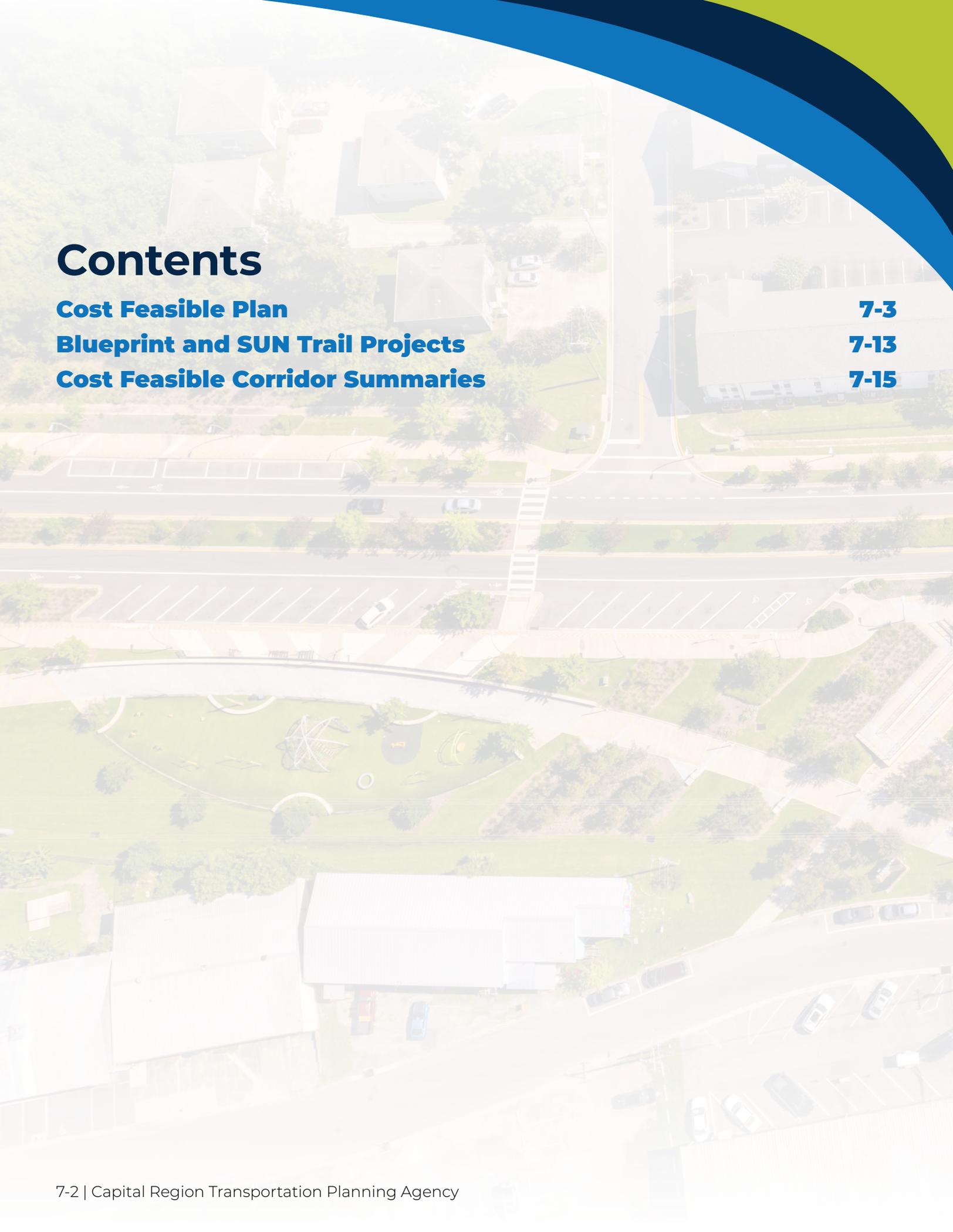


# **CHAPTER 7**

# **COST FEASIBLE PLAN**



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# Cost Feasible Plan

Federal law requires the Regional Mobility Plan (RMP) to show a financially feasible improvement plan, called the Cost Feasible Plan (CFP). The CFP is based on the FDOT State/Federal revenue forecasts for the years 2025 through 2050 for the purpose of balancing revenues against project costs in the CFP. For the period between 2026 and 2030, transportation revenues are already programmed in FDOT’s Work Program and the MPO’s Transportation Improvement Program (TIP). The forecasts prepared for the RMP, therefore, begin in the year 2031.

The total revenue projected to be available between the years 2031 and 2050 for transportation improvements is \$536 million, inclusive of Strategic Intermodal System (SIS) funding, in Year of Expenditure dollars (YOE). The forecasts are summarized in **Table 7-1**. TRIP funds are included in the table but not reflected in the CFP due to the local match requirement for that funding source. In addition, since revenues allocated by FDOT for Transit and SIS improvements are not available for non-SIS roadway improvements, the State/Federal revenues available to fund projects in the RMP are limited to the other sources, which total approximately \$287 million.

**Table 7-1. State/Federal Future Capacity Revenue Estimates 2031-2050 (in millions, YOE \$)**

Total State/Federal (inc. MPO & proportional FDOT District 3 allocations)	2031-2035	2036-2040	2041-2050	Total
Strategic Intermodal System (SIS)	\$17.0	\$7.4	\$130.9	\$155.3
Surface Transportation Block Grant (SU)	\$46.8	\$46.8	\$93.6	\$187.2
Transportation Alternatives (TA)	\$6.7	\$6.7	\$13.4	\$26.9
State Highway System (SHS, non-SIS)	\$10.2	\$10.6	\$21.5	\$42.2
Other Roads (non-SIS, non-SHS)	\$7.5	\$7.8	\$15.8	\$31.0
Transit*	\$17.8	\$18.2	\$36.7	\$72.7
Transportation Regional Incentive Program (TRIP)*	\$4.9	\$5.2	\$10.5	\$20.6
<b>Total</b>	<b>\$110.9</b>	<b>\$102.5</b>	<b>\$322.4</b>	<b>\$535.8</b>

*\*Included for illustrative purposes*

The CFP is composed primarily of roadway capacity improvements identified in the needs plan that are in various stages of project development and have been identified as priorities by the CRTPA Board. In addition to roadway capacity projects, the plan also includes programmatic boxed fund set-asides reserved to advance non-roadway capacity projects. Although a list of individual projects in the three programs is not provided, these programs are designed to offer flexibility in using Federal funding to address needs as they

arise and progress toward project development. The four categories in the CFP include:

- Roadway Capacity
- Pedestrian/Bicycle
- Transportation System Management & Operations (TSM&O)
- Roadway Safety

