

HILLSBOROUGH COUNTY MPO 2035 LONG RANGE TRANSPORTATION PLAN

NEEDS ASSESSMENT COST ESTIMATES TECHNICAL MEMORANDUM



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1.0 INTRODUCTION

The 2035 Needs Assessment analyzed the existing transportation system in Hillsborough County and the improvements needed to make it as complete and efficient as possible through the year 2035. The focus of the assessment is on major roadway network improvements, including paved facilities for pedestrians and bicyclists, public transit services and facilities, and off-road multi-use trails. The forecasted demand on the transportation system's facilities and service were based on estimates of future growth in population and jobs, described in a separate technical memorandum (name). The outcome was an overarching inventory, or Needs Assessment, of all projects essential in achieving that goal.

According to the Florida Metropolitan Planning Organization (MPO) Advisory Council, transportation projects included in the MPO Needs Assessment should meet the identified transportation need while advancing the goals and policies of the MPO. Costs should be given significant consideration when choosing among various alternative options (such as route or type of improvement) to meet an identified need.

Projects extremely unlikely to be implemented may distort the total estimated cost of transportation "needs" in the metropolitan area, unnecessarily inflating the cost to unrealistic amounts. Therefore these projects are not considered likely to be implemented and their costs are not included in the MPO Needs Assessment. Such projects may include:

- Projects that cannot be implemented due to policy constraints;
- Projects that cannot be implemented due to physical or neighborhood constraints;
- Projects that are unlikely to be implemented due to potential significant environmental constraints; and
- Projects that are unlikely to be implemented due to potential significant environmental justice or civil rights impacts.

Because the complete set of needs often outweighs the funding available, federal regulations require MPOs to prioritize the list of needed projects and balance their costs with the available funds to ensure that the Long Range Transportation Plan (LRTP) is considered "affordable". The cost affordable element of the LRTP identifies candidate projects from the overall list of needs that could be reasonably funded from anticipated revenues of transportation implementing agencies in the metropolitan area. Expected financial resources must be sufficient to cover all of the projected capital, operating, and maintenance costs of the recommended transportation system, including both existing and planned facilities and services, through the year 2035.

The following methodology was developed to determine the costs associated with projects identified in the Needs Assessment.

2.0 ROADWAY NEEDS COST ESTIMATES

2.1 Cost Estimate Methodology

Some roadway projects have been studied in depth and detailed cost estimates prepared. Such estimates were used when available. In all other cases, roadway cost estimates were calculated using information provided by the Florida Department of Transportation (FDOT), District Seven. The costs are based on average unit costs per centerline mile by facility and improvement type, using Long Range Estimates (LRE) as identified by FDOT in June 2009. The cost estimates also include standard contingencies for mitigation of traffic impacts associated with construction of the project, as well as variables for design and construction management. As directed by FDOT, all roadway project widenings were assumed to have the same associated cost as construction of new roadway facility with the same number of lanes and capacity. Detailed descriptions of the unit costs used are provided in **Appendix A**.

Construction contingencies assumed for all roadway projects are as follows:

- Maintenance of Traffic During Construction 10% of construction per mile
- Mobilization 10% of construction per mile
- Project Unknowns and Mitigation 25% of total construction
- Preliminary Engineering (PE)/ Design and/or Project Development & Environmental (PD&E) Studies 15% of total construction
- Construction Management: 15% of total construction

2.2 Right-of-Way Costs

Roadway projects that include the construction of new facilities or widening of an existing facility for increased capacity must consider potential acquisition of additional right-of-way (ROW). Taking geographic location (inside or outside the Urban Service Area) and facility type into account, ROW cost factors were applied as described below and in **Tables 1a and 1b**.

ROW Factors

- H= "High" cost assumes that the ROW will cost 100 percent of the total construction cost
- M= "Medium" cost assumes that the ROW will cost 50 percent of the total construction cost
- L= "Low" cost assumes that the ROW will cost 25 percent of the total construction cost

TABLE 1a: Within the Urban Services Area

Existing No. of Lanes	Divided or Undivided	Existing Typical Section	Future No. of Lanes	Future Undivided, Divided or Enhanced	Future Typical Section	R/W Cost Factor
0	N/A	New	2	U, D, E	Urban	H
2	U or D	Rural	2	D or E	Urban	L
0	N/A	New	4	U, D, E	Urban	H
2	U or D	Rural	4	U, D, E	Urban	M
0	N/A	New	6	U, D, E	Urban	H
2	U or D	Rural	6	D or E	Urban	H
4	U	Rural	4	D or E	Urban	L
4	U or D	Rural	6	D or E	Urban	M
2	U	Urban	2	D or E	Urban	M
2	U or D	Urban	4	U	Urban	M
2	U or D	Urban	4	D or E	Urban	H
2	U or D	Urban	6	D or E	Urban	H
4	U	Urban	4	D or E	Urban	M
4	U or D	Urban	6	D or E	Urban	H

TABLE 1b: Outside the Urban Services Area

Existing No. of Lanes	Divided or Undivided	Existing Typical Section	Future No. of Lanes	Future Undivided, Divided or Enhanced	Future Typical Section	R/W Cost Factor
0	N/A	New	2	U, D, E	Rural	H
2	U	Rural	2	D or E	Rural	M
0	N/A	New	4	U, D, E	Rural	H
2	U or D	Rural	4	U	Rural	M
2	U or D	Rural	4	D or E	Rural	H
0	N/A	New	6	U, D, E	Rural	H
2	U or D	Rural	6	D or E	Rural	H
4	U	Rural	4	D or E	Rural	M
4	U or D	Rural	6	D or E	Rural	H

2.3 Roadway Enhancement Assumptions

Roadway facilities can be improved in several ways. Adding through lanes has traditionally been the most common method; however in some cases, adding through lanes may not be desirable due to the severity of anticipated impacts on adjacent neighborhoods, businesses, or environmentally sensitive areas. Because of this, the Needs Assessment also identifies roadway enhancements that may increase capacity or functionality using other methods other than adding through lanes. Enhancements can include intersection improvements to help traffic flow better, such as turn lanes and smart traffic signals; stormwater drainage improvements that reduce street flooding; facilities for walking, cycling, and transit; and aesthetic treatments.

To estimate costs associated with enhancements, two packages of typical improvements were identified (see **Appendix A**). ROW costs associated with each enhancement package are shown in **Table 1a-1b**.

Enhanced Roads – Urban

- Closed drainage (piped drainage with removal of open swale)
- Continuous sidewalk on at least one side (estimated as new sidewalk for entire length of roadway on one side; an equivalent amount of sidewalk may be used to infill gaps along roads where some sidewalk already exists)
- Bike lanes on both sides
- Turn lanes at signalized intersections (assumes two signalized intersections per mile)
- Concrete pads and ADA compliant curb cuts for bus stops (assumes eight per mile, or four in each direction of travel)
- ITS coordinated traffic signals (assumes two per mile)
- High visibility crosswalk with ADA compliant curb cuts (assumes four per mile)
- Pedestrian-activated, flashing warning signs at mid-block crosswalks or at free-flowing right turn lanes (assumes two per mile)

Enhanced Roads – Rural

- Open drainage (open swale)
- Continuous sidewalk on at least one side (estimated as new sidewalk for entire length of roadway on one side; an equivalent amount of sidewalk may be used to fill in gaps along roads where some sidewalk exists already)
- Bike shoulder on both sides
- Turn lanes at signalized intersections (assumes one signalized intersection per mile)
- Concrete pads and ADA compliant curb cuts for bus stops (assumes two per mile, or one in each direction of travel)
- High visibility crosswalk with ADA compliant curb cuts (assumes four per mile)
- Pedestrian-activated, flashing warning signs at mid-block crosswalks or at free-flowing right turn lanes (assumes two per mile)

2.4 Summary Roadway Needs Project Costs

Based on the cost estimating method described above and unit costs presented in **Appendix A, Tables 2 and 3** summarize the costs associated with all 2035 Needs Assessment Roadway Projects. Detailed cost estimates by project are provided in **Appendix B**.

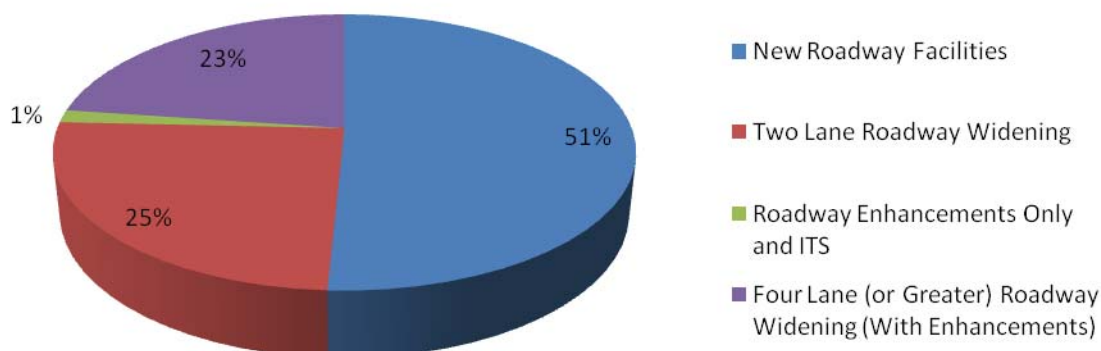
TABLE 2: Total Roadway Needs Project Cost Estimates

Total Construction Costs (\$2009)	\$ 8,887 Million
Total ROW Acquisition Costs (\$2009)	\$ 5,131 Million
Total PE/ Design &/or PD&E Costs (\$2009)	\$ 892 Million
Intelligent Transportation Systems (ITS)	\$ 18 Million
Combined Total	\$ 14,985 Million

TABLE 3: Roadway Needs Project Cost Estimates by Facility Type

Facility Type	Cost (\$ 2009)	% of Total Cost
New Facilities (Including I-4 Connector & Gandy Blvd.)	\$ 7,601 Million	(+/-) 50.7%
Two Lane Roadway Widening (With Enhancements)	\$ 3,733 Million	(+/-) 24.9%
Roadway Enhancements Only and Intelligent Transportation Systems (ITS)	\$ 239 Million	(+/-) 0.1%
Four Lane (or Greater) Roadway Widening (With Enhancements)	\$ 3,413 Million	(+/-) 22.8%

Roadway Needs: Percent of Costs by Facility Type



3.0 TRANSIT NEEDS COST ESTIMATES

3.1 Cost Estimate Methodology

Estimated costs for transit projects identified in the 2035 Needs Assessment were calculated using information from multiple sources. The cost estimate for each project is provided in **Appendix C**.

