



# connections

regional mobility plan **2045**

NOVEMBER 2020



Capital Region Transportation  
Planning Agency





# Cost Feasible Plan Development

## Chapter 5

*“Compliance requires an examination of projected transportation revenues for the 25-year planning period and a comparison with the likely cost associated with projects included in the plan.”*

# Cost Feasible Plan Development

The cost feasible plan, required by the FAST Act for long range transportation plans, shows proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan as well as during a series of funding tiers. Meeting this test is referred to as “financial constraint.” The funding tiers identified for the *RMP* are as follows:

- **Tier 1:** 2021-2025
- **Tier 2:** 2026-2030
- **Tier 3:** 2031-2035
- **Tier 4:** 2036-2045

The time period for Tier 1 is consistent with the years of the CRTPA Transportation Improvement Program. Projects that cannot be funded within the four tiers of the cost feasible plan are considered part of the unfunded needs plan.

The mix of transportation recommendations proposed to meet metropolitan transportation needs for the CRTPA region over the next 25 years is consistent with revenue forecasts. The financial plan details both proposed investments toward these recommendations and revenue forecasts over the life of the plan.

CRTPA developed the proposed recommendations in collaboration with the Florida Department of Transportation (FDOT), StarMetro, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). These projects include roadway, freight, bicycle, pedestrian, and transit facilities and services for the life of this plan. The financial plan also reflects existing and committed projects from the Transportation Improvement Program (TIP) along with the future projects recommended in this plan. These recommendations also reflect travel demand benefits and socioeconomic impacts identified in Chapter 2: State of the Region and Chapter 3: Multimodal Needs.

Finally, these projects resulted from an extensive public participation process that included two rounds of community workshops, work sessions with jurisdictions, an interactive online survey, and the participation of the MPO's Technical Advisory Committee (TAC), Citizens Multimodal Advisory Committee (CMAC), and Board. More information on the community outreach efforts can be found in Chapter 1: Introduction.

Revenue forecasts were provided by FDOT and supplemented with relevant data for local funding sources. The revenue forecasts involved consultation with CRTPA, Blueprint, and FDOT. All dollar figures discussed in this section initially were analyzed in current year dollars (i.e. 2020) and then inflated to reflect projected year of expenditure or implementation. Year of expenditure dollars were determined by referencing the FDOT Office of Work Program and Budget forecasted inflation rates.

This chapter provides an overview of revenue assumptions, probable cost estimates, and financial strategies along with the detailed research results used to derive these values. Since this is a planning level funding exercise, all funding programs, projects, and assumptions will have to be re-evaluated in subsequent plan updates. Full cost feasible plan tables are included in Appendix B: Cost Feasible Plan.

## Roadway

### Roadway Capital

The capital roadway projects identified as part of the Needs Plan were taken through a regional prioritization process (as detailed in Chapters 3: Multimodal Needs and Chapter 4: Project Evaluation and Prioritization). The outcome of this process is a list of prioritized projects that can be considered for incorporation into the Cost Feasible Plan.

To do this, the priority project list was compared to available federal, state, and local revenues. In the CRTPA region, two federal and state funding programs are responsible for the majority of capacity roadway projects.

The Strategic Intermodal System (SIS) has an allocated funding source that can be used for roadway improvements on designated SIS facilities. Roadway capital projects that are not part of the SIS network but are still considered for federal and state funding draw from the Other Arterials (OA) funding program.

In addition to these federal and state funds, Tallahassee and Leon County administer funds for projects identified through the Blueprint program. The projected revenues for these federal, state, and local funds are shown in Table 5-1. Tier 1 projects in this table include only those projects from the TIP that also include funding in subsequent Tiers.

After establishing the available revenues, the next step was to consider what roadway recommendations can be included as part of the Cost Feasible Plan. While it would be ideal to implement all of the projects within the Needs Plan, only a portion can be accommodated in the funded portion of the plan. As a result, the project prioritization process detailed in Chapter 4: Project Evaluation and Prioritization was referenced, giving higher priority projects first consideration for available funds.

Some projects were also shown as being phased over multiple funding tiers. This was done to make the best use of available funds as well as indicating those projects where full construction would not reasonably be assumed in a single Tier.

Table 5-1: Projected Revenues, Capital Roadway Projects

Lead Planning Agency	Funding Source	Tier 1	Tier 2	Tier 3	Tier 4
		2021-2025	2026-2030	2031-2035	2036-2045
CRTPA	Other Arterials	\$ 104,370,000	\$ 30,940,000	\$ 142,800,000	\$ 298,710,000
CRTPA	SIS	\$ 63,140,660	\$5,891,160	\$7,850,750	\$119,080,400
Tallahassee/Leon County	Blueprint	\$ 195,036,770	\$ 54,231,688	\$ 134,389,270	-



A series of funding tiers were established to categorize and prioritize the capital roadway projects included in the *RMP*. These horizon years are described as follows:

**Tier 1: 2021-2025.** Table 5-2 contains the list of roadway capacity projects with funding obligated or programmed between 2021 and 2025. These projects utilize all available federal, state, and local revenues within this time period. Some of the projects identified are anticipated to have funding needs beyond that 5-year planning period. These projects were included in the CFP to show their additional funding needs. They were also considered first for available funding in Tier 2.

**Tier 2: 2026-2030.** This tier represents projects that are anticipated to be funded by 2030. The highest prioritized projects were given first consideration for inclusion into this Tier. Some projects initiated in Tier 2 are extended into later tiers for final implementation.

**Tier 3: 2031-2035.** Projects expected to receive funding in the 2031-2035 timeframe are noted in Tier 3. The remaining available funds from Tier 2 were added into the 2031-2035 period for allocation to projects.

**Tier 4: 2036-2045.** Tier 4 encompasses the remainder of the financially constrained plan. The remaining funds from the 2031-2035 horizon year period were added into the 2036-2045 period for allocation to projects. In order to make the best use of available funds, a mix of smaller and larger scale project types were identified to be funded during the life of the *RMP*.

In addition to the specific projects identified within the Cost Feasible Plan, a portion of the Other Arterials funds were set aside for the implementation of intersection improvement or Intelligent Transportation Systems (ITS) projects. These projects are smaller in nature and can help advance the region's ITS Master Plan or respond to intersection safety or operational needs. These funds are a direct response to the Florida SHSP and a goal to eliminate fatal and serious injury crashes at intersections. It is envisioned that this could include conducting road safety audits, employing access management strategies, or exploring alternative intersection designs that reduce the number of conflict points. Funds have been set aside in Tiers 2, 3, and 4 for this purpose.

**Beyond 2045 – Unfunded Needs Plan.** The Unfunded Needs Plan is composed of all projects that cannot be funded within the 2045 horizon year of the *RMP*. While a need has been identified for these projects, projected revenues are not anticipated to be adequate to fund all of these projects within the life of the plan. The cost of these unfunded capital highway projects is \$2.5 billion.

The Cost Feasible Plan for capital roadway projects is summarized in Table 5-3. Additional information about each of the projects contained within the Cost Feasible Plan can be found in the Cost Feasible Plan Project Sheets at the end of this chapter. Projects that cannot be funded by 2045 are shown in Table 5-4. A map of the Cost Feasible Plan projects is provided in Figure 5-1.