**Table 7-2** summarizes the funding allocations to the four categories included in the CFP.

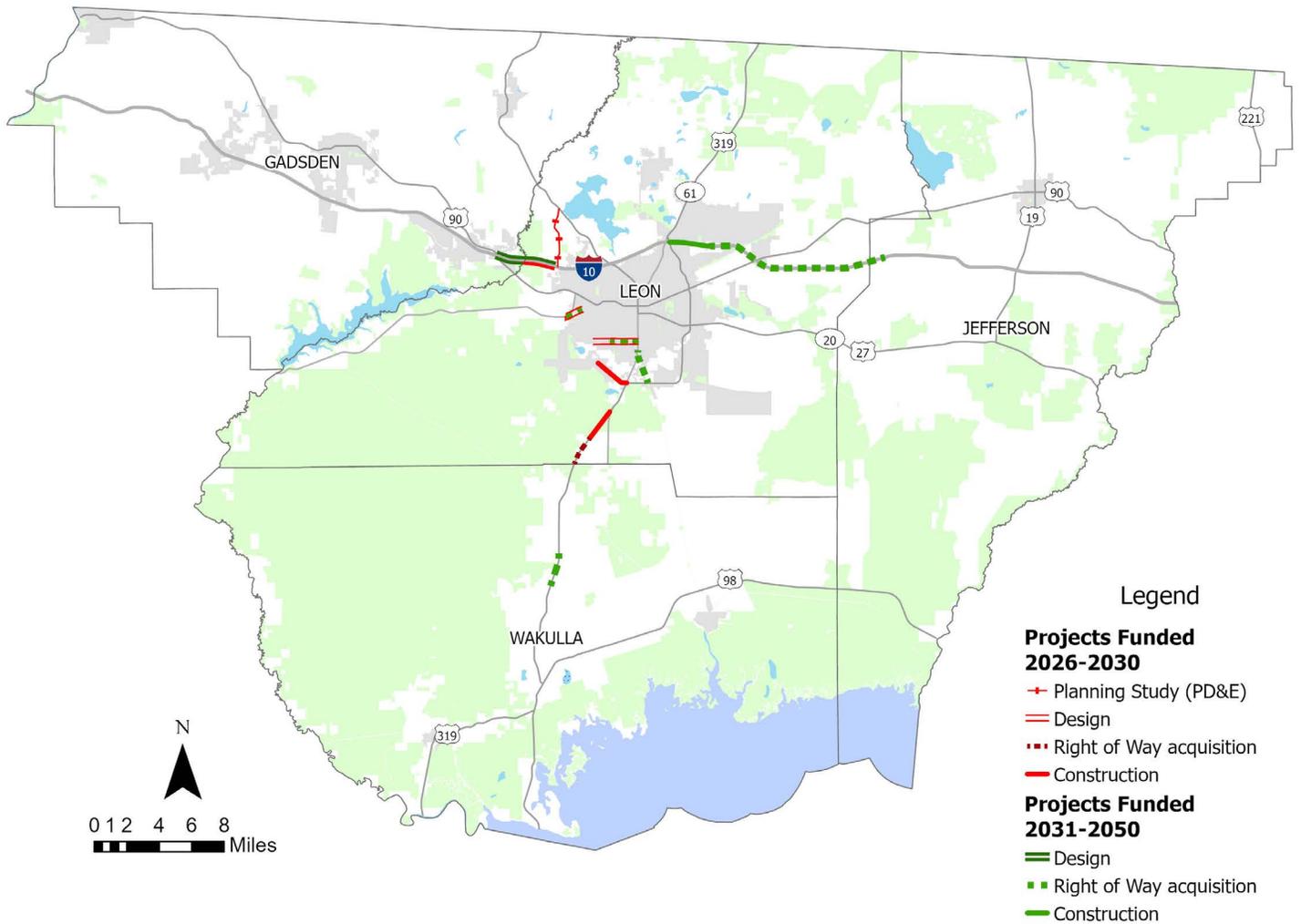
**Table 7-2. Cost Feasible Plan Programs (in millions YOE \$)**

Program	Source	2031-2035	2036-2040	2041-2050	Total
<b>Strategic Intermodal System</b>	SIS	\$17.0	\$7.4	\$130.9	\$155.3
<b>Roadway Capacity (non-SIS)</b>	SU	\$23.0	\$26.8	\$45.0	\$94.8
	SHS non-SIS	\$7.8	\$10.0	\$18.5	\$36.2
	non-SHS non-SIS	\$7.2	\$7.5	\$13.0	\$27.7
	<b>Subtotal</b>	<b>\$38.0</b>	<b>\$44.3</b>	<b>\$76.5</b>	<b>\$158.8</b>
<b>Pedestrian/Bicycle</b>	SU	\$3.6	\$3.3	\$7.3	\$14.2
	TA	\$6.7	\$6.7	\$13.4	\$26.9
	<b>Subtotal</b>	<b>\$10.3</b>	<b>\$10.0</b>	<b>\$20.7</b>	<b>\$41.0</b>
<b>TSMO</b>	SU	\$13.1	\$10.5	\$26.7	\$50.3
	SHS non-SIS	\$2.4	\$0.0	\$3.0	\$5.3
	non-SHS non-SIS	\$0.2	\$0.0	\$2.8	\$3.0
	<b>Subtotal</b>	<b>\$15.7</b>	<b>\$10.5</b>	<b>\$32.5</b>	<b>\$58.7</b>
<b>Roadway Safety</b>	SU	\$7.1	\$6.2	\$14.6	\$27.9
Total Surface Transportation Block Grant (SU)		\$46.8	\$46.8	\$93.6	\$187.2
Total Transportation Alternatives (TA)		\$6.7	\$6.7	\$13.4	\$26.9
Total State Highway System (SHS, non-SIS)		\$10.2	\$10.0	\$21.5	\$41.6
Total Other Roads (non-SIS, non-SHS)		\$7.5	\$7.5	\$15.8	\$30.8
<b>Total</b>		<b>\$71.10</b>	<b>\$71.00</b>	<b>\$144.30</b>	<b>\$286.30</b>

## Roadway Capacity

The Roadway Capacity portion of the CFP includes State/Federal funding through construction for three projects, two of which are fully funded in the first five years (2026-2030), and pre-construction phases for eleven projects. The strategy to allocate funding to pre-construction phases only for numerous projects, rather than all phases for fewer projects is based on the CRTPA Board's desire to advance more priority projects through the ROW phase of the project development process in the hope that in future plan updates more projects will be prepared for advancement through construction. **Figure 7-1** depicts project phases included in the roadway capacity portion of the CFP. **Table 7-3** lists roadway capacity projects included in the CFP with phases and funding sources by timeband.

**Figure 7-1. Cost Feasible Plan - Roadway Capacity**



**Table 7-3. Roadway Capacity Projects Funded in Cost Feasible Plan 2026-2050 (in 000's YOE)**

Project ID	Facility	From	To	Improvement	2026 - 2030				2031 - 2035				2036 - 2040				2041 - 2050				Funding Source
					PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	
2197492**	SR 263 Capital Cr SW	SR 61 Crawfordville Rd	CR 2203 Springhill Rd	Add Lanes & Reconstruct		\$39	\$34,049 \$7,452	\$2,721 \$45,215													Local State/Federal
TBD	SR 263 Capital Cr NW	I-10	Monroe St	Planning Study	\$2,900																State/Federal
2198811*	SR 369 (US 319) Crawfordville Rd	LL Wallace Rd	Wakulla Springs Rd	Future Capacity			\$1,900	\$16,235													State/Federal
2198815	SR 369 (US 319) Crawfordville Rd	S of Wakulla Co Line	S of LL Wallace Rd	Add Lanes & Reconstruct		\$56	\$7,309														State/Federal
4379024	SR 373 Orange Ave	Cypress Lake St	SR 61 S of Monroe St	Add Lanes & Reconstruct		\$1,206					\$12,929 \$7,757				\$26,814 \$9,960 \$7,541						State/Federal STBG (SU) SHS (non-SIS) Other Roads
4379023	SR 373 Orange Ave	S Lake Bradford Rd	Cypress Lake St	Add Lanes & Reconstruct		\$3,190															State/Federal
3464	I-10	US 90 (Midway)	Leon Co. Line	Add 2 lanes										\$3,740							SIS
3465	I-10	Gadsden Co. Line	Capital Cr, NW	Add 2 lanes		\$140								\$200							SIS
3560	I-10	Capital Cr NE	Centerville Rd	Add 2 lanes						\$4,400					\$869					\$130,907	SIS
3561	I-10	Centerville Rd	Chaires Rd	Add 2 lanes						\$7,700					\$849						SIS
3595	I-10	Chaires Rd	Gamble Rd	Add 2 lanes						\$4,900				\$600	\$1,099						SIS
4	SR 363 Woodville Hwy	Paul Russell Rd	Capital Cr, SE	Widen to 4 lanes							\$10,053 \$7,233										STBG (SU) Other Roads
9	SR 366 Pensacola St	Capital Cr SW	Appleyard Dr	Widen to 4 lanes		\$3,350													\$11,640		State/Federal STBG (SU)
1	SR 369 (US 319) Crawfordville Rd	E Ivan Rd	Wakulla Arran Rd	Widen to 4 lanes															\$33,349 \$18,527 \$12,969		STBG (SU) SHS (non-SIS) Other Roads
<b>Cost Summary by Revenue Source</b>																					
Local (1st 5 years)					\$0	\$0	\$34,049	\$2,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State/Federal (1st 5 years)					\$2,900	\$46,784	\$16,661	\$61,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Strategic Intermodal System (SIS)					\$0	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$4,540	\$2,817	\$0	\$0	\$0	\$0	\$130,907	
Surface Transportation Block Grant (SU)					\$0	\$0	\$0	\$0	\$0	\$0	\$22,982	\$0	\$0	\$0	\$26,814	\$0	\$0	\$0	\$44,989	\$0	
State Highway System – non-SIS (SHS)					\$0	\$0	\$0	\$0	\$0	\$0	\$7,757	\$0	\$0	\$0	\$9,960	\$0	\$0	\$0	\$18,527	\$0	
Other Roads					\$0	\$0	\$0	\$0	\$0	\$0	\$7,233	\$0	\$0	\$0	\$7,541	\$0	\$0	\$0	\$12,969	\$0	