Costs for short distance rail, long distance rail, regional bus, water transit, and vanpool vehicles were developed by FDOT for the Tampa Bay Area Regional Transportation Authority's (TBARTA) Regional Transportation Master Plan, adopted in May 2009. These costs were developed with reference to previous studies, including the Tampa Rail Project Environmental Impact Study (EIS), the Hillsborough MPO 2050 Transit Concept, as well as regional and national examples. Where the TBARTA Master Plan showed a range of costs from low to high, the midpoint has been used.

Costs for local bus, express bus, bus rapid transit (BRT), circulators and flex routes, the existing TECO Line Streetcar, and ADA-complementary paratransit services were developed by Hillsborough Area Regional Transit (HART) and Bay Area Commuter Services (BACS) for its Transit Development Plan and Long Range Plan. Costs for a short extension of the TECO Line Streetcar from Whiting Street to Polk Street were based on unit costs reported by HART.

Costs for commuter services programs and operational costs of the regional vanpool program were provided by Bay Area Commuter Services.

Costs associated with the construction and operation of high speed rail from Downtown Tampa to Orlando were developed for an EIS by the Florida High Speed Rail Authority, approved in 2005.

Costs for paratransit services that are part of the Transportation Disadvantaged Program were based on the Transportation Disadvantaged Service Plan and Annual Operating Report.

3.2 Transit Unit Costs for Major Capital Expenses

Similar to the roadway cost estimates for the LRTP, where specific costs have not been developed by an implementing agency, transit cost estimates were developed based on unit costs per mile for major capital expenses. Capital expenses for transit are defined as any cost associated with the construction of corridor infrastructure needed to support the transit service; to purchase vehicles; to house or maintain vehicles; or provide other supportive infrastructure such as shelters, "smart" technology, etc. Because plans for rail are yet to be refined, a large contingency factor— 30 percent of all capital costs – has been included to cover the significant unknowns, such as how many grade-separated crossings will be required by detailed traffic analyses. Rail capital cost estimates also include factors for mitigation, design, and construction management. The unit costs are itemized in **Appendix D**.

4.0 PEDESTRIAN AND BICYCLE NEEDS COST ESTIMATES

4.1 Cost Estimate Methodology

An estimated construction cost for each bicycle or pedestrian project identified in the 2035 Needs Assessment was calculated using information provided by FDOT District Seven. Average unit costs per centerline mile were identified by facility and improvement type using FDOT LREs in June 2009. These unit costs were used to calculate estimates for the MPO's Needs Assessment. Each estimate also included standard contingencies for mitigation of traffic impacts associated with construction of the project, as well as variables for design and construction management. The unit costs are itemized in **Appendix A**.

Construction contingencies assumed for bicycle and pedestrian projects are as follows:

- Maintenance of Traffic Associated with Construction 5% of construction per mile
- Mobilization 5% of construction per mile
- Project Unknowns and Mitigation 25% of total construction
- PE Design and/or PD&E 15% of total construction
- Construction Management 15% of total construction

4.2 Bicycling System Assumptions

Project types include on-road bicycle facilities and off-road multi-use trails.

- Trails were estimated as 12-foot wide asphalt paths. ROW was assumed to be provided through separate means, as trail facilities are often constructed on land acquired for parks or recreation, or set aside through development agreements.
- On-road bicycle facilities were estimated as the cost of adding a 5-foot wide paved shoulder or designated bicycle lane to an existing road, or as the cost of re-striping an existing road where current pavement width can accommodate a bicycle lane adjacent to a vehicle lane. Assumptions for each project are shown in **Appendix E**.

4.3 Pedestrian System Assumptions

Project types include sidewalk improvements on major roads and pedestrian enhancement corridors.

- The cost of filling sidewalk gaps on major roads in each jurisdiction was based on an inventory of the major road network that identified segments with no sidewalks at all (also referred to as "100% missing"). The cost estimate is based on constructing a 5-foot wide sidewalk on at least one side of each of those segments.
- "Pedestrian Enhancement Corridors" are identified in the Needs Assessment to improve the safety of pedestrians crossing major roads. Cost estimates are based on adding:
 - High visibility crosswalks, with curb bulb-outs and ADA-compliant curb cuts (assuming four intersections per mile)
 - Flashing pedestrian warning signs (assumes two per mile)

4.4 Coordination with Roadway Needs Projects

The bicycle and pedestrian projects were cross-referenced with all roadway projects. In cases where the projects overlap, the needed bicycle or pedestrian facility was assumed to be provided as part of the roadway project. The costs of the overlapping bicycle and pedestrian facilities have been removed from the total Needs Cost Estimate to avoid double-counting.

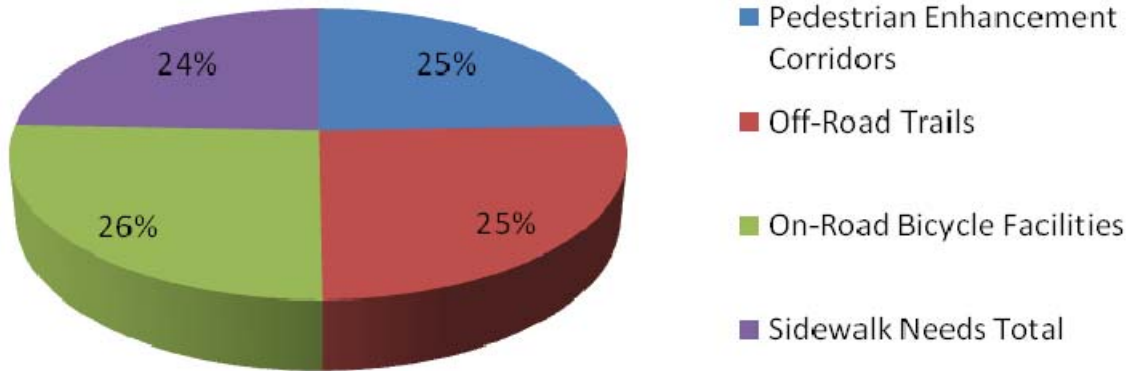
4.5 Summary Bicycle and Pedestrian Needs

Table 4 summarizes the costs associated with all 2035 Needs Assessment Projects. Detailed cost estimates identified by project are provided in **Appendix E**.

TABLE 4: Total Bicycle & Pedestrian Needs Cost Estimates (2035)

Facility Type	Cost (\$ 2009)	% of Total Cost
Top Priority Pedestrian Enhancement Corridors	\$ 14.5 Million	(+/-) 6.5%
Secondary Priority Pedestrian Enhancement Corridors	\$ 40.0 Million	(+/-) 17.9%
<i>Pedestrian Enhancement Corridors Sub-Total</i>	\$ 54.5 Million	(+/-) 24.5%
Top Priority Off-Road Trails	\$ 26.5 Million	(+/-) 11.9%
Secondary Priority Off-Road Trails	\$ 30.1 Million	(+/-) 13.5%
<i>Off-Road Trails Sub-Total</i>	\$ 56.6 Million	(+/-) 25.4%
Top Priority On-Road Bicycle Facilities: City of Tampa	\$ 25.4 Million	(+/-) 11.4%
Top Priority On-Road Bicycle Facilities: Unincorporated Hillsborough County	\$ 29.1 Million	(+/-) 13.1%
Top Priority On-Road Bicycle Facilities: City of Plant City	\$ 1.3 Million	(+/-) 0.6%
Top Priority On-Road Bicycle Facilities: City of Temple Terrace	\$ 1.7 Million	(+/-) 0.8%
<i>On-Road Bicycle Facilities Sub-Total</i>	\$ 57.5 Million	(+/-) 25.8%
Sidewalk Gaps: City of Tampa	\$ 12.0 Million	(+/-) 5.4%
Sidewalk Gaps: Unincorporated Hillsborough County	\$ 40.0 Million	(+/-) 17.9%
Sidewalk Gaps: City of Plant City	\$ 1.8 Million	(+/-) 0.8%
Sidewalk Gaps: City of Temple Terrace	\$ 0.5 Million	(+/-) 0.2%
<i>Sidewalk Needs Sub-Total</i>	\$ 54.3 Million	(+/-) 24.4%
<i>Combined Total: Bicycle & Pedestrian Needs</i>		\$ 222.9 Million

Total Bicycle & Pedestrian Needs Cost Estimates (2035)



APPENDIX A: ROADWAY UNIT COSTS

2035 LRTP ROADWAY NEEDS: UNIT COSTS

Improvement Type	Unit Cost (Per Mile)	Incl. MOT & Mobilization (20%)	Incl. Project Unknowns (25%)	Incl. PD&E, PE, and Design (15%)	Incl. CEI (15%)
RURAL ROADWAY					
New Construction (2-Lane Roadway) with 5' Paved Shoulders	\$4,524,370	\$5,474,487	\$6,843,109	\$7,869,576	\$8,896,042
New Construction (4-Lane Roadway) with 5' Paved Shoulders	\$6,991,163	\$8,459,307	\$10,574,134	\$12,160,254	\$13,746,374
New Construction (6-Lane Roadway) with 5' Paved Shoulders	\$8,805,269	\$10,654,375	\$13,317,969	\$15,315,664	\$17,313,360
Milling and Resurfacing (4-Lane Roadway) with 5' Paved Shoulders	\$6,991,163	\$8,459,307	\$10,574,134	\$12,160,254	\$13,746,374
Milling and Resurfacing (6-Lane Roadway) with 5' Paved Shoulders	\$8,805,269	\$10,654,375	\$13,317,969	\$15,315,664	\$17,313,360
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$6,991,163	\$8,459,307	\$10,574,134	\$12,160,254	\$13,746,374
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$8,805,269	\$10,654,375	\$13,317,969	\$15,315,664	\$17,313,360
Add Lanes (4 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$10,619,375	\$12,849,443	\$16,061,804	\$18,471,075	\$20,880,346
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$10,619,375	\$12,849,443	\$16,061,804	\$18,471,075	\$20,880,346
Add 1 through Lane on Inside (To Existing) with 5' Paved Shoulders	\$1,148,617	\$1,389,826	\$1,737,283	\$1,997,875	\$2,258,468
<i>SOURCE: FDOT D7 Roadway Cost per Centerline Mile (June 2009) and Long Range Estimates</i>					