Table 5-2: 2021-2025 Capital Roadway Projects

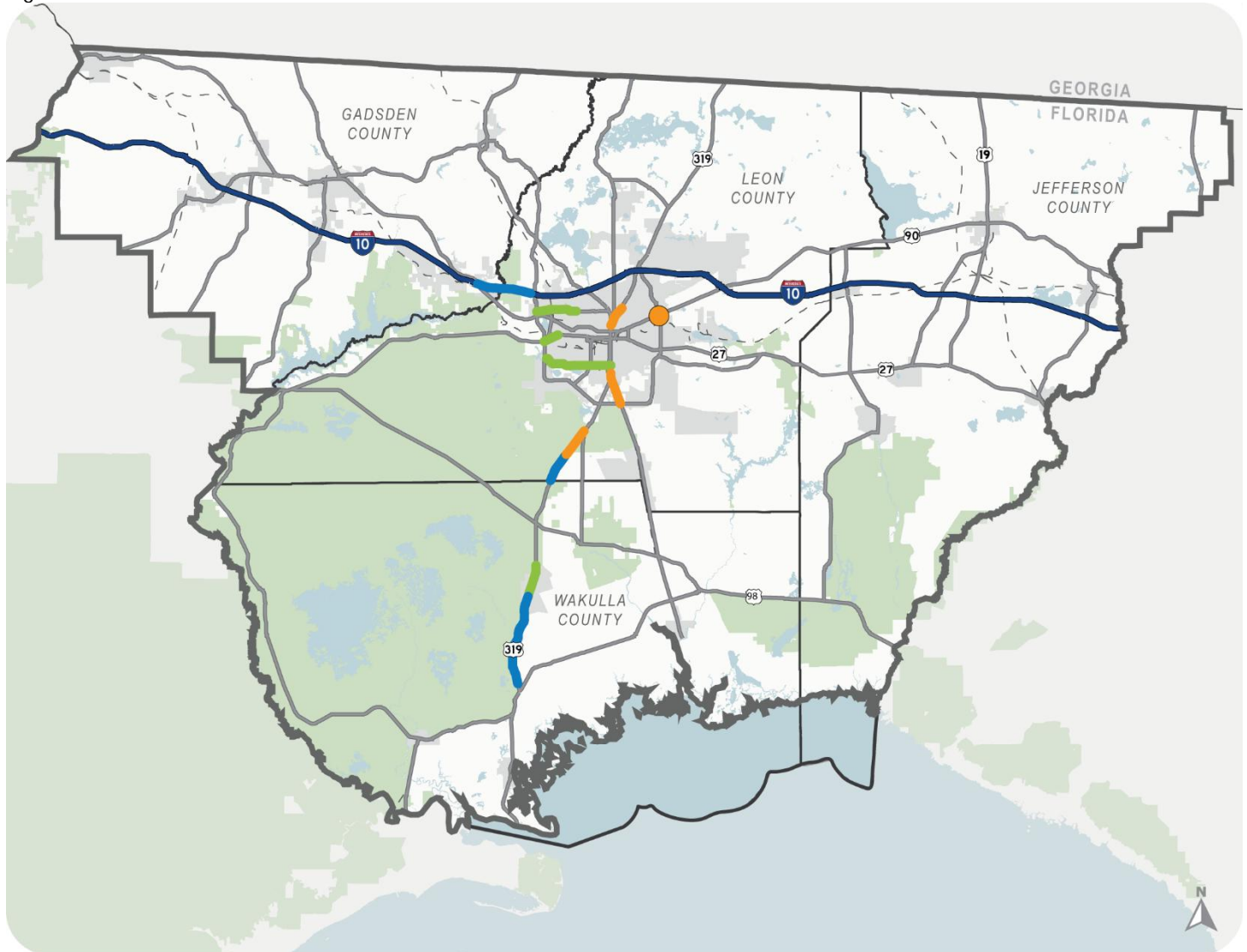
Project Name	From	To	Project Details	Project Cost
Bannerman Road	Thomasville Road	Preservation Road	Widen to 4 lanes	\$34,966,258
Capital Circle SW	Orange Avenue	Springhill Road	Widen to 6 lanes with 10-ft multi-use path and 5-ft sidewalk	\$58,429,663
Capital Circle SW	Springhill Road	Crawfordville Road	Widen to 6 lanes with 10-ft multi-use path and 5-ft sidewalk	\$37,474,555
Crawfordville Road	Leon County Line	Bloxham Cutoff	Widen to 4 lanes	\$19,373,003
Crawfordville Road	Bloxham Cutoff	East Ivan Road	Widen to 4 lanes	\$29,201,212
Orange Avenue	S. Lake Bradford Road	FSU Nursery Road (Blueprint Airport Gateway)	Widen to 4 lanes with median, 6-ft sidewalk, and 12-ft multi-use path	\$8,515,500
Welaunee Boulevard/ Welaunee Extension	Fleischmann Road	Roberts Road	Widen to 4 lanes	\$51,229,364 <sup>1</sup>
	Centerville Road	Welaunee Boulevard	New 4 lane road	

<sup>1</sup> Combined project cost for Welaunee Boulevard and Welaunee Extension.

Table 5-3: Cost Feasible Plan

Project	From	To	Strategy	Multimodal Provision	County	Horizon	Total YOE Cost
Crawfordville Road	LL Wallace Road	Wakulla Springs Road	2 to 4 Lanes	Yes	Leon	Tier 2	\$21,527,000
Thomasville Road	Seventh Avenue	Monroe Street	Multimodal Operational	Yes	Leon	Tier 2	\$4,514,000
Thomasville Road	Bradford/Betton Rds	Seventh Avenue	Multimodal Operational	Yes	Leon	Tier 2	\$6,546,000
Woodville Highway	Capital Circle SE	Paul Russell Road	2 to 4 Lanes	Yes	Leon	Tier 2	\$36,828,000
US 90 (Mahan Drive) at Capital Circle NE	-	-	Major Intersection Reconfiguration	Yes	Leon	Tier 2	\$2,640,000
Crawfordville Road	East Ivan Road	Wakulla Arran Road	2 to 4 Lanes	Yes	Wakulla	Tier 3	\$59,756,000
Orange Avenue	Capital Circle SW	South Lake Bradford Road	Access Management and Multimodal Improvements	Yes	Leon	Tier 3	\$2,525,000
Orange Avenue	South Lake Bradford Road	Lake Bradford Road	2 to 4 Lanes	Yes	Leon	Tier 3	\$26,935,000
Orange Avenue	Lake Bradford Road	Monroe Street	2 to 4 Lanes	Yes	Leon	Tier 3	\$27,828,000
Pensacola Street	Capital Circle SW	Appleyard Drive	2 to 4 Lanes	Yes	Leon	Tier 3	\$19,670,000
Tharpe Street	Capital Circle NW	Ocala Road	2 to 4 Lanes	Yes	Leon	Tier 3	\$76,639,000
Crawfordville Road	Wakulla Arran Road	Lost Creek Bridge	2 to 4 Lanes	Yes	Wakulla	Tier 4	\$95,294,000
Crawfordville Road	Lost Creek Bridge	North of Alaska Way	2 to 4 Lanes	Yes	Wakulla	Tier 4	\$133,955,000
Crawfordville Road	Wakulla County Line	LL Wallace Road	2 to 4 Lanes	Yes	Leon	Tier 4	\$43,674,000
Interstate 10	(Midway) US 90 Interchange	Gadsden/Leon County Line	4 to 6 Lanes	No	Gadsden	Tier 4	\$53,189,000
Interstate 10	Gadsden/Leon County Line	West of Capital Circle NW	4 to 6 Lanes	No	Leon	Tier 4	\$79,634,000
ITS and Intersection Projects	-	-	-	-	General MPO	Tier 2-4	\$100,655,000

Figure 5-1: Cost Feasible Plan



## Legend

- Tier 2: 2026-2030 Project Development and Environment
- Tier 2: 2026-2030 Construction Horizon
- Tier 3: 2031-2035 Construction Horizon
- Tier 4: 2036-2045 Construction Horizon
- Railroad
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary

Table 5-4: Unfunded Needs (Vision Plan)

Project	From	To	Strategy	County
Welaunee Boulevard	I-10 Interchange		New Interchange	Leon
Stadium Drive / SR 366	Lake Bradford Road		Intersection Improvement	Leon
Adams Street	Orange Avenue	Bronough/ Duval	2 to 4 Lanes	Leon
Blountstown Highway	Geddie Road	Capital Circle NW	2 to 4 Lanes	Leon
Capital Circle NW	Interstate 10	Monroe Street (North)	2 to 4 Lanes	Leon
Interstate 10	Capital Circle NE	Gamble Road	4 to 6 Lanes	Leon/ Jefferson
Woodville Highway	Capital Circle SE	Natural Bridge Road	2 to 4 Lanes	Leon
Capital Circle NE	Centerville Road/Welaunee Boulevard		Major Intersection Reconfiguration	Leon
Interstate 10 Thomasville EB Exit	Thomasville Road		Major Interchange Reconfiguration	Leon
Interstate 10 Thomasville WB Entrance	Thomasville Road		Major Interchange Reconfiguration	Leon
West Tennessee Street	Ocala Road to Magnolia		Signal improvements, Signing, & Pavement Markings	Leon

Following the completion of the Cost Feasible Plan, this recommended project network was incorporated into the regional travel demand model to evaluate the congestion levels by the 2045 plan horizon year, as shown in Figure 5-2. The regional travel demand model operates on a Cube Voyager platform. Base year model data was developed by FDOT and adapted for use at the regional level. Employment and population projections were developed out to the year 2045 based on current and forecasted socioeconomic conditions combined with information from the Quality Growth Plus scenario.

At a regional level, the travel demand model also influences the development of the Congestion Management Plan. The RMP applied the model to determine congestion levels and better understand future traffic conditions. This analysis indicates that while congestion levels do improve, additional unfunded roadway capacity or operational needs still exist.



Figure 5-2: 2045 Cost Feasible Plan Model Run

The CRTPA model is currently under development. The Cost Feasible Plan model run will be added once the model development has been completed.

## Roadway Maintenance

Maintenance funding in the CRTPA region primarily is used for roadway maintenance, though pedestrian and bicycle facilities are also maintained with these funds. FDOT has developed an estimate of their non-capacity funding programs at a statewide level. This 2045 Revenue Forecast has been noted as sufficient for meeting statewide objectives and program needs in all metropolitan and non-metropolitan areas. More information on roadway maintenance can be found in the Appendix.

## Bicycle and Pedestrian

Independent bicycle and pedestrian projects in the Capital Region are funded through a variety of federal, state, and local sources. The CRTPA MPO is designated as a Transportation Management Area (TMA) since the region's population exceeds 200,000. With this designation, a portion of the available federal and state funds for the region are directly disbursed to the MPO. The CRTPA region places a high value on the implementation of bicycle and pedestrian projects. As such, the region's allocation of TMA funds is projected to be allocated to bicycle and pedestrian projects through the life of the *RMP*. Blueprint funds have also been identified for the implementation of bicycle and pedestrian projects in the City of Tallahassee and Leon County. Revenues from these funding sources are shown in Table 5-5.

The CRTPA is committed to identifying bicycle and pedestrian needs on the state roadway network. As discussed in Chapter 3: Multimodal Needs, these projects have the opportunity to compete for funding from the Transportation Alternatives Program (a federal funding source administered through a grant program by FDOT) or utilize other locally available funds. Since they are not advanced into the Cost Feasible Plan, they have the flexibility to be implemented at the time most desired by the local jurisdictions.

The CRTPA 2021-2025 TIP has 14 unique bicycle and pedestrian projects identified, spread across the four-county area. These projects include sidewalks, shared use paths, striped bicycle lanes, and pedestrian safety improvements.

Capital projects considered for funding in the *RMP* include those within the county-wide plans, a sample selection of projects from each county is listed below.