\* Funded amounts reflect FDOT Tentative Work Program

\*\*RRU phase reflected as ROW

## Multi-Modal, Operations and Safety

Revenues set aside for the pedestrian/bicycle, TSM&O, and safety projects account for 45 percent of available funding and include a mix of Surface Transportation Block Grant, Transportation Alternatives, State Highway System, and Other Roads revenues.

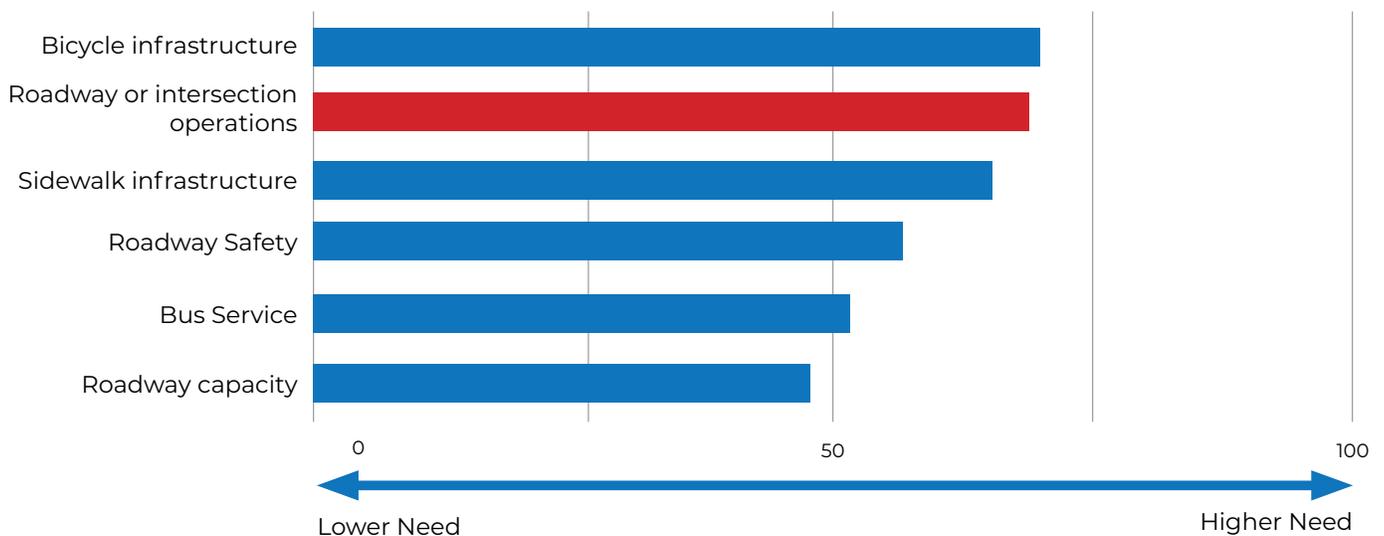
### Transportation System Management & Operation Boxed Fund

Transportation System Management and Operations (TSM&O) strategies are a critical part of meeting transportation challenges in the Capital Region. The focus of TSM&O is on improving the performance of existing transportation infrastructure rather than expanding roadway capacity through new lanes or roadways. As summarized in **Figure 7-2**, the inclusion of roadway operational improvements is one of the most important issues for residents and stakeholders who contributed their input into the planning process. The \$58 million set aside for TSM&O projects in the outer years beyond 2030 recognizes the importance of these types of improvements.

TSM&O strategies aim to make better use of existing infrastructure by optimizing traffic flow, improving safety, and enhancing reliability through low-cost, technology-driven, and operational solutions. Unlike roadway capacity improvements, which are often expensive, time-consuming, and disruptive, TSM&O approaches can be implemented relatively quickly and flexibly, making them especially valuable in urban areas where physical expansion is constrained.

Examples of TSM&O strategies include adaptive traffic signal control, ramp metering, managed lanes, real-time traveler information systems, and incident management programs. For instance, adaptive signal systems adjust traffic light timing based on real-time traffic conditions, reducing delays without adding lanes. Ramp metering regulates the flow of vehicles entering highways, preventing congestion and improving travel speeds during peak periods. Similarly, traffic incident management, such as quick clearance of crashes and disabled vehicles, can significantly reduce non-recurring congestion that would otherwise be mistakenly addressed through costly roadway widening. **Table 7-4** outlines a range of TSM&O strategies that can be implemented to manage and/or reduce the impacts of traffic congestion.

**Figure 7-2. Public Input on Needed Improvements - TSM&O (from Survey 2)**



**Table 7-4. TSM&O Strategies**

TSM&O Strategy	Description
<b>Traffic Signal Coordination</b>	Improves the progression of vehicles traveling through a series of closely spaced signalized intersections to facilitate platooning and movement through the corridor.
<b>Traffic Incident Management</b>	Planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.
<b>Traveler Information</b>	Traveler information services use personal, connected devices to provide travelers with real-time relevant to their specific travel needs. This can include location-based information about delays, incidents, weather-related messages, emergency alerts, route guidance, and more.
<b>Integrated Corridor Management</b>	Integrated Corridor Management (ICM) is a transportation management approach that aims to improve mobility and enhance safety by coordinating and integrating transportation systems across a corridor.
<b>Connected &amp; Automated Vehicle Deployment</b>	Uses advanced communication technologies to connect vehicles to each other or roadside infrastructure to enhance safety, mobility, and efficiency.
<b>Road Weather Management</b>	Road weather information systems (RWIS) monitor local roadway and weather condition and alert the traveling public about inclement weather conditions.
<b>Special Event Management</b>	Synchronizing groups of traffic signals to favor traffic entering and exiting a planned special event area in order to minimize traffic congestion. Special Event Management can also be used to divert traffic around an unplanned event, such as an incident or a regionwide evacuation.
<b>Active Transportation &amp; Demand Management</b>	Active traffic management (ATM) includes a broad range of strategies to manage traffic dynamically based on current or expected conditions. ATM strategies include ramp metering, variable speed limits, queue warning, and traveler information systems.
<b>Transportation Demand Management</b>	Includes all the activities and initiatives to provide a balanced transportation system that works for all users. Strategies include education, incentives, and disincentives to reduce the need for vehicle trips, and to shift to non-motorized or higher occupancy modes like transit and ridesharing.
<b>Parking Management</b>	Active parking management strategies use new parking technology with flexible pricing methods to optimize available parking inventory.
<b>Freight Management</b>	Management of the freight transportation system to move goods safely, efficiently, and reliably throughout the region.
<b>Access Management</b>	Access management allows agencies to manage vehicle access points, like driveways and intersections, to help road users safely and efficiently access desired locations like residences and businesses.
<b>Ramp Management</b>	Management of freeway ramps, including ramp metering and ramp closures, to control vehicles entering and exiting the roadway to keep vehicles moving more efficiently.
<b>Congestion Pricing</b>	Congestion pricing involves charging user fees based on the level of congestion on the roadway. This encourages people to shift to other modes, routes or travel times, which reduces congestion and improves mobility. Fees can be collected through tolls, per-mile charges, or location-based charges.