2035 LRTP ROADWAY NEEDS: UNIT COSTS (CONT.)

Improvement Type	Unit Cost (Per Mile)	Incl. MOT & Mobilization (20%)	Incl. Project Unknowns (25%)	Incl. PD&E, PE, and Design (15%)	Incl. CEI (15%)
RURAL ROADWAY (CONTINUED)					
Add 1 through Lane on Outside (To Existing) with 5' Paved Shoulders	\$1,765,466	\$2,136,213	\$2,670,267	\$3,070,807	\$3,471,347
Add 300' Exclusive Left Turn Lane	\$108,396	\$131,159	\$163,948	\$188,541	\$213,133
Add 300' Exclusive Right Turn Lane	\$265,110	\$320,783	\$400,978	\$461,125	\$521,272
URBAN ROADWAY					
New Construction (2-Lane Roadway) with 5' Paved Shoulders	\$6,095,198	\$7,375,189	\$9,218,986	\$10,601,835	\$9,218,986
New Construction (4-Lane Roadway) with 5' Paved Shoulders	\$8,537,780	\$10,330,713	\$12,913,392	\$14,850,401	\$12,913,392
New Construction (6-Lane Roadway) with 5' Paved Shoulders	\$10,447,044	\$12,640,923	\$15,801,154	\$18,171,327	\$15,801,154
Milling and Resurfacing (4- Lane Roadway) with 5' Paved Shoulders	\$8,537,780	\$10,330,713	\$12,913,392	\$14,850,401	\$12,913,392
Milling and Resurfacing (6- Lane Roadway) with 5' Paved Shoulders	\$10,447,044	\$12,640,923	\$15,801,154	\$18,171,327	\$15,801,154
Add Lanes (2 to 4 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$8,537,780	\$10,330,713	\$12,913,392	\$14,850,401	\$12,913,392
Add Lanes (4 to 6 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$10,447,044	\$12,640,923	\$15,801,154	\$18,171,327	\$15,801,154
<i>SOURCE: FDOT D7 Roadway Cost per Centerline Mile (June 2009) and Long Range Estimates</i>					

2035 LRTP ROADWAY NEEDS: UNIT COSTS (CONT.)

Improvement Type	Unit Cost (Per Mile)	Incl. MOT & Mobilization (20%)	Incl. Project Unknowns (25%)	Incl. PD&E, PE, and Design (15%)	Incl. CEI (15%)
URBAN ROADWAY (CONTINUED)					
Add Lanes (4 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$12,356,308	\$14,951,132	\$18,688,915	\$21,492,253	\$18,688,915
Add Lanes (6 to 8 Lanes) with 5' Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$12,356,308	\$14,951,132	\$18,688,915	\$21,492,253	\$18,688,915
Add 1 Through Lane on Inside (To Existing) with 5' Paved Shoulders	\$1,165,936	\$1,410,782	\$1,763,478	\$2,027,999	\$2,292,521
Add 1 Through Lane on Outside (To Existing) with 5' Paved Shoulders	\$2,585,883	\$3,128,918	\$3,911,148	\$4,497,820	\$3,911,148
Add 300' Exclusive Left Turn Lane	\$144,064	\$174,317	\$217,896	\$250,581	\$217,896
Add 300' Exclusive Right Turn Lane	\$303,750	\$367,537	\$459,421	\$528,335	\$459,421
OTHER UNIT COSTS					
ITS Coordinated Signals (2 per mile)	\$292,140				
ITS Variable Message Signs (2 per mile)	\$110,000				
High Visibility Pedestrian Crosswalks (4 per mile)	\$84,240				
Flashing Pedestrian Warning Signs (2 per mile)	\$16,400				
ADA Compliant Sidewalk Bulb-outs (2 per mile)	\$3,520				
Rural Bike Lanes	\$159,050				
Urban Bike Lanes	\$266,034				
ADA Compliant Transit Curb-cuts (Rural; 2 per mile)	\$13,000				
ADA Compliant Transit Curb-cuts (Urban; 8 per mile)	\$56,000				
<i>SOURCES: FDOT D7 Roadway Cost per Centerline Mile (June 2009), FDOT D7 Long Range Estimates, and HART Bus Stop and Facility Accessibility Study (2008)</i>					

APPENDIX B: ROADWAY & ITS NEEDS COST ESTIMATES

2035 LRTP ROADWAY NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
MPO Data Collection & Analysis(Annually)			2U	4D	\$0.0	\$0.0	\$0.4	\$0.4
TRANSFER FOR TRANSIT PROJECTS			-	-	\$0.0	\$0.0		\$59.0
131ST AVE	NEBRASKA AVE	30TH ST	2U	4D	\$3.0	\$19.9	\$22.8	\$45.7
22ND ST***	HILLSBOROUGH AVE	21ST AVE	2U	2E	\$0.0	\$0.0	\$9.8	\$9.8
22ND ST***	RIVERHILLS DR	FOWLER AVE	2U	2E	\$0.0	\$0.0	\$11.0	\$11.0
24TH ST	SR 674	19TH AVE NE	0	4D	\$2.9	\$19.2	\$22.1	\$44.3
24TH ST	19TH AVE NE	BIG BEND RD	0	4D	\$9.5	\$63.3	\$72.8	\$145.5
30TH ST	SR 674	19TH AVE	2U	4D	\$1.9	\$12.8	\$14.7	\$29.4
30TH ST	19TH AVE	APOLLO BEACH BLVD	00	4D	\$4.6	\$30.4	\$35.0	\$69.9
46TH ST	FLETCHER AVE	SKIPPER RD	2U	4D	\$1.5	\$10.0	\$11.5	\$23.0
78TH ST	MADISON AVE	CAUSEWAY BLVD	2U	2E	\$0.0	\$0.0	\$4.3	\$4.3
7TH AVE***	22ND ST	50TH ST	4U	2E	\$0.0	\$0.0	\$8.0	\$8.0
ANDERSON RD	SLIGH AVE	LINEBAUGH AVE	4D	6D	\$5.0	\$33.6	\$38.7	\$77.4
APOLLO BEACH BLVD EXT	US 41	I-75	00	4D	\$6.8	\$45.2	\$51.9	\$103.9
ARMENIA AVE	SLIGH AVE	BUSCH BLVD	2U	4D	\$3.1	\$20.5	\$23.6	\$47.1
ARMENIA AVE	TAMPA BAY BLVD	SLIGH AVE	4U	4E	\$0.0	\$0.0	\$6.7	\$6.7
ARMENIA AVE	BUSCH BLVD	FLETCHER AVE	2U	2E	\$0.0	\$0.0	\$6.9	\$6.9
BALM-RIVERVIEW RD	US HWY 301	RHODINE RD	2U	2E	\$0.0	\$0.0	\$9.8	\$9.8
BELL SHOALS RD	BOYETTE RD	BLOOMINGDALE AVE	2U	4D	\$5.3	\$35.6	\$41.0	\$81.9
BELL SHOALS RD	BLOOMINGDALE AVE	LITHIA PINECREST RD	2U	2E	\$0.0	\$0.0	\$5.2	\$5.2
BENJAMIN RD	HILLSBOROUGH AVE	WATERS AVE	2U	4D	\$3.9	\$26.0	\$29.9	\$59.9
BIG BEND RD	US HWY 41	I-75 S RAMP	4D	6D	\$3.7	\$24.3	\$28.0	\$56.0
BIG BEND RD	I-75 N RAMP	SUMMERFIELD BLVD	4D	6D	\$5.5	\$36.9	\$42.4	\$84.9
BIG BEND RD	SUMMERFIELD BLVD	BALM RIVERVIEW	2U	6D	\$3.2	\$21.7	\$24.9	\$49.8
BIG BEND RD EXT	BALM RIVERVIEW RD	BOYETTE RD	00	2U	\$4.3	\$29.0	\$33.3	\$66.6
BLOOMINGDALE AVE	LITHIA PINECREST RD	LITTLE RD	2U	4D	\$2.8	\$18.9	\$21.8	\$43.6
BLOOMINGDALE AVE EXT	LITTLE RD	TURKEY CREEK RD	00	2D	\$5.5	\$36.7	\$42.2	\$84.4
BOUGAINVILLEA AVE	30TH ST	MCKINLEY DR	2U	4D	\$1.2	\$7.9	\$9.0	\$18.1
BRIDGE ST	TYSON ST	GANDY BLVD	00	2D	\$0.6	\$4.2	\$4.9	\$9.8
BROADWAY AVE	FALKENBURG RD	M L KING BLVD	2U	4D	\$3.9	\$26.0	\$29.9	\$59.7
BRUCE B DOWNS BLVD*	BEARSS AVE	PALM SPRINGS BLVD	4D	6D	\$0.0	\$0.0	\$38.5	\$38.5
<p>Roadway Types: (2) No. of Lanes, U = Undivided; D = Divided; O = One Way; OE = One Way Enhanced; E = Enhanced; F = Freeway/Expressway; 3U = One lane each direction and a center turn lane</p> <p>* Project Costs Provided by FDOT District Seven (May 2009 and July 2009)</p> <p>** Based on Project Costs Provided by Expressway Authority (2008)</p> <p>***Based on Project Costs Provided by the City of Tampa (2009)</p> <p>****Based on Project Costs Provided by Plant City (2009)</p> <p>NOTES: 1. Shown in present day costs (PDC) / 2009 dollars;</p> <p>2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST</p> <p>3. Shown in adopted TIP and WP; shown in year of expenditure dollars</p> <p>4. Shown in year of expenditure dollars</p> <p>5. Shown in present day costs (PDC) /2009 dollars; 15% ratio of project cost; applied to projects funded through Other Arterial funds only</p>								



