construct New Road | \$88,470 | | | | ENV, ROW |
| First Coast Expressway (SR 23) | Clay | 802 | North of SR 16 | SR 21 (Blanding Boulevard) | Construct New Road | \$367,549 | | | | CST |
| First Coast Expressway (SR 23) | Clay/ St Johns | 803 | East of CR 209 | North of SR 16 | Construct New Road | \$232,645 | | | | PE, CST |
| First Coast Expressway (SR 23) | St. Johns/Clay | 804 | I-95 (SR 9) | SR 15 (US 17) | Construct New Road | \$49,847 | | | | ENV, ROW |
| First Coast Expressway (SR 23) | St Johns | 805 | I-95 (SR 9) | West of CR 16A | Construct New Road | \$398,784 | | | | PE, CST |
| First Coast Expressway (SR 23) | St Johns/ Clay | 806 | West of CR 16A | East of CR 209 | Construct New Road | \$370,913 | | | | PE, CST |
| I-10 (SR 8) | Baker/ Nassau/ Duval | 807 | CR 125 (Baker County) | US 301 | Add Lanes and Reconstruct | \$511 | | | | PD&E, PE |
| I-10 (SR 8) | Duval | 808 | I-295 (SR 9A) | I-95 (SR 9) | Add Lanes and Reconstruct | \$134,247 | | | | PD&E, PE, CST |
| I-10 (SR 8) | Duval | 809 | Nassau/Duval County Line | US 301 | Add Lanes and Reconstruct | \$2,650 | | \$3,588 | \$128,645 | PE, ROW, CST |
| I-10 (SR 8) | Duval | 810 | US 301 | SR 23 (Cecil Commerce Center Parkway) | Add Lanes and Reconstruct | \$520 | | \$10,250 | \$266,968 | PE, ROW, CST |
| I-10 (SR 8) | Duval | 811 | US 301 | I-295 (SR 9A) | Add Lanes and Reconstruct | \$1,625 | | | | PD&E |
| I-10 (SR 8) | Duval | 812 | SR 23 (Cecil Commerce Center Parkway) | I-295 (SR 9A) | Add Lanes and Reconstruct | | | \$25,200 | \$433,542 | PE, ROW, CST |
| I-295 (SR 9A) | Duval | 813 | SR 13 (San Jose Boulevard) | SR 21 (Blanding Boulevard) | Add Lanes and Reconstruct | \$12,800 | \$102,143 | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 814 | at Collins Road | | Modify Interchange | \$12,085 | | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 815 | at US 17 | South of Wells Road | Modify Interchange | \$21,788 | | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 816 | Dames Point Bridge | North of Pulaski | Add Lanes and Reconstruct | \$2,157 | | | | PD&E, PE, ROW |
| I-295 (SR 9A) | Duval | 817 | SR 113 (Southside Connector) | SR 202 (J. Turner Butler Boulevard) | Add Lanes and Reconstruct | \$23,316 | \$370,071 | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 818 | SR 202 (J. Turner Butler Boulevard) | SR 9B | Add Lanes and Reconstruct | \$40 | | | | CST |
| I-295 (SR 9A) | Duval | 819 | SR 9B | South Interchange | Add Lanes and Reconstruct | \$10 | | | | PD&E |
| I-295 (SR 9A) | Duval | 820 | North of Commonwealth Drive | North of New Kings Road | Add Lanes and Reconstruct | | | \$96,417 | | PE, ROW, CST |

Table 2 Strategic Intermodal System (SIS) Projects Continued

| Facility | County | ID | From | To | Improvement | TIP Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 | Phases Funded |
|-------------------------------------|----------|-----|---|-------------------------------------|----------------------------|---------------------|------------------|--------------------|--------------------|--------------------|
| I-295 (SR 9A) | Duval | 821 | I-95 (SR 9) | SR 113 (Southside Connector) | Add Lanes and Reconstruct | | | \$126,781 | | PE |
| I-295 (SR 9A) | Duval | 822 | North of Collins Road Interchange | North of Commonwealth Lane | Add Lanes and Reconstruct | | | \$20,719 | \$486,269 | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 823 | North of New Kings Road | South of I-95 (SR 9) Interchange | Add Lanes and Reconstruct | | | \$20,323 | \$382,345 | PE, ROW, CST |
| I-95 (SR 9) | Duval | 824 | at SR 202 (J. Turner Butler Boulevard) | | Modify Interchange | \$17 | | | | ROW |
| I-95 (SR 9) | Duval | 825 | at SR 152 (Baymeadows Road) | | Add Turn Lane | \$1,239 | | | | PE, CST |
| I-95 (SR 9) | Duval | 826 | at US 1/MLK/20th Street | | Modify Interchange | \$32,881 | | | | PE, ROW, CST |
| I-95 (SR 9) | Duval | 827 | Duval County Line | I-295 (SR 9A) | Add Lanes and Reconstruct | \$138,218 | | | | PE, ENV, ROW, CST |
| I-95 (SR 9) | Duval | 828 | SR 202 (J. Turner Butler Boulevard) | Atlantic Boulevard | Add Lanes and Reconstruct | \$346,886 | | | | PD&E, PE, ROW, CST |
| I-95 (SR 9) | Duval | 829 | South of the Duval/St. Johns County Line | SR 202 (J. Turner Butler Boulevard) | Add Lanes and Reconstruct | | | \$682,431 | | ROW, CST |
| I-95 (SR 9) | Duval | 830 | I-10 (SR 8) | South of US 1/SR 115/MLK | Add Lanes and Reconstruct | | \$187,238 | \$214,230 | | PE, ROW, CST |
| I-95 (SR 9) | Duval | 831 | I-295 (SR 9A) | SR 202 (J. Turner Butler Boulevard) | Add Lanes and Reconstruct | \$20,004 | | | | PD&E, PE, ROW, CST |
| I-95 (SR 9) | St Johns | 832 | International Golf Parkway | Duval County Line | Add Lanes and Reconstruct | \$457,600 | | | | PE, ROW, CST |
| I-95 (SR 9) | St Johns | 833 | at SR 16 | | Modify Interchange | | | \$12,212 | | PE, CST |
| SR 200 (US 301) | Nassau | 834 | at Crawford Road (Crawford Diamond Industrial Park) | | Modify Interchange/Flyover | \$604 | | | | PD&E, PE, ROW |
| SR 200 (A1A) | Nassau | 835 | US17 | CR 107 | Add Lanes and Reconstruct | \$16 | | | | PE |
| SR 202 (J. Turner Butler Boulevard) | Duval | 836 | I-95 (SR 9) | SR 200 (A1A) | Planning Study | \$770 | | | | PD&E |
| US 17 | Duval | 837 | Collins Road | NAS Birmingham Gate | Add Lanes and Reconstruct | | | \$42,427 | | PE, ROW, CST |
| Totals | | | | | | \$2,718,192 | \$659,452 | \$1,254,578 | \$1,697,769 | |

PD&E = Project, Development and Environmental
 PE= Project Engineering
 ROW = Right of Way
 ENV = Environmental Mitigation
 CST = Construction

SIS Projects

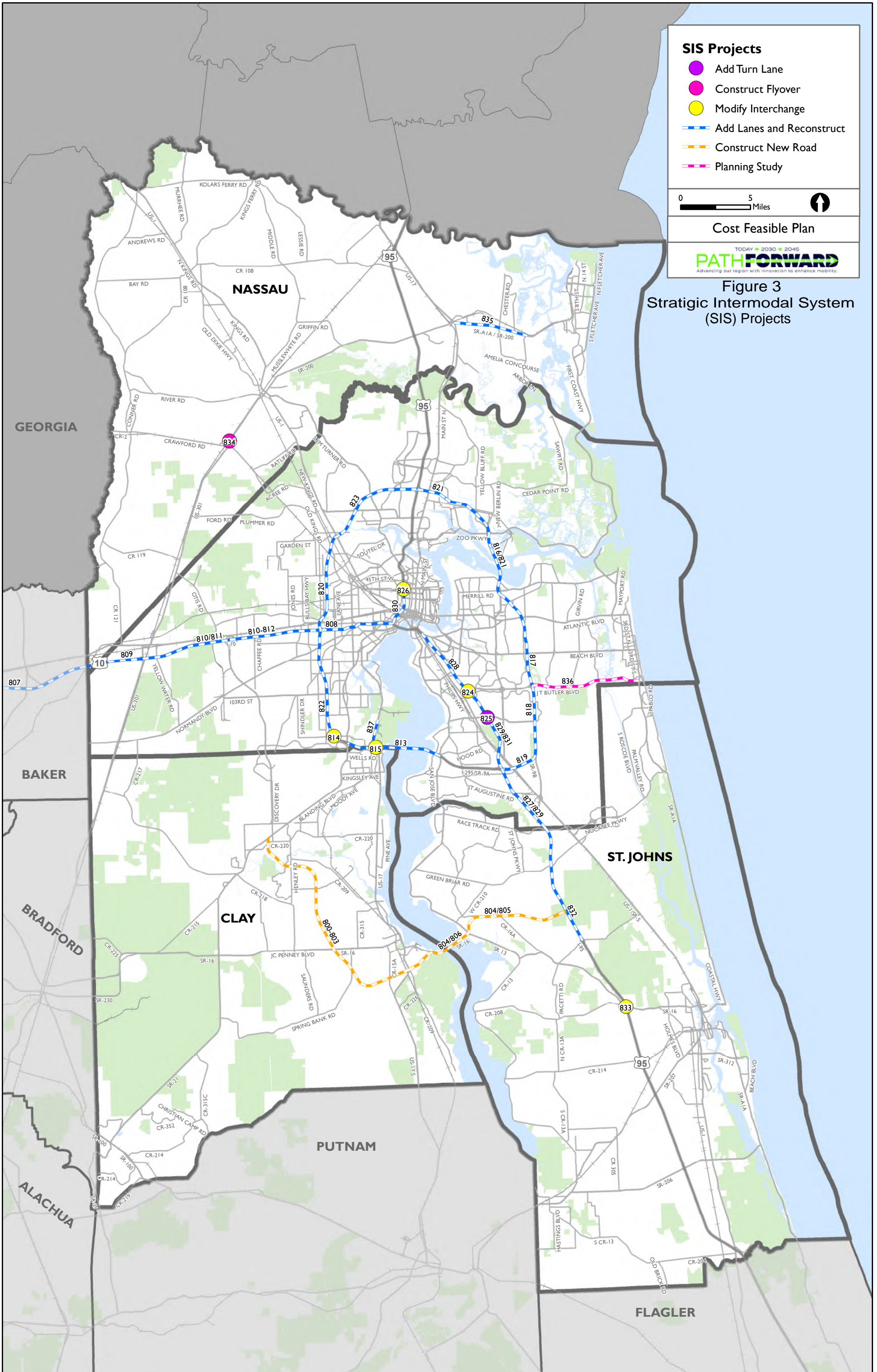
- Add Turn Lane
- Construct Flyover
- Modify Interchange
- Add Lanes and Reconstruct
- Construct New Road
- Planning Study

0 5 Miles

Cost Feasible Plan

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Figure 3
Strategic Intermodal System (SIS) Projects



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Other Federally and State Funded Projects

Mobility projects and programs not on the SIS system address the everyday needs of the residents and visitors of the region. These projects include widening of existing roadways, funding for multi-use paths and trails, operational projects, safety and resiliency projects.

The North Florida TPO understands that the roadway projects included in the plan are not only an opportunity to improve conditions for automobiles, but an opportunity to improve mobility for all users. To that end, each roadway project will include bike lanes and sidewalks to the maximum extent feasible. This will allow for better and safer access to transit, expand the mobility options for those without vehicles and provide a safe environment for walkers and bikers.

The following tables summarize the adopted 2045 Cost Feasible Plan for programs and projects that are not part of the SIS.

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Table 4 Other Arterial Projects

| Facility | County | ID | From | To | Improvement | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|----------------------------|--------|------|-----------------------------|-----------------------------|--|-------|-----------------|-----------------|-----------------|-----------------|
| US 17 Main Street | Duval | 269 | New Berlin Road | Pecan Park Road | Widen to 4 lanes + trail <i>ROW is funded</i> | PE | | | | |
| | | | | | | ROW | | \$ - | | |
| | | | | | | ENV | | \$1,608 | | |
| | | | | | | CST | | \$6,431 | | |
| US 17 Main Street | Duval | 270 | Pecan Park Road | Nassau County Line | Widen to 4 lanes + trail | PE | | | | |
| | | | | | | ROW | | | \$12,254 | |
| | | | | | | ENV | | | \$4,084 | |
| | | | | | | CST | | | \$16,340 | |
| SR 115 Southside Boulevard | Duval | 2014 | SR 202 J T Butler Boulevard | US 90 Beach Boulevard | Widen to 6 lanes | PE | | | | |
| | | | | | | ROW | | | \$8,320 | |
| | | | | | | ENV | | | \$1,108 | |
| | | | | | | CST | | | \$19,375 | |
| SR 115 Southside Boulevard | Duval | 2010 | at SR 152 Baymeadows Road | | Continuous Flow Intersection | PE | | | | |
| | | | | | | ROW | | | \$7,750 | |
| | | | | | | ENV | | | \$3,875 | |
| | | | | | | CST | | | | \$41,000 |
| SR 115 Southside Boulevard | Duval | 2011 | at J T Butler Boulevard | | Modify Interchange | PE | | | | |
| | | | | | | ROW | | | | \$2,460 |
| | | | | | | ENV | | | | \$1,025 |
| | | | | | | CST | | | | \$54,325 |
| US1 SR 5 Phillips Highway | Duval | 297 | I-95 at the Avenues Mall | SR 202 J T Butler Boulevard | Widen to 6 lanes + Trail | PE | | | | |
| | | | | | | ROW | | | \$27,640 | |
| | | | | | | ENV | | | \$3,684 | |
| | | | | | | CST | | | \$36,853 | |
| US1 SR 5 Phillips Highway | Duval | 2000 | SR 9B | I-295 | Widen to 6 lanes + Trail | PE | | | | |
| | | | | | | ROW | | | | \$5,125 |
| | | | | | | ENV | | | | \$3,635 |
| | | | | | | CST | | | | \$16,552 |
| SR 115 Lem Turner Road | Duval | 265 | I-295 | Nassau County Line | Widen to 4 lanes + trail | PE | | | | |
| | | | | | | ROW | | | | \$43,105 |
| | | | | | | ENV | | | | \$5,746 |
| | | | | | | CST | | | | \$64,575 |
| Atlantic Boulevard (SR 10) | Duval | 206 | at Girvin Road | | Intersection Improvements | PE | | | | |
| | | | | | | ROW | | \$594 | | |
| | | | | | | ENV | | \$40 | | |
| | | | | | | CST | | \$1,287 | | |

Table 5 Other Arterial Projects

| Facility | County | ID | From | To | Improvement | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-02045 |
|-----------------------------|--------|-----|-------------------------------|-----------------------------|--|-------|-----------------|-----------------|-----------------|------------------|
| Atlantic Boulevard (SR 10) | Duval | 207 | at Hodges Boulevard | | Intersection Improvements | PE | | | | |
| | | | | | | ROW | | \$594 | | |
| | | | | | | ENV | | \$40 | | |
| | | | | | | CST | | \$1,287 | | |
| Atlantic Boulevard (SR 10) | Duval | 208 | at San Pablo Boulevard | | Intersection Improvements | PE | | | | |
| | | | | | | ROW | | \$594 | | |
| | | | | | | ENV | | \$40 | | |
| | | | | | | CST | | \$1,287 | | |
| Arlington Expressway | Duval | 205 | University Boulevard (SR 109) | | Modify Interchange + Trail | PE | | | | |
| | | | | | | ROW | | | \$543 | |
| | | | | | | ENV | | | \$194 | |
| | | | | | | CST | | | \$1,938 | |
| Normandy Boulevard (SR 228) | Duval | 288 | US 301 | Bell Road (Equestrian Park) | Widen to 4 lanes <i>City has \$14.5 M on this project</i> | PE | | | | |
| | | | | | | ROW | | \$6,732 | | |
| | | | | | | ENV | | \$1,452 | | |
| | | | | | | CST | | \$11,880 | | |
| SR 16 | Clay | 125 | First Coast Expressway | SR 15A Oakridge Avenue | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | \$7,260 | | |
| | | | | | | ENV | | \$1,452 | | |
| | | | | | | CST | | \$47,520 | | |
| SR 16 | Clay | 126 | US 17 | Shands Bridge | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | | | \$11,777 |
| | | | | | | ENV | | | | \$2,460 |
| | | | | | | CST | | | | \$66,625 |
| SR 100 | Clay | 124 | Clay/Bradford County Line | Clay/Putnam County Line | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | | | \$3,850 |
| | | | | | | ENV | | | | \$513 |
| | | | | | | CST | | | | \$5,135 |
| SR 21 Blanding Boulevard | Clay | 127 | SR 16 | CR 215 Blanding Boulevard | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | | \$12,251 | |
| | | | | | | ENV | | | \$1,632 | |
| | | | | | | CST | | | \$16,335 | |
| US 17 | Clay | 130 | Orion Road | SR16 | Context Sensitive Solutions | PE | | | | |
| | | | | | | ROW | | | \$155 | |
| | | | | | | ENV | | | \$- | |
| | | | | | | CST | | | \$1,860 | |

Table 6 Other Arterial Projects

| Facility | County | ID | From | To | Improvement | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|------------------------|----------|-----|-----------------------------|------------------------------|--------------------------------|-------|-----------------|-----------------|-----------------|-----------------|
| US 17 | Nassau | 342 | Duval County Line | CR 108 | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | | | \$34,850 |
| | | | | | | ENV | | | | \$4,715 |
| | | | | | | CST | | | | \$46,535 |
| US 17 | Nassau | 304 | at Pages Dairy Road | | Major Intersection Improvement | PE | | | | |
| | | | | | | ROW | | | | \$5,330 |
| | | | | | | ENV | | | | \$1,230 |
| | | | | | | CST | | | | \$10,250 |
| US 301 | Nassau | | at Crawford Road | | Major Intersection Improvement | PE | | | | |
| | | | | | | ROW | | | | \$ - |
| | | | | | | ENV | | | | \$ - |
| | | | | | | CST | | | | \$4,510 |
| SR 115 Lem Turner Road | Nassau | 321 | Duval County Line | US 1/ SR 15 | Widen to 4 lanes + trail | PE | | | | |
| | | | | | | ROW | | | \$3,100 | |
| | | | | | | ENV | | | \$403 | |
| | | | | | | CST | | | \$4,030 | |
| SR 16 | St Johns | 471 | Grand Oaks Eastern Entrance | Western Outlet Mall Entrance | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | \$2,640 | | |
| | | | | | | ENV | | \$1,056 | | |
| | | | | | | CST | | \$6,600 | | |
| SR 16 | St Johns | 470 | San Giacomo Road | Grand Oaks Eastern Entrance | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | \$3,049 | | |
| | | | | | | ENV | | \$594 | | |
| | | | | | | CST | | \$5,544 | \$4,650 | |
| SR 207 | St Johns | 474 | I-95 | South Holmes Boulevard | Widen to 6 lanes | PE | | | | |
| | | | | | | ROW | | | \$10,850 | |
| | | | | | | ENV | | | \$233 | |
| | | | | | | CST | | | \$13,950 | |
| SR 207 | St Johns | 475 | South Holmes Boulevard | SR 312 | Widen to 6 lanes | PE | | | | |
| | | | | | | ROW | | \$2,310 | | |
| | | | | | | ENV | | \$198 | | |
| | | | | | | CST | | \$3,300 | | |
| SR 313 | St Johns | 478 | SR 207 | SR 16 | New 6 lane road | PE | | | | |
| | | | | | | ROW | | \$ - | | |
| | | | | | | ENV | | \$330 | | |
| | | | | | | CST | | \$184,800 | | |

Table 7 Other Arterial Projects

| Facility | County | ID | From | To | Improvement | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|--------------|----------|---------|--------------------------|--------------------|--|-------|-----------------|-----------------|-----------------|-----------------|
| SR 313 | St Johns | 479 | SR 16 | US 1 Dixie Highway | New 4 lane road | PE | | | | |
| | | | | | | ROW | | | \$60,450 | |
| | | | | | | ENV | | | \$6,200 | |
| | | | | | | CST | | | | \$120,950 |
| SR A1A | St Johns | 483 | Mickler Road | Palm Valley Road | Widen to 4 lanes | PE | | | | |
| | | | | | | ROW | | | \$9,688 | |
| | | | | | | ENV | | | \$3,255 | |
| | | | | | | CST | | | \$10,872 | |
| SR A1A | St Johns | 401 | N St Augustine Boulevard | Comares Avenue | Multimodal Way | PE | | | | |
| | | | | | | ROW | | | \$1,860 | |
| | | | | | | ENV | | | \$124 | |
| | | | | | | CST | | | \$3,255 | |
| SR A1A | St Johns | 482 | at Red Cox/Coquina Road | | Intersection Improvement | PE | | | | |
| | | | | | | ROW | | | \$2,325 | |
| | | | | | | ENV | | | \$186 | |
| | | | | | | CST | | | \$3,875 | |
| SR A1A | St Johns | 402 | Comares Avenue | Red Cox Road | Multimodal Way | PE | | | | |
| | | | | | | ROW | | | \$1,860 | |
| | | | | | | ENV | | | \$124 | |
| | | | | | | CST | | | \$3,100 | |
| Big Oak Road | St Johns | 403/404 | US1 | I-95 | Feasibility study to consider new 2 lane roadway from US 1 to I-95 Including new interchange | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | | |
| I-95 | St Johns | 442 | at CR 210 | | Interchange Modification | PE | | | | |
| | | | | | | ROW | | \$1,056 | | |
| | | | | | | ENV | | \$330 | | |
| | | | | | | CST | | \$3,960 | | |

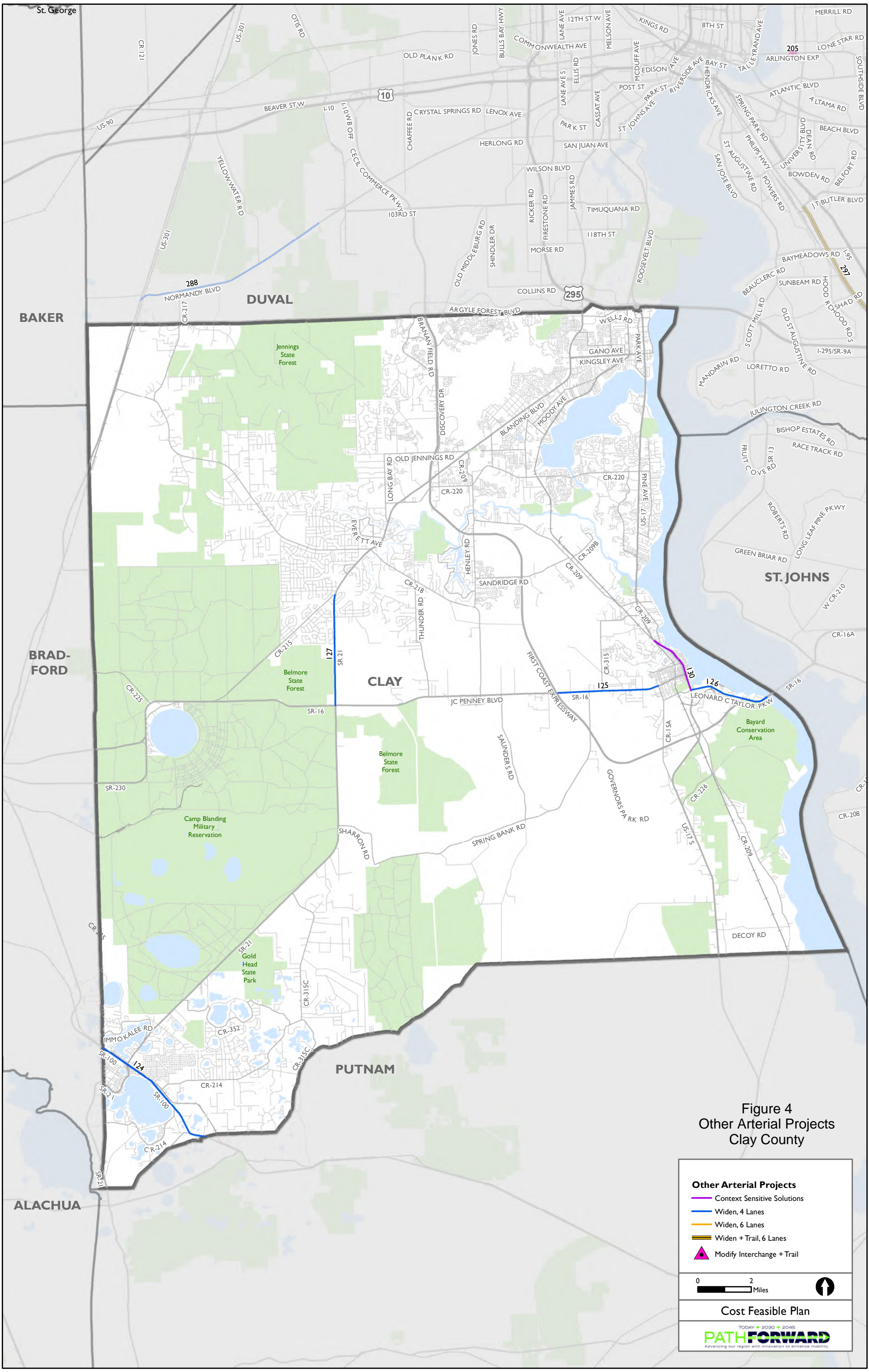


Figure 4
Other Arterial Projects
Clay County

Other Arterial Projects

- Context Sensitive Solutions
- Widen, 4 Lanes
- Widen, 6 Lanes
- Widen + Trail, 6 Lanes
- ▲ Modify Interchange + Trail

0 2 Miles

Cost Feasible Plan

TODAY 2030 2045
PATH FORWARD
Advancing our region with innovation to enhance mobility.