By implementing TSM&O strategies in lieu of capacity expansion, the region can achieve substantial mobility and safety benefits at a fraction of the cost while also minimizing environmental impacts. These strategies can also improve air quality by reducing vehicle emissions associated with stop-and-go traffic and by delaying the need for roadway expansion. As transportation funding remains limited, TSM&O provides a practical alternative that emphasizes efficiency, resilience, and smarter use of existing transportation systems. Examples of potential strategies that could be implemented on three corridors in the region are included in **Appendix D**.

### Pedestrian/Bicycle Boxed Fund

The advancement of improvements to the pedestrian and bicycle infrastructure in the Capital Region is a critical part of meeting the needs and desires of our residents and maintaining a safe and comfortable system that accommodates our most vulnerable users. As summarized in **Figure 7-3** the inclusion of bicycle and pedestrian improvements is one of the most important issues for residents and stakeholders who contributed their input into the planning process. The \$41 million set aside for pedestrian and bicycle projects in the outer years beyond 2030 recognizes the importance of these types of improvements. Individual projects of this type have not been specified beyond 2030 to maintain flexibility and local discretion with respect to prioritization. As eligible priority pedestrian and bicycle

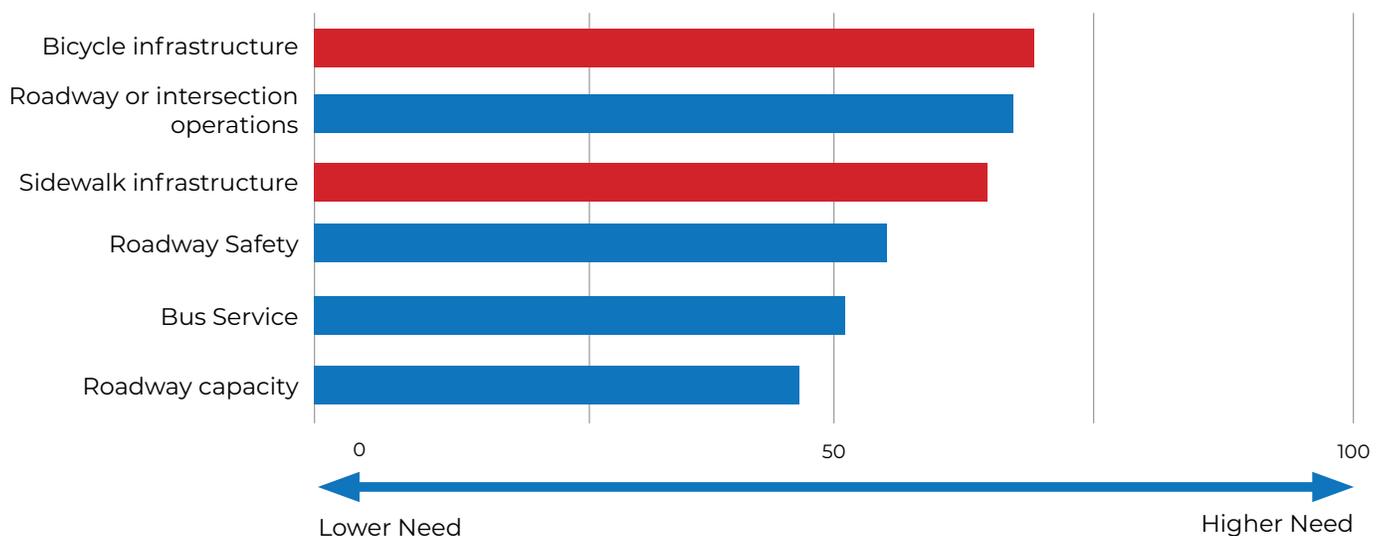
improvements are identified, CRTPA staff will work with local partners to advance them in accordance with local, state and federal guidelines and requirements.

In addition to standalone pedestrian and bicycle improvements, CRTPA and partner agencies prioritize the inclusion of sidewalks, bicycle lanes, and shared use paths as part of the roadway capacity improvements, where appropriate.

Among the specific improvements that can be advanced as standalone projects, various improvement types eligible for the boxed fund program include:

- **Shared-use paths** – includes paved multi-use paths or trails separated from the roadway.
- **Sidewalk improvements** – includes closing sidewalk gaps to improve pedestrian connectivity.
- **Bicycle lane improvements** – includes both non-buffered and buffered bicycle lanes effectively separating bicycle travel from the roadway travel lanes.
- **Context Sensitive Design improvements** – includes incorporation of pedestrian and bicycle enhancements to streets with high levels of multimodal activity based on surrounding context and roadway function.
- **Crosswalk improvements** – includes adding crosswalks at roadway intersections.

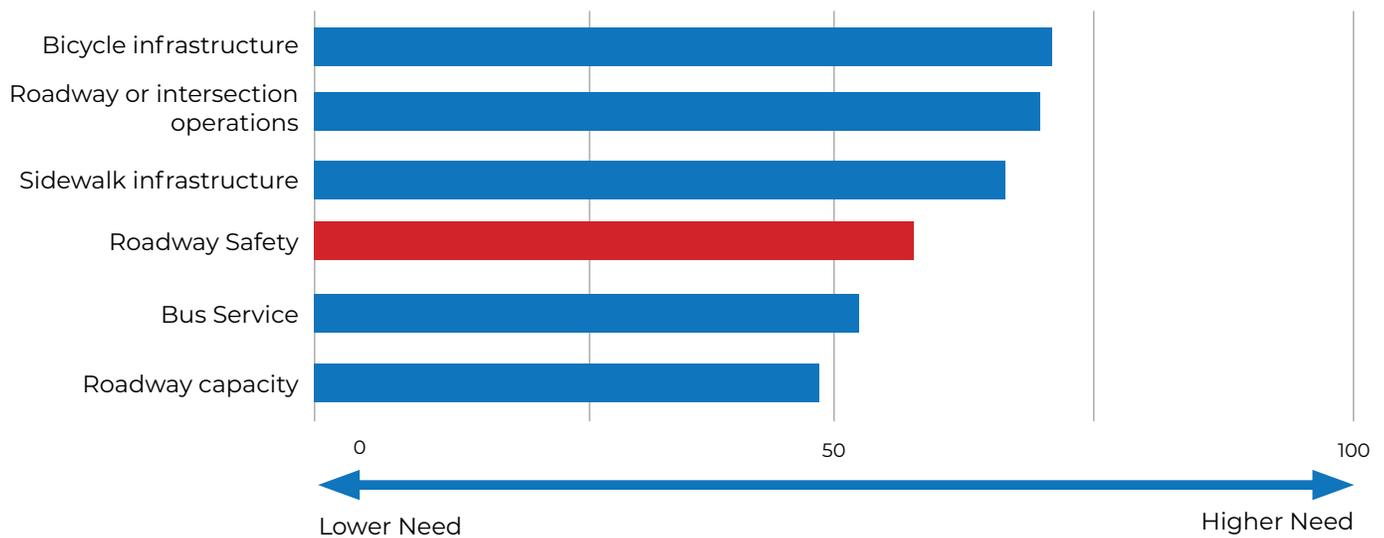
**Figure 7-3. Public Input on Needed Improvements – Pedestrian & Bicycle (from Survey 2)**



## Safety Boxed Fund

Safety is of utmost importance with respect to any transportation infrastructure improvement and is an inherent consideration for all projects of any type. Specific safety improvements, however, can be made through individual projects as the needs arise, without the need to incorporate into a larger project such as a roadway capacity improvement. As summarized in **Figure 7-4**, the inclusion of safety improvements is one of the most important issues for residents and stakeholders who contributed their input into the planning process. The \$28 million set aside for safety projects in the outer years beyond 2030 recognizes the importance of these types of improvements. While individual projects of this type have not been specified in the RMP, the CRTPA completed a regional Safety Action Plan in 2023 that is focused on the USDOT Safe System Approach <sup>5</sup>.