2035 LRTP ROADWAY NEEDS: COST ESTIMATES

Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
BRUCE B DOWNS BLVD*	PEBBLE CREEK DR	COUNTY LINE RD	4D	6D	\$0.0	\$0.0	\$15.0	\$15.0
BUSCH BLVD	N BOULEVARD	FLORIDA AVE	4D	6D	\$1.2	\$8.1	\$8.1	\$17.4
BUSCH BLVD	FLORIDA AVE	56TH ST	6D	6E	\$0.0	\$0.0	\$10.6	\$10.6
CAMDEN FIELD PKWY	US HWY 41	FALKENBURG RD	0	2U	\$2.8	\$19.0	\$19.0	\$40.8
ORANGE STREET TRAFFIC			0	0	\$0.0	\$0.0	\$5.0	\$5.0
CAUSEWAY BLVD	MARITIME BLVD	50TH ST	4D	6D	\$5.7	\$37.8	\$37.8	\$81.4
CITRUS PARK EXT	LINEBAUGH AVE	SHELDON	00	4D	\$6.5	\$43.3	\$49.8	\$99.6
COLUMBUS DR EXT	REGIONAL WATER LN	FALKENBURG RD	0	4D	\$1.8	\$11.9	\$13.7	\$27.3
COUNTY LINE RD	SWINDELL RD	KNIGHTS GRIFFIN RD	0	4D	\$4.4	\$29.2	\$33.6	\$67.1
(HILLSBOROUGH)	DALE MABRY HWY	PASCO COUNTY	2U	4D	\$2.3	\$15.1	\$17.4	\$34.7
COUNTY LINE RD (POLK)	SR 60	TRAPNELL RD	2U	4D	\$4.4	\$29.3	\$33.6	\$67.3
CR 39 (ALEXANDER)*	I-4	KNIGHTS GRIFFIN RD	0	4D	\$0.0	\$0.0	\$29.9	\$29.9
CR 579	US 92	I-4	4D	6D	\$0.7	\$4.6	\$5.3	\$10.6
CR 579	I-4	SLIGH AVE	2U	6D	\$0.7	\$4.9	\$5.7	\$11.3
CRENSHAW LAKE RD	SIMMONS RD	US HWY 41	2U	2E	\$0.0	\$0.0	\$1.5	\$1.5
CROSS CREEK BLVD*	CORY LAKE ISLES	MORRIS BRIDGE RD	2U	4D	\$2.4	\$15.7	\$20.0	\$38.1
CUMBERLAND ST	CEASER ST	MERIDIAN ST	0	2D	\$0.1	\$0.7	\$0.8	\$1.6
DALE MABRY FRT RD E/W*	VAN DYKE RD	US HWY 41	0	0	\$0.0	\$117.8	\$197.0	\$314.8
DALE MABRY HWY	VAN DYKE RD	CHEVAL BLVD	4D	6D	\$2.4	\$16.1	\$16.1	\$34.7
EAST WEST ROAD	MORRIS BRIDGE ROAD	KENNAN ROAD	0	2U	\$4.0	\$26.9	\$26.9	\$57.9
EUCLID AVE	DALE MABRY HWY	BAYSHORE BLVD	2U	2E	\$0.0	\$0.0	\$2.1	\$2.1
FALKENBURG RD	DEAD END	EAGLE PALM	2U	4D	\$2.5	\$16.9	\$19.5	\$38.9
FALKENBURG RD	BRYAN RD	HILLSBOROUGH AVE	2U	4D	\$1.4	\$9.3	\$10.6	\$21.3
FALKENBURG RD EXT	78TH ST	DEAD END	0	4D	\$0.4	\$3.0	\$3.4	\$6.9
FISH HAWK BLVD	BELL SHOALS RD	LITHIA PINECREST	2U	4D	\$8.9	\$59.3	\$68.2	\$136.5
FLETCHER AVE	30TH ST	MORRIS BRIDGE RD	4D	6D	\$9.6	\$64.2	\$73.8	\$147.6
FLORIDA AVE	VIOLET	WATERS AVE	4U	4E	\$0.0	\$0.0	\$5.1	\$5.1
GANDY BLVD - (ELEV. STRUCTURE)****	DALE MABRY HWY	GANDY BRIDGE	00	2F	\$11.1	\$74.1	\$85.2	\$170.5
GEORGE RD	MEMORIAL HWY	HILLSBOROUGH AVE	2U	4D	\$2.0	\$13.2	\$15.1	\$30.3
GIBSONTON DR	I-75 S RAMP	US HWY 301	4D	6D	\$3.6	\$23.7	\$27.3	\$54.6

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GORNT0 LAKE RD	PROVIDENCE RDG	PROVIDENCE LAKES EXT	2U	4D	\$1.5	\$10.1	\$11.7	\$23.3
GORNT0 LAKE RD	BRANDON TOWN CENTER	SR 60	00	4D	\$1.1	\$7.4	\$8.5	\$17.1
GUNN HWY	PASCO COUNTY LINE	S MOBLEY RD	2U	2E	\$0.0	\$0.0	\$0.6	\$0.6
GUNN HWY	S MOBLEY RD	SHELDON RD	2U	4D	\$0.9	\$5.7	\$6.5	\$13.0
GUNN HWY	EHRlich RD	CITRUS POINTE DR	2U	2E	\$0.0	\$0.0	\$1.0	\$1.0
GUNN HWY	CITRUS PARK DR	DALE MABRY OVERPASS	4D	6D	\$11.1	\$73.8	\$84.9	\$169.7
HANNA AVE	NEBRASKA AVE	56TH ST	2U	2E	\$0.0	\$0.0	\$9.3	\$9.3
HARNEY RD	56TH ST	TEMPLE TERRACE HWY	2U	4D	\$9.8	\$65.3	\$75.1	\$150.1
HENDERSON BLVD	BAY TO BAY BLVD	LOIS AVE	4U	4E	\$0.0	\$0.0	\$1.6	\$1.6
HENDERSON BLVD	LOIS AVE	KENNEDY BLVD	4U	4E	\$0.0	\$0.0	\$4.9	\$4.9
HILLSBOROUGH AVE	HIGHLAND AVE	NEBRASKA AVE	4D	6D	\$1.6	\$10.6	\$10.6	\$22.7
HILLSBOROUGH AVE	50TH ST	ORIENT RD	4D	6D	\$4.2	\$27.8	\$27.8	\$59.9
HIMES AVE	HILLSBOROUGH AVE	BUSCH BLVD	2U	4D	\$5.4	\$35.8	\$41.2	\$82.4
HOOVER BLVD	HILLSBOROUGH AVE	SLIGH AVE	4D	6D	\$2.5	\$16.7	\$19.2	\$38.3
I-275*	ASHLEY ST	I-4 INTERCHANGE	8F	12F	\$4.3	\$28.8	\$46.3	\$79.4
I-275*	I-4 INTERCHANGE	S. OF OSBORNE	0	0	\$99.9	\$299.7	\$998.8	\$1,398.4
I-275*	S. OF OSBORNE	N. OF FOWLER	0	10+2SUL	\$34.3	\$102.9	\$342.9	\$480.0
I-275*	N. OF FOWLER	N. OF FLETCHER	0	8+2SUL	\$3.5	\$10.4	\$34.6	\$48.5
I-275*	N. OF FLETCHER	I-75	0	6+2SUL	\$13.4	\$40.1	\$133.8	\$187.3
I-275*	N. OF US 41	PROPOSED EAST/WEST ROAD	4F	6F	\$0.0	\$0.0	\$25.0	\$25.0
I-275*	W OF KENNEDY RAMPS	MEMORIAL HWY BRIDGE	6F	8F	\$3.2	\$2.0	\$24.8	\$30.0
I-275*	HOWARD FRANKLAND BRIDGE		0	0	\$47.1	\$0.0	\$471.0	\$518.1
I-4*	50TH STREET	COUNTY LINE RD	0	6F+4SUL	\$3.2	\$0.0	\$392.6	\$395.8
I-75*	MANATEE COUNTY	I-4	00	12F	\$104.9	\$699.2	\$1,088.3	\$1,892.4
I-75*	AT I-4	INTERCHANGE	0	0	\$6.3	\$6.5	\$52.1	\$65.0
I-75*	N OF I-4	S OF FOWLER AVE	6F	6F+4SUL	\$13.0	\$17.3	\$87.3	\$117.6
I-75*	N OF BB DOWNS BLVD	S OF SR 56	4F	6F	\$0.0	\$0.0	\$44.5	\$44.5
INDEPENDENCE PKWY	MEMORIAL HWY	VETERAN'S FRONTAGE RD S	4D	6D	\$1.6	\$10.6	\$12.2	\$24.3
INDEPENDENCE RAMPS	VETERAN'S FRONTAGE RD N	INDEPENDENCE PKWY	4D	6D	\$0.3	\$1.8	\$2.1	\$4.1
JAMES REDMAN PARKWAY****	NB & SB RIGHT TURN LANES AT ALEXANDER ST.		4D	4E	\$0.0	\$0.0	\$1.0	\$1.0
JIM JOHNSON EXT	JIM JOHNSON	TRAPNELL	00	4D	\$2.2	\$14.6	\$16.8	\$33.5

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					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
JIM JOHNSON RD	JAP TUCKER RD	ALEXANDER RD	2U	4D	\$0.9	\$5.7	\$6.6	\$13.1
JOHN MOORE RD	BLOOMINGDALE AVE	LUMSDEN RD	2U	2E	\$0.0	\$0.0	\$5.4	\$5.4
KENNEDY BLVD/SR 60	MEMORIAL HWY	CHURCH ST.	6D	6E	\$0.0	\$0.0	\$3.6	\$3.6
KENNEDY BLVD/SR 60	CHURCH ST.	ASHLEY ST.	4D	4E	\$0.0	\$0.0	\$7.9	\$7.9
KENNEDY BLVD/WEST	HOOVER BLVD	MEMORIAL HWY	4D	6D	\$0.7	\$4.7	\$4.7	\$10.2
KINGS AVE	SR60/BRANDON BLVD	VICTORIA ST	2U	2E	\$0.0	\$0.0	\$1.3	\$1.3
KINGSWAY RD	SR60/BRANDON BLVD	MLK BLVD	2U	2E	\$0.0	\$0.0	\$8.2	\$8.2
KINNAN ST.	DEAD END	PASCO COUNTY	0	2D	\$1.2	\$8.0	\$9.2	\$18.3
KNIGHTS GRIFFIN RD	US HWY 301	STACY RD	00	4D	\$0.4	\$2.6	\$3.0	\$5.9
KNIGHTS GRIFFIN RD	SR 39	POLK COUNTY	2U	4D	\$9.7	\$64.9	\$74.7	\$149.3
LEE ROY SELMON EXPWY**	FLORIDA AVE	22ND ST	4D	6D	\$0.6	\$0.0	\$51.0	\$51.6
LINEBAUGH AVE	SHELDON RD	DALE MABRY HWY	4D	6D	\$11.6	\$77.4	\$89.0	\$178.1
LINEBAUGH AVE	RACE TRACK RD	COUNTRYWAY BLVD	2U	4D	\$3.0	\$19.7	\$22.6	\$45.3
LINEBAUGH AVE	N BOULEVARD	NEBRASKA AVE	2U	2E	\$0.0	\$0.0	\$2.7	\$2.7
LITHIA PINECREST RD	SR 60	LUMSDEN RD	2U	4D	\$1.6	\$10.7	\$12.4	\$24.7
LITHIA PINECREST RD	LUMSDEN RD	BLOOMINGDALE AVE	2U	4D	\$3.4	\$22.5	\$25.8	\$51.7
LITHIA PINECREST RD	BLOOMINGDALE AVE	ADELAIDE DR	2U	4D	\$2.9	\$19.1	\$21.9	\$43.8
LITHIA PINECREST RD	ADELAIDE DR	BOYETTE RD	2U	4D	\$2.0	\$13.2	\$15.1	\$30.3
LIVINGSTON AVE	BEARSS RD	VANDERVORT RD	2U	4D	\$3.9	\$26.1	\$30.0	\$60.0
LOIS AVE	TAMPA BAY BLVD	HILLSBOROUGH AVE	2U	4D	\$2.9	\$19.6	\$22.5	\$45.0
LOIS AVE	KENNEDY BLVD	BOY SCOUT BLVD	4D	4E	\$0.0	\$0.0	\$3.1	\$3.1
LUMSDEN RD	S MULRENNAN RD	DOVER RD	00	2U	\$0.8	\$5.1	\$6.1	\$12.0
LUMSDEN RD	LITHIA PINECREST	VALRICO RD	2U	4D	\$2.0	\$13.5	\$15.8	\$31.2
LUTZ LAKE FERN RD	SUNCOAST PARKWAY	DALE MABRY HWY	2U	4D	\$6.6	\$44.1	\$51.7	\$102.4
LYNN TURNER	EHRlich RD	HUTCHINSON RD	00	2U	\$1.2	\$8.1	\$9.3	\$18.7
M L KING BLVD	ALEXANDER ST	WHEELER ST	2U	4D	\$1.6	\$10.7	\$10.7	\$22.9
M L KING BLVD	40TH ST	I-4	2U	4D	\$3.4	\$22.6	\$22.6	\$48.7
M L KING BLVD	ARMENIA AVE	ALBANY AVE	4U	4D	\$0.0	\$0.0	\$2.0	\$2.0
M L KING BLVD	MCINTOSH RD	SAMMONDS RD	2U	2E	\$0.0	\$0.0	\$9.7	\$9.7
MACDILL AVE	MACDILL AFB	M L KING BLVD	2U	2E	\$0.0	\$0.0	\$21.3	\$21.3
MADISION AVE	US 41	78TH ST	2U	4D	\$2.9	\$19.2	\$22.1	\$44.1