### Gadsden County

- Chattahoochee Connection Multi-use Path
- Chattahoochee to Bristol (C2B Trail)
- Greensboro to Gretna Multi-use Path

### Jefferson County

- Aucilla Highway Buffered Bike Lanes
- Monticello Bike Trail
- US 90 Shared-use Trail (Monticello to Tallahassee)

### Leon County

- Oak Ridge Road Shared-Use Trail
- Thomasville Road Multi-Use Path
- US 90 Shared-Use Trail (Tallahassee to Monticello)

### Wakulla County

- Bloxham Cutoff Road Trail
- MLK Jr. Memorial Highway Multi-use Path
- US 319/Sopchoppy Highway Multi-use Path

### Regional

- Georgia to Cross City Multi-use Path
- GF&A Trail Corridor
- US 90 Trail (W. Tennessee Street)
- US 90 Trail (Gretna to Chattahoochee)

Table 5-5: Projected Revenues, Capital Bicycle and Pedestrian Projects

Lead Planning Agency	Funding Source	Tier 1	Tier 2	Tier 3	Tier 4
		2021-2025	2026-2030	2031-2035	2036-2045
CRTPA	Federal and State	\$ 19,430,000	\$ 19,430,000	\$ 19,430,000	\$ 38,850,000
Tallahassee/Leon County	Blueprint	\$ 7,700,000	\$ 7,700,000	\$ 13,860,000	-

## Public Transportation

The CRTPA 2021-2025 Transportation Improvements Program identifies unique public transportation projects. These projects consist of a mix of operations and capital and serve the needs of all of the regional transit agencies. Projected transit revenues within the CRTPA region were identified by FDOT. These projected revenues include both capital and operational efforts and are included in Table 5-6.

Table 5-6: Projected Revenues, Transit Projects

Lead Planning Agency	Funding Source	Tier 1	Tier 2	Tier 3	Tier 4
		2021-2025	2026-2030	2031-2035	2036-2045
CRTPA	Federal, State, and Local	\$ 38,590,000	\$ 48,660,000	\$ 53,280,000	\$ 111,010,000

## Aviation

Aviation projects in the Capital Region are funded through a combination of federal and local sources. The CRTPA 2021-2025 TIP includes 9 unique projects with improvements to Quincy Municipal Airport and Tallahassee International Airport, these include items like the expansion of the air cargo facility at Tallahassee International Airport and construction of perimeter taxiways at Quincy Municipal Airport.

Anticipated capital funding for aviation can vary greatly depending on the needs of the airport as well as the available funding levels. Table 5-7 provides a rough estimate of potential revenues for aviation projects at each of the region's two public airports. These potential revenues are based simply on the current funding levels provided in the TIP, adjusted for inflation within each Tier.

Table 5-7: Projected Revenues, Aviation Projects

Lead Planning Agency	Funding Source	Tier 1	Tier 2	Tier 3	Tier 4
		2021-2025	2026-2030	2031-2035	2036-2045
Tallahassee International Airport	Federal, State, and Local	\$ 39,910,072	\$ 51,621,736	\$ 60,931,853	\$ 155,975,304
Quincy Municipal Airport	Federal, State, and Local	\$ 3,600,000	\$ 4,656,425	\$ 5,496,223	\$ 14,069,408

## Environmental Considerations

Transportation projects can significantly impact many aspects of the environment, including wildlife and their habitats, wetlands, and groundwater resources. In situations in which impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation, and/or preservation projects that serve to offset unavoidable environmental impacts.

The Capital Region Transportation Planning Agency (CRTPA) is committed to minimizing the negative impacts of transportation projects on the natural and built environment to preserve and enhance the regions quality of life. In Florida, environmental mitigation for transportation projects is completed through a partnership between the MPOs, FDOT, and State and Federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (FDEP). These activities are directed through Section 373 Florida Statutes (F.S.), which establishes the requirements for mitigation requirements of habitat impacts. Under this statute the Florida Department of Transportation (FDOT) must identify projects requiring mitigation, determine a cost associated with the mitigation and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impacts identified in the annual inventory of environmental impacts produced by FDOT.

Section 373.4137, F.S., establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from Federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation

plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to the CRTPA because it offers an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, the CRTPA, and local agencies.

When addressing mitigation, the general rule is to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when the CRTPA is identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that the CRTPA can follow is to:

- Avoid impacts altogether;
- Minimize a proposed activity/project size or its involvement;
- Rectify the impact by repairing, rehabilitating, or restoring the affected environment;
- Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action;
- Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Florida Statutes require that impacts to habitat be mitigated through a variety of mitigation options, which include mitigation banks and mitigation through the Water Management District(s) and the FDEP. Potential environmental mitigation opportunities that could be considered by the CRTPA are listed in Table 5-8.

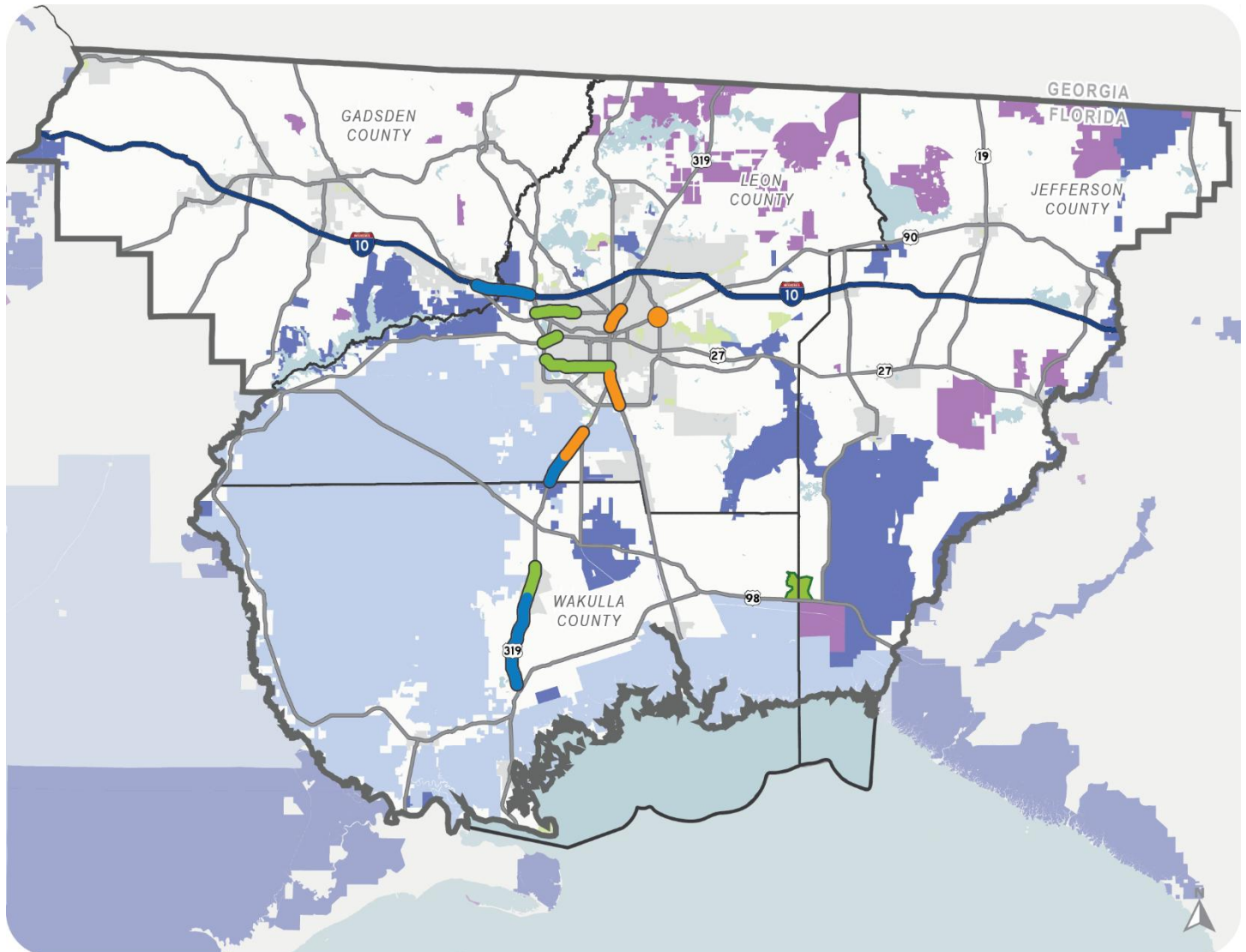
Planning for specific environmental mitigation strategies over the life of the *RMP* can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when the CRTPA engages its stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process which provides the CRTPA with an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

In addition to the process outlined in the Florida Statutes and implemented by the CRTPA and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying *RMP* projects allowing for more specific commentary and documentation. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida and its MPO partners ensure that mitigation will occur to offset the adverse effects of proposed transportation projects.

