



P.O. Box 150045, Cape Coral, Florida 33915-0045 • (239) 244-2220 • www.leempo.com

The Lee County Metropolitan Planning Organization (MPO) will hold a public hearing on January 21, 2022 at 9:00 a.m., at the Lee County Administration East Building located at 2201 Second Street in Room 118, to consider amendments to the 2045 Long Range Transportation Plan (LRTP) and an amendment to the Transportation Improvement Program. The amendments being considered for the LRTP include the following:

- Add the design, right-of-Way and construction project phases for the widening of Corkscrew Road from two to four lanes between Alico Road and Verdana Village. The design and right-of-way phases are included in the 2026 to 2030 time frame and the construction phases is included in the 2031 to 2035 time frame.
- Add in the list of the City of Fort Myers bicycle pedestrian projects consistent with the projects identified in the recently completed Fort Myers Bicycle Pedestrian Master Plan.
- Adjust project costs and project phases to match the Transportation Improvement Program and local Capital Improvement Program projects.
- Advance the design phase for the SR 31 project from SR 80 to SR 78 into the 2021-2025 time frame to match the FDOT Tentative Work Program.
- Extend the Hanson Street project limits from Fowler Street to Veronica Shoemaker to match the previously adopted Cost Feasible map and what was included in the transportation model.
- Revise the cost feasible map to match the amended project list.
- Add in a project identification column to provide a reference for reviewers that are not familiar with the local road names.

The MPO's Long Range Transportation Plan identifies the cost feasible projects for roads, transit and bicycle/pedestrian improvements through the year 2045. The proposed changes to the 2045 Cost Feasible Plan are attached and the changes are shown in underline and strike through format.

The MPO Board will also hold a public hearing to consider an amendment to the Transportation Improvement Program (TIP) to add the design phase for adding a sidewalk to the US 41 Caloosahatchee Bridge. The design is planned for the current fiscal year. The MPO's TIP includes the transportation projects that are funded with state and federal funds over the next five years. The proposed TIP amendment page that includes the project description and cost is attached. Additional information on the MPO Board meeting agenda can be found at www.leempo.com.

Hard copies of the documents are available by contacting the MPO offices at 239-244-2220. Written comments may be submitted by e-mail to dscott@leempo.com, faxed to (239)-790-2695 or mailed to P.O. Box 150045 Cape Coral, FL 33915-0045. Written comments received by the end of the business day on Thursday, January 20, 2022 will be presented to the MPO Board members on January 21, 2022, where formal approval will be decided. Public comments may also be made at the MPO Board meeting on January 21, 2022 at 9:00am at the Lee County Administration East Facility, 2201 Second Street, Room 118, Fort Myers, Florida.

Public participation is solicited without regard to race, color, national origin, sex, age, disability, religion, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Calandra Barraco with the Lee County MPO at 239-330-2243 or by email at cbarraco@leempo.com at least seven (7) days prior to the meeting. If you are hearing or speech impaired call (800) 955-8770 Voice / (800) 955-8771 TDD. The MPO's planning process is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related statutes. Any person or beneficiary who believes they have been discriminated against because of race, color, national origin, sex, age, disability, religion, or familial status may file a complaint with the Lee County MPO Title VI Coordinator, Calandra Barraco, at 239-330-2243, or in writing at P.O. Box 150045, Cape Coral, Florida 33915-0045.