**Figure 7-4. Public Input on Needed Improvements - Safety (from Survey 2)**



Safety improvements consist of a variety of improvement types, including:



**Intersection improvements:** including roundabouts; dedicated turn lanes; signal timing improvements, including leading pedestrian intervals; protected pedestrian crossings using Rectangular Rapid Flashing Beacons; and crosswalks.



**Speed management improvements:** including vertical (speed cushions, raised crosswalks, raised intersections and horizontal deflection (chicanes, roundabouts, widened shoulders, on-street parking) improvements



**Pavement markings:** including advanced signing, chevron alignment, painted bicycle lanes, lane symbols, and crosswalk visibility enhancements.



**Rural road improvements:** including centerline or edge rumble strips; median barriers, and sloped shoulders.

As priorities are advanced based on coordination with local partners and implementing agencies, CRTPA will promote the use of eligible state and federal funding as appropriate.

<sup>5</sup> <https://www.transportation.gov/safe-system-approach>

Table 7-5 lists non-capacity projects included in the first five years of the CFP with phases and funding sources by timeband, as well as the boxed funds in the later timebands.

Table 7-5. Non-Capacity Projects Funded in Cost Feasible Plan 2026-2050 (in 000's YOE \$)

Project Type	Project ID	Facility	From	To	Improvement	2026 - 2030				2031 - 2035				2036 - 2040				2041 - 2050				Funding Source	
						PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST	PD&E	PE	ROW	CST		
Ped/Bike	4512261	Callen St	Walcott St	Pottsdamer St	Sidewalk		\$191		\$577													State/Federal	
	4538171	CR 2196 Old St Augustine Rd	Lafayette St	Paul Russell Rd	Sidewalk				\$1,417														State/Federal
	4481521	Sabal Palms Elementary sidewalks			Sidewalk				\$533														State/Federal
	4450531	SR 63 (US 27) Monroe St	Lakeshore Dr	John Knox Rd	Sidewalk			\$1,023	\$279														State/Federal
	4552621	Waverly Rd	CR 155 Meridian Rd	SR 61 Thomasville Rd	Sidewalk				\$1,505														Local
									\$1,993														State/Federal
	4517251	Dr. MLK Jr Memorial Rd	Rehwinkel Rd	Mallard Pond Cr	Bike Path/Trail				\$1,264														State/Federal
	4510443*	SR 10 (US 90)	Edenfield Rd	Crump Rd	Bike Path/Trail		\$2,501																State/Federal
	4510444*	SR 10 (US 90)	Crump Rd	Veterans Memorial Dr	Bike Path/Trail		\$3,001																State/Federal
	4510445*	SR 10 (US 90)	Veterans Memorial Dr	Jefferson Co Line	Bike Path/Trail		\$2,401																State/Federal
	4512271	Lakewood Dr, Skylark Ave & Falcon Dr				Sidewalk		\$62		\$455													State/Federal
	4101722*	SR 267 Bloxham Cutoff Rd	Wakulla Springs Park	St Marks Trail	Bike Path/Trail			\$9,794															State/Federal
Ped/Bike Boxed Funds													\$3,574				\$3,299				\$7,292	STBG (SU)	
													\$6,720				\$6,720				\$13,440	TA	
TSM&O	4495001	SR 10 (US 90)	at Dover Rd		Intersection Improvement			\$223	\$6,753													State/Federal	
	4456631	SR 10 (US 90)	W of Byrd Rd	Opportunity Ln	Signing/Pavement Markings		\$12		\$178													State/Federal	
	4406552	CR 0361 Old Bainbridge Rd	at SR 263 Capital Cr		Intersection Improvement				\$431													Local	
									\$431														State/Federal
	4541701*	SR 61 (US 27) Monroe St	at Park Ave		Traffic Signals				\$1,674														State/Federal
	4563731	SR 363 Woodville Hwy	at CR 2192 Natural Bridge Rd		Traffic Ops Improvement		\$5	\$220															State/Federal
	TSM&O Boxed Funds													\$13,106				\$10,498				\$26,736	STBG (SU)
													\$2,393				\$590				\$2,953	SHS (non-SIS)	
													\$217				\$209				\$2,811	Other Roads	
Safety	4456051	SR 10 (US 90) W Tennessee St	Caliark St	W Brevard St	Safety Project		\$16		\$1,410													State/Federal	
	4579221**	SR 20 Blountstown Hwy	Silver Lake Rd	Aenon Church Rd	Lighting Safety Project			\$200														State/Federal	
	4548581	SR 8 (I-10)	Ochlocknee Relief Bridge	Ochlocknee River Bridge	Safety Project		\$329		\$688													State/Federal	
	Safety Boxed Funds													\$7,149				\$6,199				\$14,583	STBG (SU)
Cost Summary by Revenue Source																							
Local (1st 5 years)						\$0	\$0	\$0	\$1,936	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State/Federal (1st 5 years)						\$0	\$8,518	\$11,260	\$17,653	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Surface Transportation Block Grant (SU)						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,829	\$0	\$0	\$0	\$19,996	\$0	\$0	\$0	\$48,611		
Transportation Alternatives (TA)						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,720	\$0	\$0	\$0	\$6,720	\$0	\$0	\$0	\$13,440		
State Highway System - non-SIS (SHS)						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,393	\$0	\$0	\$0	\$590	\$0	\$0	\$0	\$2,953		
Other Roads						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$217	\$0	\$0	\$0	\$209	\$0	\$0	\$0	\$2,811		

\*Funded amounts reflect FDOT Tentative Work Program  
 \*\*RRU phase reflected as ROW

Table 7-6 demonstrates the cost feasibility of the CFP.

Table 7-6. Cost and Revenue Balance Table (in 000's, YOE \$)

Revenue Source	2026-2030			2031-2035			2036-2040			2041-2050		
	Revenue	Cost	Balance	Revenue	Cost	Balance	Revenue	Cost	Balance	Revenue	Cost	Balance
Local (1st 5 years)	\$38,257	\$38,257	\$0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
State/Federal (1st 5 years)	\$126,282	\$126,282	\$0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Strategic Intermodal System (SIS)	\$0	\$0	\$0	\$17,000	\$17,000	\$0	\$7,357	\$7,357	\$0	\$130,907	\$130,907	\$0
Surface Transportation Block Grant (SU)	n/a	n/a	n/a	\$46,810	\$46,810	\$0	\$46,810	\$46,810	\$0	\$93,600	\$93,600	\$0
Transportation Alternatives (TA)	n/a	n/a	n/a	\$6,720	\$6,720	\$0	\$6,720	\$6,720	\$0	\$13,440	\$13,440	\$0
State Highway System – non-SIS (SHS)	n/a	n/a	n/a	\$10,150	\$10,150	\$0	\$10,550	\$10,550	\$0	\$21,480	\$21,480	\$0
Other Roads	n/a	n/a	n/a	\$7,450	\$7,450	\$0	\$7,750	\$7,750	\$0	\$15,780	\$15,780	\$0
<b>Total</b>	<b>\$164,539</b>	<b>\$164,539</b>	<b>\$0</b>	<b>\$88,130</b>	<b>\$88,130</b>	<b>\$0</b>	<b>\$79,187</b>	<b>\$79,187</b>	<b>\$0</b>	<b>\$275,207</b>	<b>\$275,207</b>	<b>\$0</b>