Table 5-8: Potential Environmental Mitigation Opportunities

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water	<ul style="list-style-type: none"> <li>• Restore degraded wetlands</li> <li>• Create new wetland habitats</li> <li>• Enhance or preserve existing wetlands</li> <li>• Improve storm water management</li> <li>• Purchase credits from a mitigation bank</li> </ul>
Forested and Other Natural Areas	<ul style="list-style-type: none"> <li>• Use selective cutting and clearing</li> <li>• Replace or restore forested areas</li> <li>• Preserve existing vegetation</li> </ul>
Habitats	<ul style="list-style-type: none"> <li>• Construct underpasses, such as culverts</li> <li>• Other design measures to minimize potential fragmenting of animal habitats</li> </ul>
Streams	<ul style="list-style-type: none"> <li>• Stream restoration</li> <li>• Vegetative buffer zones</li> <li>• Strict erosion and sedimentation control measures</li> </ul>
Threatened or Endangered Species	<ul style="list-style-type: none"> <li>• Preservation</li> <li>• Enhancement or restoration of degraded habitat</li> <li>• Creation of new habitats</li> <li>• Establish buff areas around existing habitat</li> </ul>

Figure 5-3: Mitigation Banks and Conservation Lands



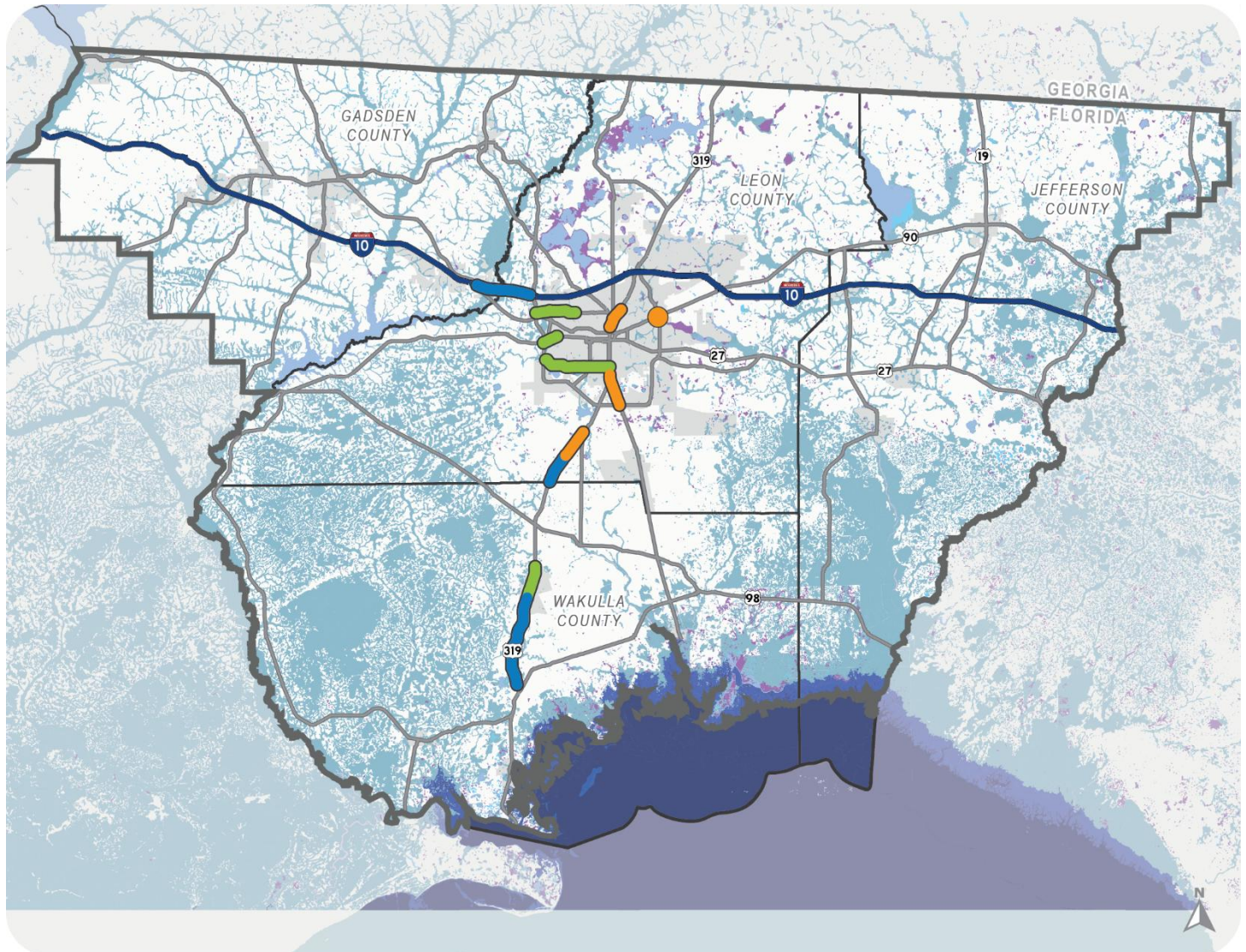
Source: Florida Department of Environmental Protection (FDEP); Florida Natural Areas Inventory, Florida Conservation Lands (FLMA)

#### Legend

- Tier 2: 2026-2030 Project Development and Environment
- Tier 2: 2026-2030 Construction Horizon
- Tier 3: 2031-2035 Construction Horizon
- Tier 4: 2036-2045 Construction Horizon
- FDEP Mitigation Bank
- Federal Conservation Land
- State Conservation Land
- Local Conservation Land
- Private Conservation Land
- Bodies of Water
- Municipal Boundaries
- County Boundary
- CRTPA Boundary



Figure 5-4: Wetlands



Source: US Fish & Wildlife Service National Wetlands Inventory

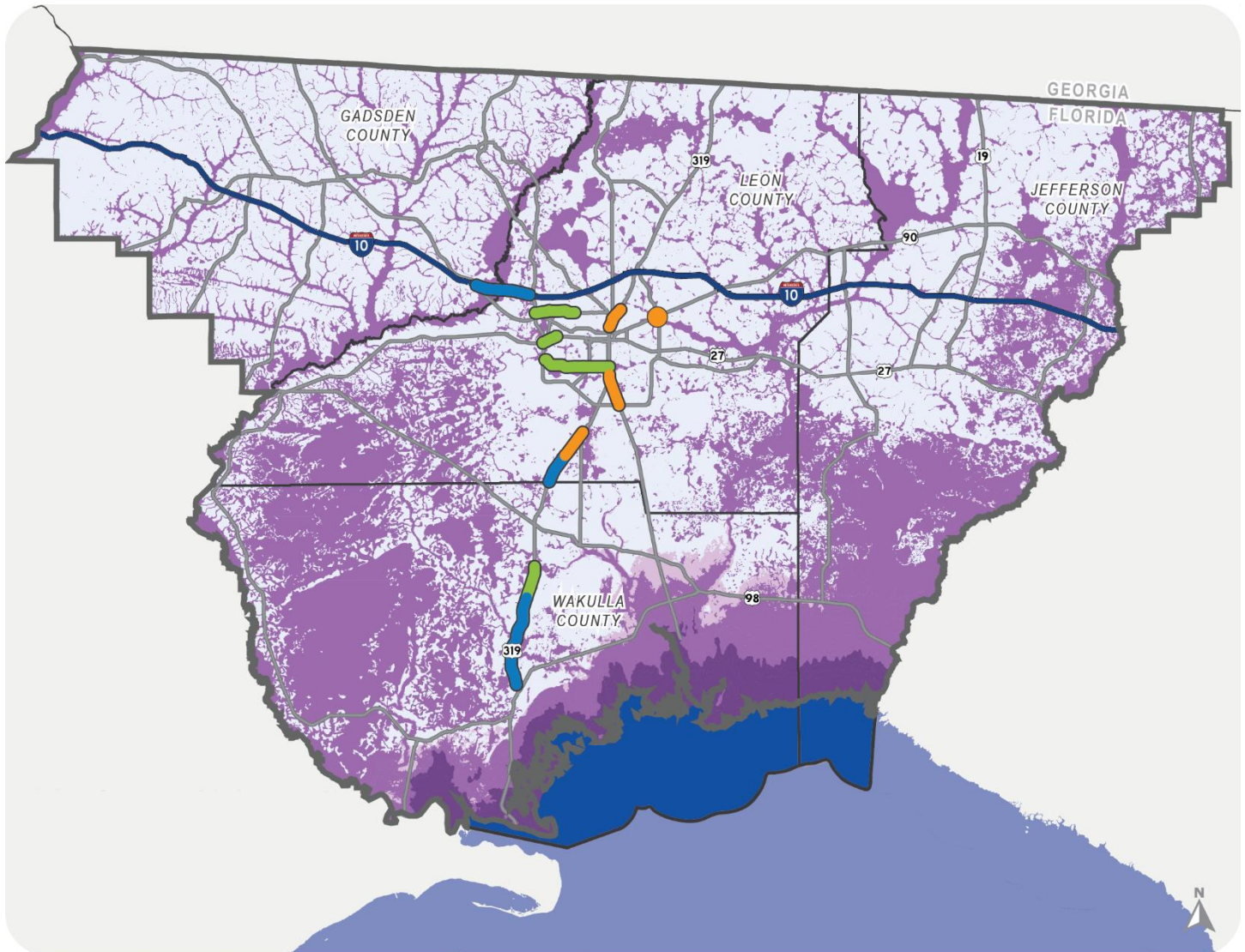
#### Legend

- Tier 2: 2026-2030 Project Development and Environment
- Tier 2: 2026-2030 Construction Horizon
- Tier 3: 2031-2035 Construction Horizon
- Tier 4: 2036-2045 Construction Horizon

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Municipal Boundaries
- County Boundary
- C RTPA Boundary