Table 5-6: Bicycle Pedestrian Cost Feasible Project List

| Jurisdiction | Roadway | Project Limits | Length | Facility | Phase | Cost | Notes |
|---|--------------------------------------|---|--------|-------------------------|----------|--------------|---------------------------|
| Fort Myers Beach | Estero Blvd | Phase 2 | N/A | Replace SW Pavers | CST | \$469,322 | |
| Fort Myers Beach | Estero Blvd | Phase 3 | N/A | Replace SW Pavers | CST | \$413,194 | |
| Bonita Springs | US 41 | Bonita Beach Rd to Pelican Colony Blvd | 4.30 | Shared Use Path | PE + CST | \$4,793,873 | |
| Bonita Springs | West Terry Street | Pine Avenue to Old US 41 | 0.25 | Shared Use Path | CST | \$471,870 | |
| Bonita Springs | Pauling/Pine Street | Pauling St: Pine Ave to Old US 41 | 0.22 | Shared Use Path | CST | \$123,786 | |
| Bonita Springs | Bonita Drive | Old US 41 to Streetsboro Lane | 1.00 | Shared Use Path | CST | \$370,021 | |
| Bonita Springs | Cochran Street | Cochran: Pine Ave to Old US 41 | 0.20 | Shared Use Path | CST | \$180,705 | |
| Bonita Springs | East Terry Street | Imperial Pkwy to Lyles Road | 0.17 | Shared Use Path | CST | \$529,697 | |
| Bonita Springs | East Terry Street | Lyles Road to Palm Bay Court | 0.19 | Shared Use Path | CST | \$783,482 | |
| Bonita Springs | East Terry Street | Palm Bay Court to I-75 | 0.23 | Shared Use Path | CST | \$822,547 | |
| Cape Coral | Skyline Blvd | Cape Coral Pkwy to El Dorado Pkwy | 0.93 | Shared Use Path | CST | \$533,912 | |
| Cape Coral | Gator Circle | De Navarra to Ramsey | 1.04 | Sidewalk | CST | \$392,782 | |
| Cape Coral | Gator Circle/Averill | Averill to De Navarra | 0.82 | Sidewalk | CST | \$449,385 | |
| Cape Coral | SW 10th Street | Chiquita Blvd to Skyline Blvd | 0.97 | Sidewalk | CST | \$561,600 | |
| Cape Coral | Gator Circle | Ramsey to NE 37th Terrace | 1.10 | Sidewalk | CST | \$412,620 | |
| Cape Coral | Gator Circle | NE 37th Terrace to Averill | 1.43 | Sidewalk | CST | \$529,661 | |
| MPO | US 41 | Magnolia Landing to Charlotte Co/L | 1.08 | Sidewalk | PE + CST | \$1,860,000 | |
| MPO | US 41 | Caloosahatchee Bridge | 1.00 | Sidewalk | PE | \$3,750,000 | CST Funding other sources |
| Lee County | Pine Island Road | Stringfellow Rd to Veterans Blvd | 5.47 | Shared Use Path | CST | \$4,595,894 | |
| Lee County | Alabama Rd | SR 82 to Paddock Street | 2.20 | Sidewalk | PE + CST | \$1,728,000 | |
| MPO | SW Pine Island | Veterans Pkwy to Santa Barbara Blvd | 4.28 | Shared Use Path | PE + CST | \$4,135,450 | |
| Lee County | Summerlin Road | Pine Ridge Rd to Winkler Rd | 2.48 | Shared Use Path | PE + CST | \$2,396,250 | |
| Bonita Springs | E Terry St | Morton Ave to Bonita Grande Drive | 0.80 | Shared Use Path | PE + CST | \$773,000 | |
| Lee County | McGregor Blvd (SR 867) | Sanibel Causeway to McGregor Blvd | 1.90 | Shared Use Path | PE + CST | \$1,835,800 | |
| Lee County | North River Rd | SR 31 to Hendry County Lane | 11.90 | Shared Use Path | PE + CST | \$11,500,000 | |
| Lee County | Treeline Ave | Colonial Blvd to Pelican Preserve Blvd | 0.64 | Shared Use Path | PE + CST | \$617,600 | |
| Estero | Williams Road | Kings Road to Three Oaks Parkway | 1.10 | Sidewalk | PE + CST | \$864,000 | |
| Estero | Corkscrew Road | Koreshan St. Park to US 41 | 0.50 | SUP & Sidewalk | PE + CST | \$942,000 | |
| Lee County | Gladiolus Drive | Maida Lane to US 41 | 0.68 | Sidewalk | PE + CST | \$534,100 | |
| Lee County | Daniels Parkway | Commerce Drive to SR 82 | 2.50 | Shared Use Path | PE + CST | \$2,415,000 | |
| Lee County | Joel Blvd. | Ocean Park Drive to Tuckahoe Road | 0.75 | Shared Use Path | PE + CST | \$724,300 | |
| Fort Myers Beach | First/Crescent/Third & Fifth Streets | First Street to Estero Blvd | | Sidewalks | PE + CST | \$223,200 | |
| Cape Coral | Hancock Bridge Pkwy | Ne 15th Place to City Limits | 1.20 | Sidewalk | PE + CST | \$942,500 | |
| Cape Coral | Garden Blvd | DeNavarra Pkwy to Del Prado Blvd. | 0.70 | Sidewalk | PE + CST | \$549,800 | |
| Cape Coral | Andalusia Blvd. | Diplomat Pkwy. To End (north) | 2.10 | Sidewalk | PE + CST | \$1,649,400 | |
| Cape Coral | SE 8th Street | Santa Barbara Blvd to Cultural Park Blvd | 1.00 | Sidewalk | PE + CST | \$785,500 | |
| Cape Coral | SE 24th Avenue | Viscaya Pkwy to SE 15th Terrace | 1.60 | Sidewalk | PE + CST | \$1,256,700 | |
| Cape Coral | Pondella Road | NE Pine Island Road to Hibiscus Drive | 0.90 | Sidewalk | PE + CST | \$636,200 | |
| Fort Myers Projects | Nuna Avenue | Ballard Road to Tice Street | 1.36 | Shared Use Path | PE + CST | \$676,936 | FBD from Master Plan |
| Fort Myers | South/Highland/Canal Streets | Details in FM Bike Ped Plan | 2.11 | Bike Blvd./Bile Lns/SUP | PE + CST | \$877,864 | |
| Fort Myers | McGregor Blvd. | US 41 to Colonial Blvd. | 3.36 | Bike Lanes | PE + CST | \$1,947,546 | |
| Fort Myers | Challenger Blvd. | Colonial Blvd. to Six Mile Cypress Pkwy | 2.23 | Bike Lanes | PE + CST | \$663,780 | |
| Fort Myers | Winkler Avenue | Colonial Blvd to Six Mile Cypress Parkway | 2.52 | Bike Lanes | PE + CST | \$730,000 | |
| Update/Expand Wayfinding Plan and Implement Buffered Bike Lanes | | | 3.00 | Bike Lane | PE + CST | \$250,000 | |
| | | | | | | \$1,500,000 | |

| | | | |
|---|--|---------------------------|--------------------------|
| Bike Ped Safety Action Plan Countermeasures | | TBD | \$2,000,000 |
| | | | \$60,303,151 |
| | | Total | <u>65,199,277</u> |
| | | Available Revenues | \$65,200,000 |

5.4 Cost Feasible Roadway Projects

5.4.1 Project Cost Assumptions

Planning-level cost estimates were developed for each roadway widening and intersection modification project using the FDOT District 1 Costing Tool Version 2.0 unless specific cost estimates had been developed through a Design or Engineering study.

Inflation Factors

Unit Cost estimates based on the FDOT District 1 Costing Tool are listed in FY 2019 dollars. Since the passage of SAFETEA-LU was signed into law in August 2005, MPOs have been required to develop a cost feasible LRTP using inflation rates provided by FDOT to reflect the future YOY dollars. Inflation factors are listed in **Table 5-7** by project phase and the corresponding time period that were used to convert project costs from 2019 dollars to the future YOY costs presented later in this chapter.

Table 5-7: Inflation Factors

| Time Period | Product Support Factor | Urban Right-of-Way Factor | Suburban and Rural Right-of-Way Factor | Construction Factor |
|-------------|------------------------------|------------------------------|--|------------------------------|
| 2024-2025 | 1.189 | 1.189 1.045 | 1.189 1.045 | 1.189 1.256 |
| 2026-2030 | <u>1.32</u> 1.250 | <u>1.32</u> 1.189 | <u>1.32</u> 1.160 | <u>1.32</u> 1.341 |
| 2031-2035 | <u>1.55</u> 1.414 | <u>1.55</u> 1.512 | <u>1.55</u> 1.345 | <u>1.55</u> 1.577 |
| 2036-2045 | <u>2.05</u> 1.600 | <u>2.05</u> 2.196 | <u>2.05</u> 1.684 | <u>2.05</u> 1.855 |