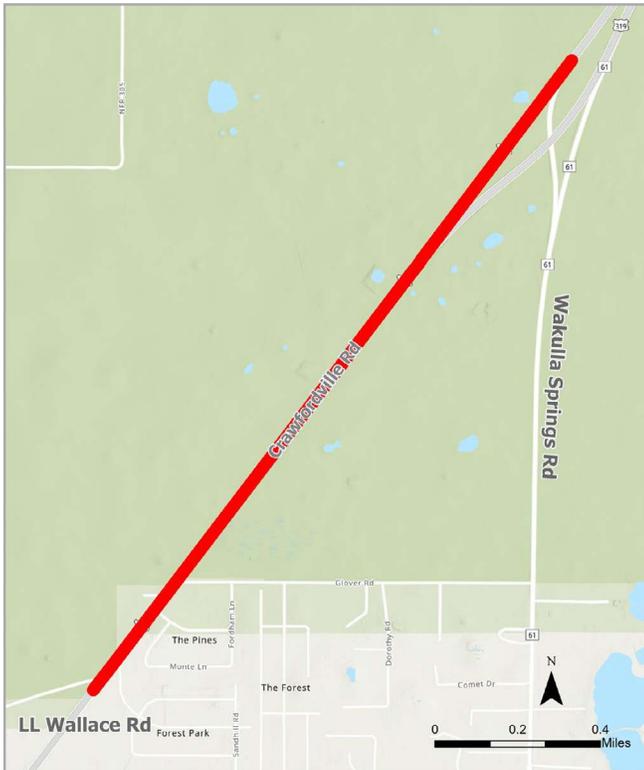
**Table 7-7. SUN Trail and Blueprint Projects**

Funding Source	Project ID	Facility	From	To	Improvement
<b>SUN Trail</b>	1	Capital City Trail West	Chattahoochee	Quincy	Shared-Use Path
	2	Capital City Trail Central	Old Bainbridge Rd	Orchard Pond Greenway	Shared-Use Path
			Gadsden County Line	Salem Rd	
	3	Capital City Trail Central	Pedrick Rd	Lake Miccosukee	Shared-Use Path
4	Wakulla Springs Shared-Use Path	Wakulla Springs State Park	St Marks Trail	Shared-Use Path	
<b>Blueprint</b>	5	Greenways	Orchard Pond Greenway	Meridian Rd Miccosukee Greenway Meadows Park Access Rd	Shared-Use Path
	6	Airport Gateway	Capital Cr SW	Gaines St	Roadway
	7	Welaunee Blvd	Fleischman Rd	Roberts Rd	Roadway
	8	Bannerman Rd	Meridian Rd	Quail Commons Dr	Roadway
	9	Tharpe St	Ocala Rd	Capital Cr NW	Roadway

# Cost Feasible Plan Project Sheets

The following project sheets include a summary of each project in the 2031-2050 timebands of the cost feasible plan, including information about the project itself, funding sources, and time-bands in which phases are funded in the plan. The project sheets also include a list of the infrastructure treatments included in each project.

## Crawfordville Road (US 319) LL Wallace Road to Wakulla Springs Road



### Project Description

Crawfordville Road will be widened from two to four lanes from LL Wallace Road to Wakulla Springs Road. This segment is one portion of the complete project from the Wakulla County Line to Wakulla Springs Road.

### Project Details

#### Length

- 1.9 miles

#### Completed Phases

- Project Development & Environment
- Design

#### Cost Feasible Phases / Cost

- Right of Way / \$1.4m
- Construction / \$16.0m

**#4** Rank on CRTPA Priority Project List



### Planned Facilities



5-Foot Paved Shoulder



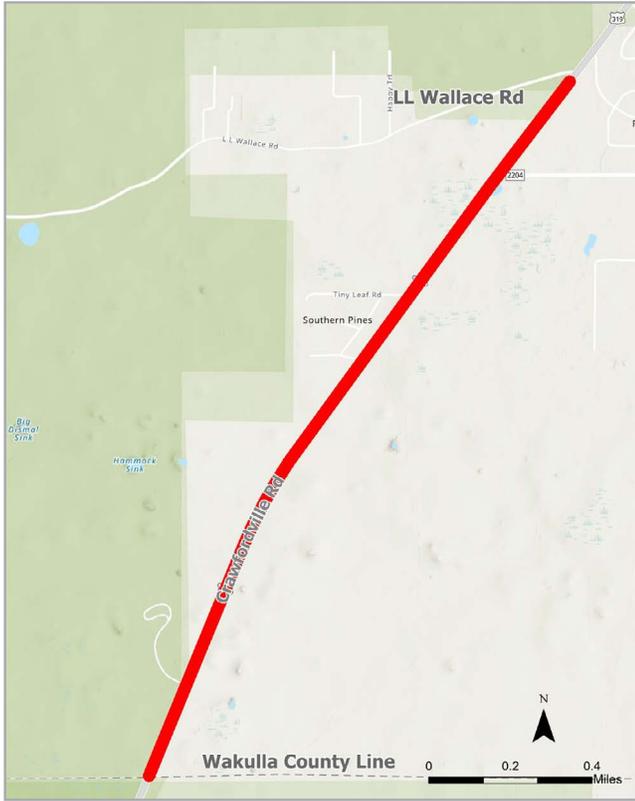
Additional Travel Lanes

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030			\$1.9	\$16.2
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

# Crawfordville Road (US 319)

Wakulla County Line to LL Wallace Road



## Project Description

Crawfordville Road will be widened from two to four lanes from the Wakulla County Line to LL Wallace Road. This segment is one portion of the complete project from the Wakulla County Line to Wakulla Springs Road.

### Project Details

#### Length

- 2.0 miles

#### Completed Phases

- Project Development & Environment
- Design

#### Cost Feasible Phases / Cost

- Right of Way / \$7.3m

**#4** Rank on CRTPA Priority Project List



**Planned Facilities**



5-Foot Paved Shoulder



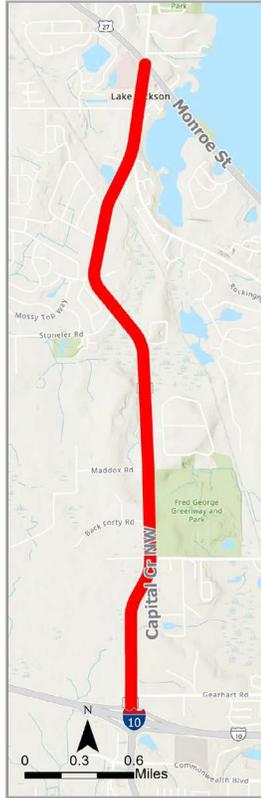
Additional Travel Lanes

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030			\$7.3	
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

# Capital Circle, NW (SR 263)

I-10 to Monroe Street (US 27)



## Project Description

Capital Circle, NW from I-10 to Monroe Street, currently a 2-lane divided roadway, will be studied to determine the appropriate improvements, which could include a combination of roadway widening and operational and multimodal improvements.