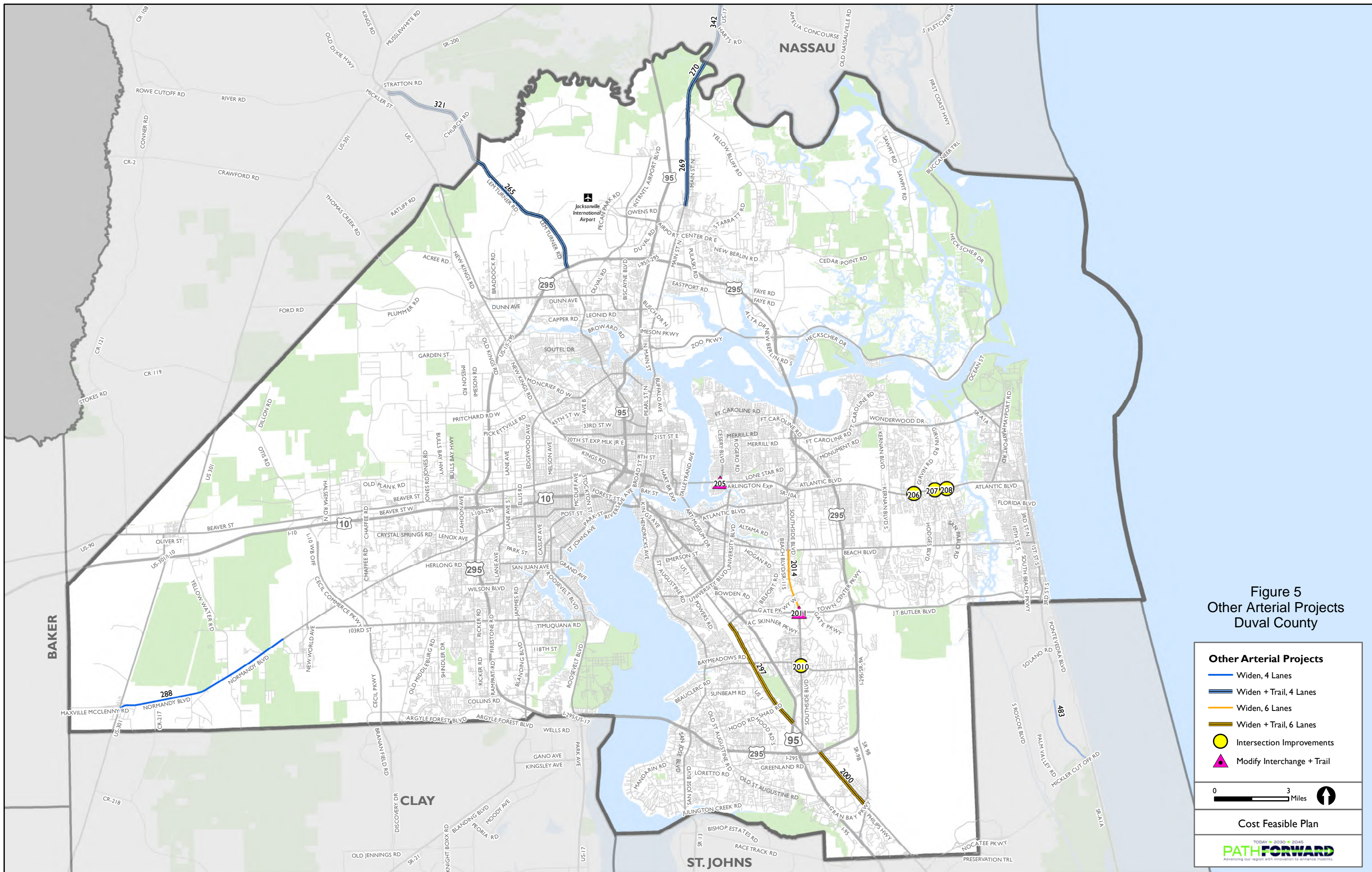


Figure 5
Other Arterial Projects
Duval County

Other Arterial Projects

- Widen, 4 Lanes
- Widen + Trail, 4 Lanes
- Widen, 6 Lanes
- Widen + Trail, 6 Lanes
- Intersection Improvements
- ▲ Modify Interchange + Trail

0 3 Miles

Cost Feasible Plan

TODAY • 2030 • 2045
PATHFORWARD
Advancing our region with innovation to enhance mobility.

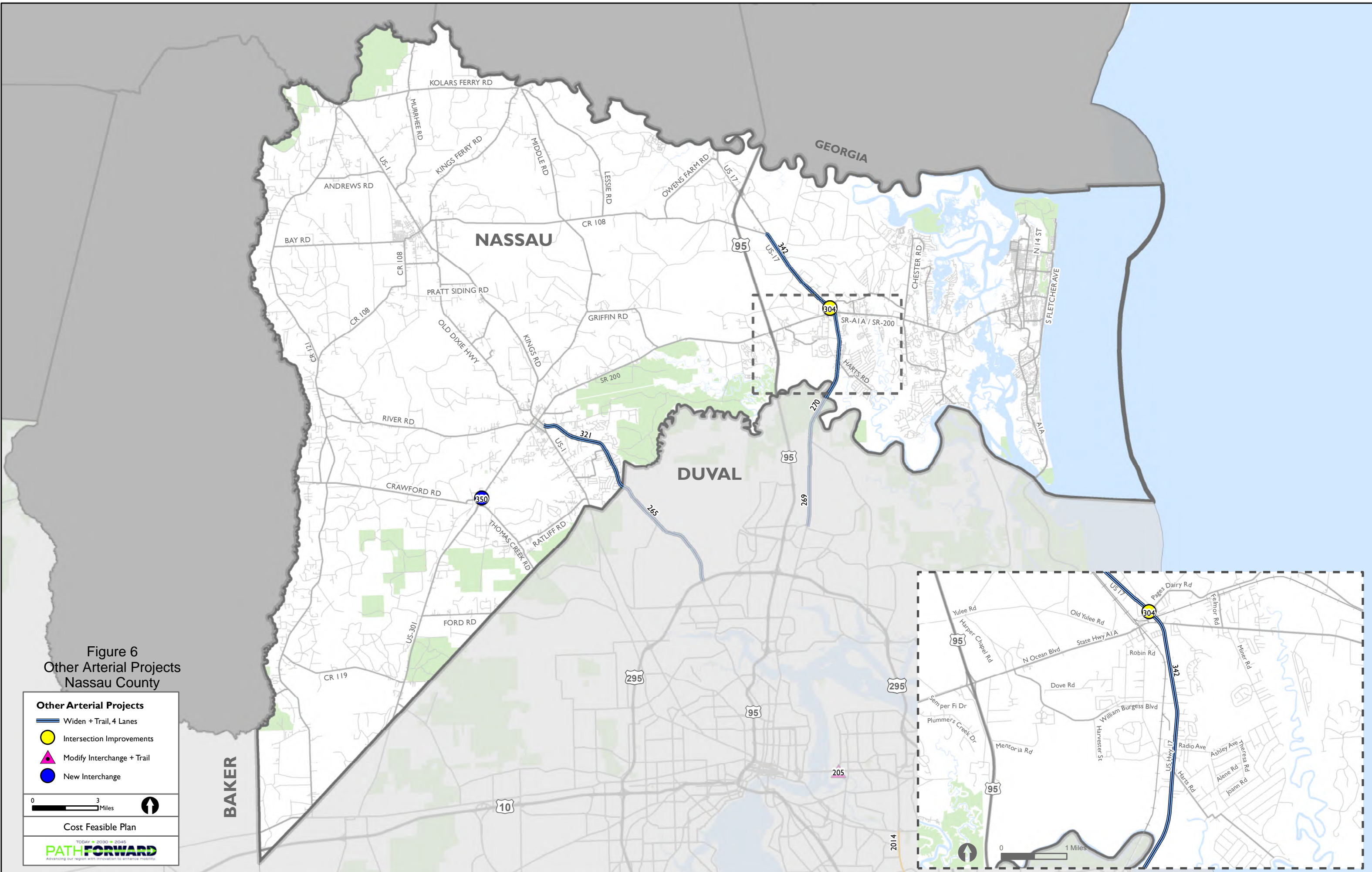







Figure 6
Other Arterial Projects
Nassau County

Other Arterial Projects

-  Widen + Trail, 4 Lanes
-  Intersection Improvements
-  Modify Interchange + Trail
-  New Interchange

0 3 Miles 

Cost Feasible Plan

TODAY • 2030 • 2045
PATH FORWARD
Advancing our region with innovation in economic prosperity.

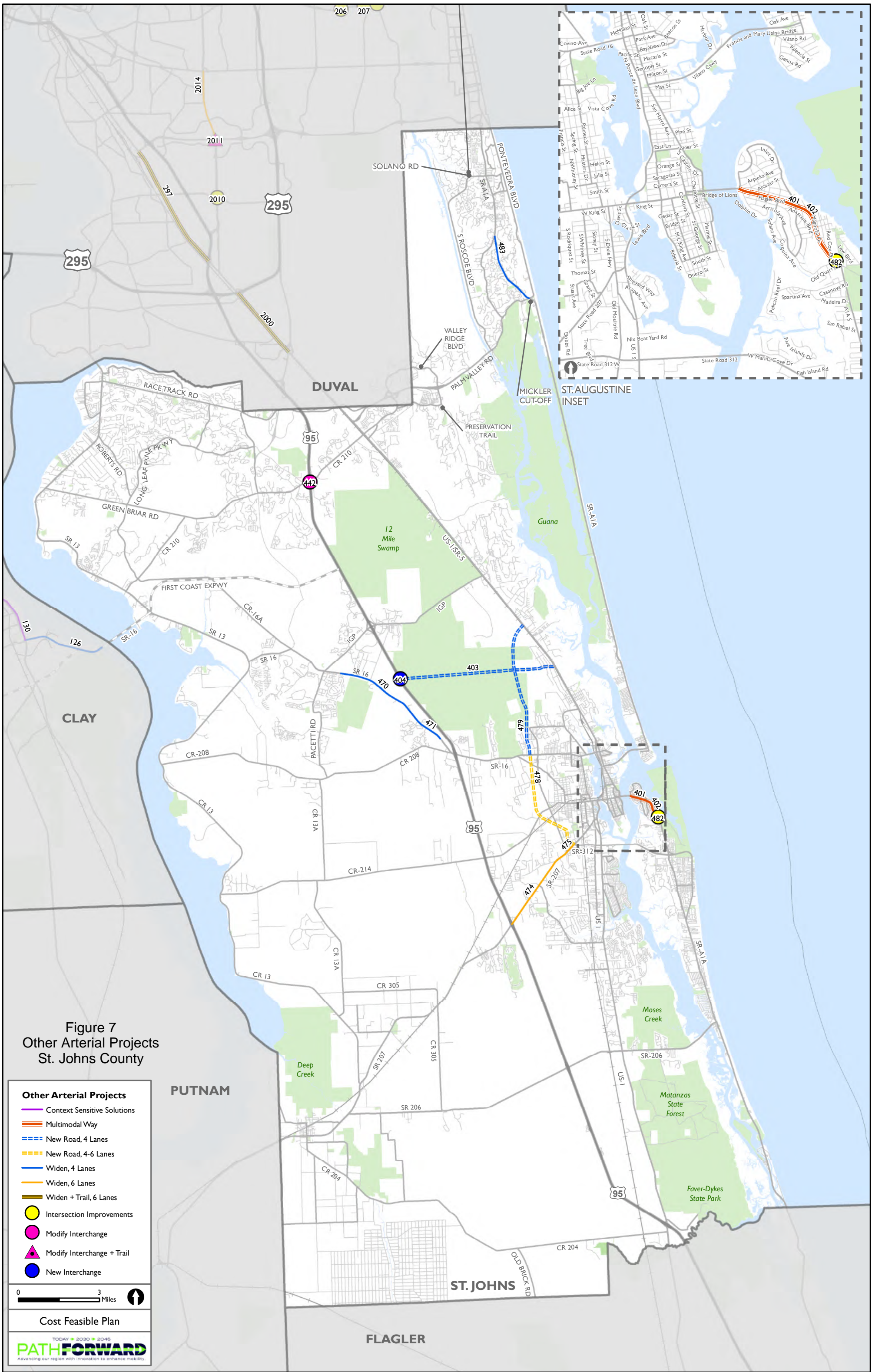


Figure 7
 Other Arterial Projects
 St. Johns County

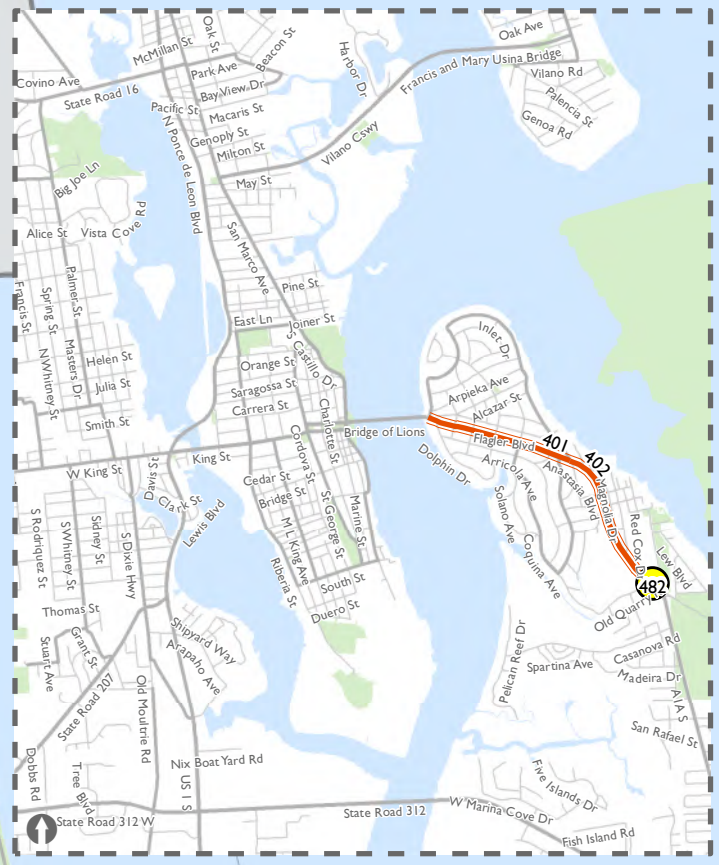


Table 8 Transportation Management Area (TMA) Projects

| Facility | County | Map Id | From | To | Improvement Type | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|--------------------------------|--------|--------|--------------------------|----------------------------------|------------------------------|-------|-----------------|-----------------|-----------------|-----------------|
| Cheswick Oaks Avenue Extension | Clay | 101 | Oakleaf Plantation | Savannah Glen Boulevard | New 4 lane road | PE | | \$1,443 | | |
| | | | | | | ROW | | \$7,219 | | |
| | | | | | | ENV | | \$6,864 | | |
| | | | | | | CST | | | \$12,537 | \$24,545 |
| CR 220 | Clay | 112 | SR 21 Blanding Boulevard | Henley Road | Widen to 4 lanes | PE | | | \$3,100 | |
| | | | | | | ROW | | | \$13,950 | |
| | | | | | | ENV | | | \$1,860 | |
| | | | | | | CST | | | \$17,050 | |
| CR 218 | Clay | 107 | Aster/Pine Tree Road | Cosmos | Widen to 4 lanes | PE | | \$673 | | |
| | | | | | | ROW | | \$2,640 | | |
| | | | | | | ENV | | \$132 | | |
| | | | | | | CST | | \$6,600 | | |
| Alta Drive Realignment | Duval | 201 | SR 105 Zoo Parkway | North of New Berlin Road (south) | New 4 lane road | PE | | | | \$2,298 |
| | | | | | | ROW | | | | \$6,894 |
| | | | | | | ENV | | | | \$918 |
| | | | | | | CST | | | | \$9,194 |
| SR A1A | Duval | 2018 | SR 116 Wonderwood Drive | Naval Station Mayport North Gate | Widen to 4 lanes + Trail | PE | | \$2,577 | | |
| | | | | | | ROW | | \$6,336 | | |
| | | | | | | ENV | | \$1,056 | | |
| | | | | | | CST | | \$9,372 | | |
| Pecan Park Road | Duval | 296 | I-95 | Main Street (US 17) | Widen to 4 lanes + Trail | PE | | | | \$578 |
| | | | | | | ROW | | | | \$2,954 |
| | | | | | | ENV | | | | \$385 |
| | | | | | | CST | | | | \$3,856 |
| New Berlin Road | Duval | 278 | Yellow Bluff Road | Cedar Point Road | Widen to 4 lanes + Trail | PE | | | | \$787 |
| | | | | | | ROW | | | | \$3,936 |
| | | | | | | ENV | | | | \$519 |
| | | | | | | CST | | | | \$5,248 |
| Penman Road | Duval | 2029 | Beach Boulevard (SR 212) | Atlantic Boulevard (SR 10) | Reconstruct (2 lane) + Trail | PE | | | | \$1,025 |
| | | | | | | ROW | | | | \$2,255 |
| | | | | | | ENV | | | | \$923 |
| | | | | | | CST | | | | \$4,408 |
| Mayport Road (SR 101) | Duval | 272 | SR A1A | Mayport Main Gate | Context Sensitive Solutions | PE | | \$495 | | |
| | | | | | | ROW | | \$ - | | |
| | | | | | | ENV | | \$132 | | |
| | | | | | | CST | | \$1,584 | | |

Table 9 Transportation Management Area (TMA) Projects

| Facility | County | Map Id | From | To | Improvement Type | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|--------------------------------------|----------|--------|---------------------------|-------------------|---|-------|-----------------|-----------------|-----------------|-----------------|
| Williams Burgess Boulevard Extension | Nassau | 346 | Miner Road | Hampton Club Way | New 2 lane road + trail | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | | \$57,714 |
| New Road | Nassau | 324 | William Burgess Boulevard | Mentoria Road | New 2 lane road + trail | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | \$8,469 | | |
| New Bridge over I-95 | Nassau | 327 | Semper Fi Drive | Mentoria Road | New 2 lane road + trail | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | \$8,733 | | |
| Semper Fi | Nassau | 338 | Semper Fi Extension | Johnson Lake Road | Reconstruct 2 lane road + trail | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | \$9,240 | | |
| Semper Fi Extension | Nassau | 339 | SR 200 (A1A) | Semper Fi Drive | New 2 lane road + trail | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | \$3,960 | | |
| Sauls Road | Nassau | 337 | US 1 | Musselwhite Road | New 2 lane road + trail | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | \$6,200 | |
| Sundberg Road | Nassau | 340 | CR 121 | Andrews Road | New 2 lane road | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | \$1,395 | |
| CR 2209 | St Johns | 418 | at CR 210 | | New interchange/Intersection Improvements | PE | | \$1,584 | | |
| | | | | | | ROW | | | \$ - | |
| | | | | | | ENV | | | \$ - | |
| | | | | | | CST | | \$6,996 | | |

Table 10 Transportation Management Area (TMA) Projects

| Facility | County | Map Id | From | To | Improvement Type | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|----------------|----------|--------|--------------------------------------|----------------------------|-----------------------|-------|-----------------|-----------------|-----------------|-----------------|
| CR 2209 | St Johns | 419 | SR 16 Connector (Silverleaf Parkway) | International Golf Parkway | New 4 lane road | PE | | | \$1,500 | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | \$13,950 | |
| CR 2209 | St Johns | 420 | International Golf Parkway | SR 16 | New 4 lane road | PE | | | | \$615 |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | | \$10,660 |
| Racetrack Road | St Johns | 458 | Bartram Park Boulevard | I-95 overpass | Widen to 4 lanes | PE | | | \$500 | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | \$11,315 | |
| US 1 | St Johns | 415 | at CR 210 | | Add interchange ramps | PE | | | | |
| | | | | | | ROW | | | | |
| | | | | | | ENV | | | | |
| | | | | | | CST | | | | \$30,750 |
| Total TMA | | | | | | | | \$86,105 | \$83,357 | \$179,462 |

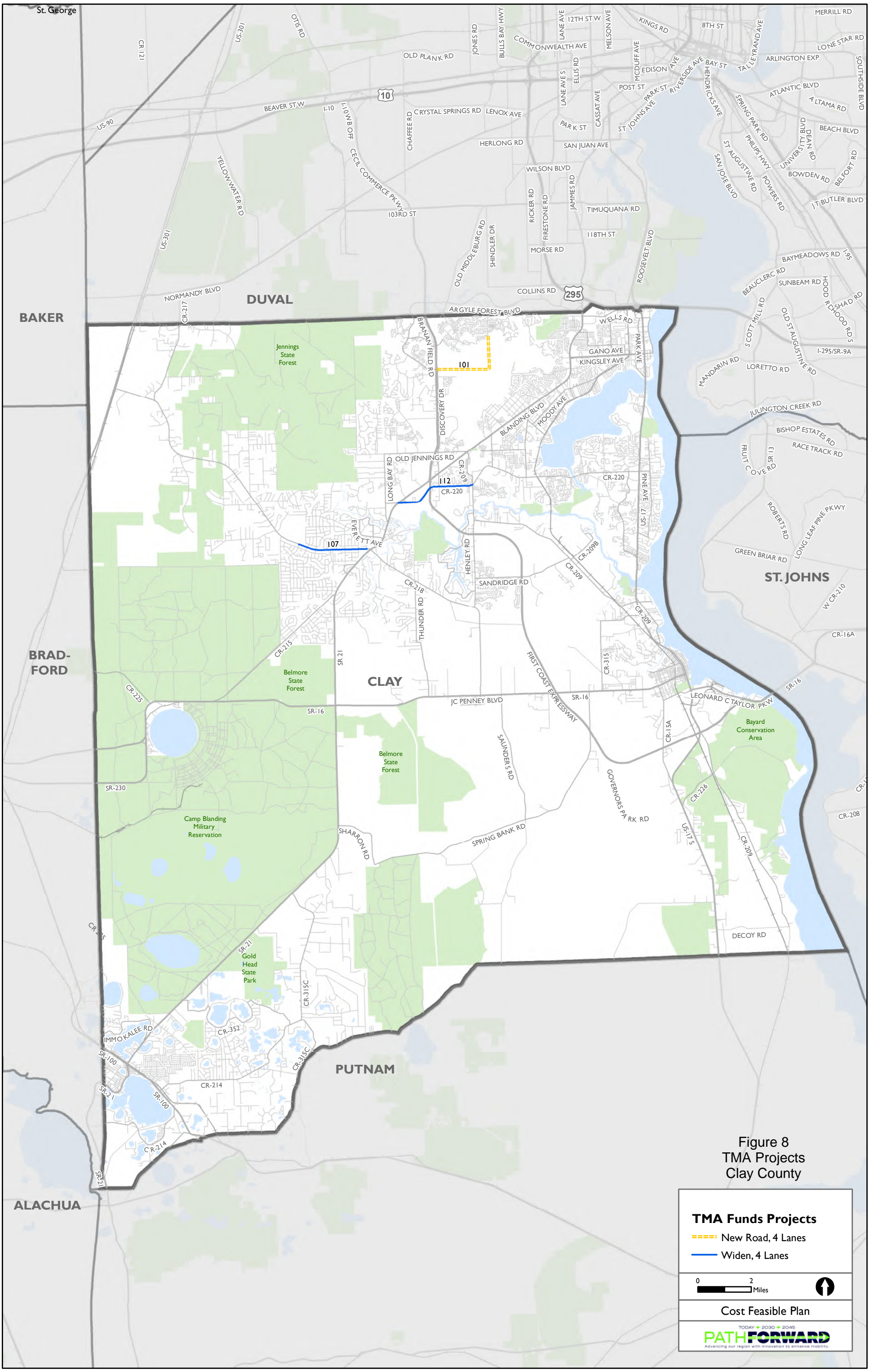


Figure 8
TMA Projects
Clay County

TMA Funds Projects

- - - - New Road, 4 Lanes
- Widen, 4 Lanes

0 2 Miles

Cost Feasible Plan

TODAY 2030 2045
PATH FORWARD
Advancing our region with innovation to enhance mobility.