Roadway Costs

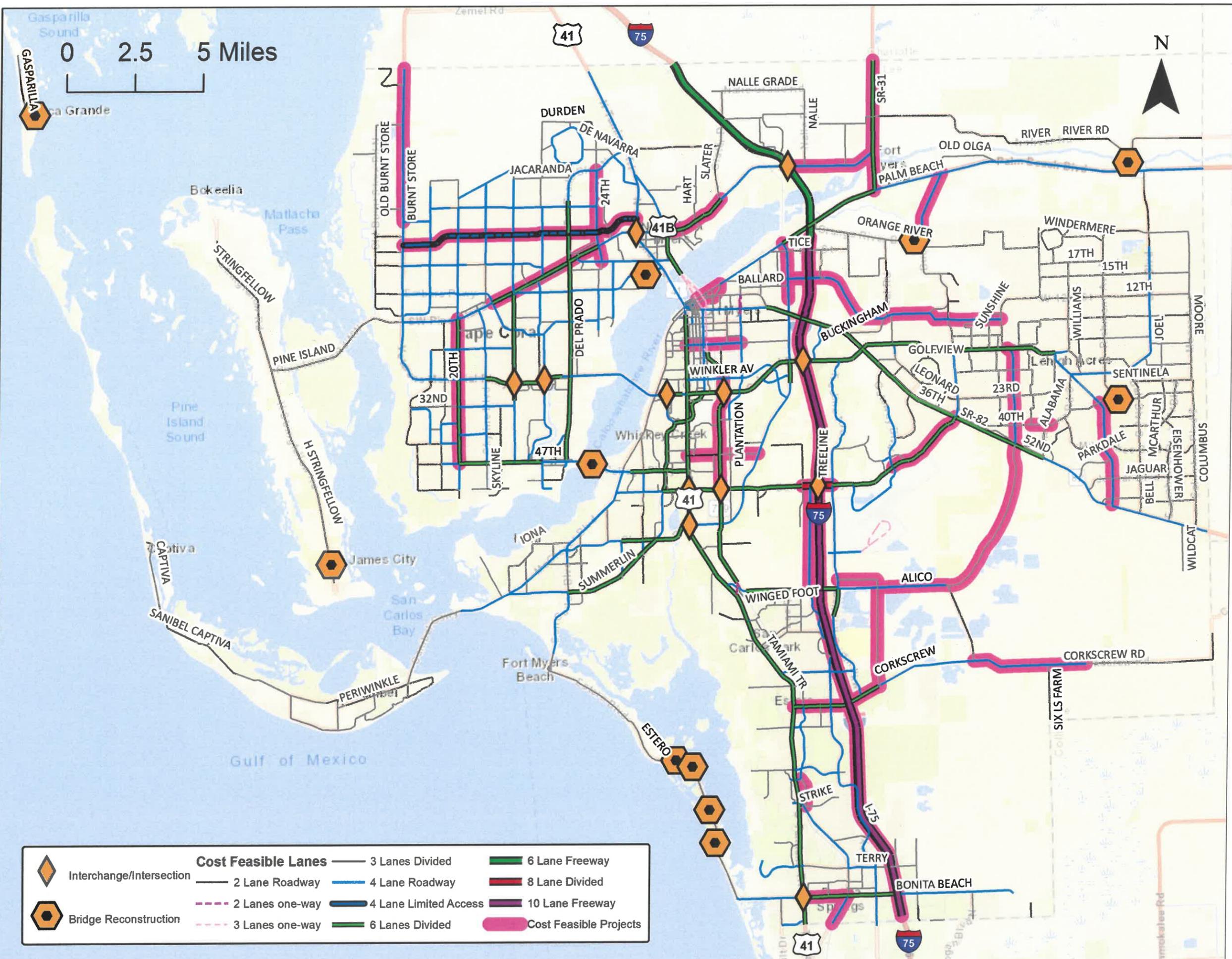
Where there were not more detailed cost estimates available from the local jurisdictions or FDOT, roadway construction unit costs were derived from the standard roadway typical sections and based on a per centerline mile basis as provided in Version 2.0 of the Costing Tool with Version 3.1 Costing Data. Costs for intersection, roundabout and interchange projects were also developed for the Costing Tool when local, more detailed data, was not available and are included as a per intersection cost.

Cost estimates for the Project Development and Environmental (PD&E) and Preliminary Engineering (PE) phases were calculated based on a percentage of overall construction cost at five and 15 percent, respectively. In addition to construction, PD&E, and PE costs, right-of-way costs were also considered in the overall project cost estimates. Right-of-way costs were estimated based on choosing a range from high to low on a per acre basis for each area type (urban, suburban, and rural). The unit costs for this were also provided by FDOT District One.

5.4.2 Roadway Projects

The evaluation criteria detailed in **Chapter 4** were used to rank transportation projects identified in the Needs Plan **Table 4-1**. The result of this prioritization and evaluation of the roadway needs compared with the availability of revenues resulted in the 2045 Cost Feasible Projects displayed in **Map 5-2**. Included in the Cost Feasible Plan are

- Reconstruction of 9 bridges
- 6 major intersection/interchange improvements



| | | | | | | | |
|--|--------------------------|----------------------------|-----------------|-----------------|-----------------------|----------------|------------------------|
| | Interchange/Intersection | Cost Feasible Lanes | | 3 Lanes Divided | | 6 Lane Freeway | |
| | Bridge Reconstruction | | 2 Lane Roadway | | 4 Lane Roadway | | 8 Lane Divided |
| | | | 2 Lanes one-way | | 4 Lane Limited Access | | 10 Lane Freeway |
| | | | 3 Lanes one-way | | 6 Lanes Divided | | Cost Feasible Projects |

Table 5-8: Cost Feasible Projects: Lee County Funded Road Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|---|--------------------------|-------------------|-----------------------|---------|-----------------|-----------|-----------|-----------|------------------|------------------|
| LC1 | Big Carlos Bridge Replacement | N/A | N/A | Bridge | CST | \$47,810 45,138 | \$0 | \$0 | \$0 | \$47,810 45,138 | \$47,810 45,138 |
| LC2 | Cape Coral Bridge Replacement | N/A | N/A | Bridge | PE | \$9,000 13,149 | \$0 | \$0 | \$0 | \$9,000 13,149 | \$9,000 13,149 |
| | Cape Coral Bridge Replacement | N/A | N/A | Bridge | CST | | \$128,000 | \$0 | \$0 | \$128,000 | \$99,100 |
| LC3 | New Pass, Little Carlos and Big Hickory Bridges | N/A | N/A | Bridges | PE | \$4,266 6,527 | \$0 | \$0 | \$0 | \$4,266 6,527 | \$4,266 6,527 |
| | New Pass, Little Carlos and Big Hickory Bridges | N/A | N/A | Bridge | CST | | \$59,000 | \$0 | \$0 | \$59,000 | \$46,716 |
| LC4 | Orange River Bridge Replacement | N/A | N/A | Bridge | PE/CST | | \$0 | \$3,820 | \$0 | \$3,820 | \$2,420 |
| LC5 | Alva Bridge Replacement | N/A | N/A | Bridge | PE/CST | | \$0 | \$28,210 | \$0 | \$28,210 | \$17,889 |
| LC6 | Harbor Drive Bridge Replacement | N/A | N/A | Bridge | PE/CST | | \$0 | \$3,220 | \$0 | \$3,220 | \$2,044 |
| LC7 | Stringfellow Bridge Replacement | N/A | N/A | Bridge | PE/CST | | \$0 | \$2,760 | \$0 | \$2,760 | \$1,751 |
| LC8 | Hancock Creek Bridge Replacement | N/A | N/A | Bridge | PE/CST | | \$0 | \$6,180 | \$0 | \$6,180 | \$3,919 |
| LC9 | Alico Road/Connector | Airport Haul Road | SR 82 | Widen 2L to 4L/New 2L | PE/ROW | \$7,240 10,759 | \$0 | \$0 | \$0 | \$7,240 10,759 | \$7,240 10,759 |
| | Alico Road/Connector | Airport Haul Road | SR 82 | Widen 2L to 4L/New 2L | CST | | \$124,000 | \$0 | \$0 | \$124,000 | \$96,881 |
| LC10 | Airport Haul Road Ext | Alico Road | Corkscrew Road | New 2L | PE | | \$0 | \$12,500 | \$0 | \$12,500 | \$7,930 |
| | Airport Haul Road Ext | Alico Road | Corkscrew Road | New 2L | ROW | | \$0 | \$0 | \$32,940 | \$32,940 | \$15,000 |
| | Airport Haul Road Ext | Alico Road | Corkscrew Road | New 2L | CST | | \$0 | \$0 | \$109,920 | \$109,920 | \$59,260 |
| LC11 | Bonita Beach Road | US 41 | Old US 41 | 4L to 6L | ROW/CST | | \$0 | \$33,900 | \$0 | \$33,900 | \$25,700 |
| LC12 | Burnt Store Road | SR 78 | Tropicana Pkwy | Widen 2L to 4L | CST | \$18,000 | \$0 | \$0 | \$0 | \$18,000 | \$18,000 |
| | Burnt Store Road | Van Buren Parkway | Janis Road | Widen 2L to 4L | CST | \$0 | \$0 | \$12,535 | \$0 | \$12,535 | \$7,950 |
| | Burnt Store Road | Janis Road | Durden Parkway | Widen 2L to 4L | CST | \$0 | \$0 | \$14,700 | \$0 | \$14,700 | \$9,300 |
| | Burnt Store Road | Durden Parkway | Charlotte Co/Line | Widen 2L to 4L | CST | \$0 | \$0 | \$15,900 | \$0 | \$15,900 | \$10,100 |
| LC13 | Corkscrew Road | Ben Hill Griffin Parkway | Alico Road | Widen 2L to 4L | CST | \$41,385 | \$0 | \$0 | \$0 | \$41,385 | \$41,385 |