### Project Details

#### Length

- 3.8 miles

#### Completed Phases

- N/A

#### Cost Feasible Phases / Cost

- Project Development & Environment Study / \$2.9m

**#7** Rank on CRTPA Priority Project List



**Planned Facilities**



**Additional Travel Lanes**

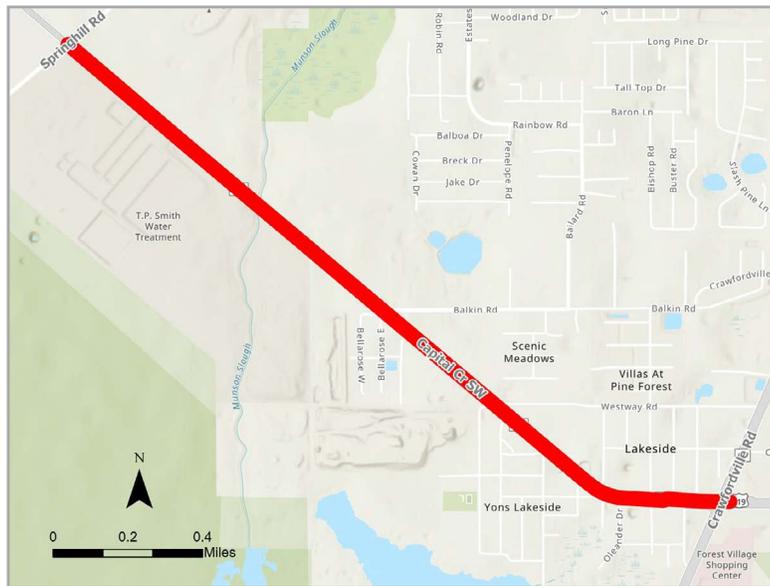
(Other elements of the project will be determined in the ongoing planning study.)

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030	\$2.9			
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

# Capital Circle, SW (SR 263)

## Springhill Road to Crawfordville Road (US 319)



### Project Description

Capital Circle, SW from Springhill Road to Crawfordville Road is part of a larger project to widen Capital Circle from two to six lanes from Orange Avenue to Crawfordville Road. This project will improve access to Tallahassee International Airport.



#### Planned Facilities

- ✓ Sidewalk
- ✓ Shared-Use Path
- ✓ Additional Travel Lanes

#### Project Details

##### Length

- 2.2 miles

##### Completed Phases

- Project Development & Environment
- Design

##### Cost Feasible Phases / Cost

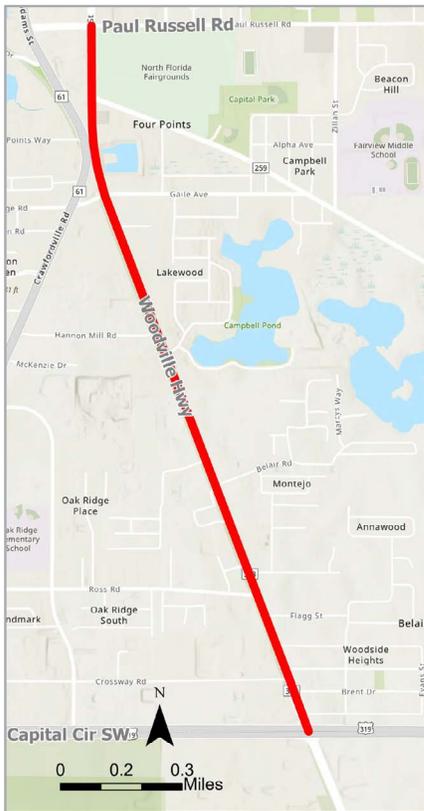
- Right of Way / \$9.0m
- Construction / \$85.0m

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030			\$41.5	\$47.5
2031-2035				
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

# Woodville Highway (SR 363)

Paul Russell Road to Capital Circle, SE (US 319)



## Project Description

Woodville Highway will be widened from two to four lanes from Paul Russell Road to Capital Circle, SE. Woodville Highway is one of the primary north/south routes connecting Tallahassee to Wakulla County for commuters and visitors.

### Project Details

#### Length

- 2.1 miles

#### Completed Phases

- Project Development & Environment
- Design

#### Cost Feasible Phases / Cost

- Right of Way / \$17.2m

#### Funding Sources

- Surface Transportation Block Grant (SU)
- Other Roads

**#1** Rank on CRTPA Priority Project List



### Planned Facilities

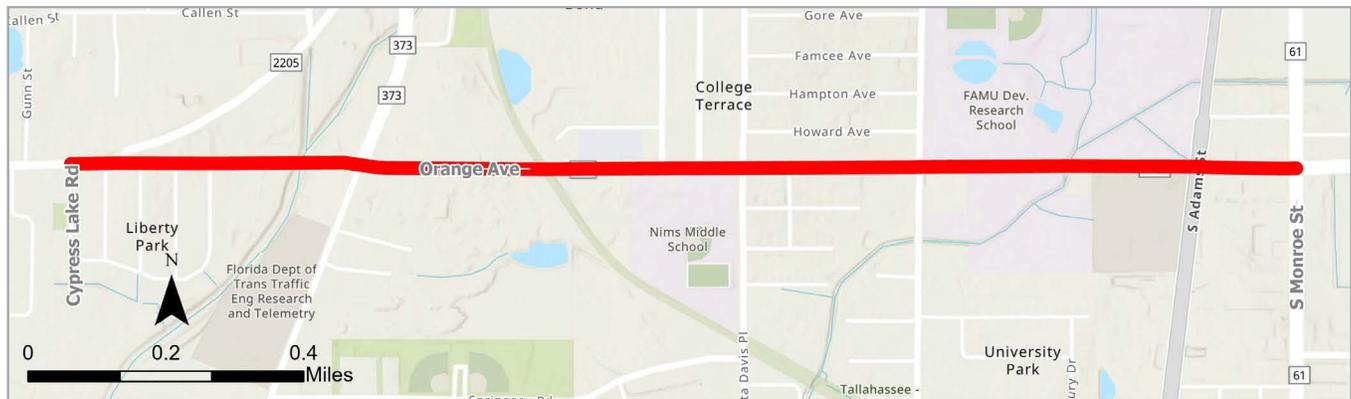
- ✓ Sidewalk
- ✓ Shared-Use Path
- ✓ Bus Stops
- ✓ Additional Travel Lanes

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035			\$17.2	
2036-2040				
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

# Orange Avenue (SR 371)

## Cypress Lake Street to Monroe Street (SR 61)



**#3** Rank on CRTPA Priority Project List

### Project Description

A portion of Orange Avenue will be widened from two to four lanes, between Lake Bradford Road and Wanish Way. The segment east of Wanish Way will be reconfigured with medians and other operational improvements.

**Planned Facilities**

- ✓ Sidewalk
- ✓ Shared-Use Path
- ✓ Additional Travel Lanes
- ✓ Bus Stops

**Project Details**

**Length**

- 1.7 miles

**Completed Phases**

- Project Development & Environment

**Cost Feasible Phases / Cost**

- Right of Way / \$0.8m
- Construction / \$65.1m

**Funding Sources**

- Surface Transportation Block Grant (SU)
- State Highway System (non-SIS)
- Other Roads

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030		\$1.2		
2031-2035			\$20.7	
2036-2040			\$44.3	
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.

# Pensacola Street (SR 366)

Capital Circle, SW (SR 263) to Appleyard Drive



## Project Description

Pensacola Street will be widened from two to four lanes between Capital Circle, SW and Appleyard Drive, providing a better connection for commuters and students from points west to Tallahassee State College.