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					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²	
MANHATTAN AVE	HENRY AVE	SLIGH AVE	2U	2E	\$0.0	\$0.0	\$1.9	\$1.9	
MANHATTAN AVE	EUCLID AVE	HENDERSON RD	4U	4E	\$8.5	\$56.9	\$98.5	\$164.0	
MARITIME BLVD	HOOKERS POINT	20TH ST	2U	2E	\$0.0	\$0.0	\$3.2	\$3.2	
MAYDEL DR	CAUSEWAY BLVD	ADAMO DR	2U	2E	\$0.0	\$0.0	\$5.3	\$5.3	
MIDWAY	ALEXANDER ST EXT	COUNTY LINE RD	0	4D	\$8.1	\$53.8	\$61.9	\$123.8	
MILLER MAC RD	GULF AND SEA BLVD	US 41	2U	2E	\$0.0	\$0.0	\$3.7	\$3.7	
MONTAGUE ST	MANASSAS	TATE LN	00	2U	\$0.2	\$1.2	\$1.4	\$2.8	
MONTAGUE ST	LAKE CHASE ISLAND WAY	CITRUS PARK EXT	00	2U	\$0.3	\$1.9	\$2.8	\$4.9	
MORRIS BRIDGE RD	I-75	CROSS CREEK BLVD	2U	2E	\$0.0	\$0.0	\$13.5	\$13.5	
N/S ROAD	CITRUS PARK EXT	S MOBLEY RD	00	2U	\$2.3	\$15.6	\$18.0	\$36.0	
NEBRASKA	HILLSBOROUGH AVE	BUSCH BLVD	4U	4E	\$0.0	\$0.0	\$6.7	\$6.7	
NEW E/W RD	MONTAGUE	SHELDON	00	2U	\$1.2	\$8.2	\$9.5	\$18.9	
NEW E/W ROAD (NEW TAMPA)	I-275	COMMERCE PARK BLVD	00	4D	\$5.6	\$37.6	\$43.3	\$86.6	
NEW TAMPA BLVD	COMMERCE PARK BLVD	BRUCE B DOWNS BLVD	2U	4D	\$3.3	\$22.0	\$25.3	\$50.6	
NORTH BLVD***	KENNEDY BLVD	MLK BLVD	4U	2E	\$0.0	\$0.0	\$11.0	\$11.0	
NORTHDAL BLVD	CLAYWELL ELEMENTARY	DAWNVIEW DR	4U	4E	\$0.0	\$0.0	\$1.8	\$1.8	
OAKFIELD DR	LAKEWOOD DR	KINGS AVE	4U	4E	\$0.0	\$0.0	\$2.7	\$2.7	
OAKFIELD DR	KINGS AVE	PARSONS AVE	2U	4D	\$1.1	\$7.1	\$8.2	\$16.3	
OBRIEN ST	CYPRESS ST	SPRUCE ST	2U	4D	\$1.0	\$6.8	\$7.9	\$15.7	
OLD MEMORIAL HWY	HILLSBOROUGH AVE	WATERS AVE	2U	4D	\$2.1	\$13.7	\$15.8	\$31.6	
ORIENT RD	BROADWAY AVE	I-4	2U	4D	\$3.0	\$19.8	\$22.8	\$45.7	
PALM RIVER RD	78TH ST	FALKENBURG RD	2D	4D	\$3.8	\$25.3	\$29.1	\$58.2	
PALM RIVER RD	LUMSDEN RD	SR 60	2U	4D	\$1.9	\$12.9	\$14.9	\$29.7	
PAULS DR	BRANDON PKWY	SR 60	2U	2E	\$0.0	\$0.0	\$1.6	\$1.6	
PROGRESS BLVD	FALKENBURG RD	US HWY 301	2U	4D	\$4.4	\$29.5	\$34.0	\$67.9	
PROVIDENCE LAKE BLVD	ENGLISH BLUFF CT	S OF SUMMER BREEZE DR	00	2U	\$1.3	\$8.6	\$9.9	\$19.7	
RHODINE RD	US 41	US 301	0	2U	\$3.2	\$21.4	\$24.6	\$49.1	
RICE RD****	COUNTY LINE ROAD	CORONET ROAD	0	0	\$0.0	\$0.0	\$40.0	\$40.0	
RICE RD	CORONET RD	WIGGINS RD	00	2U	\$1.8	\$12.1	\$13.9	\$27.9	
ROWLETT PARK DR	SLIGH AVE	WATERS AVE	2U	2E	\$0.0	\$0.0	\$2.9	\$2.9	

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S BOULEVARD	SWANN AVE	KENNEDY BLVD	2D	4D	\$1.0	\$6.5	\$7.5	\$15.1
S MOBLEY RD	RACE TRACK RD	GUNN HWY	2U	4D	\$4.2	\$28.1	\$32.3	\$64.5
SAM ALLEN RD	FORBES RD	ALEXANDER ST EXT	2U	2E	\$0.0	\$0.0	\$3.8	\$3.8
SAM ALLEN RD	PARK ST	WILDER RD	2U	4D	\$0.7	\$4.7	\$5.4	\$10.7
SAM ALLEN RD	WILDER RD	COUNTY LINE RD	0	4D	\$4.2	\$28.0	\$32.2	\$64.4
SAM ALLEN RD*	ALEXANDER ST EXT	PARK RD	2U	4D	\$3.1	\$2.5	\$27.7	\$33.3
SHELDON RD	MEMORIAL HWY	LINEBAUGH AVE	4D	6D	\$7.6	\$50.4	\$58.0	\$116.0
SHELL POINT RD	24TH ST	30TH ST	0	2U	\$0.5	\$3.4	\$3.9	\$7.9
SKIPPER RD	BRUCE B DOWNS BLVD	46TH ST	2U	4D	\$0.8	\$5.2	\$6.0	\$12.0
SLIGH AVE	BENJAMIN RD	MANHATTAN AVE	2D	4D	\$2.9	\$19.4	\$22.3	\$44.7
SLIGH AVE	ARMENIA AVE	FLORIDA AVE	4U	4E	\$0.0	\$0.0	\$3.0	\$3.0
SLIGH AVE	56TH ST	US HWY 301	2U	2E	\$0.0	\$0.0	\$4.6	\$4.6
SLIGH AVE EXT	SLIGH AVE	EUREKA SPRINGS RD	0	2U	\$1.1	\$7.2	\$8.3	\$16.5
I-75	US 301	GIBSONTOWN RD	00	2D	\$9.3	\$62.2	\$71.5	\$143.0
I-75	APOLLO BEACH BLVD EXT	BIG BEND RD	00	2D	\$2.4	\$16.3	\$18.7	\$37.4
SPRUCE ST	LOIS AVE	HIMES AVE	2U	4D	\$1.5	\$9.8	\$11.3	\$22.5
SR 39	ALEXANDER ST EXT	KNIGHTS GRIFFIN RD	2U	4D	\$0.5	\$3.4	\$3.4	\$7.3
SR 39	PARK RD	ALABAMA ST	4D	4E	\$0.0	\$0.0	\$1.8	\$1.8
SR 574*	PARSONS AVE	KINGSWAY	2U	4D	\$0.0	\$20.7	\$7.5	\$28.2
SR 574*	KINGSWAY	MCINTOSH RD	2U	4D	\$0.0	\$34.3	\$27.6	\$61.9
SR 60 (NB INTERCHANGE)*	I-275	SPRUCE ST	0	0	\$0.0	\$96.8	\$96.6	\$193.4
SR 60 (SB INTERCHANGE)*	I-275	SPRUCE ST	0	0	\$7.4	\$2.2	\$56.4	\$65.9
SR 60 / BRANDON BLVD	VALRICO RD	COUNTY LINE RD	4D	6D	\$25.4	\$169.0	\$169.0	\$363.4
SR 60*	US HWY 301	FALKENBURG RD	4D	6D	\$1.7	\$10.6	\$16.6	\$28.9
SR 674	US 301	CR 579/SAFFOLD RD	2U	4D	\$4.7	\$31.0	\$31.0	\$66.7
SUMMERFIELD BLVD	DIXON DR	SYMMES RD EXT	00	2U	\$1.9	\$12.8	\$14.7	\$29.4
SUNCOAST PARKWAY*	VETERANS EXPWY	PASCO COUNTY	4F	6F	\$8.8	\$59.0	\$94.8	\$162.6
SWANN AVE	HOWARD AVE	BAYSHORE BLVD	2U	2E	\$0.0	\$0.0	\$2.1	\$2.1
SWINDEL RD	SAM ALLEN ROAD	CHARLIE TAYLOR ROAD	0	0	\$0.0	\$0.0	\$22.0	\$22.0
TAMPA BAY BLVD	CARGO BLVD	LOIS AVE	2U	4D	\$1.2	\$8.2	\$9.4	\$18.8
TAMPA BAY BLVD	HIMES AVE	ARMENIA AVE	2U	4E	\$2.0	\$13.1	\$18.5	\$33.7