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|---------------------------------|-------------------------------|--------------------------------|-----------------------------------|------------|----------------------------|-----------------------|---------------------------|----------------------|------------------------------|----------------------------|
| LC14 | Buckingham Road | Orange River | Palm Beach Blvd | Widen 2L to 4L | PE | | \$0 | \$7,420 | \$0 | \$7,420 | \$5,250 |
| | Buckingham Road | Orange River | Palm Beach Blvd | Widen 2L to 4L | ROW | | \$0 | \$15,120 | \$0 | \$15,120 | \$10,000 |
| | Buckingham Road | Orange River | Palm Beach Blvd | Widen 2L to 4L | CST | | \$0 | \$0 | \$64,930 | \$64,930 | \$35,000 |
| LC15 | Corkscrew Road | Three Oaks Pkwy | I-75 | Widen 4L to 6L | PE | | \$1,010 0 | \$0 1,190 | \$0 | \$1,010 1,190 | \$810 |
| | Corkscrew Road | Three Oaks Pkwy | I-75 | Widen 4L to 6L | ROW | | \$0 | \$3,020 | \$0 | \$3,020 | \$2,000 |
| | Corkscrew Road | Three Oaks Pkwy | I-75 | Widen 4L to 6L | CST | | \$0 | \$7,100 | \$0 8,350 | \$7,100 8,350 | \$4,500 |
| LC16 | Crystal Drive | US 41 | Metro Parkway | Reconstruct/3L | PE/ROW/CST | | \$0 | \$16,160 | \$0 | \$16,160 | \$10,250 |
| LC17 | Crystal Drive Extension | Plantation Road | Six Mile Cypress Pkwy | New 2L | PE/ROW/CST | | \$0 | \$12,730 | \$0 | \$12,730 | \$8,075 |
| LC18 | Homestead Road | Milwaukee Boulevard | Sunrise Boulevard | Widen 2L to 4L | PE | | \$2,810 | \$0 | \$0 | \$2,810 | \$2,250 |
| | Homestead Road | Milwaukee Boulevard | Sunrise Boulevard | Widen 2L to 4L | ROW | | \$0 | \$6,050 | \$0 | \$6,050 | \$4,000 |
| | Homestead Road | Milwaukee Boulevard | Sunrise Boulevard | Widen 2L to 4L | CST | | \$0 | \$23,660 | \$0 | \$23,660 | \$15,030 |
| LC19 | Homestead Road | Milwaukee Boulevard | SR 82 | Widen 2L to 4L | PE | | \$0 | \$5,520 | \$0 | \$5,520 | \$3,900 |
| | Homestead Road | Milwaukee Boulevard | SR 82 | Widen 2L to 4L | ROW | | \$0 | \$9,830 | \$0 | \$9,830 | \$6,500 |
| | Homestead Road | Milwaukee Boulevard | SR 82 | Widen 2L to 4L | CST | | \$0 | \$0 | \$48,230 | \$48,230 | \$26,000 |
| LC20 | Littleton Road | Corbett Road | US 41 | Widen 2L to 3L | CST | \$12,000 13,411 | \$0 | \$0 | \$0 | \$12,000 13,411 | \$12,000 13,411 |
| LC21 | Daniels Parkway | Gateway Boulevard | SR 82 | Widen 4L to 6L | PE | | \$0 | \$4,960 | \$5,830 | \$4,960 5,830 | \$3,700 |
| | Daniels Parkway | Gateway Boulevard | SR 82 | Widen 4L to 6L | CST | | \$0 | \$0 | \$61,360 | \$61,360 | \$33,080 |
| LC22 | Ortiz Avenue | Dr Martin Luther King Jr Blvd | Luckett Road & Luckett to I-75 | Widen 2L to 4L | PE | \$1,450 3,714 | \$0 | \$0 | \$0 | \$1,450 3,714 | \$1,450 3,714 |
| | Ortiz Avenue | Dr Martin Luther King Jr Blvd | Luckett Road & Luckett to I-75 | Widen 2L to 4L | CST | \$28,475 | \$25,200 0 | \$0 | \$0 | \$25,200 28,475 | \$19,400 28,475 |
| LC23 | Ortiz Avenue | Luckett Road | Palm Beach Blvd | Widen 2L to 4L | CST | | \$0 | \$26,590 | \$0 | \$26,590 | \$16,860 |
| LC24 | Ortiz Avenue | Colonial Boulevard | Dr Martin Luther King Jr Blvd | Widen 2L to 4L | CST | \$20,025 16,520 | \$0 | \$0 | \$0 | \$20,025 16,520 | \$20,025 16,520 |
| LC25 | Three Oaks Extension North | North of Alico Road | Daniels Parkway | New 4L | CST | \$73,550 92,404 | \$0 | \$0 | \$0 | \$73,550 92,404 | \$73,550 92,404 |
| LC26 | Veterans Parkway | | at Santa Barbara Boulevard | Intersection | PE | | \$0 | \$5,480 | \$0 | \$5,480 | \$3,970 |
| | Veterans Parkway | | at Santa Barbara Boulevard | Intersection | CST | | \$0 | \$39,730 | \$0 | \$39,730 | \$26,480 |
| LC27 | Colonial Boulevard | McGregor Boulevard | US 41 | Major Intersections/TBD | CST | | \$0 | \$70,100 | \$0 | \$70,100 | \$44,450 |
| LC28 | Major Intersection Improvements | | | Operational & Safety Improvements | PE/ROW/CST | | \$6,000 | \$40,000 9,000 | \$100,000 | \$140,000 115,000 | \$74,600 64,100 |
| LC29 | 40th Street Extension | East end of 4th Street | Alabama Road | New 2L | PE | | \$0 | \$440 0 | \$594 | \$440 594 | \$320 |
| | 40th Street Extension | East end of 4th Street | Alabama Road | New 2L | ROW | | \$0 | \$0 | \$4,850 | \$4,850 | \$2,070 |
| | 40th Street Extension | East end of 4th Street | Alabama Road | New 2L | CST | | \$0 | \$0 | \$4,050 | \$4,050 | \$2,120 |