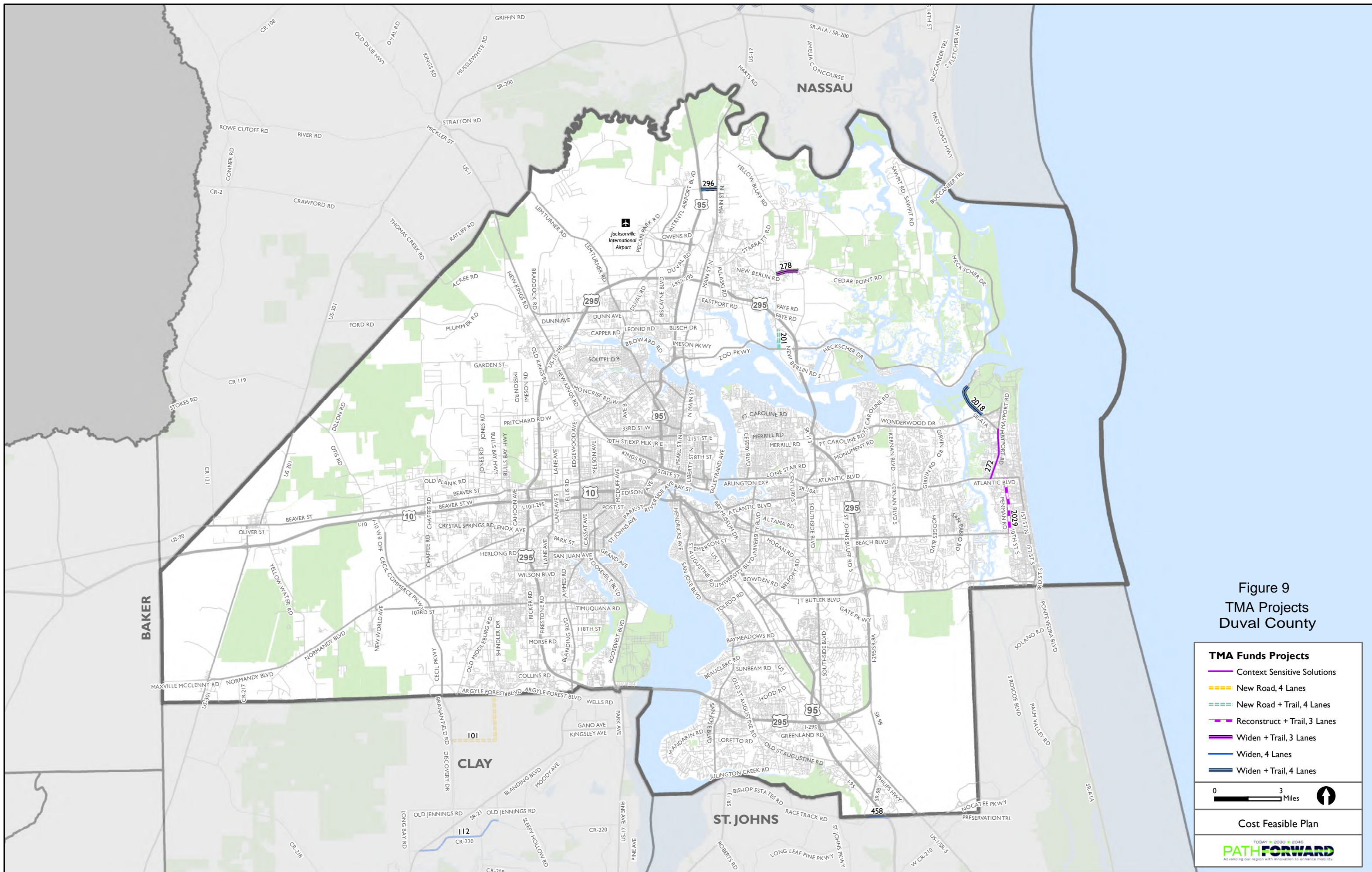


Figure 9
TMA Projects
Duval County

TMA Funds Projects

- Context Sensitive Solutions
- New Road, 4 Lanes
- New Road + Trail, 4 Lanes
- Reconstruct + Trail, 3 Lanes
- Widen + Trail, 3 Lanes
- Widen, 4 Lanes
- Widen + Trail, 4 Lanes

0 3 Miles

Cost Feasible Plan

TODAY + 2030 + 2045
PATHFORWARD
Advancing our region with innovation to enhance mobility.

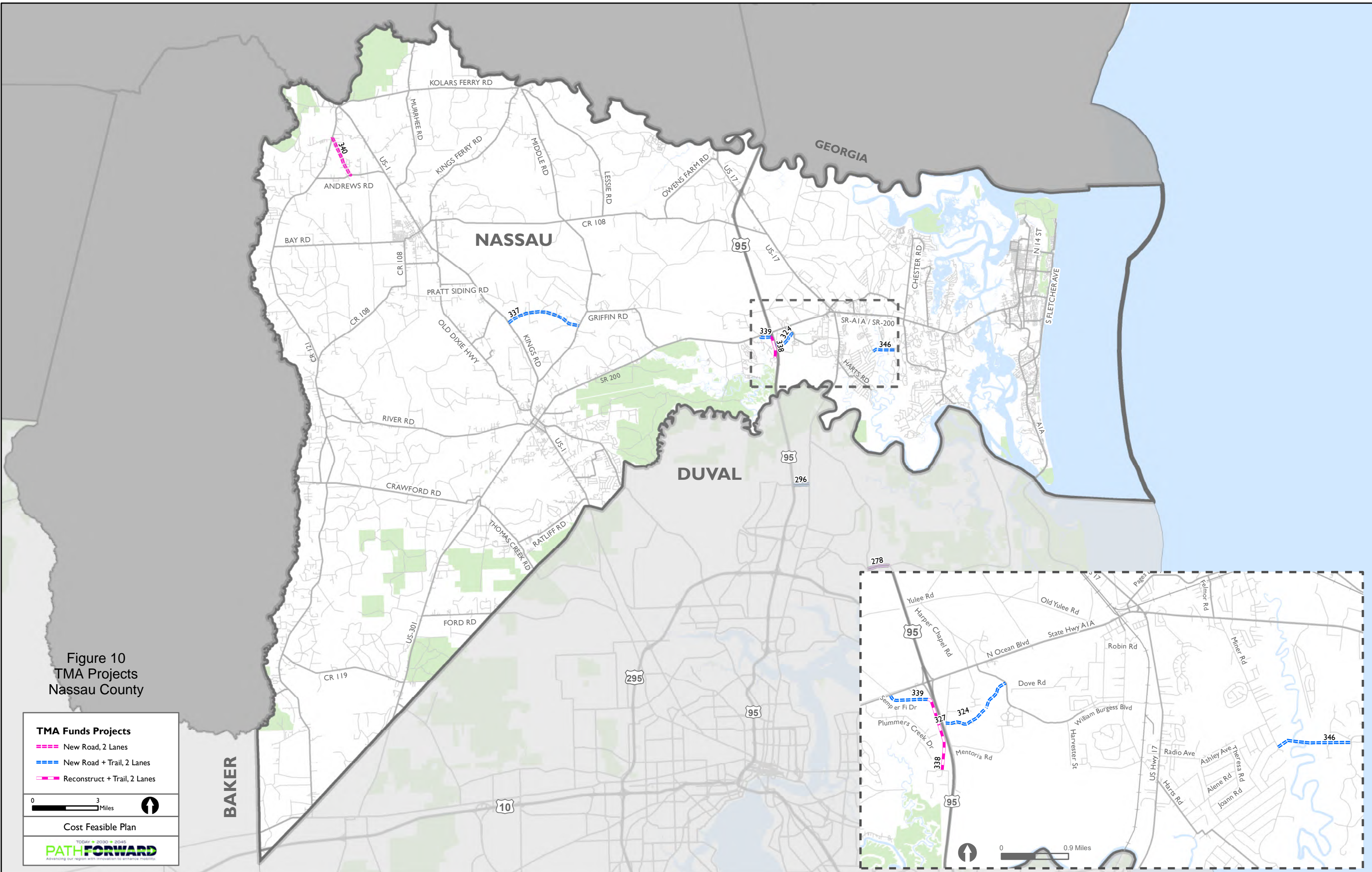


Figure 10
TMA Projects
Nassau County

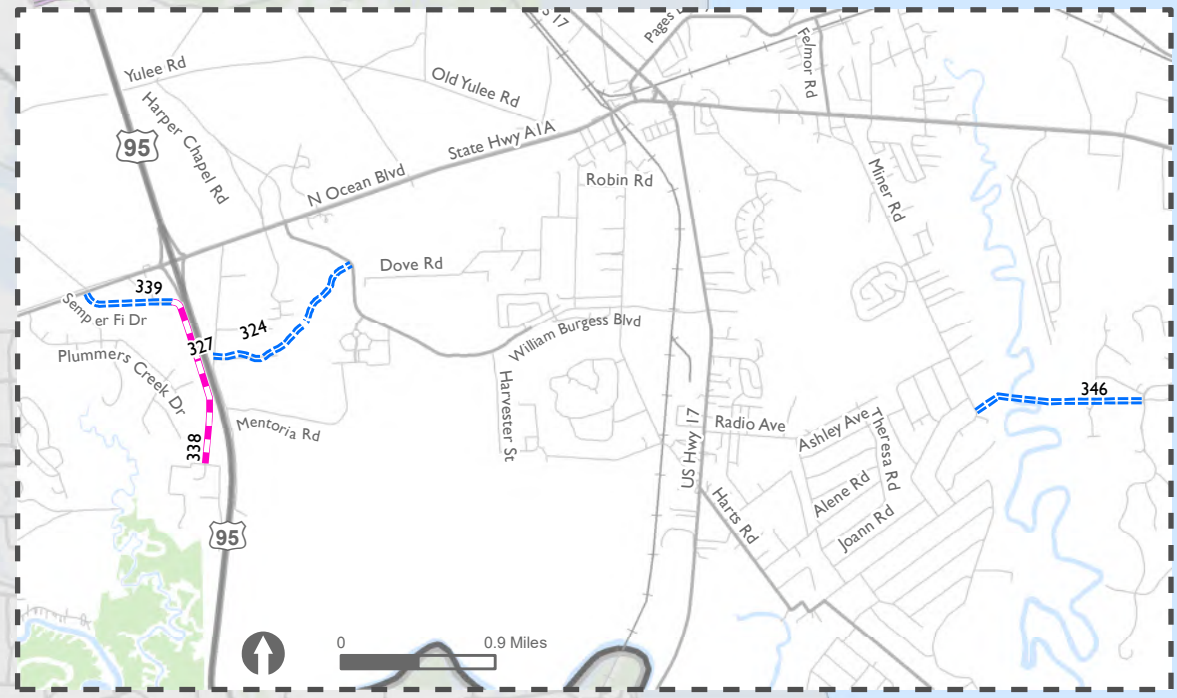
TMA Funds Projects

- New Road, 2 Lanes
- New Road + Trail, 2 Lanes
- Reconstruct + Trail, 2 Lanes

0 3 Miles

Cost Feasible Plan

TODAY 2030 2045
PATH FORWARD
Advancing our region with transportation to enhance prosperity.



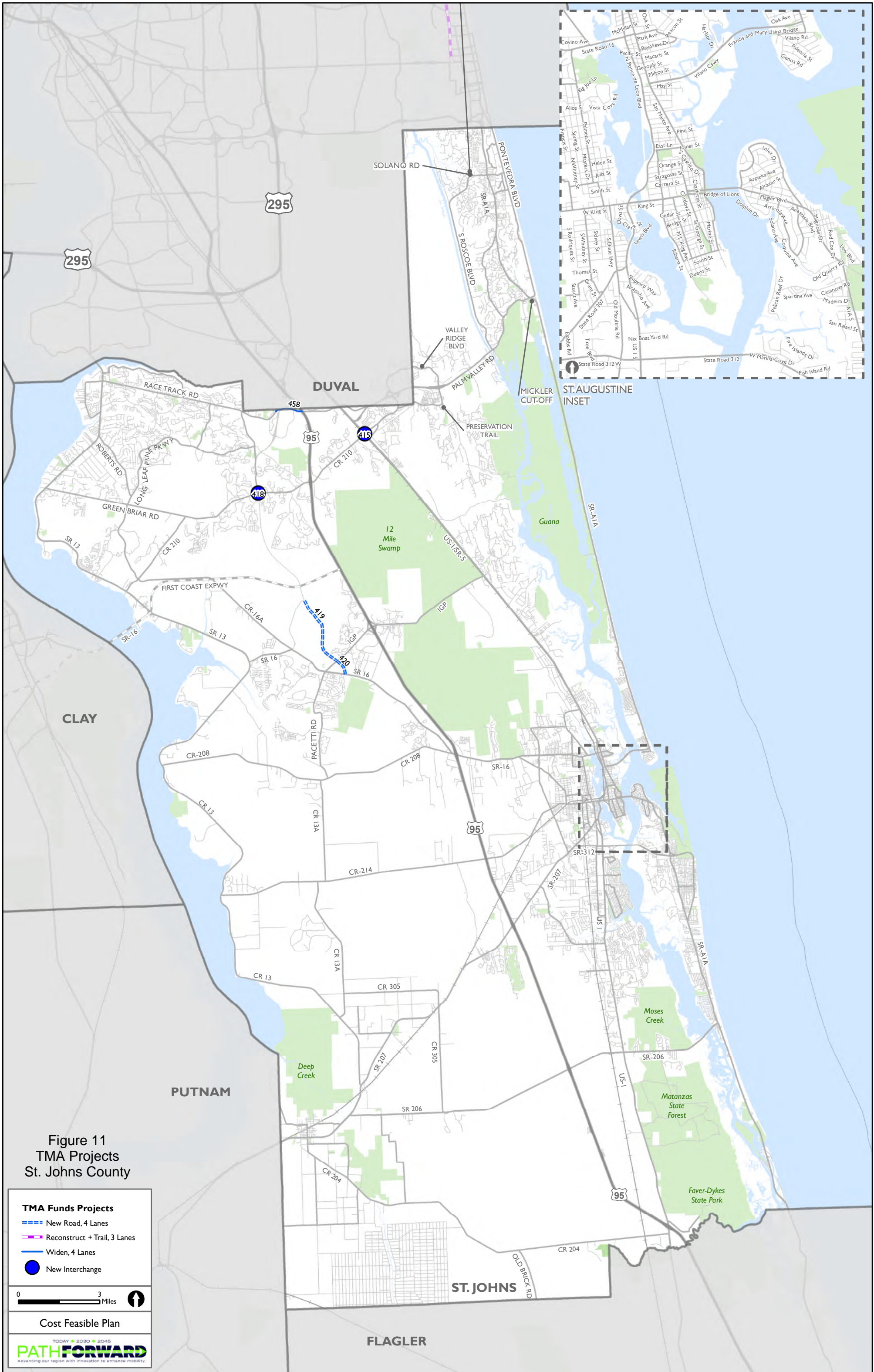


Figure 11
TMA Projects
St. Johns County

- TMA Funds Projects**
- New Road, 4 Lanes
 - Reconstruct + Trail, 3 Lanes
 - Widen, 4 Lanes
 - New Interchange

0 3 Miles

Cost Feasible Plan

Toll Funded Projects

The First Coast Expressway (SR 23), with segments currently under construction, will be the newest toll road in the state. Once completed, the expressway will connect I-10 in western Duval County with I-95 in northern St. Johns County. This will include a new bridge over the St. Johns River replacing the Shands Bridge.

Additionally, there will be toll lanes added to select portions of I-295.

It should be noted that there are no new toll roads or toll lanes proposed in this plan. Based on the current position of the FDOT and the Governor's Office, no new toll lanes are being considered for construction in the state.

The following table presents the various segments and their funding schedule.

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Table 11 Toll Funded Projects

| Facility | County | ID | From | To | Improvement | TIP Years 2019- 2025 | Years 2026- 2030 | Years 2031- 2035 | Years 2036- 2045 | Phases Funded |
|--------------------------------|----------------------|-----|----------------|----------------------------|--------------------|----------------------------|------------------------|------------------------|------------------------|---------------|
| First Coast Expressway (SR 23) | Duval/Clay/ St Johns | 800 | I-95 (SR 9) | I-10 (SR 8) | Construct New Road | \$10 | | | | PE |
| First Coast Expressway (SR 23) | Clay | 801 | SR 15 (US 17) | SR 21 (Blanding Boulevard) | Construct New Road | \$88,470 | | | | ENV, ROW |
| First Coast Expressway (SR 23) | Clay | 802 | North of SR 16 | SR 21 (Blanding Boulevard) | Construct New Road | \$367,549 | | | | CST |
| First Coast Expressway (SR 23) | Clay/ St Johns | 803 | East of CR 209 | North of SR 16 | Construct New Road | \$232,645 | | | | PE, CST |
| First Coast Expressway (SR 23) | St. Johns/Clay | 804 | I-95 (SR 9) | SR 15 (US 17) | Construct New Road | \$49,847 | | | | ENV, ROW |
| First Coast Expressway (SR 23) | St Johns | 805 | I-95 (SR 9) | West of CR 16A | Construct New Road | \$398,784 | | | | PE, CST |
| First Coast Expressway (SR 23) | St Johns/ Clay | 806 | West of CR 16A | East of CR 209 | Construct New Road | \$370,913 | | | | PE, CST |



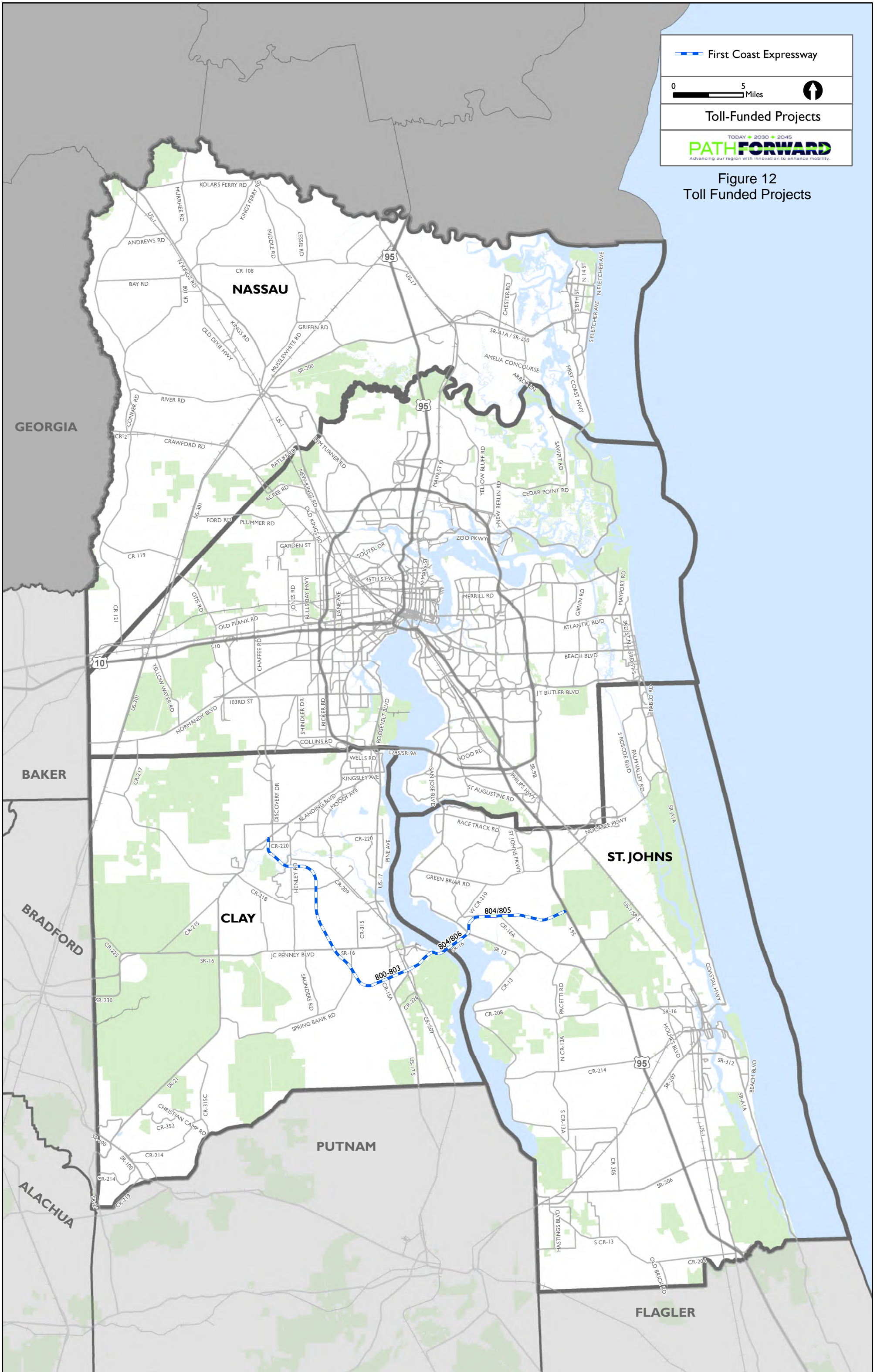
 First Coast Expressway
 0 5 Miles 
Toll-Funded Projects
 TODAY 2030 2045
PATH FORWARD
 Advancing our region with innovation to enhance mobility.