Roadway Types: (2) No. of Lanes, U = Undivided; D = Divided; O = One Way; OE = One Way Enhanced; E = Enhanced; F = Freeway/Expressway; 3U = One lane each direction and a center turn lane
 * Project Costs Provided by FDOT District Seven (May 2009 and July 2009)
 ** Based on Project Costs Provided by Expressway Authority (2008)
 ***Based on Project Costs Provided by the City of Tampa (2009)
 ****Based on Project Costs Provided by Plant City (2009)
NOTES: 1. Shown in present day costs (PDC) / 2009 dollars;
 2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST
 3. Shown in adopted TIP and WP; shown in year of expenditure dollars
 4. Shown in year of expenditure dollars
 5. Shown in present day costs (PDC) /2009 dollars; 15% ratio of project cost; applied to projects funded through Other Arterial funds only



2035 LRTP ROADWAY NEEDS: COST ESTIMATES

Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
TARPON SPRINGS RD	PINELLAS COUNTY	GUNN HWY	2U	2E	\$0.0	\$0.0	\$4.8	\$4.8
TRAPNELL RD	SR 39	JIM JOHNSON EXT	2U	4D	\$1.6	\$10.9	\$12.6	\$25.1
TRAPNELL RD	NESMITH RD	COUNTY LINE RD	0	2U	\$1.2	\$7.9	\$9.1	\$18.1
TRASK ST***	CYPRESS ST.	BOY SCOUT BLVD	2U	2E	\$0.0	\$0.0	\$4.0	\$4.0
TYSON ST	WESTSHORE BLVD	MANHATTAN BLVD	0U	2U	\$0.5	\$3.5	\$4.0	\$8.0
US HWY 301	MANATEE COUNTY	SR 674	2U	4D	\$9.0	\$60.2	\$69.2	\$138.5
US HWY 301	SR 674	BALM RD	2U	6D				\$0.0
US HWY 301	CROSTOWN W RAMP	I-4	4D	6D	\$11.1	\$74.3	\$85.4	\$170.8
US HWY 301	HARNEY RD (S)	PASCO COUNTY	2U	4D	\$25.8	\$171.9	\$197.7	\$395.5
US HWY 301*	TAMPA BYPASS CANAL	FOWLER AVE	2U	4D	\$0.0	\$0.0	\$30.2	\$30.2
US HWY 41	19TH AVE NE	MADISON AVE	4D	6D	\$30.4	\$202.8	\$233.2	\$466.5
US HWY 92	PARK RD	COUNTY LINE RD	2U	4D	\$5.9	\$39.3	\$45.2	\$90.5
US HWY 92	US HWY 301	THONOTOSASSA RD	2U	4D	\$22.2	\$148.3	\$170.6	\$341.2
US HWY 92	SR 600	REYNOLDS ST	2U	2E	\$0.0	\$0.0	\$2.2	\$2.2
VAN DYKE RD	GUNN HWY	TOBACCO RD	2U	2E	\$0.0	\$0.0	\$1.8	\$1.8
VAN DYKE RD	SUNCOAST N RAMP	DALE MABRY HWY	2U	4D	\$4.9	\$32.7	\$37.6	\$75.2
VETERANS EXPWY	COURTNEY CAMPBELL	SUNCOAST PKWY	6F	8F	\$24.5	\$163.6	\$188.1	\$376.3
VICTORIA ST	KINGS AVE	PARSONS AVE	2U	2E	\$0.0	\$0.0	\$1.3	\$1.3
WATERS AVE	OLD MEMORIAL HWY	COUNTRYWAY	0U	4D	\$0.5	\$3.6	\$4.2	\$8.3
WATERS AVE	ARMENIA AVE	NEBRASKA AVE	4D	4E	\$0.0	\$0.0	\$5.3	\$5.3
WATERS AVE	NEBRASKA AVE	22ND ST	2U	4D	\$2.0	\$13.2	\$15.2	\$30.4
WESTSHORE BLVD	GANDY BLVD	BEACH PARK DRIE	2U	2E	\$0.0	\$0.0	\$8.5	\$8.5
WESTSHORE BLVD	I-275	BOY SCOUT BLVD	4D	6D	\$1.5	\$10.1	\$11.6	\$23.3
WHEELER ST	PARSONS AVE	VALRICO RD	2U	2E	\$0.0	\$0.0	\$13.9	\$13.9
WHEELER ST	M L KING ST	REYNOLDS ST	2U	2E	\$0.0	\$0.0	\$12.9	\$12.9
WHITING ST	ASHLEY DR	MORGAN ST	4U	4D	\$0.0	\$0.0	\$0.7	\$0.7
WHITING ST	MORGAN ST	BRUSH ST	2U	4D	\$0.5	\$3.6	\$4.1	\$8.3
WHITING ST	BRUSH ST	MERIDIAN	0	4D	\$0.2	\$1.3	\$1.5	\$3.0
WOODBERRY RD	FALKENBURG RD	GRAND REGENCY BLVD	2U	4D	\$1.1	\$7.5	\$8.7	\$17.3
WOODBERRY RD	US 301	FALKENBURG	0U	4D	\$3.0	\$20.1	\$23.1	\$46.3
WOODBERRY RD	GRAND REGENCY BLVD	LAKEWOOD DR	2D	4D	\$1.8	\$12.0	\$13.8	\$27.5

Roadway Types: (2) No. of Lanes, U = Undivided; D = Divided; O = One Way; OE = One Way Enhanced; E = Enhanced; F = Freeway/Expressway; 3U = One lane each direction and a center turn lane

* Project Costs Provided by FDOT District Seven (May 2009 and July 2009)

** Based on Project Costs Provided by Expressway Authority (2008)

***Based on Project Costs Provided by the City of Tampa (2009)

****Based on Project Costs Provided by Plant City (2009)

NOTES: 1. Shown in present day costs (PDC) / 2009 dollars;

2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST

3. Shown in adopted TIP and WP; shown in year of expenditure dollars

4. Shown in year of expenditure dollars

5. Shown in present day costs (PDC) /2009 dollars; 15% ratio of project cost; applied to projects funded through Other Arterial funds only



2035 LRTP ROADWAY NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
CITY OF TAMPA	ADVANCED TRAFFIC MANAGEMENT SYSTEM		ITS				\$8.3	\$8.3
COURTNEY CAMPBELL CSWY	PINELLAS COUNTY	VETERANS EXPY.	ITS				\$3.4	\$3.4
GANDY BLVD	PINELLAS COUNTY	LEE ROY SELMON	ITS				\$2.3	\$2.3
CITY OF PLANT CITY	ADVANCED TRAFFIC MANAGEMENT SYSTEM		ITS				\$2.0	\$2.0
HILLSBOROUGH COUNTY	ADVANCED TRAFFIC MANAGEMENT SYSTEM		ITS				\$2.4	\$2.4
<p>Roadway Types: (2) No. of Lanes, U = Undivided; D = Divided; O = One Way; OE = One Way Enhanced; E = Enhanced; F = Freeway/Expressway; 3U = One lane each direction and a center turn lane</p> <p>* Project Costs Provided by FDOT District Seven (May 2009 and July 2009)</p> <p>** Based on Project Costs Provided by Expressway Authority (2008)</p> <p>***Based on Project Costs Provided by the City of Tampa (2009)</p> <p>****Based on Project Costs Provided by Plant City (2009)</p> <p>NOTES: 1. Shown in present day costs (PDC) / 2009 dollars;</p> <p>2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST</p> <p>3. Shown in adopted TIP and WP; shown in year of expenditure dollars</p> <p>4. Shown in year of expenditure dollars</p> <p>5. Shown in present day costs (PDC) /2009 dollars; 15% ratio of project cost; applied to projects funded through Other Arterial funds only</p>								



APPENDIX C: TRANSIT UNIT COSTS

2035 LRTP TRANSIT NEEDS: UNIT COSTS				
Mode Construction Costs (FTA Cat. 10,40,50)	Low (\$/mi)	High (\$/mi)	R.O.W. Width (ft)	References
Managed Lanes - Interstates	\$15.6	\$17.6	88	FDOT D-7 Highway Construction Costs Jun 08 and LRE
Managed Lanes - Arterials	\$4.9	\$7.2	34	FDOT D-7 Highway Construction Costs Jun 08
Busway in existing CSX corridor	\$10.0	\$20.6	46	FDOT D-7 Highway Construction Costs Jun 08 and Jacobs Oct 08
Mixed Traffic BRT Corridor	\$2.5	\$5.0	0	Local Transportation Improvement Programs 08
At-Grade Short Distance Rail (Electrified, Ballasted/Street Running)	\$16.0	\$28.3	40	Hillsborough MPO Transit Study Dec 07, FTA cat. 10, 40, 50/Hudson Bergen Northern Branch
Short Distance Rail in existing CSX corridor (Diesel/Electrified with Crash Barrier)	\$11.6	\$38.9	60	Jacobs estimate Oct 08/Hudson Bergen Northern Branch 09
Long Distance Rail	\$8.5	\$15.0	40	Hillsborough MPO Transit Study Dec 07, FTA cat. 10, 40, 50
Stations & Facilities (FTA Cat. 20,30)				
	Low (\$M)	High (\$M)		
At Grade Bus Station	\$0.3	\$2.0		SFRTA Oct 07
At Grade Light Rail or Busway Station	\$1.5	\$3.5		DART May 08, Hillsborough MPO Transit Study Dec 07
At Grade Commuter Rail Station	\$2.9	\$4.7		FasTracks APE Unit Rates 08
Local Bus Stops - Shelters & Amenities	\$0.020	\$0.080		Local Transit Development Plans 08
Local Bus Stops - Ped & Bike Access	\$0.080	\$0.300		Temple Terrace Multimodal District Improvement Program
Park & Ride - Structured	\$2.0	\$4.0		FasTracks APE Unit Rates 08
Park & Ride - At Grade	\$0.5	\$1.6		FasTracks APE Unit Rates 08, Broward County P&R Dec 08
Maintenance Facility - Bus	\$40.0	\$60.0		LeeTran Facility 2008
Maintenance Facility - Light Rail	\$30.0	\$100.0		SFRTA Oct 07/high estimate = Jacobs March 09 (Arch Street project)
Maintenance Facility - Commuter Rail	\$20.0	\$30.0		SFRTA Oct 07
Water Station Docks	\$0.7	\$2.0		http://www.virginiadot.org/projects/studynov-a-ferrychap3.asp
Vehicles (FTA Cat. 20,30)				
	Low (\$M)	High (\$M)		
Premium Bus/BRT	\$0.4	\$2.0		
Light Rail (2 per train)	\$2.9	\$4.0		FDOT Transit System Costs Sept 08
Commuter Rail Passenger Car (2 per train)	\$1.4	\$2.5		SFRTA Oct 07
Commuter Rail Locomotive	\$2.4	\$6.0		SFRTA Oct 07/high estimate = Jacobs 09 (Hudson Bergen Northern Branch)
Commuter Rail Self-Propelled	\$3.7	\$4.4		FasTracks APE Unit Rates 08
Waterborne	\$3.0	\$8.0		VADOT, Golden Gate Ferry,
Local Fixed Route Bus	\$0.3	\$0.8		FDOT Transit System Costs Sept 08
Vanpool Vehicle	\$0.0240	\$0.0300		Spacecoast VPSI Oct 08 procurement
Streetcar Vehicle	\$0.9			HART
Notes				
*Liability insurance in CSX corridors is not included above.				
All units cost are based on information developed for the TBARTA Master Plan (2009)				