Figure 5-5: Flood Risk



Source: US Fish & Wildlife Service National Wetlands Inventory

#### Legend

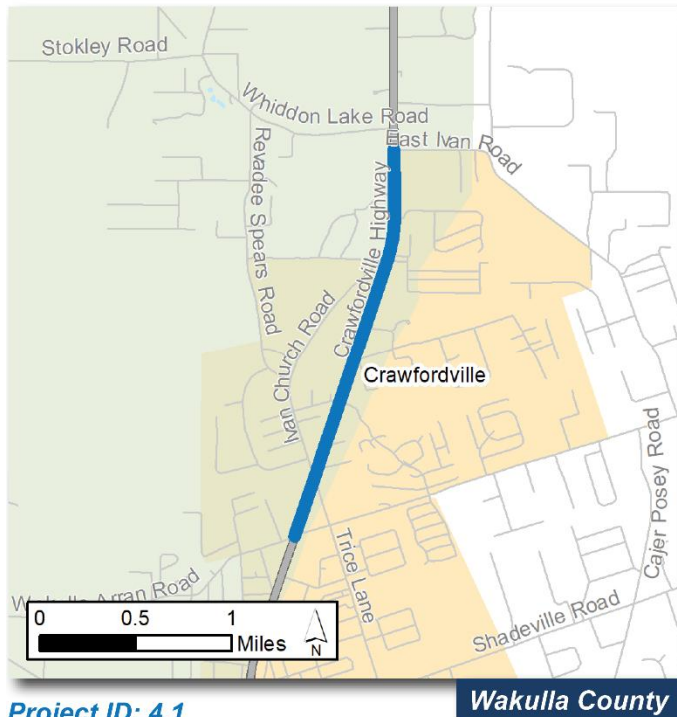
- Tier 2: 2026-2030 Project Development and Environment
- Tier 2: 2026-2030 Construction Horizon
- Tier 3: 2031-2035 Construction Horizon
- Tier 4: 2036-2045 Construction Horizon
- Moderate to Low Risk Areas
- Moderate Risk Areas
- High Risk Areas
- High Risk Coastal Areas
- Open Water
- County Boundary
- CRTPA Boundary

## Cost Feasible Plan Project Sheets

This section includes project sheets for each individual project in the cost feasible plan. Each project sheet offers information about cost feasible projects such as the project ID, extents, project description and nearby features, location, length, cost, vicinity and existing and planned modal accommodations. Each project sheet also highlights the independent phases of the project as it moves through the project development process.

# Crawfordville Road

## East Ivan Road to Wakulla Arran Road



**Project ID:** 4.1

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 2.1 Miles

**Estimated Total Cost:** \$59,756,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>			<b>\$20,281,000</b>	<b>\$39,475,000</b>

### Project Description

Crawfordville Road is proposed to be widened from two to four lanes from East Ivan Road to the Lost Creek Bridge. Buffered bicycle lanes, downtown parking improvements, sidewalks and street lighting will also be included as part of this project. This segment from East Ivan Road to Wakulla Arran Road is one segment of the entire project.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Planned Facilities

- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

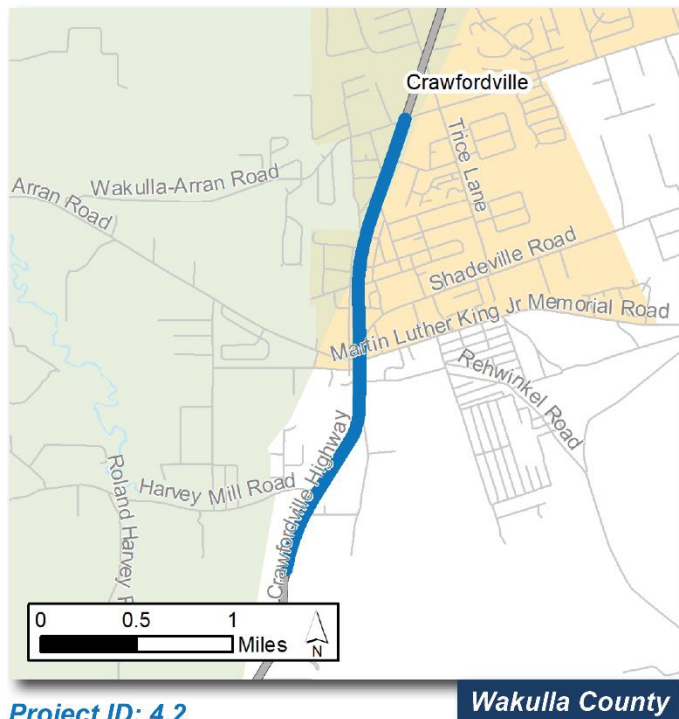
### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project



# Crawfordville Road

## Wakulla Arran Road to Lost Creek Bridge



Project ID: 4.2

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 2.5 Miles

**Estimated Total Cost:** \$95,294,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>			<b>\$11,258,000</b>	<b>\$84,036,000</b>

### Project Description

Crawfordville Road is proposed to be widened from two to four lanes from East Ivan Road to the Lost Creek Bridge. Buffered bicycle lanes, downtown parking improvements, sidewalks and street lighting will also be included as part of this project. This segment from Wakulla Arran Road to the Lost Creek Bridge is one segment of the entire project.

### Environmental Considerations

The southern most segment includes an area designated as Flood Zone AE which is a 1% Special Flood Zone area subject to a 100-year flood.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Planned Facilities

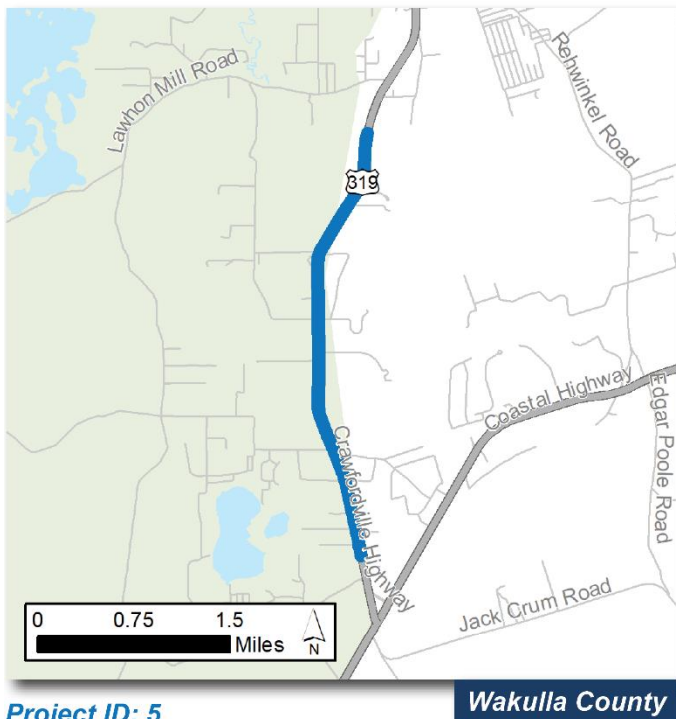
- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# Crawfordville Road

## Lost Creek Bridge to North of Alaska Way



**Project ID: 5**

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 3.4 Miles

**Estimated Total Cost:** \$133,955,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>			<b>\$11,160,000</b>	<b>\$122,795,000</b>

### Project Description

Crawfordville Road is proposed to be widened from two to four lanes from the Lost Creek Bridge to just north of Alaska Way. This section of Crawfordville Road (US 319) is the connection point from US 98 for travelers driving north to Tallahassee or south towards Apalachicola. The proposed widening of this road should improve traffic flow for this junction.

### Community Features

This segment of Crawfordville Road provides access to four places of worship, the Wakulla County Public Library, Tallahassee Community College (TCC), and the Wakulla Environmental Institute (WEI).

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Planned Facilities

- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project



# Crawfordville Road

## Wakulla County Line to LL Wallace Road



Project ID: 6

Leon County

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 2.0 Miles

**Estimated Total Cost:** \$43,674,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>			<b>\$12,929,000</b>	<b>\$30,745,000</b>

### Project Description

Crawfordville Road is proposed to be widened from two to four lanes from the Wakulla County line to LL Wallace Road. Crawfordville Road (US 319) is a major north-south thoroughfare connecting Florida's coast along the Gulf of Mexico to Tallahassee and further north into Georgia. The proposed widening of this road should improve traffic flow for this segment of Crawfordville Road.

### Environmental Considerations

This segment of Crawfordville Road borders the Apalachicola National Forest as shown in Figure 5-3.

Additionally, there are several areas located in the corridor designated as Flood Zone A, as shown at the regional scale in Figure 5-5.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Planned Facilities

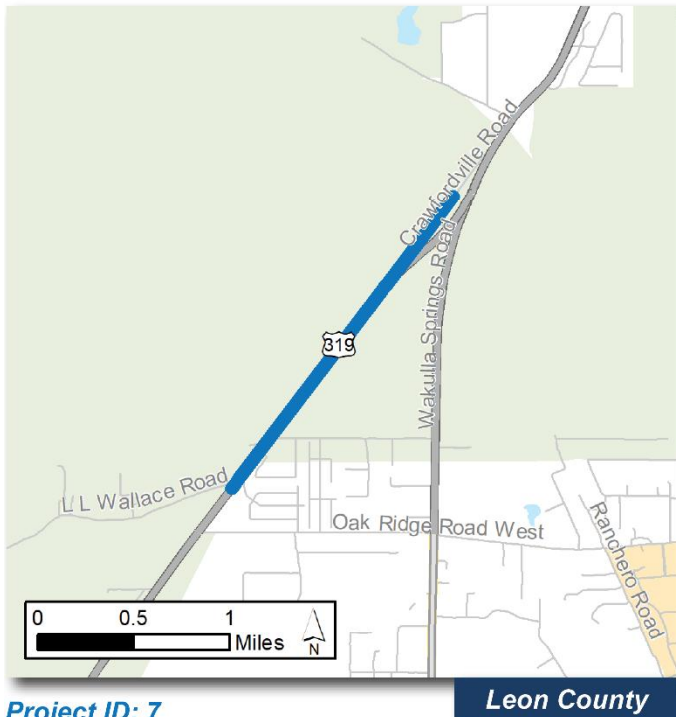
- ☐ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# Crawfordville Road

## LL Wallace Road to Wakulla Springs Road



Project ID: 7

Leon County

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 1.9 Miles

**Estimated Total Cost:** \$21,527,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>				<b>\$21,527,000</b>

### Project Description

Crawfordville Road is proposed to be widened from two to four lanes from LL Wallace Road to Wakulla Springs Road. US 319 is a major north-south thoroughfare providing the connection to Florida's coast along the Gulf of Mexico to Tallahassee and further north into Georgia. This section of Crawfordville Road (US 319) is the connection point to FL 61, which leads to the Wakulla Springs State Park. The proposed widening of this road should improve traffic flow for this junction.