Figure 12
Toll Funded Projects



Locally Funded Projects





Each local government entity continues to implement mobility projects within its area. This may include construction of new roadways, widening roadways, construction of multi-use paths, sidewalk construction or funding for public transportation. They also partner with land developers and construct new infrastructure projects.



The following table presents the projects that are being funded at the local level using local revenues or private commitments for development mitigation. The list of projects was developed cooperatively with the local government partners throughout the process of developing the 2045 LRTP.

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Table 12 Locally Funded Projects

| Facility | County | ID | From | To | Improvement | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|------------------------------|-----------|-------|---------------------|---------------------|--|------------------|-----------------|-----------------|-----------------|
| GCB Bypass | Clay | LP100 | US 17 | SR 16 | Construction of new 2 lane roadway | 6,000 | | | |
| CR 220 | Clay | LP101 | Knight Boxx Road | Henley Road | Widen to 4 lanes | 15,000 | | | |
| Chaffee Road | Duval | LP200 | Normandy Boulevard | I-10 | Widen to 4 lanes | \$38,000 | | | |
| Soutel Drive Road Diet | Duval | LP201 | New Kings Road | Lem Turner Road | Reduce from a 4 lane to a 3 lane typical section | \$5,280 | | | |
| Edgewood Avenue | Duval | LP202 | US 17 | Cassat Avenue | Reduce from a 4 lane to a 3 lane typical section | \$5,200 | | | |
| Collins Road | Duval | LP203 | Old Middleburg Road | Rampart Road | Widen to 4 lanes | \$17,000 | | | |
| Kernan Boulevard | Duval | LP204 | Atlantic Boulevard | McCormick Road | Widen to 6 lanes | \$16,700 | | | |
| Edwards Road | Nassau | LP300 | Police Lodge Road | SR 200 | Reconstruct 2 lane road + trail | \$6,600 | | | |
| Pages Dairy Road | Nassau | LP301 | Felmor Road | Chester Road | Reconstruct 2 lane road + trail | \$3,782 | | | |
| William Burgess Road Ext | Nassau | LP302 | US 17 | Miner Road | Construction of new roadway | \$14,250 | | | |
| CR 210 | St. Johns | LP400 | I-95 | US 1 | Widen to 4 lanes | \$2,500 | | | |
| CR 210 | St. Johns | LP401 | Greenbriar Road | Cimarrone Boulevard | Widen to 4 lanes | \$2,942 | | | |
| Longleaf Pine Parkway | St. Johns | LP402 | Roberts Road | Oxford Estates | Widen to 4 lanes | \$2,251 | | | |
| CR 2209 | St. Johns | LP403 | CR 210 | CR 16A | Construct new 4 lane roadway | \$10,000 | | | |
| Locally Funded Totals | | | | | | \$145,505 | | | |

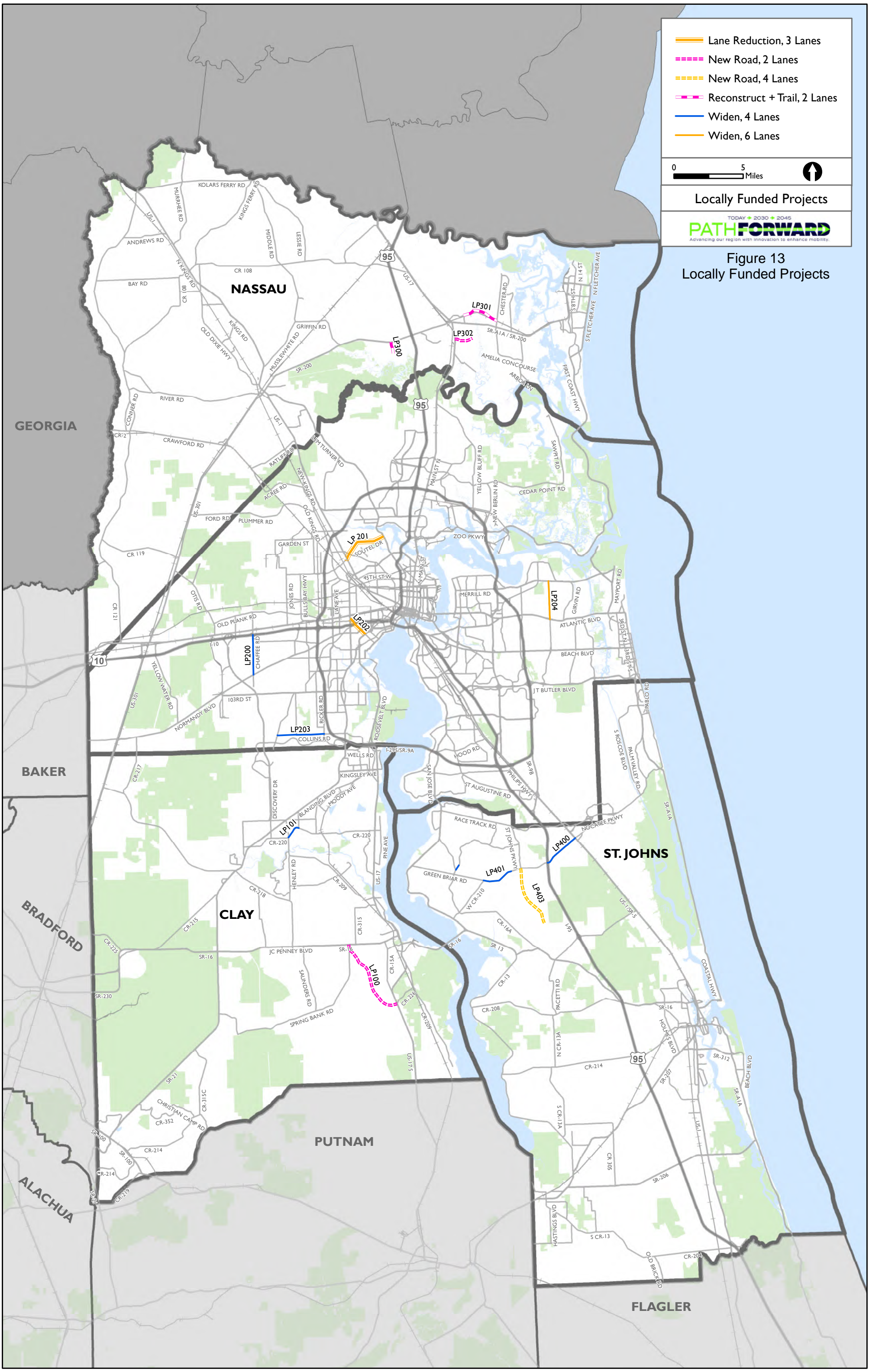
-  Lane Reduction, 3 Lanes
-  New Road, 2 Lanes
-  New Road, 4 Lanes
-  Reconstruct + Trail, 2 Lanes
-  Widen, 4 Lanes
-  Widen, 6 Lanes

0  5 Miles 

Locally Funded Projects

TODAY 2030 2045
PATH FORWARD
 Advancing our region with innovation to enhance mobility.

Figure 13
 Locally Funded Projects



Transit Projects

A robust transit system is essential to meeting the mobility needs of the region. In order to stay competitive and improve our resident's quality of life we must continue to expand the transit options with the area. New transit services are identified in the 2045 Cost Feasible plan including commuter rail service from Jacksonville to St Augustine, Orange Park and Nassau County. Additional Bus Rapid Transit (BRT) routes are funded as well as an autonomous circulator in downtown Jacksonville.

The following table presents the transit projects included in the 2045 Cost Feasible Plan.

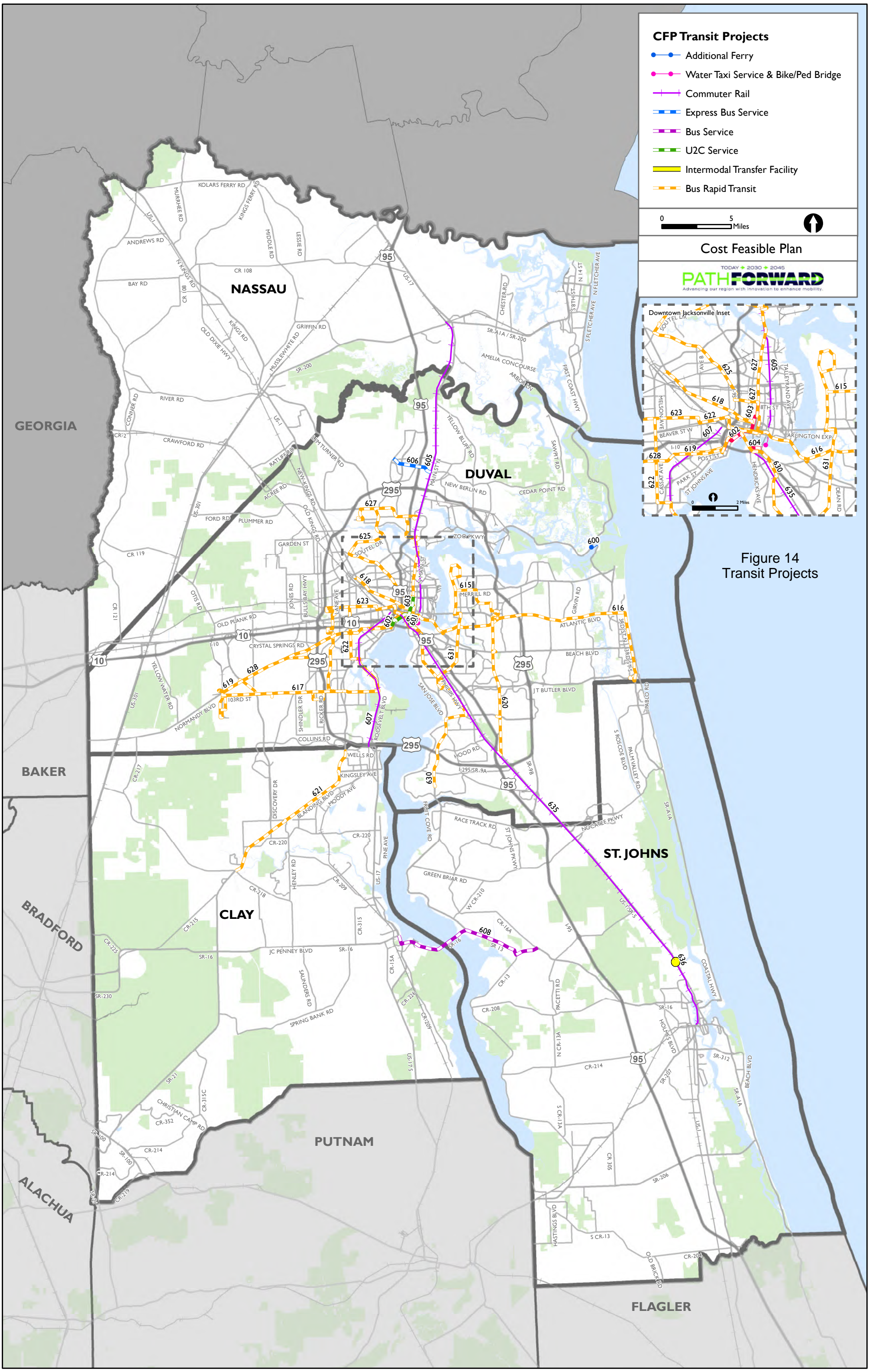
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Table 13A Transit Projects Funded with LRTP Funds

| Facility | County | ID | From | To | Improvement | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|---------------------------|----------------|-----|------------------------------------|-----------------------|---|---------|-----------------|------------------|-----------------|------------------|
| U2C | Duval | 602 | Central | Brooklyn/Five Points | U2C Service | Capital | | \$40,000 | | |
| U2C | Duval | 603 | Central | Springfield | U2C Service | Capital | | \$40,000 | | |
| U2C | Duval | 604 | Kings Avenue | San Marco | U2C Service | Capital | | \$40,000 | | |
| Southeast Commuter Rail | Duval/St Johns | 635 | Downtown Jacksonville | St. Augustine | Commuter rail service | Capital | | | | \$250,000 |
| Mayport Ferry | Duval | 600 | A1A | A1A | Additional Ferry; increase frequency by 50% | Capital | | \$6,500 | | |
| Water Taxi | Duval | 601 | The District | Shipyards Development | New Water Taxi Service | Capital | | | \$1,550 | |
| Shands Bus Service | Clay/St. Johns | 608 | Clay County | St. Johns County | Bus Service | Capital | | \$26,40 | | |
| Atlantic BRT Line | Duval | 616 | Downtown Jacksonville | Beaches/Ponte Vedra | Bus Rapid Transit | Capital | | | \$30,000 | |
| Moncrief BRT Line | Duval | 625 | Busch Drive | Downtown Jacksonville | Bus Rapid Transit | Capital | | | \$30,000 | |
| North Main BRT Line | Duval | 627 | Florida State College North Campus | Downtown Jacksonville | Bus Rapid Transit | Capital | | | \$30,000 | |
| Transit CFP Totals | | | | | | | | \$129,140 | \$91,550 | \$250,000 |

Table 7B Transit Projects Funded with Grant or Other Funds

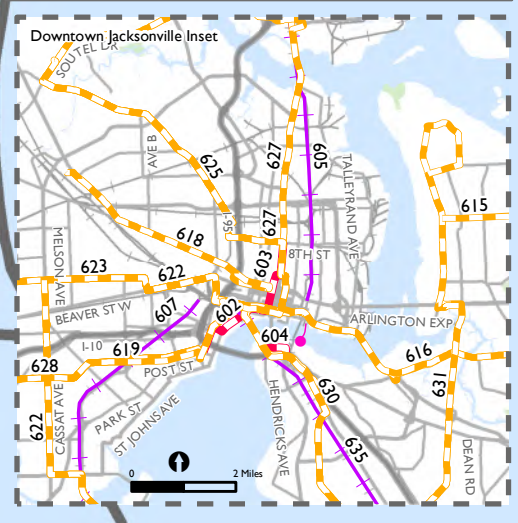
| Facility | County | ID | From | To | Improvement | Phase | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|---------------------------------|--------------|-----|-------------------------|-----------------------|-----------------------|---------|-----------------|-----------------|-----------------|------------------|
| North Commuter Rail | Duval/Nassau | 605 | Downtown Jacksonville | Yulee | Commuter rail service | Capital | | | | \$250,000 |
| Southwest Commuter Rail | Duval/Clay | 607 | Downtown Jacksonville | Orange Park | Commuter rail service | Capital | | | | \$250,000 |
| Express Bus | Duval | 606 | NS Rail on Main | JIA | Express Bus Service | Capital | | | | \$30,000 |
| Arlington BRT Line | Duval | 615 | Downtown Jacksonville | Arlington | Bus Rapid Transit | Capital | | | | \$30,000 |
| 103rd BRT Line | Duval | 617 | Cecil Field | Blanding Boulevard | Bus Rapid Transit | Capital | | | | \$30,000 |
| Edgewood BRT Line | Duval | 618 | New Kings Road | Downtown Jacksonville | Bus Rapid Transit | Capital | | | | \$30,000 |
| Southside BRT Line | Duval | 620 | Regency Square Mall | Avenues Mall | Bus Rapid Transit | Capital | | | | \$30,000 |
| Commonwealth/Cassat BRT Line | Duval | 622 | Cecil Field | Downtown Jacksonville | Bus Rapid Transit | Capital | | | | \$30,000 |
| Commonwealth/Lane BRT Line | Duval | 623 | Downtown Jacksonville | 103rd Street | Bus Rapid Transit | Capital | | | | \$30,000 |
| Post/Normandy BRT Line | Duval | 628 | Normandy Boulevard | Downtown Jacksonville | Bus Rapid Transit | Capital | | | | \$30,000 |
| St. Augustine/San Jose BRT Line | Duval | 630 | Downtown Jacksonville | Mandarin | Bus Rapid Transit | Capital | | | | \$30,000 |
| University BRT Line | Duval | 631 | Jacksonville University | St. Augustine Road | Bus Rapid Transit | Capital | | | | \$30,000 |
| Normandy BRT Line | Duval | 619 | Cecil Field | Downtown Jacksonville | Bus Rapid Transit | Capital | | | | \$30,000 |
| Clay County BRT Line | Clay | 621 | Orange Park Mall | Middleburg | Bus Rapid Transit | Capital | | | | \$30,000 |
| Totals | | | | | | | | \$ - | \$ - | \$860,000 |



- CFP Transit Projects**
- Additional Ferry
 - Water Taxi Service & Bike/Ped Bridge
 - Commuter Rail
 - - - Express Bus Service
 - Bus Service
 - - - U2C Service
 - Intermodal Transfer Facility
 - - - Bus Rapid Transit

0 5 Miles

Cost Feasible Plan



**Figure 14
Transit Projects**

Mobility Programs

The North Florida TPO develops and maintains several mobility programs. These include:

- Bicycle and Pedestrian Plans
- Freight Parking and Circulation Plans
- Greenways and Trail Master Plan
- Regional System Safety Plan
- Infrastructure Resiliency Plan
- Intelligent Transportation Systems (ITS) Plans
- SMART Region Master Plan
- Transportation Systems Management & Operations (TSM&O) Plans

Each of these programs will receive funding for implementation of projects through the 2045 Cost Feasible Plan through boxing of funds. The funding will be used to implement various projects and strategies identified in the studies and plans that the North Florida TPO maintains. These programs are typically updated more frequently than the LRTP and are therefore more reflective of the current trends and conditions in the region.

The 2045 Cost Feasible Plan includes seven (7) mobility programs. They are as follows:

- Bicycle and Pedestrian Mobility Program
- Greenways and Trails Mobility Program
- ITS/TSM&O/Smart Cities Mobility Program
- Safety Program
- Context Sensitive Solutions (Complete Street) Program
- Freight Enhancement Program
- Resiliency Program

Bicycle and Pedestrian Mobility Program

This program will receive \$3 million per year over the course to the LRTP. The purpose of this program is to implement regional bicycle and pedestrian projects that have been identified in the various bicycle and pedestrian plans that the North Florida TPO and its partners have developed and will be developing over the coming five years. This program will also be used to leverage funding on projects so that they may be expanded to include bicycle and pedestrian features. This may include partnering with local governments or the FDOT on resurfacing projects to include bicycle lanes or sidewalks as part of the projects. In other areas, it may be used to close gaps in existing sidewalk networks or provide for appropriate roadway crossings.

Greenways and Trails Mobility Program

The North Florida TPO has developed Northeast Florida Regional Multi-Use Trails Master Plan covering Clay, Duval, Nassau and St. Johns County. This plan has identified trails and greenway projects that, once completed, will form numerous regional trail networks interconnecting within

the region as well as connecting to statewide facilities outside the region. Over 570 miles of proposed trails across the four-county region have been identified. This program will work to attract local, state, federal and private dollars to these projects. It may be used as match funds, it may fund projects that close gaps in the trail network or may be used to develop new connections.

ITS/TSM&O/Smart Cities Mobility Program

This program supports transportation technology and will receive \$6 million per year. It will support the development and deployment of transportation technology that will be necessary to increase mobility, safety and efficiency in the years to come. This program will support automated and connected vehicles through the deployment of data sensors and transmitters to collect and share traffic data. It will support the electrification of the automotive fleet by providing charging stations and developing partnerships to offer charging station in both the public and private spaces throughout the region. Sensors will be deployed that monitor and communicate the number of available parking spaces at key truck parking locations. Signal priority will be developed for key freight routes making it more efficient for freight moving into and through the region. Other projects will include rail crossing alert system, smart parking systems, smart and connected signals, special event traffic management, solar paths, pedestrian sensors, street flooding notification system and wayfinding information systems.

Safety Program

The North Florida TPO and its partners have developed numerous safety plans, programs and campaigns in recent years. Each of these contains specific projects and strategies for increasing safety or addressing specific safety issues within the region. In 2019, the North Florida TPO embarked on the development of a regional systems safety plan. The Regional System Safety Plan updates the previous Regional Strategic Safety Plan completed in 2012. Using a data-driven process, the updated plan identifies safety conditions and needs within the region, provides a framework for addressing regional safety issues. The Safety Program will receive \$8 million per year and is intended to implement projects within the regional plan facilitate improved safety performance.

The strategies address safety throughout the 4-county region including high-crash corridors and major emphasis areas such as intersection crashes, distracted driving crashes and pedestrian and bicycle crashes. Example strategies from the plan include installing more pedestrian crosswalks and pedestrian signal displays on traffic signals at intersections and implementing studies/projects to improve safety for all users.

Context Sensitive Solutions (Complete Street) Program

As part of the 2040 Long Range Transportation Plan update the North Florida TPO developed and adopted principles for Context Sensitive Solutions. These principles provide street environments that meet the needs of all users while also meeting the needs of adjacent land uses. This program may involve development of strategies to enhance livability including these where the automobile is prioritized lower than transit, pedestrian and bicycle modes.

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Street Policy. Complete Streets serve the transportation needs of users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists and freight handlers.

This program will support the Department’s Complete Street program and the guidelines that have been developed as it seeks to build flexibility and innovation into roadway planning and design to put the right street in the right place with the goal of increasing safety, quality of life and economic development.

Freight Enhancement Program

The North Florida TPO develops and maintains several freight related plans and programs. The Freight Enhancement Program included in the 2045 Cost Feasible Plan is the implementation program for projects identified within those plans. The North Florida Freight, Logistics & Intermodal Framework Plan is the cornerstone plan for the North Florida TPO’s freight planning efforts. This is a multi-phased, comprehensive, integrated and intermodal approach to identifying and meeting future freight and logistics needs of the region.

Resiliency Program

The long-range planning process provides key opportunities for taking climate change into account. Resilience and sustainability should be considered early during decision-making at the system wide level, when options and priorities are considered for transportation investments to meet multiple community goals. The North Florida TPO considers climate impacts when planning for new facilities or rehabilitating existing facilities. The North Florida TPO’s risk-based asset management involves identification of a sequence of actions to manage and preserve assets over the long term, and provides a platform for inventorying assets, evaluating risks to those assets, and prioritizing capital improvements to make them more resilient to future environmental conditions. Recently the North Florida TPO developed a program for identifying and tracking facilities that are currently or may become vulnerable. This program is intended to fund studies that identify methods to harden existing infrastructure as well as identify areas that are currently or may become vulnerable. This program may also supplement funding so that new facilities may be constructed in a manner that protects them from threats.

The table below presents the funding in the 2045 Cost Feasible Plan for the each of the mobility programs.