2035 LRTP TRANSIT NEEDS: UNIT COSTS			
Structures (Elevated Sections & Bridges)			
	<u>Low (\$/mi)</u>	<u>High (\$/mi)</u>	
Bridges: Rail - single track	not used	not used	
Bridges: Rail - double track	\$42.2	\$65.5	FDOT D-7 Freight Study (low), FDOT Intercity Passenger Rail (high)
Bridges: Mgd Lanes-Interstate	\$69.7	\$92.9	FDOT D-7 Highway Construction Costs Jun 08
Bridges: Mgd Lanes-Arterials	\$26.9	\$35.9	FDOT D-7 Highway Construction Costs Jun 08
Bridges: Busway	\$36.4	\$48.6	FDOT D-7 Highway Construction Costs Jun 08
Howard Frankland Bridge	\$87.0	\$153.0	Jacobs Structures Estimate '09 using FDOT Existing Plans (Widening/New Construction)
Managed Lanes Bus Slip Ramps	\$17.0	\$22.0	FDOT D-7 Hillsborough PD&E Concept (Not Used), Using LRE Cost Estimates
Right of Way (FTA Cat. 70)			
	<u>Low (\$)</u>	<u>High (\$)</u>	
Fees, Per Parcel	\$75,000	\$100,000	FDOT D-7 ROW office, Jul 08
Land (sf) - Citrus, Hernando, Northern Pasco	\$6.35	\$19.99	Listings Oct 08, Loopnet.com
Land (sf) - Western Pasco	\$12.21	\$31.91	Listings Oct 08, Loopnet.com
Land (sf) - Eastern Pasco	\$11.05	\$23.01	Listings Oct 08, Loopnet.com
Land (sf) - Pinellas	\$19.73	\$56.55	Listings Oct 08, Loopnet.com
Land (sf) - Central Hillsborough	\$6.17	\$38.07	Listings Oct 08, Loopnet.com
Land (sf) - Eastern Hillsborough	\$6.67	\$23.72	Listings Oct 08, Loopnet.com
Land (sf) - Manatee	\$18.76	\$24.35	Listings Oct 08, Loopnet.com
Land (sf) - Northern Sarasota	\$24.36	\$71.95	Listings Oct 08, Loopnet.com
Land (sf) - Southern Sarasota	\$26.39	\$40.31	Listings Oct 08, Loopnet.com
CSX (\$/mi) - purchase with freight easemt.*	\$2.44	\$7.40	Central Florida Rail Corridor CSX-FDOT Agreements Nov 07
Contingencies & Soft Costs (FTA Cat. 80)			
Design	10%	of construction costs	FasTracks APE Unit Rates 08
Construction Mgmt.	12%	of construction costs	FasTracks APE Unit Rates 08
Contingency - Construction	50%	of construction costs	
Contingency - Land	200%	of ROW costs	FasTracks Aug 08
Mitigation & Other Factors (FTA Cat. 90)			
Drainage	5%	of construction costs	FasTracks APE Unit Rates 08
Utility Relocation	4%	of construction costs	FasTracks APE Unit Rates 08
Drainage & Utilities	9%		
Noise Mitigation	2%	of construction costs	FasTracks APE Unit Rates 08
Wetlands Mitigation	2%	of construction costs	FasTracks APE Unit Rates 08
Hazardous Materials	2.5%	of construction costs	FasTracks APE Unit Rates 08
Mitigation	6.5%		
Signing & Striping	1%	of construction costs	FasTracks APE Unit Rates 08
Urban Design/ Landscaping	1.5%	of construction costs	FasTracks APE Unit Rates 08
Maintenance of Traffic	2%	of construction costs	FasTracks APE Unit Rates 08
Sign/Stripe, Landscape, MOT	5%		
Pedestrian & Non-Motorized Access	7%	of station costs	Sim. to 1/2-1 mi of sidewalk, FDOT D-7 Hwy. Constr. Costs Jun 08
Notes			
*Liability insurance in CSX corridors is not included above.			
All units cost are based on information developed for the TBARTA Master Plan (2009)			



APPENDIX D: TRANSIT NEEDS COST ESTIMATES

2035 LRTP TRANSIT NEEDS: COST ESTIMATES								
Service Type and Route Description	Transit Infrastructure Capital (\$Millions)				Transit Route Capital and O&M (\$Millions)			Total Cost
	PD&E/PE & Design	ROW	Construction	Cost (Infrastructure)	Route Capital	O&M	Cost (Route Capital and O&M)	
	Cost (2009)	Cost (2009)	Cost (2009)		Cost (2009)	Annual Cost (2009)		
High Speed Rail								
High Speed Rail: Tampa to Orlando	-	-	\$1,930.0	\$2,048.0	\$221.0	\$1,208.0	\$1,429.0	\$3,477.0
Short Distance Rail								
Short Distance Rail: Downtown Tampa to USF	\$81.5	\$82.1	\$651.6	\$815.1	\$68.0	\$15.1	\$83.1	\$898.2
Short Distance Rail: Downtown Tampa to Airport (terminating north of Airport at Hillsborough Ave)	\$73.3	\$26.7	\$633.0	\$732.9	\$30.6	\$7.3	\$37.9	\$770.8
Maintenance Facility Needed for Downtown Tampa to Airport and Downtown Tampa to USF (constructed within same time period)	\$14.3		\$65.0	\$79.3			\$0.0	\$79.3
Short Distance Rail: USF to Wesley Chapel	\$45.6	\$22.7	\$387.4	\$455.7	\$40.8	\$9.5	\$50.3	\$506.0
Maintenance Facility Needed for Project Downtown Tampa to USF and USF to Wesley Chapel (constructed within same time period)	\$14.3		\$65.0	\$79.3			\$0.0	\$79.3
Short Distance Rail: Airport to Carrollwood (from Hillsborough to Linebaugh Ave)	\$20.7	\$24.6	\$161.4	\$206.7	\$27.2	\$4.9	\$32.1	\$238.8
Short Distance Rail: Busch/Linebaugh Corridor West (from Airport Spur to Oldsmar)	\$43.3	\$36.8	\$353.3	\$433.4	\$27.2	\$12.7	\$39.9	\$473.4
Short Distance Rail: Busch/Linebaugh Corridor East (from Airport Spur to Downtown-USF Rail Line)	\$29.3	\$24.6	\$239.5	\$293.4	\$34.0	\$12.7	\$46.7	\$340.2
Short Distance Rail: Westshore to Pinellas (center of Frankland Bridge to Westshore Blvd; service continues to Dtn Tpa)	\$25.8	\$0.0	\$231.8	\$257.6	\$37.4	\$9.5	\$46.9	\$304.5
Maintenance Facility Needed for Projects Airport to Carrollwood , Busch/Linebaugh Corridor West, Busch/Linebaugh Corridor East, and Westshore to Pinellas (constructed within same time period)	\$14.3		\$65.0	\$79.3			\$0.0	\$79.3
Short Distance Rail: Downtown Tampa to South Tampa	\$36.4	\$29.7	\$298.1	\$364.2	\$40.8	\$9.7	\$50.5	\$414.7
Short Distance Rail: Downtown Tampa to Brandon	\$56.2	\$44.0	\$461.5	\$561.6	\$51.0	\$11.1	\$62.1	\$623.7
Maintenance Facility Needed for Projects Downtown Tampa to South Tampa and Downtown Tampa to Brandon (constructed within same time period)	\$14.3		\$65.0	\$79.3			\$0.0	\$79.3
Long Distance Rail: Brooksville to Tampa and Land O Lakes to Tampa (cost of service to county line only)	\$64.4	\$73.7	\$506.0	\$644.1	\$133.0	\$42.6	\$175.6	\$819.7

2035 LRTP TRANSIT NEEDS: COST ESTIMATES								
Service Type and Route Description	Transit Infrastructure Capital (\$Millions)				Transit Route Capital and O&M (\$Millions)			Total Cost
	PD&E/PE & Design	ROW	Construction	Cost (Infrastructure)	Route Capital	O&M	Cost (Route Capital and O&M)	
	Cost (2009)	Cost (2009)	Cost (2009)		Cost (2009)	Annual Cost (2009)		
Short Distance Rail (Continued)								
Long Distance Rail: Lakeland to Tampa (cost of service to county line) & Plant City to Tampa	\$70.8	\$110.9	\$526.7	\$708.4	\$158.8	\$57.2	\$216.0	\$924.4
Long Distance Rail: Bradenton to Tampa (cost of service to county line) & Sun City Center to Tampa	\$94.9	\$126.3	\$728.2	\$949.4	\$181.8	\$57.5	\$239.3	\$1,188.8
Maintenance Facility Needed for Long Distance Rail Projects (constructed within same time period)	\$11.0		\$50.0	\$61.0			\$0.0	\$61.0
Regional Bus and Waterborne								
Regional Bus: Suncoast Pkwy & Vet Exwy - Westshore to Northern Counties (cost of service to county line)	\$0.7	\$0.0	\$6.4	\$7.1	\$16.8	\$5.9	\$22.7	\$29.8
Regional Bus in Managed Lanes: I-4 & I-275 - Westshore to Lakeland (cost of service to county line only)	\$14.3	\$0.0	\$128.9	\$143.3	\$8.4	\$3.0	\$11.4	\$154.7
Regional Bus in Managed Lanes: I-75 - Tampa to Brooksville and Tampa to Bradenton & Sarasota (cost of service to county line only)	\$14.1	\$0.0	\$127.1	\$141.3	\$27.6	\$9.5	\$37.1	\$178.3
Regional Water Transit: Tampa CBD to St. Petersburg CBD	\$0.3	\$0.0	\$1.3	\$1.6	\$16.5	\$7.5	\$24.0	\$25.6
Streetcar								
Current Street Car (10 Replacement Vehilces)	\$0.0	\$0.0	\$0.0	\$0.0	\$9.0	\$2.4	\$11.4	\$11.4
Streetcar Extension to Polk St with expanded service hours and frequency	\$3.9	\$0.0	\$33.3	\$37.2	\$16.5	\$4.0	\$20.5	\$57.7
Rideshare and Telecommute								
Public Outreach & Education, Regional Program				\$0.0		\$0.3	\$0.3	\$0.3
Telework Tampa Bay, Hillsborough County Program				\$0.0		\$0.0	\$0.0	\$0.0
Cash for Commuters, Hillsborough County Program				\$0.0		\$0.1	\$0.1	\$0.1
Current Vanpools - 80% to/from Hillsborough				\$0.0	\$1.4	\$0.0	\$1.4	\$1.4
Vanpool Expansion - 60% to/from Hillsborough				\$0.0	\$4.1	\$0.0	\$4.1	\$4.1