### Environmental Considerations

This segment of Crawfordville Road is surrounded by the Apalachicola National Forest as shown in Figure 5-3. Additionally, there are several areas located in the corridor designated as Flood Zone A, as shown at the regional scale in Figure 5-5.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Planned Facilities

- ☐ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# Interstate 10

## (Midway) US 90 Interchange to Gadsden/Leon County Line



**Project ID: 8**

**Gadsden County**

### Project at a Glance

**Improvement Type:** Widen from 4 to 6 Lanes

**Length:** 1.7 Miles

**Estimated Total Cost:** \$53,189,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>	<b>\$3,812,000</b>	<b>\$4,092,000</b>		<b>\$45,285,000</b>

### Project Description

Interstate 10 is a major east-west thoroughfare that runs through Florida from Jacksonville to Tallahassee to Pensacola. This project is proposing to widen Interstate 10 from four to six lanes from the US 90 Interchange to the Gadsden/Leon County line. This project is included in the Florida Department of Transportation's cost feasible plan for the Strategic Intermodal System Network.

### Environmental Considerations

A portion of this corridor includes an area designated as Flood Zone AE which is a 1% Special Flood Zone area subject to a 100-year flood.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☒ Freight Route

### Planned Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☒ Freight Route

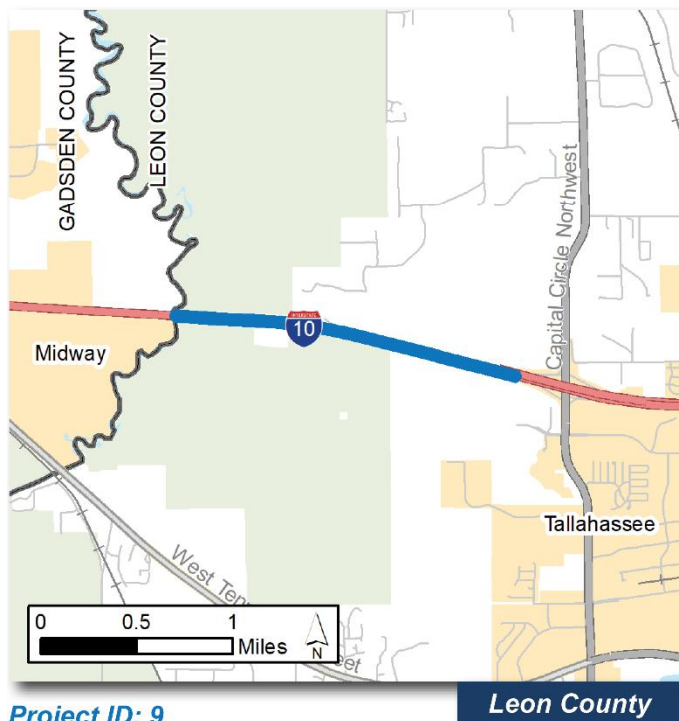
### Funding Type

- ☐ Other Arterial
- ☒ Strategic Intermodal System
- ☐ Blueprint Project



# Interstate 10

## Gadsden/Leon County Line to West of Capital Circle NW



Project ID: 9

Leon County

### Project at a Glance

**Improvement Type:** Widen from 4 to 6 Lanes

**Length:** 1.8 Miles

**Estimated Total Cost:** \$79,634,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>	\$2,079,000	\$2,984,000	\$775,000	\$73,796,000

### Project Description

Interstate 10 is a major east-west thoroughfare that runs through Florida from Jacksonville to Tallahassee to Pensacola. This project is proposing to widen Interstate 10 from four to six lanes from the Gadsden/Leon County line to just west of Capital Circle NW. This project is included in the Florida Department of Transportation's cost feasible plan for the Strategic Intermodal System Network.

### Environmental Considerations

A portion of this corridor is designated as Flood Zone A, as shown at the regional scale in Figure 5-5.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☒ Freight Route

### Planned Facilities

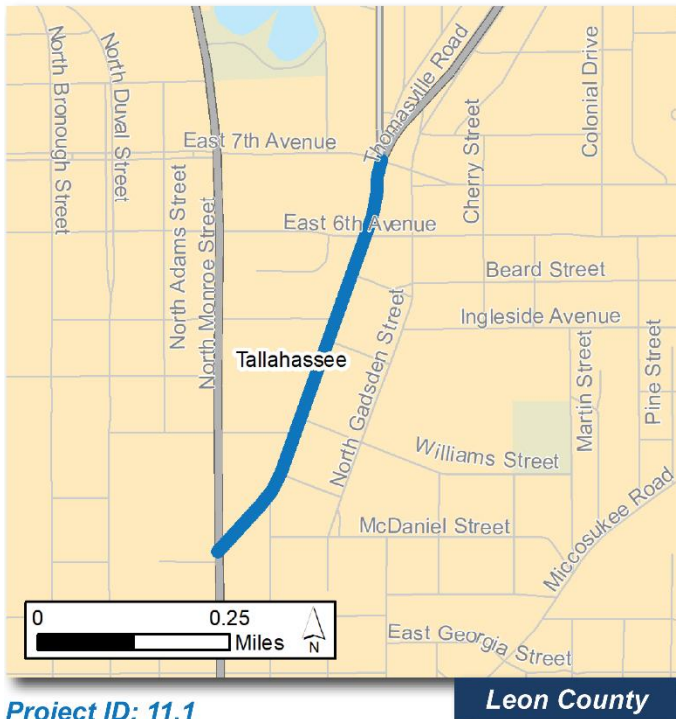
- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☒ Freight Route

### Funding Type

- ☐ Other Arterial
- ☒ Strategic Intermodal System
- ☐ Blueprint Project

# Thomasville Road

## Seventh Avenue to Monroe Street



Project ID: 11.1

Leon County

### Project at a Glance

**Improvement Type:** Multimodal Operational Improvements

**Length:** 0.6 Miles

**Estimated Total Cost:** \$4,514,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>		\$554,000		\$3,960,000

Additional materials regarding the Thomasville Road improvements can be found at:

[Midtown Area Transportation Plan](#)

### Project Description

Removal of the center turn lane along Thomasville Road from Monroe Street to 7th Avenue is proposed to make additional space in the right-of-way for wider sidewalks/shared-use paths.

NOTE: the removal of the turn lane is only to 7th; the next segment is removal of travel lanes.

### Community Features

This segment of Thomasville Road provides access to one place of worship and many businesses, including restaurants and bars, along the road.

### Existing Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Planned Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

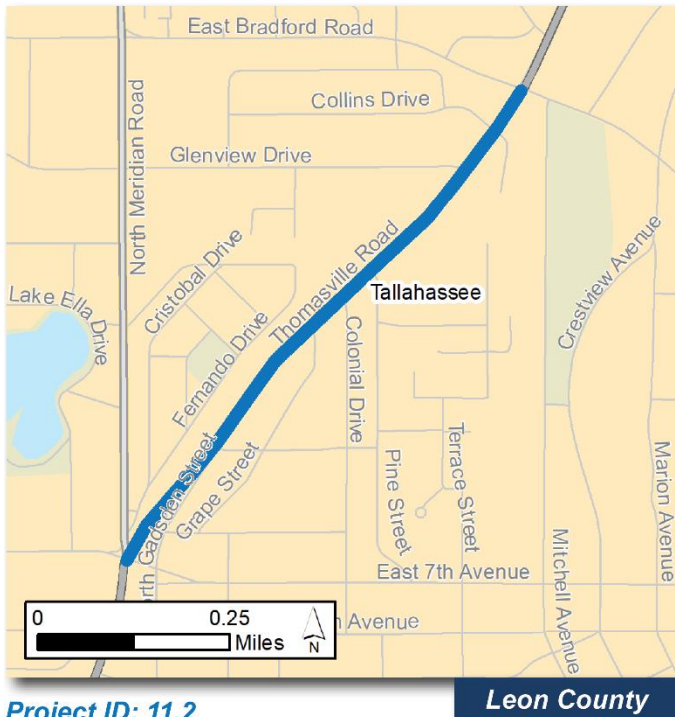
### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project



# Thomasville Road

## Bradford Road/Betton Road to Seventh Avenue



Project ID: 11.2

### Project at a Glance

**Improvement Type:** Multimodal Operational Improvements

**Length:** 0.8 Miles

**Estimated Total Cost:** \$6,546,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>		\$804,000		\$5,742,000

Additional materials regarding the Thomasville Road improvements can be found at:

[Midtown Area Transportation Plan](#)

### Project Description

Lane reduction from 6 to 4 lanes is proposed along this segment from approximately Colonial Drive to Bradford Road/Betton Road to accommodate a shared-use path.