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction



| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|----------------|-----------------|--------------------|----------------|-------|------------------|------------------|------------------|--------------------|--------------------|--------------------|
| LC30 | Corkscrew Road | Alico Road | Verdana Village | 2L to 4L | PE | - | \$9,800 | \$0 | \$0 | \$9,800 | \$7,308 |
| | Corkscrew Road | Alico Road | Verdana Village | 2L to 4L | ROW | | \$10,700 | \$0 | \$0 | \$10,700 | \$9,000 |
| | Corkscrew Road | Alico Road | Verdana Village | 2L to 4L | CST | | \$0 | \$62,500 | \$0 | \$62,500 | \$39,600 |
| LC31 | Corkscrew Road | US 41 | Three Oaks Parkway | 4L to 6L | PE | | \$0 | \$3,260.0 | \$4,267 | \$3,260.4,267 | \$2,300 |
| | Corkscrew Road | US 41 | Three Oaks Parkway | 4L to 6L | ROW | | \$0 | \$0 | \$1,060 | \$1,060 | \$500 |
| | Corkscrew Road | US 41 | Three Oaks Parkway | 4L to 6L | CST | | \$0 | \$0 | \$28,490 | \$28,490 | \$15,360 |
| LC32 | Sunshine Blvd | SR 82 | Lee Blvd | 2L to 4L | PE | | \$0 | \$8,950 | \$0 | \$8,950 | \$6,330 |
| | Sunshine Blvd | SR 82 | Lee Blvd | 2L to 4L | CST | | \$0 | \$0 | \$78,230 | \$78,230 | \$42,170 |
| LC33 | Lockett Road | East of I-75 | Buckingham Road | New 4L | PE | | \$0 | \$0 | \$12,771 | \$12,771 | \$6,230 |
| | Lockett Road | East of I-75 | Buckingham Road | New 4L | ROW | | \$0 | \$0 | \$61,828 | \$61,828 | \$30,160 |
| | Lockett Road | East of I-75 | Buckingham Road | New 4L | CST | | \$0 | \$0 | \$85,178 | \$85,178 | \$41,550 |
| LC34 | Lockett Road | Buckingham Road | Gunnery Road | Widen 2L to 4L | PE | | \$0 | \$0 | \$6,478 | \$6,478 | \$3,160 |
| | Lockett Road | Buckingham Road | Gunnery Road | Widen 2L to 4L | ROW | | \$0 | \$0 | \$17,500 | \$17,500 | \$8,540 |
| | Lockett Road | Buckingham Road | Gunnery Road | Widen 2L to 4L | CST | | \$0 | \$0 | \$43,130 | \$43,130 | \$21,040 |
| LC35 | Lockett Road | Gunnery Road | Sunshine Boulevard | New 4L | PE | | \$0 | \$0 | \$8,670 | \$8,670 | \$4,230 |
| | Lockett Road | Gunnery Road | Sunshine Boulevard | New 4L | ROW | | \$0 | \$0 | \$41,960 | \$41,960 | \$20,470 |
| | Lockett Road | Gunnery Road | Sunshine Boulevard | New 4L | CST | | \$0 | \$0 | \$57,800 | \$57,800 | \$28,200 |
| Total Cost: | | | | | | \$234,726 | \$334,310 | \$413,255 | \$869,375 | \$1,837,576 | \$1,194,821 |
| | | | | | | 289,482 | 340,310 | 456,775 | 882,586 | 1,831,623 | 1,294,305 |
| Revenues: | | | | | | \$234,726 | \$341,500 | \$457,800 | \$1,062,960 | \$2,096,986 | |
| | | | | | | 289,482 | | | | 2,151,742 | |