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Table 14 Mobility Programs

| Facility | County | ID | From | To | Improvement | Years 2019-2025 | Years 2026-2030 | Years 2031-2035 | Years 2036-2045 |
|---|----------|----|-------------|----------------|--|-----------------|------------------|------------------|------------------|
| Bicycle and Pedestrian | Regional | | Boxed Funds | \$3 M per year | Projects from the Bicycle and Pedestrian Master Plan | | \$15,000 | \$15,000 | \$30,000 |
| Greenways and Trails | Regional | | Boxed Funds | \$2 M per year | Projects from the Greenways and Trails Master Plan | | \$10,000 | \$10,000 | \$20,000 |
| ITS/TSM&O/Smart Cities Programs | Regional | | Boxed Funds | \$6 M per year | Projects from the ITS and TSM&O Master Plan | | \$30,000 | \$30,000 | \$60,000 |
| Safety Projects | Regional | | Boxed Funds | \$8 M per year | Projects from the Regional Safety Plan | | \$40,000 | \$40,000 | \$80,000 |
| Context Sensitive Solutions (Complete Street Program) | Regional | | Boxed Funds | \$5 M per year | Projects from the Smart Region Plan | | \$25,000 | \$25,000 | \$50,000 |
| Freight Enhancement Projects | Regional | | Boxed Funds | \$3 M per year | Projects from the Regional Freight Plan | | \$15,000 | \$15,000 | \$30,000 |
| Resiliency Programs | Regional | | Boxed Funds | \$2 M per year | Projects from the Resiliency Plan | | \$10,000 | \$10,000 | \$20,000 |
| Other Arterial Totals | | | | | | | \$145,000 | \$145,000 | \$290,000 |

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Competitive Highway Bridge Program

The CHBP is a discretionary competitive grant program that provides funding for highway bridge replacement and rehabilitation projects on public roads that demonstrate cost savings by bundling multiple highway bridge projects into a single contract. The Federal FY 2020 budget requests \$300 million for the Competitive Highway Bridge Program (CHBP).

If approved, bridges in the region may qualify for funding under this federal program. This would include the Hart, Mathews, and Main Street bridges.

Alternative Scenarios

In previous LRTP updates the North Florida TPO has considered alternative land use and/or funding scenarios. While these exercises resulted in some spirited discussions, the TPO's local government partners were always reluctant to implement new land use regulations that would support any of the scenarios. At the onset of the 2045 LRTP process discussions were held with the planning partners and it was determined that the current Comprehensive Plans and the current Future land Use elements would be used to forecast growth throughout the region. It was further determined that the alternative scenarios that would be studied for this plan update would focus on potential impacts of autonomous vehicle market saturation rates.

Operations and Maintenance

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations, and maintenance, and administration. Table 10 in Appendix B includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the following statewide objectives and policies:

- Resurfacing program: Ensure that 80% of state highway system pavement meets Department standards;
- Bridge program: Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- Operations and maintenance program: Achieve 100% of acceptable maintenance condition standard on the state highway system;
- Product Support: Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- Administration: Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. The Department has identified the statewide estimates for non-

capacity programs. About \$106 billion (49% of total revenues) is forecast for the non-capacity programs.

Transit Operations and Maintenance

Operations and maintenance for transit projects, both existing and planned, will be funded through Federal Transit Agency (FTA) grants and local revenue sources. This is based on discussions with local transit operators. This is also consistent with the current funding methodology used by the agencies.

Furthermore, as transit projects are advanced from the LRTP into the Transportation Improvement Program (TIP), the local providers, FDOT and FTA will work together to identify operations and maintenance funding. If sufficient funding is not available, the project will be reevaluated and may be deferred until such time as funding is available.

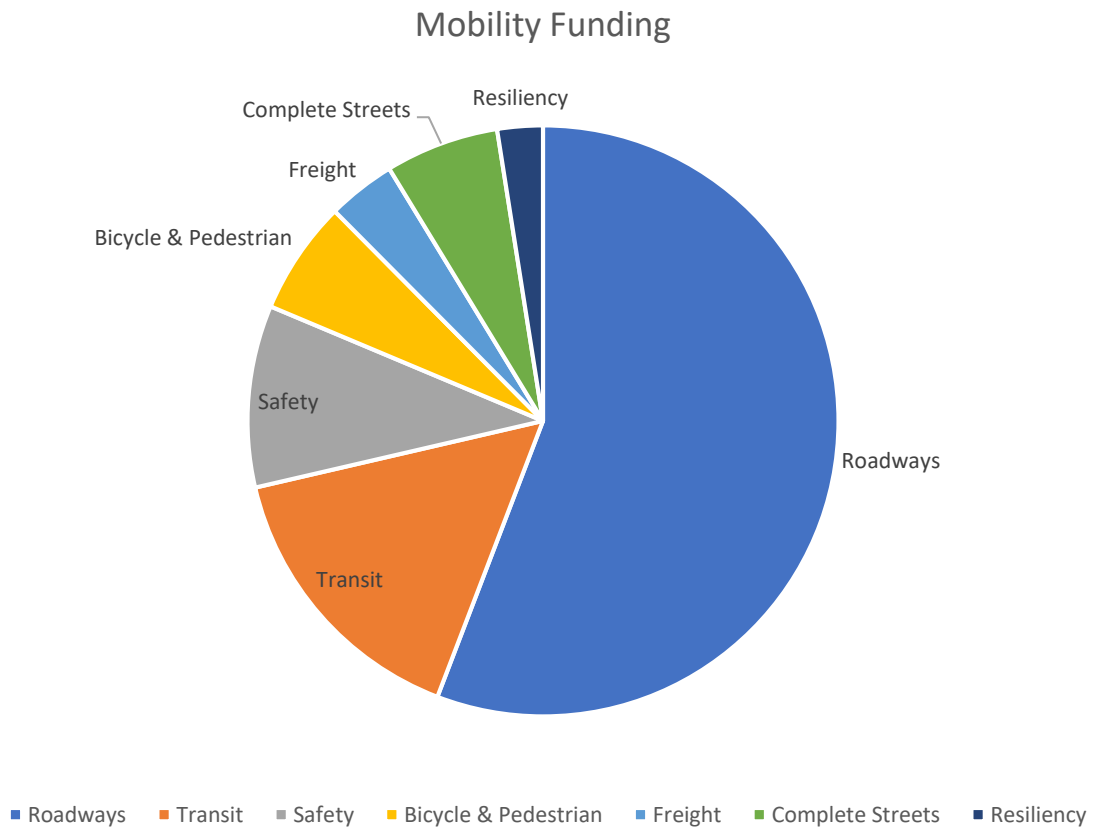
Adopted 2045 Cost Feasible Plan

The 2045 Cost Feasible Plan commits resources to a variety of mobility programs and projects to provide a multi-modal transportation system that supports both the motorized and nonmotorized travelers in the region. The Cost Feasible Plan includes roadway widening projects, congestion mitigation and educational programs, as well as operational improvements through implementation of ITS strategies and corridor improvements.

The North Florida TPO will attempt to leverage available funding. In the selection of candidate projects, the North Florida TPO will give extra consideration to projects that provide an opportunity to partner with the FDOT and local governments. The North Florida TPO's "Early and Continuing Coordination Process" will be used to identify opportunities to supplement resurfacing projects to include multi-modal or safety features. Furthermore, the North Florida TPO will solicit candidate projects from local governments and other modal partners.

The North Florida TPO adopted the 2045 Cost Feasible Plan on November 14, 2019.

Total funding allocations (not including SIS) include the following:



Appendix A presents the 2045 Cost Feasible Plan in Year of Expenditure.

APPENDIX A

PROJECT COSTS

This appendix presents the final 2045 Adopted Needs Plan. This is not a prioritized list of projects. The Needs Plan is, by rule, a listing of projects not constrained by cost.

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Clay County Project Details

| Map ID | Facility | From | To | Improvement | Construction Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|-----------------------------------|----------------------------|---------------------------|-----------------------------|-------------------|------------------|-----------------|-----------------|-----------------|-------------------------|
| 101 | Cheswick Oak Avenue Extension | Oakleaf Plantation Parkway | Savannah Glen Boulevard | New Road | \$ 1,300,516.10 | \$ 975,387.07 | \$ 130,051.61 | \$ 130,051.61 | \$ 195,077.41 | \$ 2,731,083.80 |
| 102 | College Drive | CR 220 Doctors Inlet | SR 21 Blanding Boulevard | Widen | \$ 13,533,981.60 | \$ 10,150,486.20 | \$ 1,353,398.16 | \$ 1,353,398.16 | \$ 2,030,097.24 | \$ 28,421,361.36 |
| 103 | College Drive Extension | SR 21 Blanding Boulevard | Challenger Drive | New Road | \$ 7,293,098.72 | \$ 5,469,824.04 | \$ 729,309.87 | \$ 729,309.87 | \$ 1,093,964.81 | \$ 15,315,507.32 |
| 104 | CR 209 Russell Road | CR 739 Henley Road | US 17 | Widen | \$ 6,956,433.83 | \$ 5,217,325.38 | \$ 695,643.38 | \$ 695,643.38 | \$ 1,043,465.08 | \$ 14,608,511.05 |
| 105 | CR 209 South | Decoy Road | US 17 | Reconstruct | \$ 18,595,044.71 | \$ 13,946,283.53 | \$ 1,859,504.47 | \$ 1,859,504.47 | \$ 2,789,256.71 | \$ 39,049,593.88 |
| 106 | CR 218 | US 301 | Cosmos Avenue | Widen | \$ 4,171,823.40 | \$ 3,128,867.55 | \$ 417,182.34 | \$ 417,182.34 | \$ 625,773.51 | \$ 8,760,829.14 |
| 107 | CR 218 | Cosmos Avenue | Pine Tree Lane | Widen | \$ 24,956,299.48 | \$ 18,717,224.61 | \$ 2,495,629.95 | \$ 2,495,629.95 | \$ 3,743,444.92 | \$ 52,408,228.91 |
| 108 | CR 218 | SR 21 Blanding Boulevard | CR 739 Henley Road | Widen | \$ 6,513,120.47 | \$ 4,884,840.36 | \$ 651,312.05 | \$ 651,312.05 | \$ 976,968.07 | \$ 13,677,552.99 |
| 109 | CR 218 | CR 739 Henley Road | SR 16 | Widen | \$ 11,493,091.21 | \$ 8,619,818.41 | \$ 1,149,309.12 | \$ 1,149,309.12 | \$ 1,723,963.68 | \$ 24,135,491.54 |
| 111 | CR 218 Extension | SR 23 First Coast Expressw | CR 315 | New Road | \$ 8,569,759.09 | \$ 6,427,319.32 | \$ 856,975.91 | \$ 856,975.91 | \$ 1,285,463.86 | \$ 17,996,494.09 |
| 112 | CR 220 Doctors Inlet Road | SR 21 Blanding Boulevard | Knight Boxx Road | Widen | \$ 9,724,163.11 | \$ 7,293,122.33 | \$ 972,416.31 | \$ 972,416.31 | \$ 1,458,624.47 | \$ 20,420,742.53 |
| 113 | CR 220 Doctors Inlet Road | College Drive | US 17 | Widen | \$ 12,110,711.40 | \$ 9,083,033.55 | \$ 1,211,071.14 | \$ 1,211,071.14 | \$ 1,816,606.71 | \$ 25,432,493.95 |
| 114 | CR 315 | SR 16 | CR 315B | Widen | \$ 11,832,709.01 | \$ 8,874,531.75 | \$ 1,183,270.90 | \$ 1,183,270.90 | \$ 1,774,906.35 | \$ 24,848,688.91 |
| 115 | CR 315 | CR 315B | US 17 | Widen | \$ 8,563,677.63 | \$ 6,422,758.22 | \$ 856,367.76 | \$ 856,367.76 | \$ 1,284,551.64 | \$ 17,983,723.02 |
| 116 | CR 739B Sandridge Road | CR 739 Henley Road | CR 209 Russell Road | Widen | \$ 2,082,179.02 | \$ 1,561,634.26 | \$ 208,217.90 | \$ 208,217.90 | \$ 312,326.85 | \$ 4,372,575.93 |
| 117 | Decoy Road | US 17 | CR 209 South | Reconstruct | \$ 9,362,997.84 | \$ 7,022,248.38 | \$ 936,299.78 | \$ 936,299.78 | \$ 1,404,449.68 | \$ 19,662,295.46 |
| 118 | Governors Park Road | US 17 | SR 16 | New Road | \$ 1,407,141.70 | \$ 1,055,356.28 | \$ 140,714.17 | \$ 140,714.17 | \$ 211,071.26 | \$ 2,954,997.57 |
| 119 | Knight Boxx Road | CR 220 Doctors Inlet Road | SR 21 Blanding Boulevard | Widen | \$ 21,767,545.22 | \$ 16,325,658.91 | \$ 2,176,754.52 | \$ 2,176,754.52 | \$ 3,265,131.78 | \$ 45,711,844.95 |
| 120 | Lake Asbury East West I | NS3 | CR 209 Russell Road | New Road | \$ 3,332,983.27 | \$ 2,499,737.45 | \$ 333,298.33 | \$ 333,298.33 | \$ 499,947.49 | \$ 6,999,264.87 |
| 121 | Lake Asbury North South Road 3 | CR 739B Sandridge Road | CR 209 Russell Road | New Road | \$ 6,311,480.04 | \$ 4,733,610.03 | \$ 631,148.00 | \$ 631,148.00 | \$ 946,722.01 | \$ 13,254,108.07 |
| 122 | Long Bay Road Extension North | Old Jennings Road | Long Bay Road | New Road | \$ 4,615,034.09 | \$ 3,461,275.57 | \$ 461,503.41 | \$ 461,503.41 | \$ 692,255.11 | \$ 9,691,571.59 |
| 123 | Oakleaf Village Parkway Extension | Oakleaf Plantation Parkway | Oakleaf Village Parkway | New Road | \$ 1,130,539.26 | \$ 847,904.44 | \$ 113,053.93 | \$ 113,053.93 | \$ 169,580.89 | \$ 2,374,132.44 |
| 124 | SR 100 | Clay/Bradford County line | Clay/Putnam County line | Widen | \$ 2,505,036.41 | \$ 1,878,777.31 | \$ 250,503.64 | \$ 250,503.64 | \$ 375,755.46 | \$ 5,260,576.46 |
| 125 | SR 16 | FCX | SR 15A Oakridge Avenue | Widen | \$ 13,538,713.42 | \$ 10,154,035.06 | \$ 1,353,871.34 | \$ 1,353,871.34 | \$ 2,030,807.01 | \$ 28,431,298.18 |
| 126 | SR 16 | US 17 | Shands Bridge | Widen | \$ 9,616,334.52 | \$ 7,212,250.89 | \$ 961,633.45 | \$ 961,633.45 | \$ 1,442,450.18 | \$ 20,194,302.50 |
| 127 | SR 21 Blanding Boulevard | SR 16 | CR 215 Blanding Boulevard | Widen | \$ 7,660,973.58 | \$ 5,745,730.18 | \$ 766,097.36 | \$ 766,097.36 | \$ 1,149,146.04 | \$ 16,088,044.51 |
| 128 | Town Center Boulevard | US 17 | CR 220 Doctors Inlet Road | Widen | \$ 10,539,300.55 | \$ 7,904,475.41 | \$ 1,053,930.06 | \$ 1,053,930.06 | \$ 1,580,895.08 | \$ 22,132,531.16 |
| 129 | US 17 | CR 315 | Town Center Boulevard | Widen | \$ 11,010,484.96 | \$ 8,257,863.72 | \$ 1,101,048.50 | \$ 1,101,048.50 | \$ 1,651,572.74 | \$ 23,122,018.42 |
| 130 | US 17 | Orion Road | SR 16 | Context Sensitive Solutions | \$ 6,131,386.84 | \$ 4,598,540.13 | \$ 613,138.68 | \$ 613,138.68 | \$ 919,708.03 | \$ 12,875,912.36 |
| 131 | US 301/SR 200 | Clay/Bradford County Line | Duval/Clay County Line | Widen | \$ 2,883,755.84 | \$ 2,162,816.88 | \$ 288,375.58 | \$ 288,375.58 | \$ 432,563.38 | \$ 6,055,887.26 |
| 132 | Wells Road | Aquarius Concourse | SR 21 Blanding Boulevard | Reconstruct and New | \$ 15,231,091.94 | \$ 11,423,318.95 | \$ 1,523,109.19 | \$ 1,523,109.19 | \$ 2,284,663.79 | \$ 31,985,293.07 |
| 133 | NSI | Sandridge Road | CR 218 Extension | New Road | \$ 312,241.09 | \$ 234,180.82 | \$ 31,224.11 | \$ 31,224.11 | \$ 46,836.16 | \$ 655,706.29 |

Duval County Project Details

| Map ID | Facility | From | To | Improvement | Construction Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|-------------------------------|--------------------------------|------------------------------------|--------------------------------|-------------------|------------------|-----------------|-----------------|-----------------|-------------------------|
| 200 | Alta Drive | Heckscher Drive (SR 105) | I-295 | Widen + Trail | \$ 9,123,396.64 | \$ 6,842,547.48 | \$ 912,339.66 | \$ 912,339.66 | \$ 1,368,509.50 | \$ 19,159,132.94 |
| 201 | Alta Drive Realignment | Zoo Parkway (SR 105) | North of New Berlin Road | New Road + Trail | \$ 4,485,009.22 | \$ 3,363,756.92 | \$ 448,500.92 | \$ 448,500.92 | \$ 672,751.38 | \$ 9,418,519.37 |
| 202 | Alta Drive/Yellow Bluff Road | I-295 | New Berlin Road | Widen | \$ 9,117,332.58 | \$ 6,837,999.44 | \$ 911,733.26 | \$ 911,733.26 | \$ 1,367,599.89 | \$ 19,146,398.42 |
| 203 | Argyle Forest Boulevard | Old Middleburg Road | First Coast Expressway (SR 23) | Context Sensitive Solutions | \$ 979,063.22 | \$ 734,297.41 | \$ 97,906.32 | \$ 97,906.32 | \$ 146,859.48 | \$ 2,056,032.76 |
| 204 | Arlington Expressway (SR 115) | University Boulevard (SR 109) | Atlantic Boulevard | Context Sensitive Solutions | \$ 4,249,319.30 | \$ 3,186,989.48 | \$ 424,931.93 | \$ 424,931.93 | \$ 637,397.90 | \$ 8,923,570.54 |
| 205 | Arlington Expressway (SR 115) | University Boulevard (SR 109) | | Modify Interchange + Trail | \$ 650,000.00 | \$ 487,500.00 | \$ 65,000.00 | \$ 65,000.00 | \$ 97,500.00 | \$ 1,365,000.00 |
| 206 | Atlantic Boulevard (SR 10) | Girvin Road | | Intersection Improvements | \$ 225,000.00 | \$ 168,750.00 | \$ 22,500.00 | \$ 22,500.00 | \$ 33,750.00 | \$ 472,500.00 |
| 207 | Atlantic Boulevard (SR 10) | Hodges Boulevard | | Intersection Improvements | \$ 225,000.00 | \$ 168,750.00 | \$ 22,500.00 | \$ 22,500.00 | \$ 33,750.00 | \$ 472,500.00 |
| 208 | Atlantic Boulevard | San Pablo Boulevard | | Intersection Improvements | \$ 225,000.00 | \$ 168,750.00 | \$ 22,500.00 | \$ 22,500.00 | \$ 33,750.00 | \$ 472,500.00 |
| 209 | Baymeadows Road (SR 152) | I-95 | Southside Boulevard (SR 115) | Context Sensitive Solutions | \$ 1,421,921.55 | \$ 1,066,441.16 | \$ 142,192.15 | \$ 142,192.15 | \$ 213,288.23 | \$ 2,986,035.25 |
| 210 | Baymeadows Road (SR 152) | Philips Highway (US 1/SR 5) | I-95 | Context Sensitive Solutions | \$ 1,052,770.82 | \$ 789,578.11 | \$ 105,277.08 | \$ 105,277.08 | \$ 157,915.62 | \$ 2,210,818.72 |
| 211 | Beaver Street (US 90) | First Coast Expressway (SR 23) | Cahoon Road | Widen + Trail | \$ 14,739,144.78 | \$ 11,054,358.59 | \$ 1,473,914.48 | \$ 1,473,914.48 | \$ 2,210,871.72 | \$ 30,952,204.04 |
| 212 | Beaver Street (US 90) | Cahoon Road | McDuff Avenue | Widen + Trail | \$ 22,528,900.01 | \$ 16,896,675.01 | \$ 2,252,890.00 | \$ 2,252,890.00 | \$ 3,379,335.00 | \$ 47,310,690.02 |
| 213 | Blanding Boulevard (SR 21) | 103rd Street (SR 134) | | Intersection Improvements | \$ 225,000.00 | \$ 168,750.00 | \$ 22,500.00 | \$ 22,500.00 | \$ 33,750.00 | \$ 472,500.00 |
| 214 | Blanding Boulevard (SR 21) | Cedar Hills Boulevard | | Intersection Improvements | \$ 225,000.00 | \$ 168,750.00 | \$ 22,500.00 | \$ 22,500.00 | \$ 33,750.00 | \$ 472,500.00 |
| 215 | Blanding Boulevard | Collins Road | | Intersection Improvements | \$ 225,000.00 | \$ 168,750.00 | \$ 22,500.00 | \$ 22,500.00 | \$ 33,750.00 | \$ 472,500.00 |
| 216 | Blanding Boulevard (SR 21) | I-295 | Wilson Boulevard | Context Sensitive Solutions | \$ 6,273,579.30 | \$ 4,705,184.48 | \$ 627,357.93 | \$ 627,357.93 | \$ 941,036.90 | \$ 13,174,516.54 |
| 217 | Braddock Parkway | Lem Turner Road (SR 115) | Pecan Park Road | New Road + Trail | \$ 11,582,412.90 | \$ 8,686,809.68 | \$ 1,158,241.29 | \$ 1,158,241.29 | \$ 1,737,361.94 | \$ 24,323,067.09 |
| 218 | Cahoon Road | Lenox Avenue | Beaver Street | Reconstruct + Trail | \$ 879,027.26 | \$ 659,270.45 | \$ 87,902.73 | \$ 87,902.73 | \$ 131,854.09 | \$ 1,845,957.25 |
| 219 | Cecil Field Connector | First Coast Expressway (SR 23) | Commerce Center | New Road | \$ 1,966,942.43 | \$ 1,475,206.82 | \$ 196,694.24 | \$ 196,694.24 | \$ 295,041.36 | \$ 4,130,579.09 |
| 220 | Chaffee Road | Normandy Boulevard (SR 228) | Crystal Springs Road | Widen | \$ 13,306,448.83 | \$ 9,979,836.62 | \$ 1,330,644.88 | \$ 1,330,644.88 | \$ 1,995,967.32 | \$ 27,943,542.55 |
| 221 | Collins Road | Old Middleburg Road S | Shindler Drive | Widen | \$ 6,653,292.81 | \$ 4,989,969.61 | \$ 665,329.28 | \$ 665,329.28 | \$ 997,993.92 | \$ 13,971,914.90 |
| 222 | Collins Road | Shindler Drive | Rampart Road | Widen | \$ 9,479,775.95 | \$ 7,109,831.96 | \$ 947,977.60 | \$ 947,977.60 | \$ 1,421,966.39 | \$ 19,907,529.50 |
| 223 | Collins Road | Roosevelt Boulevard | | New Interchange | \$ 5,000,000.00 | \$ 3,750,000.00 | \$ 500,000.00 | \$ 500,000.00 | \$ 750,000.00 | \$ 10,500,000.00 |
| 224 | Collins Road | Blanding Boulevard (SR 21) | Pine Verde | Widen | \$ 2,756,039.48 | \$ 2,067,029.61 | \$ 275,603.95 | \$ 275,603.95 | \$ 413,405.92 | \$ 5,787,682.90 |
| 225 | Collins Road Realignment | Pine Verde | Roosevelt Boulevard (US 17) | New Road + Trail + Interchange | \$ 3,806,870.18 | \$ 2,855,152.64 | \$ 380,687.02 | \$ 380,687.02 | \$ 571,030.53 | \$ 7,994,427.38 |
| 226 | Dunn Avenue (SR 104) | New Kings Road (US 1/SR 5) | I-295 | Widen | \$ 6,153,486.17 | \$ 4,615,114.63 | \$ 615,348.62 | \$ 615,348.62 | \$ 923,022.93 | \$ 12,922,320.96 |
| 227 | Duval Road | I-295 | Pecan Park Road | Context Sensitive Solutions | \$ 794,307.89 | \$ 595,730.92 | \$ 79,430.79 | \$ 79,430.79 | \$ 119,146.18 | \$ 1,668,046.57 |
| 228 | Duval Station Road | Main Street (US 17/SR 5) | Starratt Road | Widen + Trail | \$ 3,517,850.62 | \$ 2,638,387.96 | \$ 351,785.06 | \$ 351,785.06 | \$ 527,677.59 | \$ 7,387,486.30 |
| 229 | Eastport Road | Heckscher Drive (SR 105) | Pulaski Road | Widen + Trail | \$ 1,198,623.53 | \$ 898,967.65 | \$ 119,862.35 | \$ 119,862.35 | \$ 179,793.53 | \$ 2,517,109.42 |
| 230 | Florida Boulevard | Penman Road | Atlantic Boulevard (SR 10) | Widen + Trail | \$ 1,847,802.26 | \$ 1,385,851.70 | \$ 184,780.23 | \$ 184,780.23 | \$ 277,170.34 | \$ 3,880,384.75 |
| 233 | Harlow Boulevard | 103rd Street (SR 134) | Lane Avenue | Widen | \$ 449,735.14 | \$ 337,301.35 | \$ 44,973.51 | \$ 44,973.51 | \$ 67,460.27 | \$ 944,443.79 |
| 234 | Hartley Road | San Jose Boulevard (SR 13) | Old St. Augustine Road | Widen + Trail | \$ 2,649,295.09 | \$ 1,986,971.32 | \$ 264,929.51 | \$ 264,929.51 | \$ 397,394.26 | \$ 5,563,519.69 |
| 235 | Heckscher Drive | I-295 | Blount Island Boulevard | Context Sensitive Solutions | \$ 1,520,534.02 | \$ 1,140,400.52 | \$ 152,053.40 | \$ 152,053.40 | \$ 228,080.10 | \$ 3,193,121.45 |
| 236 | I-10 | I-295 | | Modify Interchange | \$ 6,500,000.00 | \$ 4,875,000.00 | \$ 650,000.00 | \$ 650,000.00 | \$ 975,000.00 | \$ 13,650,000.00 |
| 237 | I-10 | First Coast Expressway (SR 23) | I-295 | Widen | \$ 32,038,367.70 | \$ 24,028,775.78 | \$ 3,203,836.77 | \$ 3,203,836.77 | \$ 4,805,755.16 | \$ 67,280,572.17 |
| 238 | I-10 | I-295 | I-95 | Widen | \$ 56,010,401.38 | \$ 42,007,801.03 | \$ 5,601,040.14 | \$ 5,601,040.14 | \$ 8,401,560.21 | \$ 117,621,842.90 |
| 239 | I-10 | Nassau/Duval County Line | US 301 | Widen | \$ 16,102,888.23 | \$ 12,077,166.17 | \$ 1,610,288.82 | \$ 1,610,288.82 | \$ 2,415,433.23 | \$ 33,816,065.27 |
| 240 | I-10 | US 301 | First Coast Expressway (SR 23) | Widen | \$ 31,247,024.81 | \$ 23,435,268.60 | \$ 3,124,702.48 | \$ 3,124,702.48 | \$ 4,687,053.72 | \$ 65,618,752.09 |
| 241 | I-295 | 103rd Street (SR 134) | I-10 | Widen | \$ 49,394,739.84 | \$ 37,046,054.88 | \$ 4,939,473.98 | \$ 4,939,473.98 | \$ 7,409,210.98 | \$ 103,728,953.67 |
| 242 | I-295 | Roosevelt Boulevard (US 17) | | Modify Interchange | \$ 10,000,000.00 | \$ 7,500,000.00 | \$ 1,000,000.00 | \$ 1,000,000.00 | \$ 1,500,000.00 | \$ 21,000,000.00 |
| 243 | I-295 | I-10 | South of New Kings Road (US 1) | Widen | \$ 34,502,050.39 | \$ 25,876,537.79 | \$ 3,450,205.04 | \$ 3,450,205.04 | \$ 5,175,307.56 | \$ 72,454,305.82 |
| 244 | I-295 | I-95 | SR 9B | Widen | \$ 12,628,263.04 | \$ 9,471,197.28 | \$ 1,262,826.30 | \$ 1,262,826.30 | \$ 1,894,239.46 | \$ 26,519,352.39 |
| 245 | I-295 | I-95 North | Dames Point Bridge/Heckscher Drive | Widen | \$ 31,321,223.01 | \$ 23,490,917.26 | \$ 3,132,122.30 | \$ 3,132,122.30 | \$ 4,698,183.45 | \$ 65,774,568.33 |
| 246 | I-295 | I-95 South | San Jose Boulevard (SR 13) | Widen | \$ 48,929,834.81 | \$ 36,697,376.11 | \$ 4,892,983.48 | \$ 4,892,983.48 | \$ 7,339,475.22 | \$ 102,752,653.10 |
| 248 | I-295 | New Kings Road (US 1) | North of Trout River | Widen | \$ 4,790,203.76 | \$ 3,592,652.82 | \$ 479,020.38 | \$ 479,020.38 | \$ 718,530.56 | \$ 10,059,427.89 |