### Community Features

This segment of Thomasville Road provides access to many businesses, including a grocery store.

### Existing Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Planned Facilities

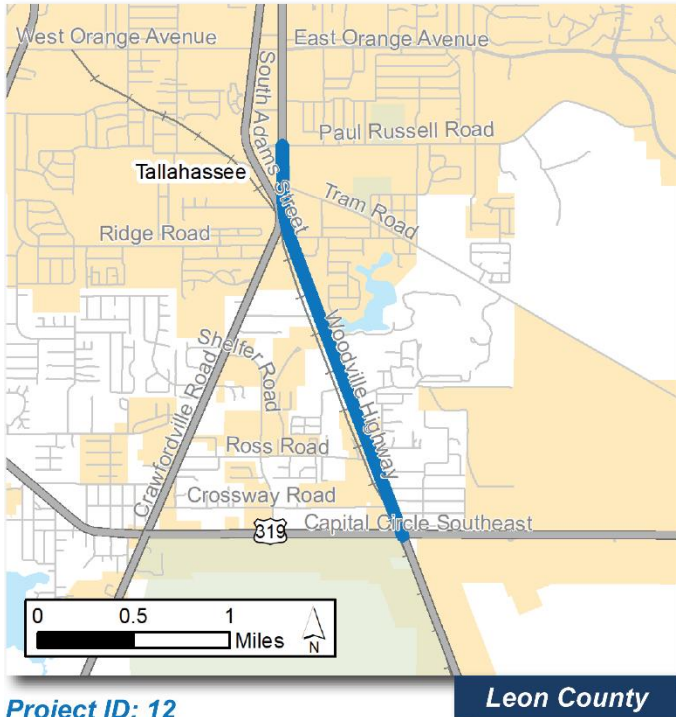
- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project

# Woodville Highway

## Capital Circle SE to Paul Russell Road (SR 263)



Project ID: 12

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 2.1 Miles

**Estimated Total Cost:** \$36,828,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>				<b>\$36,828,000</b>

The planning for this project began in 2009 with a Project Development and Environment (PE&E) Study. Since that time, the Design Phase has been completed, and the project is currently in the Right-of-Way Phase.

### Project Description

Woodville Highway is proposed to be widened from 2 lanes to 4 lanes to better accommodate commuter traffic just South of Tallahassee. The widening will occur on Woodville Highway between Capital Circle Southeast and Gaile Avenue. From Gaile Avenue north to Tram Road a loop configuration is proposed. Woodville Highway is one of the major thoroughfares for commuters between Wakulla and Leon County. This roadway also leads down to the coast making it a popular route for weekend visitors to travel along.

### Community Features

This portion of Woodville Highway provides access to four places of worship and the Gene Cox Stadium.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Planned Facilities

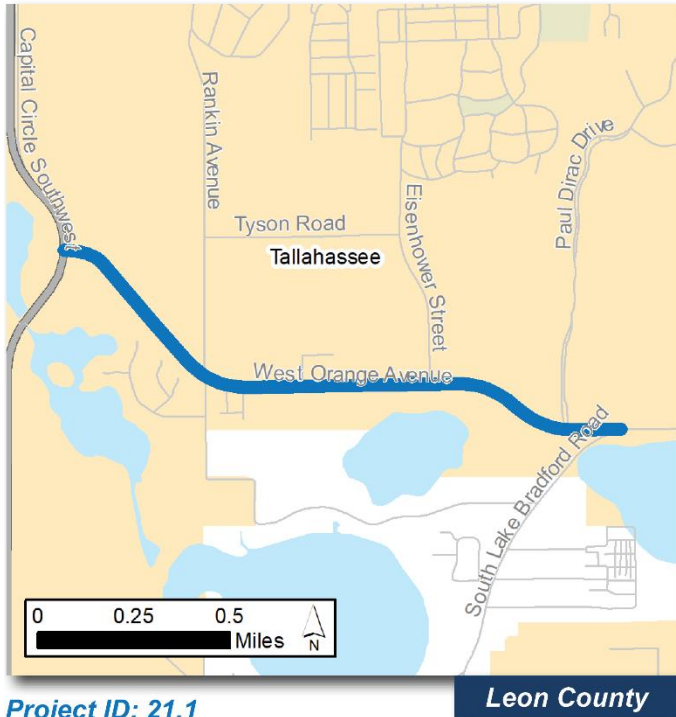
- ☒ Sidewalk
- ☒ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# Orange Avenue

## Capital Circle SW to South Lake Bradford Road



Project ID: 21.1

Leon County

### Project at a Glance

**Improvement Type:** Access Management and Multimodal

**Length:** 1.6 Miles

**Estimated Total Cost:** \$2,525,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>		\$286,000		\$2,239,000

Additional materials regarding the Orange Avenue improvements can be found at:

[Southwest Area Transportation Plan](#)

### Project Description

Orange Avenue is proposed to be widened from two to four lanes from Capital Circle SW to Monroe Street. This extension will improve the connection between two north-south corridors, Capital Circle and Monroe Street. This segment from Capital Circle SE to South Lake Bradford Road is one segment of the entire project. Coordination with nearby roadway projects will allow for the efficient handling of commuter traffic traveling in southern Tallahassee during peak hours.

### Community Features

This portion of Orange Avenue provides access to the Tallahassee Museum, one place of worship, and a mobile home community.

### Existing Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Planned Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

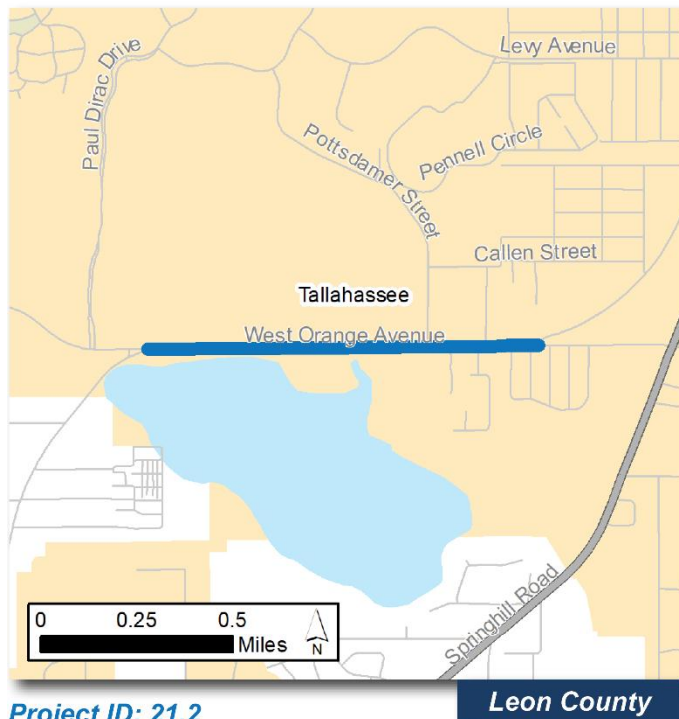
### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project



# Orange Avenue

## South Lake Bradford Road to Lake Bradford Road



Project ID: 21.2

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 0.5 Miles

**Estimated Total Cost:** \$26,935,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>		\$1,994,000	\$9,332,000	\$15,609,000

Additional materials regarding the Orange Avenue improvements can be found at:

[Southwest Area Transportation Plan](#)

### Project Description

Orange Avenue is proposed to be widened from two to four lanes from Capital Circle SW to Monroe Street. This extension will improve the connection between two north-south corridors, Capital Circle and Monroe Street. This segment from South Lake Bradford Road to Lake Bradford Road is one section of the entire project. Coordination with nearby roadway project will allow for the efficient handling of commuter traffic traveling in southern Tallahassee during peak hours.

### Existing Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Planned Facilities

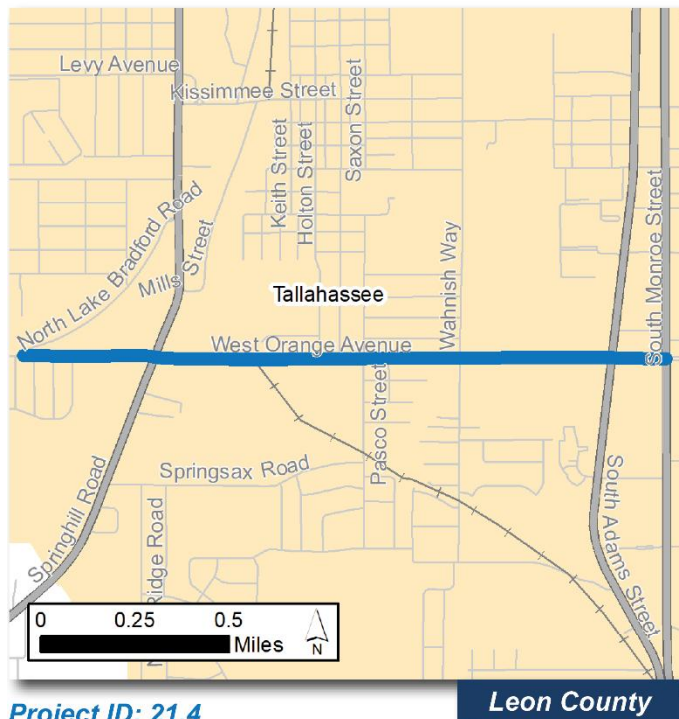
- ☒ Sidewalk
- ☐ Bike Lane
- ☒ Shared-Use Path
- ☐ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# Orange Avenue

## Lake Bradford Road to Monroe Street



Project ID: 21.4

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 1.7 Miles

**Estimated Total Cost:** \$27,828,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>			<b>\$15,708,000</b>	<b>\$12,120,000</b>

Additional materials regarding the Orange Avenue improvements can be found at:

[Southwest Area Transportation Plan](#)

### Project Description

Orange Avenue is proposed to be widened from two to four lanes from Capital Circle SW to Monroe Street. This extension will improve the connection between two north-south corridors, Capital Circle and Monroe Street. This segment from Lake Bradford Road to Monroe Street is one section of the entire project. This segment's proximity to Florida A&M University's would benefit students, faculty, and staff.