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction



Table 5-9: Cost Feasible Projects: State/Other Arterial/ Federal SU Funded Road Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) | Funding Sources |
|--------------------|---|--------------------------|--------------------------|---------------------------|-------|---------------|-----------|-----------|-----------|------------------|------------------|-----------------|
| S1 | Countywide Signal System Updates, Final Phase | | | ITS | PE | | \$1,500 | \$0 | \$0 | \$1,500 | \$1,200 | SU, SA, DDR |
| | Countywide Signal System Updates, Final Phase | | | ITS | CST | | \$10,730 | \$0 | \$0 | \$10,730 | \$8,000 | SU, SA, DDR |
| S2 | Metro Parkway | South of Daniels Parkway | Winkler Avenue | Widen 4L to 6L/CFI | ROW | \$18,070 284 | \$0 | \$0 | \$0 | \$18,070 284 | \$18,070 284 | DDR, DS,DIH |
| | Metro Parkway | South of Colonial Blvd | Winkler Avenue | Widen 4L to 6L/CFI | CST | | \$49,620 | 0 | \$0 | \$49,620 | \$37,700 | OA |
| | Metro Parkway | South of Daniels Parkway | North of Daniels Parkway | CFI | CST | | \$27,620 | 0 | \$0 | \$27,620 | \$20,900 | OA |
| | Metro Parkway | North of Daniels Parkway | South of Colonial Blvd. | Widen 4L to 6L | CST | | \$37,820 | 0 | \$0 | \$37,820 | \$28,650 | OA |
| S3 | Big Carlos Bridge Replacement Repayment | | | Reconstruct Bridge | CST | \$8,500 | \$16,500 | \$0 | \$0 | \$25,000 | \$21,000 | SU/SA |
| S4 | San Carlos Boulevard | Estero Blvd | Summerlin Road | Intersection Improvements | CST | \$5,990 8,206 | \$0 | \$0 | \$0 | \$5,990 8,206 | \$5,990 8,206 | SU/TALU |
| S5 | Old US 41 | Collier County Line | Bonita Beach Road | Add Lanes & Reconstruct | PE | | \$2,640 | \$0 | \$0 | \$2,640 | \$2,110 | SU |
| | Old US 41 | Collier County Line | Bonita Beach Road | Add Lanes & Reconstruct | ROW | | \$5,800 | \$0 | \$0 | \$5,800 | \$4,880 | SU |
| | Old US 41 | Collier County Line | Bonita Beach Road | Add Lanes & Reconstruct | CST | | \$0 | \$22,170 | \$0 | \$22,170 | \$14,300 | SU |
| S6 | US 41 at Six Mile | | | Intersection Imp. | PD&E | \$1,500 | \$0 | \$0 | \$0 | \$1,500 | \$1,500 | DS/SU |
| | US 41 at Six Mile Cypress | | | Intersection Improvements | PE | | \$4,690 | \$0 | \$0 | \$4,690 | \$3,553 | OA |
| | US 41 at Six Mile Cypress | | | Intersection Improvements | ROW | | \$0 | \$7,560 | \$0 | \$7,560 | \$4,880 | OA |
| | US 41 at Six Mile Cypress | | | Intersection Improvements | CST | | \$0 | \$39,430 | \$0 | \$39,430 | \$29,870 | OA |
| S7 | SR78 | W. of Santa Barbara | 24th Avenue | Widen 4L to 6L | PD&E | | \$0 | \$3,090 | \$0 | \$3,090 | \$2,190 | OA |
| | SR 78 | W. of Santa Barbara | 24th Avenue | Widen 4L to 6L | PE | | \$0 | \$9,270 | \$0 | \$9,270 | \$6,000 | OA |
| | SR 78 | W. of Santa Barbara | 24th Avenue | Widen 4L to 6L | CST | | \$0 | \$0 | \$81,080 | \$81,080 | \$43,710 | OA |
| S8 | SR 78 | I-75 | SR 31 | Widen 2L to 4L | PE | | \$3,080 | \$0 | \$0 | \$3,080 | \$2,330 | OA |
| | SR 78 | I-75 | SR 31 | Widen 2L to 4L | ROW | | \$0 | \$6,770 | \$0 | \$6,770 | \$4,370 | OA |
| | SR 78 | I-75 | SR 31 | Widen 2L to 4L | CST | | \$0 | \$25,860 | \$0 | \$25,860 | \$16,700 | OA |
| S9 | SR 78 | Old US 41 | Slater Road | Widen 4L to 6L | PD&E | | \$0 | \$1,920 | \$0 | \$1,920 | \$1,360 | OA |
| | SR 78 | Old US 41 | Slater Road | Widen 4L to 6L | PE | | \$0 | \$0 | \$8,360 | \$8,360 | \$4,080 | OA |
| | SR 78 | Old US 41 | Slater Road | Widen 4L to 6L | CST | | \$0 | \$0 | \$50,400 | \$50,400 | \$27,200 | OA |

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) | Funding Sources |
|--------------------|--|-------------------------|-------------------------------|-----------------------------------|-----------------|--------------------|----------------------------|------------------|------------------|------------------|--------------------------------|------------------------------|
| S10 | Fowler Street | Metro/Fowler Cross over | Dr Martin Luther King Jr Blvd | Reconstruction | PD&E/PE/ROW/CST | | \$5,500 | \$28,700 | \$0 | \$34,200 | \$22,670 | OA |
| S11 | Burnt Store Road | Van Buren Parkway | Charlotte County Line | Widen 2L to 4L | PE | | \$8,090 | \$0 | \$0 | \$8,090 | \$6,130 | SU |
| | Burnt Store Road | Van Buren Parkway | Charlotte County Line | Widen 2L to 4L | ROW | | \$15,680 | \$0 | \$0 | \$15,680 | \$13,514 | SU |
| | Burnt Store Road | Van Buren Parkway | Janis Road | Widen 2L to 4L | CST | | \$0 | \$12,535 | \$0 | \$12,535 | \$7,950 | SU, LF |
| | Burnt Store Road | Janis Road | Durden Parkway | Widen 2L to 4L | CST | | \$0 | \$14,700 | \$0 | \$14,700 | \$9,300 | SU, LF |
| | Burnt Store Road | Durden Parkway | Charlotte Co/Line | Widen 2L to 4L | CST | | \$0 | \$15,900 | \$0 | \$15,900 | \$10,100 | SU, LF |
| S12 | SR 31 | SR 80 | SR 78 | Widen 2L to 6L | ROW | | \$0 | \$23,780 | \$0 | \$23,780 | \$16,400 | OA |
| | SR 31 | SR 80 | SR 78 | Widen 2L to 6L | CST | | \$0 | \$0 | \$164,000 | \$164,000 | \$80,000 | OA |
| S13 | Cape Coral Evacuation Study | | | Access | Planning | \$300 | \$0 | \$0 | \$0 | \$300 | \$300 | SU, LF |
| S14 | US 41/Bonita Beach Road | Intersection | | Intersection | PE | | \$3,190 | \$0 | \$0 | 3,190 | 2,400 | OA |
| | US 41/Bonita Beach Road | Intersection | | Intersection | ROW | | \$5,940 | \$0 | \$0 | 5,940 | 4,500 | OA, LF, SU |
| | US 41/Bonita Beach Road | Intersection | | Intersection | CST | | \$0 | \$26,800 | \$0 | 26800 | 17,300 | OA, LF, SU |
| S15 | US 41/SR 78 | Intersection | | Intersection | PE | | \$750 | \$0 | \$0 | 750 | 570 | OA |
| | US 41/SR 78 | Intersection | | Intersection | CST | | \$8,050 | \$0 | \$0 | 8050 | 6,100 | OA |
| S16 | ACES Technology Support | | | | Capital | | \$5,000 | \$9,000 | \$50,000 | \$64,000 | \$33,900 | OA, SU |
| S17 | Transit Operations Congestion Management | | | | OPS | | | | | | | OA |
| S18 | US 41 Caloosahatchee River Bridge | Fort Myers | North Fort Myers | Sidewalk one side | PE*/CST | | \$13,600 | \$0 | \$0 | \$13,600 | \$10,800 | SU, GFSU, OA, LF |
| S19 | Major Intersections/Interchanges | | | Operational & Safety Improvements | P/R/CST | | \$400 | \$10,000 | \$150,000 | \$170,000 | \$88,300 | OA, SU |
| | | | | | | Total Cost: | \$32,860 36,790 | \$226,200 | \$257,485 | \$503,840 | \$1,016,385 033,915 | \$628,477 643,207 |
| | | | | | | Revenues: | \$32,860 36,790 | \$226,600 | \$258,020 | \$538,910 | \$1,056,390 060,320 | |

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-Way; CST: Construction

Funding Sources - SU: Federal Surface Transportation Program Urban Area funds >200,00; SA: Federal Surface Transportation Program any area; OA: State Other Arterial funding; DDR: State District Dedicated Revenue; LF: Local Funding; DIH: State District In-house

Other - ACES: Automated, Connected, Electric & Shared Vehicle Technology

*PE at \$3.75 million was previously identified on the bicycle pedestrian cost feasible list