Duval County Project Details

| Map ID | Facility | From | To | Improvement | Construction Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|------------------------------------|---------------------------------|----------------------------------|-----------------------------------|-------------------|------------------|-----------------|-----------------|------------------|-------------------------|
| 249 | I-295 | North of Trout River | I-95 | Widen | \$ 31,352,036.38 | \$ 23,514,027.29 | \$ 3,135,203.64 | \$ 3,135,203.64 | \$ 4,702,805.46 | \$ 65,839,276.40 |
| 250 | I-295 | Roosevelt Boulevard (US 17) | 103rd Street (SR 134) | Widen | \$ 66,418,267.15 | \$ 49,813,700.36 | \$ 6,641,826.72 | \$ 6,641,826.72 | \$ 9,962,740.07 | \$ 139,478,361.02 |
| 251 | I-295 | San Jose Boulevard (SR 13) | W of Roosevelt Boulevard | Widen + Trail | \$ 49,659,125.53 | \$ 37,244,344.15 | \$ 4,965,912.55 | \$ 4,965,912.55 | \$ 7,448,868.83 | \$ 104,284,163.61 |
| 252 | I-295 | J. T. Butler Boulevard (SR 202) | Southside Connector (SR 113) | Widen | \$ 76,292,108.57 | \$ 57,219,081.43 | \$ 7,629,210.86 | \$ 7,629,210.86 | \$ 11,443,816.29 | \$ 160,213,428.00 |
| 253 | I-95 | Airport Road (SR 102) | Duval/Nassau County Line | Widen | \$ 32,380,250.92 | \$ 24,285,188.19 | \$ 3,238,025.09 | \$ 3,238,025.09 | \$ 4,857,037.64 | \$ 67,998,526.93 |
| 254 | I-95 | Airport Road (SR 102) | | Modify Interchange | \$ 12,500,000.00 | \$ 9,375,000.00 | \$ 1,250,000.00 | \$ 1,250,000.00 | \$ 1,875,000.00 | \$ 26,250,000.00 |
| 255 | I-95 | MLK (US 1/SR 15) | | Modify Interchange | \$ 12,500,000.00 | \$ 9,375,000.00 | \$ 1,250,000.00 | \$ 1,250,000.00 | \$ 1,875,000.00 | \$ 26,250,000.00 |
| 256 | I-95 | Southside Boulevard (SR 115) | | Modify Interchange | \$ 12,500,000.00 | \$ 9,375,000.00 | \$ 1,250,000.00 | \$ 1,250,000.00 | \$ 1,875,000.00 | \$ 26,250,000.00 |
| 257 | I-95 | Dunn Avenue (SR 104) | Airport Road (SR 102) | Widen | \$ 4,885,909.84 | \$ 3,664,432.38 | \$ 488,590.98 | \$ 488,590.98 | \$ 732,886.48 | \$ 10,260,410.66 |
| 258 | I-95 | Duval/St. Johns County Line | I-295 | Widen | \$ 25,877,134.94 | \$ 19,407,851.21 | \$ 2,587,713.49 | \$ 2,587,713.49 | \$ 3,881,570.24 | \$ 54,341,983.38 |
| 259 | I-95 | I-295 | J. T. Butler Boulevard (SR 202) | Widen | \$ 66,902,276.64 | \$ 50,176,707.48 | \$ 6,690,227.66 | \$ 6,690,227.66 | \$ 10,035,341.50 | \$ 140,494,780.94 |
| 260 | I-95 | J. T. Butler Boulevard (SR 202) | Atlantic Boulevard (SR 10) | Widen | \$ 56,094,901.05 | \$ 42,071,175.79 | \$ 5,609,490.10 | \$ 5,609,490.10 | \$ 8,414,235.16 | \$ 117,799,292.20 |
| 261 | I-95 | North of Fuller Warren Bridge | Dunn Avenue (SR 104) | Widen | \$ 87,732,045.79 | \$ 65,799,034.35 | \$ 8,773,204.58 | \$ 8,773,204.58 | \$ 13,159,806.87 | \$ 184,237,296.17 |
| 262 | Jones Road | Pritchard Road | Beaver Street (US 90) | Operational Improvements | \$ 1,269,165.56 | \$ 951,874.17 | \$ 126,916.56 | \$ 126,916.56 | \$ 190,374.83 | \$ 2,665,247.67 |
| 263 | Kernan Boulevard | Atlantic Boulevard (SR 10) | McCormick Road (SR 116) | Context Sensitive Solutions | \$ 3,317,881.25 | \$ 2,488,410.94 | \$ 331,788.13 | \$ 331,788.13 | \$ 497,682.19 | \$ 6,967,550.63 |
| 264 | Kernan Boulevard | J. T. Butler Boulevard (SR 202) | Glen Kernan Parkway | Context Sensitive Solutions | \$ 1,306,238.55 | \$ 979,678.92 | \$ 130,623.86 | \$ 130,623.86 | \$ 195,935.78 | \$ 2,743,100.97 |
| 265 | Lem Turner Road (SR 115) | I-295 | Nassau County Line | Widen + Trail | \$ 28,036,385.08 | \$ 21,027,288.81 | \$ 2,803,638.51 | \$ 2,803,638.51 | \$ 4,205,457.76 | \$ 58,876,408.67 |
| 266 | Lem Turner Road (SR 115) | I-295 | Broward Road | Context Sensitive Solutions | \$ 2,997,553.63 | \$ 2,248,165.22 | \$ 299,755.36 | \$ 299,755.36 | \$ 449,633.04 | \$ 6,294,862.61 |
| 267 | Main Street (US 17) | Eastport Road | | New Interchange + Trail | \$ 3,500,000.00 | \$ 2,625,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 525,000.00 | \$ 7,350,000.00 |
| 268 | Main Street (US 17) | I-295 | New Berlin Road | Widen + Trail | \$ 6,585,935.39 | \$ 4,939,451.54 | \$ 658,593.54 | \$ 658,593.54 | \$ 987,890.31 | \$ 13,830,464.32 |
| 269 | Main Street (US 17) | New Berlin Road | Pecan Park Road | Widen + Trail | \$ 4,872,145.43 | \$ 3,654,109.07 | \$ 487,214.54 | \$ 487,214.54 | \$ 730,821.81 | \$ 10,231,505.40 |
| 270 | Main Street (US 17) | Pecan Park Road | Nassau/Duval County Line | Widen + Trail | \$ 10,542,374.06 | \$ 7,906,780.55 | \$ 1,054,237.41 | \$ 1,054,237.41 | \$ 1,581,356.11 | \$ 22,138,985.53 |
| 271 | Mayport Road (SR 101) | Wonderwood Drive (SR 116) | | Intersection Improvements + Trail | \$ 320,000.00 | \$ 240,000.00 | \$ 32,000.00 | \$ 32,000.00 | \$ 48,000.00 | \$ 672,000.00 |
| 272 | Mayport Road (SR 101) | Wonderwood Drive (SR 116) | Mayport Main Gate | Context Sensitive Solutions | \$ 2,122,892.47 | \$ 1,592,169.35 | \$ 212,289.25 | \$ 212,289.25 | \$ 318,433.87 | \$ 4,458,074.19 |
| 273 | McDuff Avenue/5th Stret | Melson Avenue | Huron Street | Widen | \$ 947,135.68 | \$ 710,351.76 | \$ 94,713.57 | \$ 94,713.57 | \$ 142,070.35 | \$ 1,988,984.93 |
| 274 | Merrill Road | Hartsfield Road | Southside Connector (SR 113) | Context Sensitive Solutions | \$ 606,563.53 | \$ 454,922.65 | \$ 60,656.35 | \$ 60,656.35 | \$ 90,984.53 | \$ 1,273,783.42 |
| 275 | Monument Road | I-295 | Tredinick Parkway | Context Sensitive Solutions | \$ 322,766.33 | \$ 242,074.75 | \$ 32,276.63 | \$ 32,276.63 | \$ 48,414.95 | \$ 677,809.30 |
| 276 | Monument Road | Lee Road | I-295 | Context Sensitive Solutions | \$ 324,077.44 | \$ 243,058.08 | \$ 32,407.74 | \$ 32,407.74 | \$ 48,611.62 | \$ 680,562.62 |
| 277 | New Berlin Road | Pulaski Road | Yellow Bluff Road | Widen + Trail | \$ 6,981,317.53 | \$ 5,235,988.15 | \$ 698,131.75 | \$ 698,131.75 | \$ 1,047,197.63 | \$ 14,660,766.81 |
| 278 | New Berlin Road | Yellow Bluff Road | Cedar Point Road | Widen + Trail | \$ 2,560,061.05 | \$ 1,920,045.79 | \$ 256,006.11 | \$ 256,006.11 | \$ 384,009.16 | \$ 5,376,128.21 |
| 279 | New Kings Road (US 1/SR 15) | Edgewood Avenue (SR 111) | I-295 | Context Sensitive Solutions | \$ 3,812,458.43 | \$ 2,859,343.82 | \$ 381,245.84 | \$ 381,245.84 | \$ 571,868.76 | \$ 8,006,162.70 |
| 280 | New Kings Road (US 1/SR 15) | I-295 | Old Kings Road | Context Sensitive Solutions | \$ 6,546,530.10 | \$ 4,909,897.57 | \$ 654,653.01 | \$ 654,653.01 | \$ 981,979.51 | \$ 13,747,713.21 |
| 281 | New Road A | Valley Ridge Boulevard | 9B (E-Town Parkway) | New Road + Trail | \$ 16,724,990.19 | \$ 12,543,742.64 | \$ 1,672,499.02 | \$ 1,672,499.02 | \$ 2,508,748.53 | \$ 35,122,479.40 |
| 282 | New Road B | Valley Ridge Boulevard | SR 202 J Turner Butler Boulevard | New Road + Trail | \$ 22,484,358.40 | \$ 16,863,268.80 | \$ 2,248,435.84 | \$ 2,248,435.84 | \$ 3,372,653.76 | \$ 47,217,152.63 |
| 283 | New Road C | Pecan Park Road | Woodwings Road | New Road + Trail | \$ 2,893,026.71 | \$ 2,169,770.04 | \$ 289,302.67 | \$ 289,302.67 | \$ 433,954.01 | \$ 6,075,356.10 |
| 285 | New World Avenue | Chaffee Road | First Coast Expressway (SR 23) | Widen + Trail | \$ 5,630,653.94 | \$ 4,222,990.46 | \$ 563,065.39 | \$ 563,065.39 | \$ 844,598.09 | \$ 11,824,373.28 |
| 286 | Norfolk Southern Railroad Overpass | West 12th Street | New Kings Road (US 23) | New Road | \$ 2,186,488.25 | \$ 1,639,866.19 | \$ 218,648.83 | \$ 218,648.83 | \$ 327,973.24 | \$ 4,591,625.33 |
| 287 | Normandy Boulevard (SR 228) | First Coast Expressway (SR 23) | Cassat Avenue (SR 111) | Context Sensitive Solutions | \$ 10,328,209.51 | \$ 7,746,157.13 | \$ 1,032,820.95 | \$ 1,032,820.95 | \$ 1,549,231.43 | \$ 21,689,239.97 |
| 288 | Normandy Boulevard (SR 228) | US 301 | Bell Road (Equestrian Park) | Widen | \$ 18,917,254.83 | \$ 14,187,941.12 | \$ 1,891,725.48 | \$ 1,891,725.48 | \$ 2,837,588.22 | \$ 39,726,235.14 |
| 290 | Old Kings Road | Edgewood Avenue (SR 111) | Plummer Road | Context Sensitive Solutions | \$ 7,174,321.80 | \$ 5,380,741.35 | \$ 717,432.18 | \$ 717,432.18 | \$ 1,076,148.27 | \$ 15,066,075.78 |
| 291 | Old Middleburg Road | 103rd Street (SR 134) | Argyle Forest Boulevard | Widen + Trail | \$ 10,123,767.58 | \$ 7,592,825.68 | \$ 1,012,376.76 | \$ 1,012,376.76 | \$ 1,518,565.14 | \$ 21,259,911.91 |
| 292 | Old St. Augustine Road | Greenland Road | | Intersection Improvements | \$ 350,000.00 | \$ 262,500.00 | \$ 35,000.00 | \$ 35,000.00 | \$ 52,500.00 | \$ 735,000.00 |
| 293 | Old St. Augustine Road | Bartram Park Boulevard | Philips Highway (US 1/SR 5) | Widen + Trail | \$ 4,991,086.80 | \$ 3,743,315.10 | \$ 499,108.68 | \$ 499,108.68 | \$ 748,663.02 | \$ 10,481,282.29 |
| 294 | Parramore Road Extension | Youngerman Circle | Collins Road | New Road | \$ 1,177,096.18 | \$ 882,822.13 | \$ 117,709.62 | \$ 117,709.62 | \$ 176,564.43 | \$ 2,471,901.97 |
| 295 | Pecan Park Road | Braddock Boulevard | JIA North Access Road | Widen + Trail | \$ 2,053,510.21 | \$ 1,540,132.66 | \$ 205,351.02 | \$ 205,351.02 | \$ 308,026.53 | \$ 4,312,371.45 |
| 296 | Pecan Park Road | I-95 | Main Street (US 17) | Widen + Trail | \$ 1,881,648.70 | \$ 1,411,236.52 | \$ 188,164.87 | \$ 188,164.87 | \$ 282,247.30 | \$ 3,951,462.26 |