### Community Features

This segment of Orange Avenue provides access to two places of worship, one preschool, and the FAMU Community Garden. There are also three educational institutions along the road: Nims Junior High School, R. Frank Nims Middle School, and the Florida A&M University Development Research School.

### Existing Facilities      Planned Facilities

<input checked="" type="checkbox"/> Sidewalk	<input checked="" type="checkbox"/> Sidewalk
<input type="checkbox"/> Bike Lane	<input type="checkbox"/> Bike Lane
<input type="checkbox"/> Shared-Use Path	<input checked="" type="checkbox"/> Shared-Use Path
<input checked="" type="checkbox"/> Transit Stop	<input checked="" type="checkbox"/> Transit Stop
<input type="checkbox"/> Freight Route	<input type="checkbox"/> Freight Route

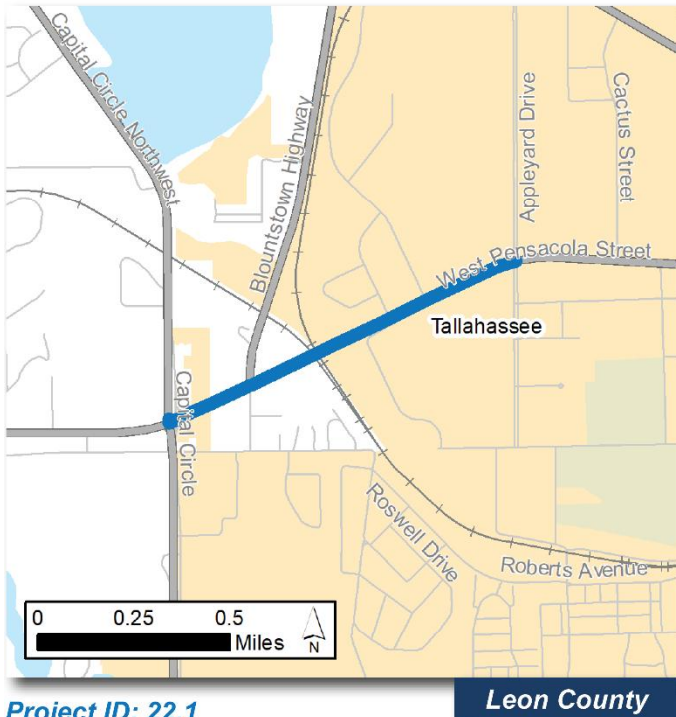
### Funding Type

<input checked="" type="checkbox"/> Other Arterial
<input type="checkbox"/> Strategic Intermodal System
<input type="checkbox"/> Blueprint Project



# Pensacola Street

## Capital Circle SW to Appleyard Drive



Project ID: 22.1

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 1 Mile

**Estimated Total Cost:** \$19,670,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete			No purchase needed	
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>	<b>\$1,758,000</b>	<b>\$2,029,000</b>		<b>\$15,883,000</b>

### Project Description

Pensacola Street from Capital Circle NW to Appleyard Drive is proposed to be widened from two lanes to four lanes. This street is a popular peak hour commuter route. This expansion should work in conjunction with the Capital Circle Southwest Improvements to improve the flow of commuter traffic on the southwest side of Tallahassee. These improvements should also greatly affect the traffic capacity outside of Tallahassee Community College ensuring their faculty, staff, and students are able to travel to and from campus efficiently.

### Community Features

This segment of Orange Avenue provides access to Tallahassee Community College (TCC).

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Planned Facilities

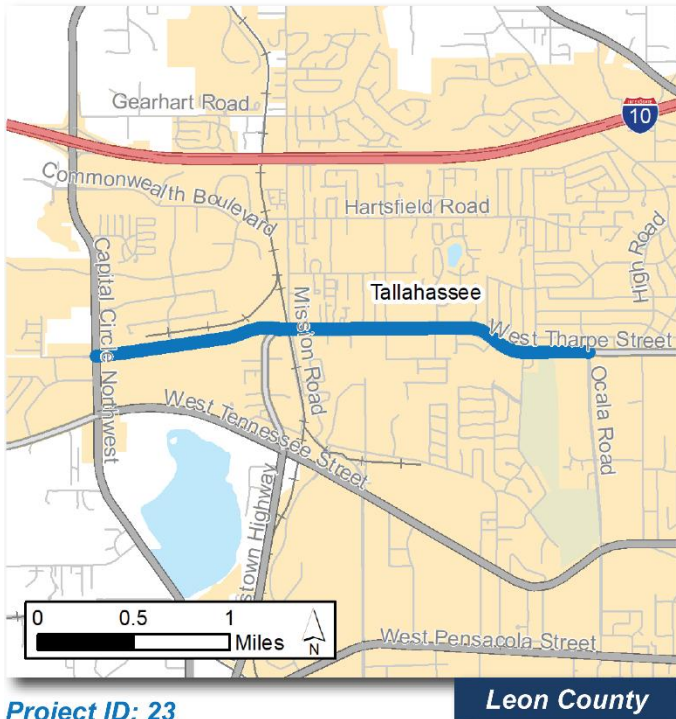
- ☒ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project

# Tharpe Street

## Capital Circle NW to Ocala Road



**Project ID: 23**

**Leon County**

### Project at a Glance

**Improvement Type:** Widen from 2 to 4 Lanes

**Length:** 2.6 Miles

**Estimated Total Cost:** \$76,639,000

### Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>		<b>\$5,548,000</b>	<b>\$27,658,000</b>	<b>\$43,433,000</b>

### Project Description

This proposed project will widen the existing two-way, two-lane roadway to a four-lane roadway with median. This project is intended to address current and future congestion, as well as increase the level of service and better the flow of traffic for individuals traveling on the western side of Tallahassee. The project area provides a direct connection between the commercial areas near Capital Circle NW and the commercial development along W Tharpe Street east of the project area.

### Community Features

This segment of Tharpe Street provides access to two places of worship, one private school, one preschool, and one day care center.

### Existing Facilities

- ☐ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Planned Facilities

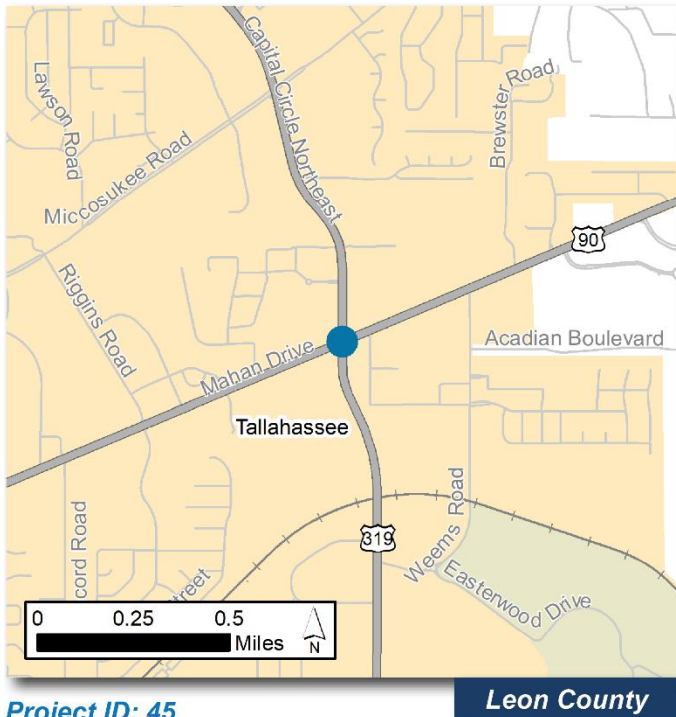
- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☐ Freight Route

### Funding Type

- ☐ Other Arterial
- ☐ Strategic Intermodal System
- ☒ Blueprint Project



# US 90 (Mahan Drive) at Capital Circle NE



**Project ID:** 45

## Project at a Glance

**Improvement Type:** Major Intersection Reconfiguration

**Length:** N/A

**Estimated Total Cost:** \$2,640,000

## Project Timeline

Timeline	Project Development and Environment	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2045				
<b>Cost</b>	<b>\$2,640,000</b>			

## Project Description

This project will reconfigure the intersection of US 90 and Capital Circle NE. Two major roadways meet at this intersection, leading to high levels of congestion at peak times. The proposed modification is intended to improve traffic flow and increase the efficiency of vehicle movement in western Tallahassee. In order to improve the efficiency and safety for all users, bicycle lanes, signage, and crosswalks are recommended. At this time, the project is only recommended for Project Development and Environmental Study to better understand feasible alternatives.

## Community Features

Two major commuter routes converge at this intersection which provides access to one place of worship and several businesses.

## Existing Facilities

- ☒ Sidewalk
- ☐ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☒ Freight Route

## Planned Facilities

- ☒ Sidewalk
- ☒ Bike Lane
- ☐ Shared-Use Path
- ☒ Transit Stop
- ☒ Freight Route

## Funding Type

- ☒ Other Arterial
- ☐ Strategic Intermodal System
- ☐ Blueprint Project