### Project Details

#### Length

- 1.0 miles

#### Completed Phases

- Project Development & Environment

#### Cost Feasible Phases / Cost

- Design / \$3.4m
- Right of Way / \$11.6m

#### Funding Sources

- Surface Transportation Block Grant (SU)

**#6** Rank on CRTPA Priority Project List



### Planned Facilities

- ✓ Additional Travel Lanes

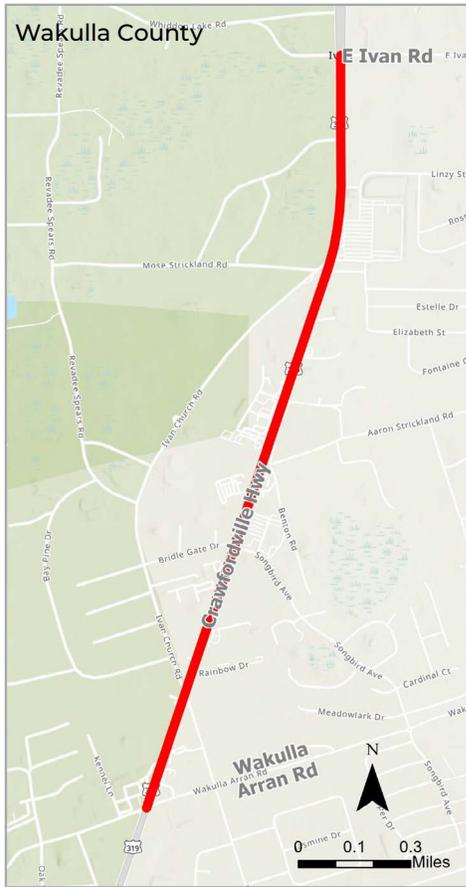
(Other elements of the project will be determined in the ongoing planning study.)

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030		\$3.4		
2031-2035				
2036-2040				
2041-2050			\$11.6	

All \$ figures are expressed in millions, year of expenditure dollars.

# Crawfordville Road

## Wakulla Arran Road to East Ivan



### Project Description

Crawfordville Road will be widened from two to four lanes from Wakulla Arran Road to East Ivan Road. This segment is one portion of the complete project from the Lost Creek Bridge to East Ivan Road.

#### Project Details

##### Length

- 2.1 miles

##### Completed Phases

- Project Development & Environment
- Design

##### Cost Feasible Phases / Cost

- Right of Way / \$64.8m

##### Funding Sources

- Surface Transportation Block Grant (SU)
- State Highway System (non-SIS)
- Other Roads

**#2** Rank on CRTPA Priority Project List



#### Planned Facilities



Additional Travel Lanes

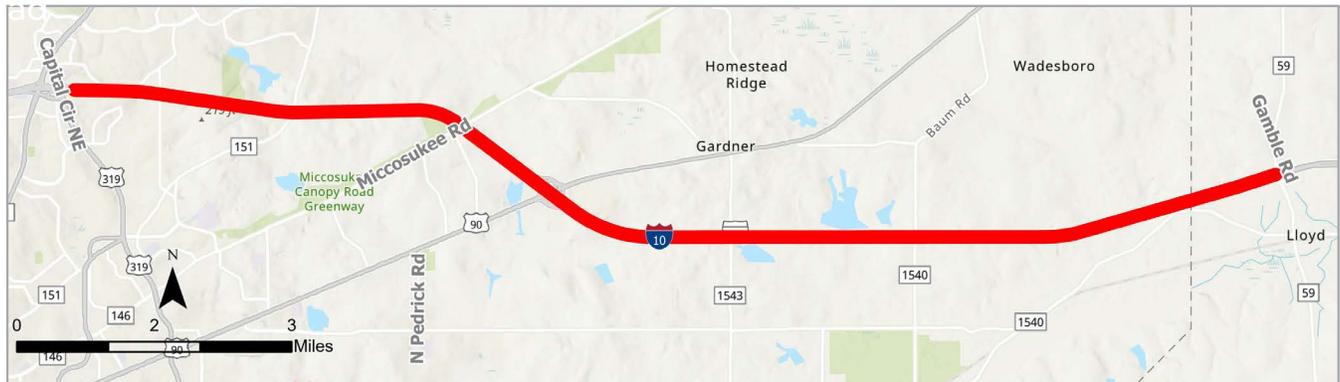
(Other elements of the project will be determined in the ongoing planning study.)

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2040				
2041-2050			\$64.8	

All \$ figures are expressed in millions, year of expenditure dollars.

# Interstate 10

## Capital Circle, NE (US 319) to Gamble Road(SR 59)



### Project Description

Interstate 10 will be widened, adding 2 lanes to the existing roadway. The project is segmented into three portions. The first is between Capital Circle, NE and Centerville Road. The second is between Centerville Road and Chaires Road and the third segment is between Chaires Road and Gamble Road. Design of the first two segments is completed and ROW slated for the period between 2036 and 2040. The first segment is slated for construction in by 2050. The third segment is slated for design and ROW in the plan.

#### Project Details

##### Length

- 13.8 miles

##### Completed Phases

- Project Development & Environment

##### Cost Feasible Phases / Cost

- Design / \$0.6m
- Right of Way / \$2.8m
- Construction / \$130.9m\*

##### Funding Sources

- Strategic Intermodal System Funding



**Planned Facilities**



Additional Travel Lanes

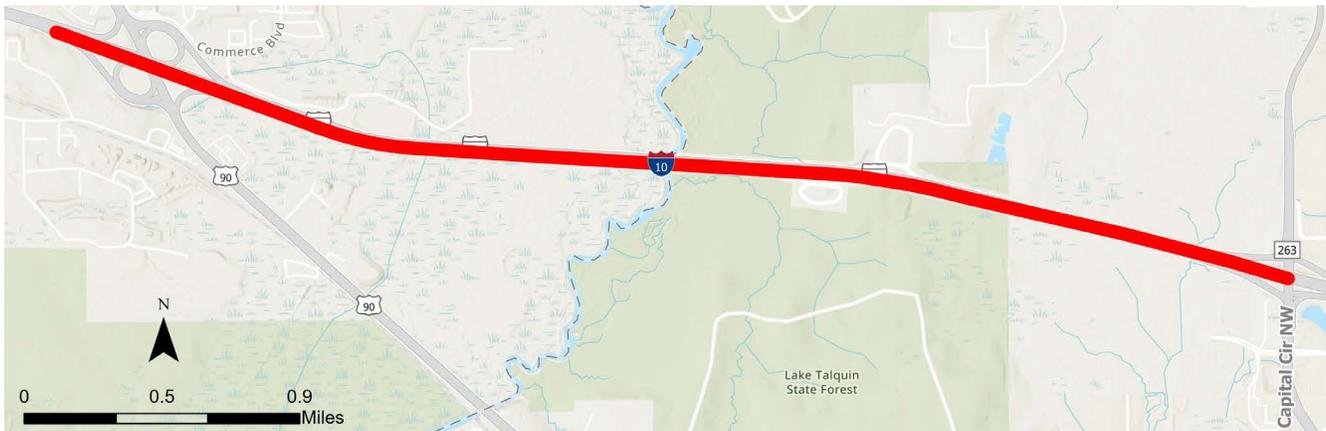
Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035		\$17.0		
2036-2040		\$0.6	\$2.8	
2041-2050				\$130.9*

All \$ figures are expressed in millions, year of expenditure dollars.

\*Construction funded for portion from Capital Circle, NE to Centerville Road.

# Interstate 10

US 90 (Midway) to Capital Circle, NW (US 319)



## Project Description

Interstate 10 will be widened, adding 2 lanes to the existing roadway. The project is segmented at the Gadsden/Leon County Line, with both east and west segments slated for design in the same period.



### Planned Facilities

- ✓ Additional Travel Lanes

## Project Details

### Length

- 1.8 miles

### Completed Phases

- Project Development & Environment

### Cost Feasible Phases / Cost

- Design / \$3.9m

### Funding Sources

- Strategic Intermodal System Funding

Timeband	PD&E	Design	Right of Way	Construction
Complete				
2026-2030				
2031-2035				
2036-2040		\$3.9		
2041-2050				

All \$ figures are expressed in millions, year of expenditure dollars.