Duval County Project Details

| Map ID | Facility | From | To | Improvement | Construction Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|--------------------------------|---------------------------------|----------------------------------|-----------------------------------|-------------------|------------------|------------------|------------------|------------------|-------------------------|
| 297 | Philips Highway (US 1/SR 5) | I-95 at the Avenues | J.T. Butler Boulevard (SR 202) | Widen + Trail | \$ 23,776,288.74 | \$ 17,832,216.55 | \$ 2,377,628.87 | \$ 2,377,628.87 | \$ 3,566,443.31 | \$ 49,930,206.35 |
| 298 | Philips Highway (US 1/SR 5) | J.T. Butler Boulevard (SR 202) | Emerson Street (SR 126) | Widen + Trail | \$ 17,739,564.97 | \$ 13,304,673.73 | \$ 1,773,956.50 | \$ 1,773,956.50 | \$ 2,660,934.75 | \$ 37,253,086.43 |
| 299 | Philips Highway (US 1/SR 5) | Nocatee Parkway/Racetrack Road | SR 9B | Widen + Trail | \$ 7,636,040.61 | \$ 5,727,030.46 | \$ 763,604.06 | \$ 763,604.06 | \$ 1,145,406.09 | \$ 16,035,685.29 |
| 2000 | Philips Highway (US 1/SR 5) | SR 9B | I-295 | Widen + Trail | \$ 8,074,673.01 | \$ 6,056,004.76 | \$ 807,467.30 | \$ 807,467.30 | \$ 1,211,200.95 | \$ 16,956,813.33 |
| 2001 | Pulaski Road | Eastport Road | I-295 | Widen + Trail | \$ 750,710.13 | \$ 563,032.60 | \$ 75,071.01 | \$ 75,071.01 | \$ 112,606.52 | \$ 1,576,491.28 |
| 2002 | Pulaski Road/Starratt Road | I-295 | Duval Station Road | Widen + Trail | \$ 8,392,713.76 | \$ 6,294,535.32 | \$ 839,271.38 | \$ 839,271.38 | \$ 1,258,907.06 | \$ 17,624,698.90 |
| 2003 | Ramona Boulevard | Hammond Boulevard | Cahoon Road South | Widen | \$ 1,418,208.91 | \$ 1,063,656.68 | \$ 141,820.89 | \$ 141,820.89 | \$ 212,731.34 | \$ 2,978,238.70 |
| 2004 | Rampart/Firestone Road | Collins Road | 103rd Street (SR 134) | Widen | \$ 1,653,705.87 | \$ 1,240,279.40 | \$ 165,370.59 | \$ 165,370.59 | \$ 248,055.88 | \$ 3,472,782.33 |
| 2005 | Ricker Road | Morse Avenue | Old Middleburg Road | Widen | \$ 1,603,152.36 | \$ 1,202,364.27 | \$ 160,315.24 | \$ 160,315.24 | \$ 240,472.85 | \$ 3,366,619.96 |
| 2006 | Salisbury Road Extension | Belfort Road | Baymeadows Road (SR 152) | New Road | \$ 3,105,229.31 | \$ 2,328,921.98 | \$ 310,522.93 | \$ 310,522.93 | \$ 465,784.40 | \$ 6,520,981.55 |
| 2007 | San Pablo Road | Beach Boulevard (US 90) | Atlantic Boulevard (SR 10) | Widen | \$ 4,592,555.21 | \$ 3,444,416.41 | \$ 459,255.52 | \$ 459,255.52 | \$ 688,883.28 | \$ 9,644,365.94 |
| 2008 | Shindler Drive | Collins Road | 103rd Street (SR 134) | Widen | \$ 5,549,098.67 | \$ 4,161,824.00 | \$ 554,909.87 | \$ 554,909.87 | \$ 832,364.80 | \$ 11,653,107.20 |
| 2009 | Southside Boulevard (SR 115) | Atlantic Boulevard (SR 10) | | Intersection Improvements + Trail | \$ 425,000.00 | \$ 318,750.00 | \$ 42,500.00 | \$ 42,500.00 | \$ 63,750.00 | \$ 892,500.00 |
| 2010 | Southside Boulevard (SR 115) | Baymeadows Road (SR 152) | | Major Intersection Improvement | \$ 40,000,000.00 | \$ 30,000,000.00 | \$ 4,000,000.00 | \$ 4,000,000.00 | \$ 6,000,000.00 | \$ 84,000,000.00 |
| 2011 | Southside Boulevard (SR 115) | J.T. Butler Boulevard (SR 202) | | Modify Interchange + Trail | \$ 5,000,000.00 | \$ 3,750,000.00 | \$ 500,000.00 | \$ 500,000.00 | \$ 750,000.00 | \$ 10,500,000.00 |
| 2012 | Southside Boulevard (SR 115) | Beach Boulevard (US 90) | Atlantic Boulevard (SR 10) | Context Sensitive Solutions | \$ 2,491,298.86 | \$ 1,868,474.15 | \$ 249,129.89 | \$ 249,129.89 | \$ 373,694.83 | \$ 5,231,727.61 |
| 2013 | Southside Boulevard (SR 115) | Hogan Road | Gate Parkway | Intersection Improvements | \$ 376,405.37 | \$ 282,304.03 | \$ 37,640.54 | \$ 37,640.54 | \$ 56,460.81 | \$ 790,451.29 |
| 2014 | Southside Boulevard (SR 115) | J.T. Butler Boulevard (SR 202) | Beach Boulevard (US 90) | Context Sensitive Solutions | \$ 3,099,999.86 | \$ 2,324,999.90 | \$ 309,999.99 | \$ 309,999.99 | \$ 464,999.98 | \$ 6,509,999.71 |
| 2015 | Southside Boulevard (SR 115) | Philips Highway (US 1/SR 5) | I-95 Ramps | Context Sensitive Solutions | \$ 1,940,737.14 | \$ 1,455,552.86 | \$ 194,073.71 | \$ 194,073.71 | \$ 291,110.57 | \$ 4,075,548.00 |
| 2016 | SR 9B | Philips Highway (US 1/SR 5) | I-295 | Widen | \$ 12,572,457.53 | \$ 9,429,343.15 | \$ 1,257,245.75 | \$ 1,257,245.75 | \$ 1,885,868.63 | \$ 26,402,160.81 |
| 2017 | SR 9B | Philips Highway (US 1/SR 5) | I-295 | Add Auxilliary Lanes | \$ 12,426,156.02 | \$ 9,319,617.02 | \$ 1,242,615.60 | \$ 1,242,615.60 | \$ 1,863,923.40 | \$ 26,094,927.65 |
| 2018 | SR A1A | Wonderwood Drive (SR 116) | Naval Station Mayport North Gate | Widen + Trail | \$ 7,810,604.42 | \$ 5,857,953.32 | \$ 781,060.44 | \$ 781,060.44 | \$ 1,171,590.66 | \$ 16,402,269.29 |
| 2019 | St. Johns River Ferry (SR A1A) | | | Ferry Slip Replacement | \$ 2,085,094.42 | \$ 1,563,820.82 | \$ 208,509.44 | \$ 208,509.44 | \$ 312,764.16 | \$ 4,378,698.29 |
| 2020 | Starratt Road | Duval Station Road | Yellow Bluff Road | Widen + Trail | \$ 6,321,170.59 | \$ 4,740,877.94 | \$ 632,117.06 | \$ 632,117.06 | \$ 948,175.59 | \$ 13,274,458.23 |
| 2021 | Touchton Road | Belfort Road | Southside Boulevard (SR 115) | Widen + Trail | \$ 3,913,332.18 | \$ 2,934,999.13 | \$ 391,333.22 | \$ 391,333.22 | \$ 586,999.83 | \$ 8,217,997.58 |
| 2022 | Trout River Boulevard | Old Kings Road | New Kings Road (US 23) | Widen + Trail | \$ 2,986,761.13 | \$ 2,240,070.85 | \$ 298,676.11 | \$ 298,676.11 | \$ 448,014.17 | \$ 6,272,198.37 |
| 2023 | US 301 (SR 200) | Duval/Clay County Line | I-10 | Widen + Trail | \$ 29,015,642.93 | \$ 21,761,732.20 | \$ 2,901,564.29 | \$ 2,901,564.29 | \$ 4,352,346.44 | \$ 60,932,850.16 |
| 2024 | US 301 (SR 200) | South of Baldwin | North of Baldwin | Widen + Trail | \$ 3,972,352.29 | \$ 2,979,264.22 | \$ 397,235.23 | \$ 397,235.23 | \$ 595,852.84 | \$ 8,341,939.80 |
| 2025 | US 301 (SR 200) | US 90 | Duval/Nassau County Line | Widen + Trail | \$ 11,698,957.58 | \$ 8,774,218.19 | \$ 1,169,895.76 | \$ 1,169,895.76 | \$ 1,754,843.64 | \$ 24,567,810.92 |
| 2026 | Yellow Bluff Road | Starratt Road | New Berlin Road (north) | Context Sensitive Solutions | \$ 3,628,835.19 | \$ 2,721,626.39 | \$ 362,883.52 | \$ 362,883.52 | \$ 544,325.28 | \$ 7,620,553.89 |
| 2027 | Cecil Connector Road Extension | Branan Field Road | Aviation Avenue | New Road + Trail | \$ 8,311,531.31 | \$ 6,233,648.48 | \$ 831,153.13 | \$ 831,153.13 | \$ 1,246,729.70 | \$ 17,454,215.75 |
| 2028 | SR A1A | Atlantic Boulevard (SR 10) | Wonderwood Drive (SR 116) | Reconstruct + Trail | \$ 3,955,191.90 | \$ 2,966,393.93 | \$ 395,519.19 | \$ 395,519.19 | \$ 593,278.79 | \$ 8,305,903.00 |
| 2029 | Penman Road | Beach Boulevard (SR 212) | Atlantic Boulevard (SR 10) | Reconstruct + Trail | \$ 1,887,274.22 | \$ 1,415,455.67 | \$ 188,727.42 | \$ 188,727.42 | \$ 283,091.13 | \$ 3,963,275.86 |
| 2030 | Penman Road | at Florida Avenue/Forest Avenue | | Intersection Improvements + Trail | \$ 325,000.00 | \$ 243,750.00 | \$ 32,500.00 | \$ 32,500.00 | \$ 48,750.00 | \$ 682,500.00 |
| 2031 | Chaffee Road | I-10 | Old Plank Road | Reconstruct + Trail | \$ 820,025.78 | \$ 615,019.33 | \$ 82,002.58 | \$ 82,002.58 | \$ 123,003.87 | \$ 1,722,054.13 |
| 2032 | Beach Boulevard (SR 212) | St. Johns Bluff Road | Atlantic Boulevard (SR 10) | Reconstruct + Trail | \$ 8,082,753.35 | \$ 6,062,065.02 | \$ 808,275.34 | \$ 808,275.34 | \$ 1,212,413.00 | \$ 16,973,782.04 |
| 2033 | US 17 Bridge | Nassau County Line | | Bridge Improvements | \$ 50,000,000.00 | \$ 37,500,000.00 | \$ 5,000,000.00 | \$ 5,000,000.00 | \$ 7,500,000.00 | \$ 105,000,000.00 |
| 2034 | J Turner Butler Boulevard | Southside Boulevard (SR 115) | Hodges Boulevard | Add Auxilliary Lanes | \$ 9,498,357.51 | \$ 7,123,768.13 | \$ 949,835.75 | \$ 949,835.75 | \$ 1,424,753.63 | \$ 19,946,550.76 |
| 2035 | Mathews Bridge | US 1 Alt/MLK Jr. Parkway | University Boulevard (SR 109) | Bridge Replacement | \$ 350,000,000.00 | \$ - | \$ 35,000,000.00 | \$ 35,000,000.00 | \$ 52,500,000.00 | \$ 472,500,000.00 |

Nassau County Project Details

| Map ID | Facility | From | To | Improvement | Lanes | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|---------------------------|---------------------------|---------------------------|---------------------------|----------------|------------------|-----------------|-----------------|-----------------|-------------------------|
| 300 | I4th Street | Sadler Road | AIA/200/Atlantic Avenue | Reconstruct | 2 Lanes | | | | | \$1,615,691.00 |
| 301 | Amelia Concourse (ex) | Frank Ward Road | Old Nassauville Road | New Road + Trail | 2 Lanes | | | | | \$1,445,677 |
| 302 | Amelia Concourse Ex P2 | SR 200 | Frank Ward Road | New Road + Trail | 2 Lanes (N2) | \$ 1,673,973.65 | \$ 223,196.49 | \$ 223,196.49 | \$ 334,794.73 | \$ 4,687,126.21 |
| 303 | Amelia Island Parkway | at Buccaneer Trail | | Intersection Improvements | Roundabout | | | | | \$ 3,700,000.00 |
| 304 | US 17 | at Pages Dairy Road | | Intersection Improvements | Traffic Light | \$ - | \$ 20,000.00 | \$ 20,000.00 | \$ 30,000.00 | \$ 270,000.00 |
| 305 | Chester Road | Pages Dairy Road | Green Pine Road | Widen | 4 Lanes | | | | | \$14,366,622.00 |
| 306 | Clyde Higginbotham Road | Harvester Street | Harts Road | Reconstruct + Trail | 2 Lanes | | | | | \$5,833,293.00 |
| 307 | CR-107 | Amelia Concourse | SR 200 | Widen | 4 Lanes | | | | | \$12,646,603.00 |
| 308 | CR-108 | US 1/SR 23/US 17 | US 17 | Reconstruct + Trail | 4 Lanes | | | | | \$93,460,695.00 |
| 309 | CR-108 Extension | US 17 | Chester Road | New Road + Trail | 2 Lanes | \$ 13,056,994.43 | \$ 1,740,932.59 | \$ 1,740,932.59 | \$ 2,611,398.89 | \$ 36,559,584.41 |
| 310 | CR-119 (OTIS Rd) | CR 121 | US 301 | Reconstruct | 2 Lanes | | | | | \$6,358,659.00 |
| 311 | Crawford Road | at CR 121 | | Intersection Improvements | | | | | | \$1,308,000.00 |
| 312 | Edwards Road | Easy Street | SR 200 | Reconstruct + Trail | | | | | | \$3,350,000.00 |
| 313 | Edwards Road (ex) | SR 200 | New Road X | New Road + Trail | 2 Lanes | | | | | \$12,975,369.00 |
| 314 | Felmor Road | Pages Dairy Road | SR 200 | Reconstruct | 2 Lanes | | | | | \$853,170.00 |
| 315 | Felmor Road | School | SR 200 | Reconstruct | 2 Lanes | | | | | \$1,088,947.00 |
| 316 | Ford Road | US 301/SR 200 | Duval County Line | Reconstruct | 2 Lanes | | | | | \$5,043,892.00 |
| 317 | Griffin Road | Griffin Road (Bend) | SR 200 | Reconstruct + Trail | 2 Lanes | | | | | \$6,736,255.00 |
| 318 | Harper Chapel Road | SR 200 | New Road X | Reconstruct and New | 2 Lanes | | | | | \$4,809,558.00 |
| 319 | Harvester Street | William Burgess Boulevard | Harvester Street (Bend) | Reconstruct + Trail | 2 Lanes | | | | | \$3,499,976.00 |
| 320 | Kings Ferry Road | CR 108 | Kolars Ferry Road | Reconstruct | 2 Lanes | | | | | \$5,722,725.00 |
| 321 | Lem Turner | US 1/SR 15 | Duval County Line | Reconstruct | 2 Lanes | \$ 1,937,310.90 | \$ 258,308.12 | \$ 258,308.12 | \$ 387,462.18 | \$ 5,424,470.51 |
| 322 | Mentoria Road | SR 200/Buccaneer Trail | Harvester Street | New Road + Trail | 2 Lanes | | | | | \$15,002,925.00 |
| 323 | Musslewhite Road | US 1/New Kings Road | Griffin Road | Reconstruct + Trail | 2 Lanes | | | | | \$6,048,102.00 |
| 324 | New Road X | William Burgess Boulevard | Mentoria Road | New Road + Trail | 2 Lanes | | | | | \$6,416,622.00 |
| 325 | New Road X | Middle Road/Griffin Road | I-95 | New Road + Trail | 2 Lanes | | | | | \$34,600,984.00 |
| 326 | New Road X | William Burgess Boulevard | New Road X | New Road + Trail | 2 Lanes | | | | | \$2,916,646.00 |
| 327 | New I-95 Bridge | Semper FI Drive | Mentoria Road | New Bridge + Trail | 2 Lanes | | | | | \$6,616,260.00 |
| 328 | Cardinal Road | SR 200 | William Burgess Boulevard | New Road + Trail | 2 Lanes | | | | | \$6,999,951.00 |
| 329 | New Interchange X | I-95 | New Road X | New Interchange | | \$ 33,750,000.00 | \$ 4,500,000.00 | \$ 4,500,000.00 | \$ 6,750,000.00 | \$ 94,500,000.00 |
| 330 | New Interchange Road East | I-95 | US 1 | New Road + Trail | 2 Lanes (N2) | \$ 3,465,125.45 | \$ 462,016.73 | \$ 462,016.73 | \$ 693,025.09 | \$ 9,702,351.25 |
| 331 | Old Baldwin Road | Old Baldwin Road | Sandy Ford Road | New Road | 2 Lanes | | | | | \$9,101,033.00 |
| 332 | Pages Dairy Rd (ex) | Chester Road | Blackrock Road | New Road + Trail | 2 Lanes | | | | | \$6,999,951.00 |
| 333 | Pages Dairy Road | US 17 | Chester Road | Widen + Trail | 4 Lanes | | | | | \$37,893,345.00 |
| 334 | Pages Dairy | at Chester Road | | Intersection Improvements | | | | | | \$5,434,065.00 |
| 335 | Pratt Siding Road | Old Dixie Highway | US 1 | New Road | 2 Lanes | | | | | \$5,764,001.00 |
| 336 | Ratliff Road | Thomas Creek Road | US 1 | Reconstruct | 2 Lanes | | | | | \$5,362,619.00 |
| 337 | Sauls Road | US 1 | Musselwhite Road | New Road | 2 Lanes | | | | | \$3,322,490.00 |
| 338 | Semper Fi | Semper Fi Ext | Johnson Lake Road | Reconstruct + Trail | 2 Lanes | | | | | \$1,369,176.00 |
| 339 | Semper Fi (ex) | SR 200 | Semper Fi Drive | New Road + Trail | 2 Lanes | | | | | \$2,916,646.00 |
| 340 | Sundberg Rd | CR 121 | Andrews Road | New Road | 2 Lanes | | | | | \$708,000.00 |
| 341 | Thomas Creek Road | US 301 | Duval County Line | Reconstruct | 2 Lanes | | | | | \$3,951,404.00 |
| 342 | US-17 | CR 108 | Duval County Line | Widen | 4 Lanes (A2-4) | \$ 16,983,210.19 | \$ 2,264,428.03 | \$ 2,264,428.03 | \$ 3,396,642.04 | \$ 47,552,988.53 |

Nassau County Project Details

| Map ID | Facility | From | To | Improvement | Lanes | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|-----------------------------------|-------------------|-------------------|---------------------------|----------------|------------------|-----------------|-----------------|-----------------|-------------------------|
| 343 | Wildewood Connection to Edward Rd | Edwards Road Ext | SR 200 | New Road + Trail | 2 Lanes | \$ 4,821,044.10 | \$ 642,805.88 | \$ 642,805.88 | \$ 964,208.82 | \$ 13,498,923.47 |
| 344 | William Bugess Blvd (redev) | SR 200 | US 17 | Reconstruct | 5 Lanes | | | | | \$22,284,839.00 |
| 345 | William Burgess | at Harts Road | | Intersection Improvements | Roundabout | | | | | \$3,348,800.00 |
| 346 | William Burgess Blvd (ex ph 2) | Miner Road | Hampton Club Way | New Road + Trail | 2 Lanes | | | | | \$28,153,513.00 |
| 347 | William Burgess Blvd (ex) | US 17 | Miner Road | New Road + Trail | 2 Lanes | | | | | \$10,435,291.00 |
| 348 | I-10 | Baker County Line | Duval County Line | Widen | 8 Lanes (A2-8) | \$ 7,915,173.94 | \$ 1,055,356.53 | \$ 1,055,356.53 | \$ 1,583,034.79 | \$ 22,162,487.03 |
| 349 | I-95 | Duval County Line | SR 200 (A1A) | Widen | 6 Lanes (A2-6) | \$ 10,072,813.80 | \$ 1,343,041.84 | \$ 1,343,041.84 | \$ 2,014,562.76 | \$ 28,203,878.64 |

St. Johns County Project Details

| Map ID | Facility | From | To | Improvement | Construction Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|-----------------------------|------------------------------|----------------------------|-----------------------------|-------------------|------------------|-----------------|-----------------|-----------------|-------------------------|
| 400 | Aerial Tramway | East Parking Garage | West Parking Garage | Aerial Tramway | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 401 | Anastasia Blvd (AIA) | N St. Augustine Road | Comares Avenue | Multimodal Way | \$ 165,213.60 | \$ 123,910.20 | \$ 16,521.36 | \$ 16,521.36 | \$ 16,521.36 | \$ 338,687.88 |
| 402 | Anastasia Boulevard (AIA) | Comares Avenue | Red Cox Drive | Multimodal Way | \$ 170,002.40 | \$ 127,501.80 | \$ 17,000.24 | \$ 17,000.24 | \$ 17,000.24 | \$ 348,504.92 |
| 403 | Big Oak Road | Dixie Highway (US I/SR 5) | SR 313 | New Road | \$ 4,827,916.71 | \$ 3,620,937.53 | \$ 482,791.67 | \$ 482,791.67 | \$ 482,791.67 | \$ 9,897,229.25 |
| 404 | Big Oak Road | I-95 | | New Interchange | \$ 35,000,000.00 | \$ 26,250,000.00 | \$ 3,500,000.00 | \$ 3,500,000.00 | \$ 3,500,000.00 | \$ 71,750,000.00 |
| 405 | Big Oak Road Extension | SR 313 | I-95 | New Road | \$ 13,895,962.42 | \$ 10,421,971.81 | \$ 1,389,596.24 | \$ 1,389,596.24 | \$ 1,389,596.24 | \$ 28,486,722.95 |
| 406 | Bridge Street | Avenida Menendez | Riberia Street | Complete Street | \$ 638,920.57 | \$ 479,190.43 | \$ 63,892.06 | \$ 63,892.06 | \$ 63,892.06 | \$ 1,309,787.17 |
| 407 | Carrera Street | Cordova Street | US I | Complete Street | \$ 472,781.67 | \$ 354,586.25 | \$ 47,278.17 | \$ 47,278.17 | \$ 47,278.17 | \$ 969,202.41 |
| 408 | Cathedral Place | Avenida Menendez (AIA) | Cordova Street | Shared Street | \$ 44,629.67 | \$ 33,472.26 | \$ 4,462.97 | \$ 4,462.97 | \$ 4,462.97 | \$ 91,490.83 |
| 409 | Charlotte Street | King Street | S Castillo Drive | Shared Street | \$ 64,648.80 | \$ 48,486.60 | \$ 6,464.88 | \$ 6,464.88 | \$ 6,464.88 | \$ 132,530.04 |
| 410 | Cordova Street | King Street | Orange Street | Complete Street | \$ 462,166.43 | \$ 346,624.83 | \$ 46,216.64 | \$ 46,216.64 | \$ 46,216.64 | \$ 947,441.19 |
| 411 | Cordova Street | King Street | St. Francis Street | Complete Street | \$ 693,215.35 | \$ 519,911.51 | \$ 69,321.53 | \$ 69,321.53 | \$ 69,321.53 | \$ 1,421,091.46 |
| 412 | CR 16A | SR 16 Connector | SR 13 | Widen | \$ 9,656,603.89 | \$ 7,242,452.92 | \$ 965,660.39 | \$ 965,660.39 | \$ 965,660.39 | \$ 19,796,037.98 |
| 413 | CR 210 | I-95 | near US I | Widen | \$ 7,502,754.33 | \$ 5,627,065.74 | \$ 750,275.43 | \$ 750,275.43 | \$ 750,275.43 | \$ 15,380,646.37 |
| 414 | CR 210 | Cimarrone Road | Greenbriar Road | Widen | \$ 5,759,507.82 | \$ 4,319,630.87 | \$ 575,950.78 | \$ 575,950.78 | \$ 575,950.78 | \$ 11,806,991.03 |
| 415 | CR 210 | US I/SR 5 | | New Interchange | \$ 5,000,000.00 | \$ - | \$ 500,000.00 | \$ 500,000.00 | \$ 500,000.00 | \$ 6,500,000.00 |
| 416 | CR 210 W | Greenbriar Road | Longleaf Pine Parkway | Widen | \$ 7,390,193.42 | \$ 5,542,645.07 | \$ 739,019.34 | \$ 739,019.34 | \$ 739,019.34 | \$ 15,149,896.52 |
| 417 | CR 214 | US I | Holmes Boulevard | Widen | \$ 1,000,229.96 | \$ 750,172.47 | \$ 100,023.00 | \$ 100,023.00 | \$ 100,023.00 | \$ 2,050,471.41 |
| 418 | CR 2209 | CR 210 | | New Interchange | \$ 5,000,000.00 | \$ 3,750,000.00 | \$ 500,000.00 | \$ 500,000.00 | \$ 500,000.00 | \$ 10,250,000.00 |
| 419 | CR 2209 | SR 16 Connector | International Golf Parkway | New Road | \$ 8,908,622.45 | \$ 6,681,466.84 | \$ 890,862.25 | \$ 890,862.25 | \$ 890,862.25 | \$ 18,262,676.03 |
| 420 | CR 2209 | International Golf Parkway | SR 16 | New Road | \$ 1,980,830.74 | \$ 1,485,623.05 | \$ 198,083.07 | \$ 198,083.07 | \$ 198,083.07 | \$ 4,060,703.02 |
| 421 | CR 2209 | SR 16 | CR 208 | New Road | \$ 14,051,323.65 | \$ 10,538,492.73 | \$ 1,405,132.36 | \$ 1,405,132.36 | \$ 1,405,132.36 | \$ 28,805,213.47 |
| 422 | CR 2209 | CR 208 | CR 214 | New Road | \$ 13,646,845.41 | \$ 10,235,134.05 | \$ 1,364,684.54 | \$ 1,364,684.54 | \$ 1,364,684.54 | \$ 27,976,033.08 |
| 423 | CR 2209 | CR 214 | SR 207/CR 305 | New Road | \$ 17,862,511.05 | \$ 13,396,883.29 | \$ 1,786,251.10 | \$ 1,786,251.10 | \$ 1,786,251.10 | \$ 36,618,147.65 |
| 424 | CR 305 | SR 207 | SR 206 | Widen | \$ 9,985,878.22 | \$ 7,489,408.66 | \$ 998,587.82 | \$ 998,587.82 | \$ 998,587.82 | \$ 20,471,050.34 |
| 425 | CR 305 | SR 206 | CR 204 | New Road | \$ 11,658,487.39 | \$ 8,743,865.54 | \$ 1,165,848.74 | \$ 1,165,848.74 | \$ 1,165,848.74 | \$ 23,899,899.15 |
| 426 | Cuna Street | Avenida Menendez (AIA) | Charlotte Street | Shared Street | \$ 1,068.03 | \$ 801.02 | \$ 106.80 | \$ 106.80 | \$ 106.80 | \$ 2,189.45 |
| 427 | Cuna Street | Charlotte Street | Cordova Street | Shared Street | \$ 41,979.45 | \$ 31,484.59 | \$ 4,197.94 | \$ 4,197.94 | \$ 4,197.94 | \$ 86,057.87 |
| 428 | S Leonardi Street | King Street | South Dixie Highway | Shared Street | \$ 43,099.20 | \$ 32,324.40 | \$ 4,309.92 | \$ 4,309.92 | \$ 4,309.92 | \$ 88,353.36 |
| 429 | Dixie Highway (US I/SR 5) | SR 206 | Lewis Point Road | Widen | \$ 18,819,123.25 | \$ 14,114,342.44 | \$ 1,881,912.33 | \$ 1,881,912.33 | \$ 1,881,912.33 | \$ 38,579,202.67 |
| 430 | Dixie Highway (US I/SR 5) | SR 313 | International Golf Parkway | Widen | \$ 6,741,447.22 | \$ 5,056,085.41 | \$ 674,144.72 | \$ 674,144.72 | \$ 674,144.72 | \$ 13,819,966.79 |
| 431 | Dixie Highway (US I/SR 5) | International Golf Parkway | Racetrack Road | Widen | \$ 23,381,461.87 | \$ 17,536,096.41 | \$ 2,338,146.19 | \$ 2,338,146.19 | \$ 2,338,146.19 | \$ 47,931,996.84 |
| 432 | Dixie Highway/Pellicer Lane | West of King Street (CR 210) | SR 207 | Context Sensitive Solutions | \$ 875,004.08 | \$ 656,253.06 | \$ 87,500.41 | \$ 87,500.41 | \$ 87,500.41 | \$ 1,793,758.37 |
| 433 | Durbin Parkway | 9B Extension | Nocatee Parkway | New Road | \$ 10,283,118.23 | \$ 7,712,338.67 | \$ 1,028,311.82 | \$ 1,028,311.82 | \$ 1,028,311.82 | \$ 21,080,392.37 |
| 434 | Durbin Parkway | Dixie Highway (US I/SR 5) | | New Flyover | \$ 4,250,000.00 | \$ 3,187,500.00 | \$ 425,000.00 | \$ 425,000.00 | \$ 425,000.00 | \$ 8,712,500.00 |
| 435 | East Garage | Anastasia/Comares Vicinity | | Future Garage | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 436 | Holmes Boulevard | CR 214 | Four Mile Road | Widen | \$ 4,576,654.30 | \$ 3,432,490.73 | \$ 457,665.43 | \$ 457,665.43 | \$ 457,665.43 | \$ 9,382,141.32 |
| 437 | Hypolita Street | Avenida Menendez | Cordova Street | Shared Street | \$ 51,126.48 | \$ 38,344.86 | \$ 5,112.65 | \$ 5,112.65 | \$ 5,112.65 | \$ 104,809.29 |
| 438 | I-95 | Ponce De Leon Boulevard | | Modify Interchange | \$ 3,500,000.00 | \$ 2,625,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 7,175,000.00 |
| 439 | I-95 | SR 206 | | Modify Interchange | \$ 3,500,000.00 | \$ 2,625,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 7,175,000.00 |
| 440 | I-95 | St Johns/Flagler Co Line | SR 206 | Add Express Lanes | \$ 39,807,283.96 | \$ 29,855,462.97 | \$ 3,980,728.40 | \$ 3,980,728.40 | \$ 3,980,728.40 | \$ 81,604,932.11 |
| 441 | I-95 | SR 206 | International Golf Parkway | Widen | \$ 88,111,828.79 | \$ 66,083,871.60 | \$ 8,811,182.88 | \$ 8,811,182.88 | \$ 8,811,182.88 | \$ 180,629,249.03 |
| 442 | I-95 | CR 210 | | Modify Interchange | \$ 3,500,000.00 | \$ 2,625,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 350,000.00 | \$ 7,175,000.00 |