Table 5-10: Cost Feasible Projects: City of Bonita Springs Road Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|----------------------------|-------------|----------------|----------------|-------|-----------|-----------------|-----------------|------------------|------------------|------------------|
| B1 | US 41 at Bonita Beach Road | | | Intersection | PE | | \$1,980 | \$0 | \$0 | \$1,980 | \$1,500 |
| | US 41 at Bonita Beach Road | | | Intersection | ROW | | \$5,000 | \$0 | \$0 | \$5,000 | \$3,800 |
| | US 41 at Bonita Beach Road | | | Intersection | CST | | \$0 | \$11,200 | \$0 | \$11,200 | \$7,200 |
| B2 | Bonita Beach Road | Old US 41 | US 41 | Reconstruction | CST | | \$0 | \$42,930 | \$0 | \$42,930 | \$27,700 |
| B3 | Sandy Lane Extension | Strike Lane | Pelican Colony | New 2L | PE | | \$0 | \$3,400 | \$0 | \$3,400 | \$1,650 |
| | Sandy Lane Extension | Strike Lane | Pelican Colony | New 2L | ROW | | \$0 | \$0 | \$22,730 | \$22,730 | \$10,660 |
| | Sandy Lane Extension | Strike Lane | Pelican Colony | New 2L | CST | | \$0 | \$0 | \$29,710 | \$29,710 | \$11,090 |
| Total Cost: | | | | | | | \$6,980 | \$57,530 | \$52,440 | \$116,950 | \$63,600 |
| Revenues: | | | | | | | \$39,270 | \$58,090 | \$200,861 | \$298,221 | |

Table 5-11: Cost Feasible Projects: City of Cape Coral Road Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|--------------------|--------------------|---------------------|-------------------------|-------|-----------|-----------------|-----------------|------------------|------------------|------------------|
| C1 | Diplomat Parkway | Burnt Store Road | US 41 | 4L to 4L Limited Access | PE | | \$0 | \$7,104 | | \$7,104 | \$4,580 |
| | Diplomat Parkway | Burnt Store Road | US 41 | 4L to 4L Limited Access | ROW | | \$0 | \$10,840 | | \$10,840 | \$7,000 |
| | Diplomat Parkway | Burnt Store Road | US 41 | 4L to 4L Limited Access | CST | | \$0 | \$0 | \$77,380 | \$77,380 | \$37,750 |
| C2 | Chiquita Boulevard | Cape Coral Parkway | Pine Island Road | Widen 4L to 6L | PE | | \$0 | | \$14,880 | \$14,880 | \$7,250 |
| | Chiquita Boulevard | Cape Coral Parkway | Pine Island Road | Widen 4L to 6L | ROW | | \$0 | \$0 | \$43,920 | \$43,920 | \$21,400 |
| | Chiquita Boulevard | Cape Coral Parkway | Pine Island Road | Widen 4L to 6L | CST | | \$0 | \$0 | \$129,850 | \$129,850 | \$63,300 |
| C3 | NE 24th Avenue | Pondella Road | NE 28th Street | Widen 2L to 4L | PE | | \$5,490 | \$0 | \$0 | \$5,490 | \$4,160 |
| | NE 24th Avenue | Pondella Road | NE 28th Street | Widen 2L to 4L | ROW | | \$23,070 | \$0 | \$0 | \$23,070 | \$17,500 |
| | NE 24th Avenue | Pondella Road | NE 28th Street | Widen 2L to 4L | CST | | \$0 | \$46,190 | \$0 | \$46,190 | \$29,800 |
| C4 | NE 24th Avenue | NE 28th Street | Del Prado Boulevard | New 4L | PE | | \$2,770 | \$0 | \$0 | \$2,770 | \$2,100 |
| | NE 24th Avenue | NE 28th Street | Del Prado Boulevard | New 4L | ROW | | \$9,000 | \$10,500 | \$0 | \$19,500 | \$13,600 |
| | NE 24th Avenue | NE 28th Street | Del Prado Boulevard | New 4L | CST | | \$0 | \$20,700 | \$0 | \$20,700 | \$13,400 |
| Total Cost: | | | | | | | \$40,330 | \$95,334 | \$266,030 | \$401,694 | \$221,840 |
| Revenues: | | | | | | | \$42,689 | \$97,000 | \$298,590 | \$438,279 | |

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 5-12: Cost Feasible Projects: City of Fort Myers Road Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2031-2040 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|----------------------------------|----------------|---|----------------------|------------|-----------------|-----------------------|------------------------|-------------------|--------------------------|------------------------|
| FM1 | Edison Ave Extension | Arcadia Street | Ortiz Avenue | New 2L | PE/ROW/CST | \$8,800 | \$0 | \$0 | \$0 | \$8,800 | \$8,800 |
| FM2 | 1st Street & 2nd Streets | Fowler Street | Palm Beach Blvd | Reconstruct to 2-way | PE/CST | \$11,211 | \$0 | \$0 | \$0 | \$11,211 | \$11,211 |
| FM3 | Midtown Streetscape Improvements | | | Reconstruction | CST | \$11,000 | \$0 | \$0 | \$0 | \$11,000 | \$11,000 |
| FM4 | Challenger Blvd Extension | Colonial Blvd | Winkler Avenue | New 2L | PE/ROW/CST | | \$8,600 | \$0 | \$0 | \$8,600 | \$6,550 |
| FM5 | Hanson Street | US 41 | Fowler Street Veronica Shoemaker Blvd. | Widen 2L to 4L | PE | | \$1,320 4,330 | \$0 | \$0 | \$1,320 4,330 | \$1,050 3,280 |
| | Hanson Street | US 41 | Fowler Street | Widen 2L to 4L | ROW | | \$0 | \$8,720 18,770 | \$0 | \$8,720 18,770 | \$5,770 12,110 |
| | Hanson Street | US 41 | Fowler Street | Widen 2L to 4L | CST | | \$0 | \$11,080 0 | \$0 42,810 | \$11,080 42,810 | \$7,030 20,880 |
| Total Cost: | | | | | | \$31,011 | \$9,920 12,930 | \$19,800 18,770 | \$0 42,810 | \$60,731 105,521 | \$51,411 73,831 |
| Revenues: | | | | | | \$31,011 | \$17,091 | \$22,167 | \$65,459 | \$104,717 135,728 | |

Table 5-13: Cost Feasible Projects: Village of Estero Road Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|---------------|-------|------------------|----------------|-------|----------------|----------------|-----------------|-----------------|------------------|------------------|
| E1 | Williams Road | US 41 | Via Coconut Road | Widen 2L to 4L | CST | \$2,786 | \$0 | \$0 | \$0 | \$2,786 | \$2,786 |
| Total Cost: | | | | | | \$2,786 | \$0 | \$0 | \$0 | \$2,786 | \$2,786 |
| Revenues: | | | | | | \$2,786 | \$9,595 | \$14,426 | \$38,917 | \$62,938 | |