St. Johns County Project Details

| Map ID | Facility | From | To | Improvement | Construction | | | | | |
|--------|----------------------------|---------------------------------|---------------------------------|-----------------------------|------------------|------------------|-----------------|-----------------|-----------------|-------------------------|
| | | | | | Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
| 443 | I-95 | International Golf Parkway | St Johns/Duval County Line | Add Express Lanes | \$ 42,549,408.75 | \$ 31,912,056.56 | \$ 4,254,940.87 | \$ 4,254,940.87 | \$ 4,254,940.87 | \$ 87,226,287.93 |
| 445 | International Golf Parkway | SR 16 | I-95 | Widen | \$ 6,626,512.35 | \$ 4,969,884.26 | \$ 662,651.23 | \$ 662,651.23 | \$ 662,651.23 | \$ 13,584,350.32 |
| 446 | King Street | Avenida Menendez (AIA) | N Rodriqz Street | Multimodal Way | \$ 341,496.20 | \$ 256,122.15 | \$ 34,149.62 | \$ 34,149.62 | \$ 34,149.62 | \$ 700,067.21 |
| 447 | Longleaf Pine | CR 210 | Roberts Road | Widen | \$ 12,007,817.88 | \$ 9,005,863.41 | \$ 1,200,781.79 | \$ 1,200,781.79 | \$ 1,200,781.79 | \$ 24,616,026.65 |
| 448 | Mickler Road | Palm Valley Road | SR AIA | Widen | \$ 3,292,075.39 | \$ 2,469,056.54 | \$ 329,207.54 | \$ 329,207.54 | \$ 329,207.54 | \$ 6,748,754.55 |
| 449 | ML King Avenue | King Street | South Street | Shared Street | \$ 163,828.66 | \$ 122,871.49 | \$ 16,382.87 | \$ 16,382.87 | \$ 16,382.87 | \$ 335,848.75 |
| 450 | North Garage | FEC/TOD Vicinity | | Future Garage | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 451 | North San Sebastian Bridge | SR 16 | US I | New Multimodal Bridge | \$ 50,598,206.46 | \$ 37,948,654.85 | \$ 5,059,820.65 | \$ 5,059,820.65 | \$ 5,059,820.65 | \$ 103,726,323.25 |
| 452 | Old Moultrie Road | SR 312 | USI | Widen | \$ 1,503,149.38 | \$ 1,127,362.03 | \$ 150,314.94 | \$ 150,314.94 | \$ 150,314.94 | \$ 3,081,456.22 |
| 453 | Old Moultrie Road | SR 207 | SR 312 | Context Sensitive Solutions | \$ 1,114,899.67 | \$ 836,174.75 | \$ 111,489.97 | \$ 111,489.97 | \$ 111,489.97 | \$ 2,285,544.31 |
| 454 | Orange Street | Avenida Menendez (AIA) | US I | Shared Street | \$ 108,300.95 | \$ 81,225.71 | \$ 10,830.10 | \$ 10,830.10 | \$ 10,830.10 | \$ 222,016.95 |
| 455 | Palm Valley Road | Intracoastal Waterway | Mickler Road | Widen | \$ 3,781,901.58 | \$ 2,836,426.18 | \$ 378,190.16 | \$ 378,190.16 | \$ 378,190.16 | \$ 7,752,898.23 |
| 456 | Park & Ride | SR 312/Anastasia | | Regional Park & Ride | \$ 250,000.00 | \$ 187,500.00 | \$ 25,000.00 | \$ 25,000.00 | \$ 25,000.00 | \$ 512,500.00 |
| 457 | The Amp | | | Pedestrian Crossing | \$ 141,824.14 | \$ 106,368.11 | \$ 14,182.41 | \$ 14,182.41 | \$ 14,182.41 | \$ 290,739.49 |
| 458 | Racetrack Road | Bartram Park Boulevard | Bartram Springs | Widen | \$ 4,166,324.14 | \$ 3,124,743.10 | \$ 416,632.41 | \$ 416,632.41 | \$ 416,632.41 | \$ 8,540,964.48 |
| 459 | Roberts Road | SR 13 | Longleaf Pine | Widen | \$ 1,413,822.36 | \$ 1,060,366.77 | \$ 141,382.24 | \$ 141,382.24 | \$ 141,382.24 | \$ 2,898,335.84 |
| 460 | San Marco Avenue | May Street (AIA) | North Ponce De Leon Blvd (US I) | Multimodal Way | \$ 229,949.98 | \$ 172,462.48 | \$ 22,995.00 | \$ 22,995.00 | \$ 22,995.00 | \$ 471,397.45 |
| 461 | San Marco Avenue (AIA) | W Castillo Drive | May Street (AIA) | Multimodal Way | \$ 185,132.15 | \$ 138,849.12 | \$ 18,513.22 | \$ 18,513.22 | \$ 18,513.22 | \$ 379,520.91 |
| 463 | San Sebastian Riverwalk | King Street | Ice Plant Road | Riverwalk | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 464 | San Sebastian Riverwalk | Ice Plant Road | Matanzas River | Riverwalk | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 465 | Shearwater Parkway | CR 210 | I6A | New Road | \$ 5,497,625.33 | \$ 4,123,219.00 | \$ 549,762.53 | \$ 549,762.53 | \$ 549,762.53 | \$ 11,270,131.92 |
| 466 | South Dixie Highway | SR 16 | King Street | Context Sensitive Solutions | \$ 2,115,929.20 | \$ 1,586,946.90 | \$ 211,592.92 | \$ 211,592.92 | \$ 211,592.92 | \$ 4,337,654.87 |
| 467 | South Garage | Ice Plant Road Vicinity | | Future Garage | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 468 | Spanish Street | Cuna Street | Orange Street | Shared Street | \$ 34,349.23 | \$ 25,761.92 | \$ 3,434.92 | \$ 3,434.92 | \$ 3,434.92 | \$ 70,415.92 |
| 469 | SR 16 | I-95 | SR 313 | Widen | \$ 7,745,883.86 | \$ 5,809,412.90 | \$ 774,588.39 | \$ 774,588.39 | \$ 774,588.39 | \$ 15,879,061.92 |
| 470 | SR 16 | International Golf Parkway | South Francis Road | Widen | \$ 4,413,347.82 | \$ 3,310,010.87 | \$ 441,334.78 | \$ 441,334.78 | \$ 441,334.78 | \$ 9,047,363.04 |
| 471 | SR 16 | South Francis Road | Outlet Mall (CR 208) | Widen | \$ 10,361,425.87 | \$ 7,771,069.40 | \$ 1,036,142.59 | \$ 1,036,142.59 | \$ 1,036,142.59 | \$ 21,240,923.04 |
| 472 | SR 206 | I-95 | Dixie Highway (US I) | Widen | \$ 5,471,282.12 | \$ 4,103,461.59 | \$ 547,128.21 | \$ 547,128.21 | \$ 547,128.21 | \$ 11,216,128.35 |
| 473 | SR 206 | Dixie Highway (US I/SR 5) | SR AIA | Widen | \$ 9,804,150.32 | \$ 7,353,112.74 | \$ 980,415.03 | \$ 980,415.03 | \$ 980,415.03 | \$ 20,098,508.15 |
| 474 | SR 207 | I-95 | South Holmes Boulevard | Widen | \$ 9,373,279.50 | \$ 7,029,959.62 | \$ 937,327.95 | \$ 937,327.95 | \$ 937,327.95 | \$ 19,215,222.97 |
| 475 | SR 207 | Holmes Boulevard | SR 312 | Widen | \$ 1,064,255.91 | \$ 798,191.93 | \$ 106,425.59 | \$ 106,425.59 | \$ 106,425.59 | \$ 2,181,724.62 |
| 476 | SR 312 | Anastasia Boulevard (AIA) | Matanzas River | Protected Bike Lane | \$ 187,037.42 | \$ 140,278.07 | \$ 18,703.74 | \$ 18,703.74 | \$ 18,703.74 | \$ 383,426.72 |
| 477 | SR 312 | US I | | New Interchange | \$ 25,000,000.00 | \$ 18,750,000.00 | \$ 2,500,000.00 | \$ 2,500,000.00 | \$ 2,500,000.00 | \$ 51,250,000.00 |
| 478 | SR 313 | SR 207 | SR 16 | New Road | \$ 30,814,678.24 | \$ 23,111,008.68 | \$ 3,081,467.82 | \$ 3,081,467.82 | \$ 3,081,467.82 | \$ 63,170,090.40 |
| 479 | SR 313 | SR 16 | Dixie Highway (US I) | New Road | \$ 37,873,213.95 | \$ 28,404,910.46 | \$ 3,787,321.40 | \$ 3,787,321.40 | \$ 3,787,321.40 | \$ 77,640,088.60 |
| 480 | SR 313 | Dixie Highway (US I/SR 5) | | New Interchange | \$ 15,500,000.00 | \$ 11,625,000.00 | \$ 1,550,000.00 | \$ 1,550,000.00 | \$ 1,550,000.00 | \$ 31,775,000.00 |
| 481 | SR AIA | Solano Road | Duval Line | Context Sensitive Solutions | \$ 2,119,426.25 | \$ 1,589,569.69 | \$ 211,942.63 | \$ 211,942.63 | \$ 211,942.63 | \$ 4,344,823.82 |
| 482 | SR AIA | Red Cox/Coquina/Old Quarry Road | | Intersection Improvements | \$ 650,000.00 | \$ 487,500.00 | \$ 65,000.00 | \$ 65,000.00 | \$ 65,000.00 | \$ 1,332,500.00 |
| 483 | SR AIA | Mickler Road | Palm Valley Road | Widen | \$ 7,014,230.57 | \$ 5,260,672.93 | \$ 701,423.06 | \$ 701,423.06 | \$ 701,423.06 | \$ 14,379,172.66 |
| 484 | St. Francis Street | Avenida Menendez | Cordova Street | Shared Street | \$ 37,492.39 | \$ 28,119.29 | \$ 3,749.24 | \$ 3,749.24 | \$ 3,749.24 | \$ 76,859.40 |
| 485 | St. George Street | Cordova Street | South Street | Shared Street | \$ 99,455.81 | \$ 74,591.86 | \$ 9,945.58 | \$ 9,945.58 | \$ 9,945.58 | \$ 203,884.41 |
| 486 | St. Johns Parkway | CR 2209 | 9B Extension | Widen | \$ 3,459,279.07 | \$ 2,594,459.31 | \$ 345,927.91 | \$ 345,927.91 | \$ 345,927.91 | \$ 7,091,522.10 |
| 487 | US I | San Sebastian View | Lewis Speedway | Protected Bike Lane | \$ 81,550.35 | \$ 61,162.76 | \$ 8,155.03 | \$ 8,155.03 | \$ 8,155.03 | \$ 167,178.21 |

St. Johns County Project Details

| Map ID | Facility | From | To | Improvement | Construction Cost | ROW | PD&E | ENV | PE | Total Construction Cost |
|--------|---------------------------------|--------------------------|-----------------------|-------------------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-------------------------|
| 488 | US I (N Ponce De Leon Blvd) | King Street | SR 16 | Protected Bike Lane | \$ 256,909.12 | \$ 192,681.84 | \$ 25,690.91 | \$ 25,690.91 | \$ 25,690.91 | \$ 526,663.69 |
| 489 | US I (North Ponce De Leon Blvd) | SR 16 | San Sebastian View | Protected Bike Lane | \$ 153,950.97 | \$ 115,463.23 | \$ 15,395.10 | \$ 15,395.10 | \$ 15,395.10 | \$ 315,599.48 |
| 490 | Veterans Parkway | Greenbriar Road | Longleaf Pine Parkway | New Road | \$ 10,222,160.86 | \$ 7,666,620.65 | \$ 1,022,216.09 | \$ 1,022,216.09 | \$ 1,022,216.09 | \$ 20,955,429.76 |
| 491 | Veterans Parkway | Longleaf Pine | 4 Lane portion | Widen | \$ 1,946,258.76 | \$ 1,459,694.07 | \$ 194,625.88 | \$ 194,625.88 | \$ 194,625.88 | \$ 3,989,830.46 |
| 492 | AIA | Vilano Parkway | | Intersection Improvements | \$ 250,000.00 | \$ 187,500.00 | \$ 25,000.00 | \$ 25,000.00 | \$ 25,000.00 | \$ 512,500.00 |
| 493 | Water Taxi Docks | Various Locations | | Water Taxi Stop | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 494 | West Castillo Drive | San Marco Avenue | US I | Widen | \$ 568,434.52 | \$ 426,325.89 | \$ 56,843.45 | \$ 56,843.45 | \$ 56,843.45 | \$ 1,165,290.77 |
| 495 | West Garage | Kings St/SR 207 Vicinity | | Future Garage | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| 497 | Granada Street | King Street | Bridge Street | Complete Street | \$ 500,000.00 | \$ 375,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 50,000.00 | \$ 1,025,000.00 |
| 498 | Anastasia Boulevard (AIA) | Red Cox Road | SR 312 | Protected Bike Lane/Cycle Tra | \$ 194,428.20 | \$ 145,821.15 | \$ 19,442.82 | \$ 19,442.82 | \$ 19,442.82 | \$ 398,577.81 |
| 499 | I-95 | CR 214 | | New Interchange | \$ 45,000,000.00 | \$ 5,000,000.00 | \$ 4,500,000.00 | \$ 4,500,000.00 | \$ 4,500,000.00 | \$ 63,500,000.00 |

SIS Funding

| Facility | County | ID | From | To | Improvement | TIP Years 2019- 2025 | Years 2026- 2030 | Years 2031- 2035 | Years 2036- 2045 | Phases Funded |
|-------------------------------------|----------------------|-----|---|---------------------------------------|----------------------------|----------------------------|---------------------|---------------------|---------------------|--------------------|
| First Coast Expressway (SR 23) | Duval/Clay/ St Johns | 800 | I-95 (SR 9) | I-10 (SR 8) | Construct New Road | \$ 10 | | | | PE |
| First Coast Expressway (SR 23) | Clay | 801 | SR 15 (US 17) | SR 21 (Blanding Boulevard) | Construct New Road | \$ 88,470 | | | | ENV, ROW |
| First Coast Expressway (SR 23) | Clay | 802 | North of SR 16 | SR 21 (Blanding Boulevard) | Construct New Road | \$ 367,549 | | | | CST |
| First Coast Expressway (SR 23) | Clay/ St Johns | 803 | East of CR 209 | North of SR 16 | Construct New Road | \$ 232,645 | | | | PE, CST |
| First Coast Expressway (SR 23) | St. Johns/Clay | 804 | I-95 (SR 9) | SR 15 (US 17) | Construct New Road | \$ 49,847 | | | | ENV, ROW |
| First Coast Expressway (SR 23) | St Johns | 805 | I-95 (SR 9) | West of CR 16A | Construct New Road | \$ 398,784 | | | | PE, CST |
| First Coast Expressway (SR 23) | St Johns/ Clay | 806 | West of CR 16A | East of CR 209 | Construct New Road | \$ 370,913 | | | | PE, CST |
| I-10 (SR 8) | Baker/ Nassau/ Duval | 807 | CR 125 (Baker County) | US 301 | Add Lanes and Reconstruct | \$ 511 | | | | PD&E, PE |
| I-10 (SR 8) | Duval | 808 | I-295 (SR 9A) | I-95 (SR 9) | Add Lanes and Reconstruct | \$ 134,247 | | | | PD&E, PE, CST |
| I-10 (SR 8) | Duval | 809 | Nassau/Duval County Line | US 301 | Add Lanes and Reconstruct | \$ 2,650 | | \$ 3,588 | \$ 128,645 | PE, ROW, CST |
| I-10 (SR 8) | Duval | 810 | US 301 | SR 23 (Cecil Commerce Center Parkway) | Add Lanes and Reconstruct | \$ 520 | | \$ 10,250 | \$ 266,968 | PE, ROW, CST |
| I-10 (SR 8) | Duval | 811 | US 301 | I-295 (SR 9A) | Add Lanes and Reconstruct | \$ 1,625 | | | | PD&E |
| I-10 (SR 8) | Duval | 812 | SR 23 (Cecil Commerce Center Parkway) | I-295 (SR 9A) | Add Lanes and Reconstruct | | | \$ 25,200 | \$ 433,542 | PE, ROW, CST |
| I-295 (SR 9A) | Duval | 813 | SR 13 (San Jose Boulevard) | SR 21 (Blanding Boulevard) | Add Lanes and Reconstruct | \$ 12,800 | \$ 102,143 | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 814 | at Collins Road | | Modify Interchange | \$ 12,085 | | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 815 | at US 17 | South of Wells Road | Modify Interchange | \$ 21,788 | | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 816 | Dames Point Bridge | North of Pulaski | Add Lanes and Reconstruct | \$ 2,157 | | | | PD&E, PE, ROW |
| I-295 (SR 9A) | Duval | 817 | SR 113 (Southside Connector) | SR 202 (J. Turner Butler Boulevard) | Add Lanes and Reconstruct | \$ 23,316 | \$ 370,071 | | | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 818 | SR 202 (J. Turner Butler Boulevard) | SR 9B | Add Lanes and Reconstruct | \$ 40 | | | | CST |
| I-295 (SR 9A) | Duval | 819 | SR 9B | South Interchange | Add Lanes and Reconstruct | \$ 10 | | | | PD&E |
| I-295 (SR 9A) | Duval | 820 | North of Commonwealth Drive | North of New Kings Road | Add Lanes and Reconstruct | | | \$ 96,417 | | PE, ROW, CST |
| I-295 (SR 9A) | Duval | 821 | I-95 (SR 9) | SR 113 (Southside Connector) | Add Lanes and Reconstruct | | | \$ 126,781 | | PE |
| I-295 (SR 9A) | Duval | 822 | North of Collins Road Interchange | North of Commonwealth Lane | Add Lanes and Reconstruct | | | \$ 20,719 | \$ 486,269 | PD&E, PE, ROW, CST |
| I-295 (SR 9A) | Duval | 823 | North of New Kings Road | South of I-95 (SR 9) Interchange | Add Lanes and Reconstruct | | | \$ 20,323 | \$ 382,345 | PE, ROW, CST |
| I-95 (SR 9) | Duval | 824 | at SR 202 (J. Turner Butler Boulevard) | | Modify Interchange | \$ 17 | | | | ROW |
| I-95 (SR 9) | Duval | 825 | at SR 152 (Baymeadows Road) | | Add Turn Lane | \$ 1,239 | | | | PE, CST |
| I-95 (SR 9) | Duval | 826 | at US 1/MLK/20th Street | | Modify Interchange | \$ 32,881 | | | | PE, ROW, CST |
| I-95 (SR 9) | Duval | 827 | Duval County Line | I-295 (SR 9A) | Add Lanes and Reconstruct | \$ 138,218 | | | | PE, ENV, ROW, CST |
| I-95 (SR 9) | Duval | 828 | SR 202 (J. Turner Butler Boulevard) | Atlantic Boulevard | Add Lanes and Reconstruct | \$ 346,886 | | | | PD&E, PE, ROW, CST |
| I-95 (SR 9) | Duval | 829 | South of the Duval/St. Johns County Line | SR 202 (J. Turner Butler Boulevard) | Add Lanes and Reconstruct | | | \$ 682,431 | | ROW, CST |
| I-95 (SR 9) | Duval | 830 | I-10 (SR 8) | South of US 1/SR 115/MLK | Add Lanes and Reconstruct | | \$ 187,238 | \$ 214,230 | | PE, ROW, CST |
| I-95 (SR 9) | Duval | 831 | I-295 (SR 9A) | SR 202 (J. Turner Butler Boulevard) | Add Lanes and Reconstruct | \$ 20,004 | | | | PD&E, PE, ROW, CST |
| I-95 (SR 9) | St Johns | 832 | International Golf Parkway | Duval County Line | Add Lanes and Reconstruct | \$ 457,600 | | | | PE, ROW, CST |
| I-95 (SR 9) | St Johns | 833 | at SR 16 | | Modify Interchange | | | \$ 12,212 | | PE, CST |
| SR 200 (US 301) | Nassau | 834 | at Crawford Road (Crawford Diamond Industrial Park) | | Modify Interchange/Flyover | \$ 604 | | | | PD&E, PE, ROW |
| SR 200 (A1A) | Nassau | 835 | US17 | CR 107 | Add Lanes and Reconstruct | \$ 16 | | | | PE |
| SR 202 (J. Turner Butler Boulevard) | Duval | 836 | I-95 (SR 9) | SR 200 (A1A) | Planning Study | \$ 770 | | | | PD&E |
| US 17 | Duval | 837 | Collins Road | NAS Birmingham Gate | Add Lanes and Reconstruct | | | \$ 42,427 | | PE, ROW, CST |
| Totals | | | | | | \$ 2,718,192 | \$ 659,452 | \$ 1,254,578 | \$ 1,697,769 | |

PD&E = Project, Development and Environmental
PE= Project Engineering
ROW = Right of Way
ENV = Environmental Mitigation
CST = Construction