Table 5-14: Cost Feasible Projects - Private Funding (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|-----------|-----------------------|-----------------------|----------------|------------|-----------------|-----------------|------------|------------|------------------|------------------|
| P1 | SR 31 | SR 78 | Charlotte County Line | Widen 2L to 4L | PE/CST | \$60,000 | \$0 | 0 | \$0 | \$60,000 | \$60,000 |
| P2 | East West | Ben Hill Griffin Pkwy | Alico Road | New 2L | PE/ROW/CST | | \$41,000 | \$0 | \$0 | \$41,000 | \$31,070 |
| Total Cost: | | | | | | \$60,000 | \$41,000 | \$0 | \$0 | \$101,000 | \$91,070 |
| Revenues: | | | | | | \$60,000 | 41,000 | \$0 | \$0 | \$101,000 | |

Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 5-15: Cost Feasible Projects: Strategic Intermodal System Projects (\$1,000)

| Project Identifier | Road Name | From | To | Improvement | Phase | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost (YOE) | Total Cost (PDC) |
|--------------------|-----------|-----------------------|-----------------|----------------|-------|----------------------------|------------------------------|-----------|-------------|------------------------------|--------------------------|
| SIS1 | I-75 | at Daniels Parkway | | Interchange | PD&E | \$2,828 | \$0 | \$0 | \$0 | \$2,828 | \$2,828 |
| | I-75 | at Daniels Parkway | | Interchange | DSB | \$19,332 | \$0 | \$0 | \$0 | \$19,332 | \$19,332 |
| SIS2 | I-75 | at Colonial Boulevard | | Interchange | CST | \$51,756 | \$0 | \$0 | \$0 | \$51,756 | \$51,756 |
| SIS3 | I-75 | Collier County Line | SR 78 | Managed lanes | PE | \$0 | \$136,800 | \$0 | \$0 | \$136,800 | \$103,600 |
| | I-75 | Collier County Line | SR 78 | Managed lanes | ROW | \$0 | \$0 | \$271,300 | \$0 | \$271,300 | \$175,030 |
| | I-75 | Collier County Line | SR 78 | Managed lanes | CST | \$0 | \$0 | \$0 | \$1,125,900 | \$1,125,900 | \$549,200 |
| SIS4 | SR 31 | SR 80 | SR 78 | Widen 2L to 4L | PE | \$0 9,950 | \$0 9,350 | \$0 | \$0 | \$0 9,950 | \$7,100 7,540 |
| SIS5 | SR 80 | SR 31 | Buckingham Road | Widen 4L to 6L | PD&E | \$0 | \$1,500 | \$0 | \$0 | \$1,500 | \$1,140 |
| | SR 80 | SR 31 | Buckingham Road | Widen 4L to 6L | PE | \$0 | \$0 | \$0 | \$4,500 | \$4,500 | \$2,195 |
| SIS6 | SR 82 | Alabama | Homestead Road | Widen 4L to 6L | PE | \$0 | \$0 | \$0 | \$2,189 | \$2,189 | \$1,068 |
| Total Cost: | | | | | | \$73,916 83,866 | \$147,650 138,300 | \$271,300 | \$1,132,589 | \$1,625,455 6,055 | \$913,249 689 |
| Revenues: | | | | | | \$73,916 83,866 | \$147,650 138,300 | \$271,300 | \$1,132,589 | \$1,625,455 6,055 | |

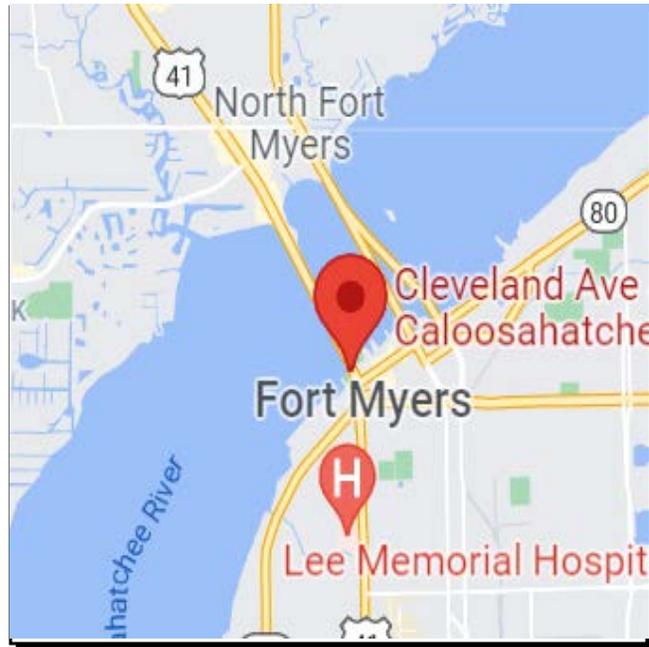
Project Phases - PD&E: Project Development and Environment; PE: Project Engineering and Design; ROW: Right-of-way Acquisition; CST: Project Construction

Table 5-16: Cost Feasible Projects: Federal TMA Urban Area Allocation Projects - Box funds (\$1,000)

| Project Identifier | Project Name | 2021-2025 | 2026-2030 | 2031-2035 | 2036-2045 | Total Cost |
|--------------------|--|------------------|------------------|------------------|------------------|------------------|
| M1 | Traffic Operations Center Op. | \$ 230 | \$ 230 | \$ 230 | \$ 460 | \$ 1,165 |
| M2 | Traffic Operations Projects | \$ 4,770 | \$ 4,770 | \$ 4,770 | \$ 9,540 | \$ 23,850 |
| M3 | Bus Replacements/Capital Purchases of Technology Equipment | \$ 7,500 | \$ 7,500 | \$ 7,500 | \$ 15,000 | \$ 37,500 |
| M4 | Bicycle Pedestrian Projects | \$ 12,500 | \$ 12,500 | \$ 12,500 | \$ 25,000 | \$ 62,500 |
| Total Cost | | \$ 25,000 | \$ 25,000 | \$ 25,000 | \$ 50,000 | \$125,015 |

US 41 OVER THE CALOOSA HATCHEE BRIDGE

Project Number: 4490151



From: US 41 at Caloosahatchee Bridge **Work Summary:** SIDEWALK

To:

Lead Agency: MANAGED BY FDOT

Length: 1.000

LRTP #:

| Phase | Fund Source | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| PE | ARPA | 360,000 | 0 | 0 | 0 | 0 | 360,000 |
| PE | DIH | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 410,000 | 0 | 0 | 0 | 0 | 410,000 |

Prior Cost < 2021/22: 0

Future Cost > 2025/26: 0

Total Project Cost: 410,000

Project Description: Design of a Pedestrian Facility for the US 41 Caloosahatchee Bridge