2035 LRTP TRANSIT NEEDS: COST ESTIMATES								
Service Type and Route Description	Transit Infrastructure Capital (\$Millions)				Transit Route Capital and O&M (\$Millions)			Total Cost
	PD&E/PE & Design	ROW	Construction	Cost (Infrastructure)	Route Capital	O&M	Cost (Route Capital and O&M)	
	Cost (2009)	Cost (2009)	Cost (2009)		Cost (2009)	Annual Cost (2009)		
Local and Express Bus								
Current Bus Service (199 vehicles) with Non-Rev Vehicles and Modernize Maintenance Facility	\$0.0	\$0.0	\$15.0	\$15.0	\$167.5	\$55.1	\$222.6	\$237.6
Current Transfer Center & P'n'R Improvements, Access Improvements, Replace Bus Stops/Shelters	\$0.0	\$0.0	\$23.7	\$23.7	\$0.0	\$0.0	\$0.0	\$23.7
SmartCard Implementation, Farebox Replacement, and Security Upgrades	\$0.0	\$0.0	\$18.6	\$18.6	\$0.0	\$0.0	\$0.0	\$18.6
Increase Frequency on Local Routes to 10 Minutes (126 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$47.3	\$26.8	\$74.0	\$74.0
Add AM & PM Trips on Express Routes (58 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$21.8	\$4.7	\$26.4	\$26.4
Expand Weekday and Weekend Hours (no additional vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$17.5	\$17.5	\$17.5
New Local Route: SR60 - Brandon Blvd (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$2.2	\$3.7	\$3.7
New Local Route: Bloomingdale/Lithia-Pinecrest (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$2.2	\$3.7	\$3.7
New Local Route: Bearss/Ehrlich (5 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$2.6	\$3.8	\$6.4	\$6.4
New Local Route: Big Bend/Balm Rd (5 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.9	\$2.7	\$4.6	\$4.6
New Local Route: Thonotosassa (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$2.2	\$3.7	\$3.7
New Local Route: NW Tampa LRT feeder Gunn Hwy/Van Dyke Rd to LRT Station via Gunn Hwy (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$1.6	\$3.1	\$3.1
New Local Route: W County LRT Feeder (Race Track/Boy Scout Rd to LRT via Boy Scout and Countryway) (6 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$3.3	\$5.5	\$5.5
New Local Route: N County LRT Feeder (Dale Mabry/Van Dyke Rd to LRT via Veterans and Anderson) (6 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$3.3	\$5.5	\$5.5
New Local Route: Linebaugh LRT Feeder (Linebaugh Ave County Line to Dale Mabry Hwy to LRT Station) (6 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$2.3	\$3.3	\$5.5	\$5.5
New Local Route: Plant City (Netpark to Plant City via Hillsborough/US 92) (9 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$3.4	\$4.9	\$8.3	\$8.3



2035 LRTP TRANSIT NEEDS: COST ESTIMATES								
Service Type and Route Description	Transit Infrastructure Capital (\$Millions)				Transit Route Capital and O&M (\$Millions)			Total Cost
	PD&E/PE & Design	ROW	Construction	Cost (Infrastructure)	Route Capital	O&M	Cost (Route Capital and O&M)	
	Cost (2009)	Cost (2009)	Cost (2009)		Cost (2009)	Annual Cost (2009)		
Local and Express Bus (Continued)								
New Local Route: Route 34 Extension (3 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.1	\$1.6	\$2.8	\$2.8
New Express Route: University Area to Westshore (2 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$0.5	\$1.2	\$1.2
New Express Route: Brandon to Westshore (3 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.1	\$0.7	\$1.8	\$1.8
New Express Route: Citrus Park to Westshore (2 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$0.5	\$1.2	\$1.2
New Express Route: Brandon to USF (2 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$0.5	\$1.2	\$1.2
New Express Route: Citrus Park to USF (2 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$0.5	\$1.2	\$1.2
New Express Route: Citrus Park to Brandon (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$0.7	\$2.2	\$2.2
New Express Route: US 301/South County (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$2.2	\$3.7	\$3.7
New Express Route: Apollo Beach/Gibson to MacDill AFB (3 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.1	\$0.5	\$1.6	\$1.6
New Express Route: Plant City to Downtown Tampa (2 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$0.5	\$1.2	\$1.2
New Express Route: Downtown Tampa to MacDill AFB (Local and Express connection to MacDill AFB) (4 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$0.7	\$2.2	\$2.2
New Express Route: NW Hillsborough to MacDill (3 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$1.1	\$0.5	\$1.6	\$1.6
New Circulator Route: Westshore (3 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$1.3	\$2.0	\$2.0
New Circulator Route: Downtown Tampa (2 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.9	\$1.4	\$1.4
New Circulator Route: USF (3 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.8	\$1.3	\$2.0	\$2.0
New Flex Route Service Areas (12 zones/ 17 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$4.5	\$4.4	\$8.9	\$8.9



2035 LRTP TRANSIT NEEDS: COST ESTIMATES								
Service Type and Route Description	Transit Infrastructure Capital (\$Millions)				Transit Route Capital and O&M (\$Millions)			Total Cost
	PD&E/PE & Design	ROW	Construction	Cost (Infrastructure)	Route Capital	O&M	Cost (Route Capital and O&M)	
	Cost (2009)	Cost (2009)	Cost (2009)		Cost (2009)	Annual Cost (2009)		
Local and Express Bus (Continued)								
2nd Bus Maintenance Facility	\$0.0	\$0.0	\$38.2	\$38.2	\$0.0	\$0.0	\$0.0	\$38.2
New Transfer Centers and P'n'R Facilities (7)	\$0.0	\$0.0	\$14.0	\$14.0	\$0.0	\$0.0	\$0.0	\$14.0
Bus Rapid Transit								
Nebraska-Fletcher BRT	\$0.0	\$0.0	\$31.0	\$31.0	\$11.1	\$2.4	\$13.5	\$44.5
East-West BRT	\$0.0	\$0.0	\$24.0	\$24.0	\$9.8	\$2.8	\$12.6	\$36.6
Florida Ave BRT	\$0.0	\$0.0	\$23.8	\$23.8	\$7.8	\$4.8	\$12.6	\$36.4
Dale Mabry/Himes BRT	\$0.0	\$0.0	\$38.3	\$38.3	\$7.8	\$4.8	\$12.6	\$50.9
Gunn Hwy/Busch Blvd BRT	\$0.0	\$0.0	\$23.8	\$23.8	\$7.8	\$4.0	\$11.8	\$35.6
SR 60/Brandon BRT	\$0.0	\$0.0	\$24.8	\$24.8	\$6.5	\$4.0	\$10.5	\$35.3
Kennedy to Airport BRT	\$0.0	\$0.0	\$17.6	\$17.6	\$6.5	\$4.0	\$10.5	\$28.1
University Area Transit Center to New Tampa BRT	\$0.0	\$0.0	\$9.3	\$9.3	\$5.2	\$2.5	\$7.7	\$17.0
Paratransit								
Current Paratransit for Local Bus ADA-Complementary Service (36 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$14.6	\$3.1	\$17.8	\$17.8
Expansion of Paratransit for Local Bus ADA-Complementary Service (80 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$5.2	\$7.0	\$12.2	\$12.2
Maintenance Facility for Local Bus ADA Complementary Paratransit Service	\$0.0	\$0.0	\$5.0	\$5.0	\$0.0	\$0.0	\$0.0	\$5.0
Current Paratransit for Transportation Disadvantaged	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$13.9	\$13.9	\$13.9
Expansion of Paratransit for Transportation Disadvantaged (57 vehicles)	\$0.0	\$0.0	\$0.0	\$0.0	\$6.7	\$5.3	\$12.0	\$12.0



APPENDIX E: BICYCLE & PEDESTRIAN NEEDS COST ESTIMATES

2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			Total Project ²
					PD&E/PE ⁵	ROW ¹	CST ¹	
Top Priority Enhancement Corridors								
DALE MABRY HWY	WATERS AVE	FLETCHER AVE	PED ENHANCEMENT		\$0.2	\$0.0	\$1.3	\$1.5
DALE MABRY HWY	BAY TO BAY BLVD	COLUMBUS DR	PED ENHANCEMENT		\$0.2	\$0.0	\$1.5	\$1.7
FLORIDA AVE	HARRISON ST	LAKE AVE S	PED ENHANCEMENT		\$0.1	\$0.0	\$0.8	\$0.9
FOWLER AVE	I-275	56TH ST	PED ENHANCEMENT		\$0.2	\$0.0	\$1.8	\$2.0
GANDY BLVD	DALE MABRY HWY	BAYSHORE BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.6	\$0.6
HILLSBOROUGH AVE	WESTSHORE BLVD	DALE MABRY HWY	PED ENHANCEMENT		\$0.1	\$0.0	\$0.5	\$0.6
HILLSBOROUGH AVE	MEMORIAL HWY	GEORGE RD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.9	\$1.0
NEBRASKA AVE	SCOTT ST	LAKE AVE	PED ENHANCEMENT		\$0.1	\$0.0	\$0.7	\$0.8
SR 60	I-75	RIDGEWOOD AVE	PED ENHANCEMENT		\$0.2	\$0.0	\$1.4	\$1.6
SR 60	RIDGEWOOD AVE	VALRICO RD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.6	\$0.7
TAMPA ST	SCOTT ST	LAKE AVE	PED ENHANCEMENT		\$0.1	\$0.0	\$0.7	\$0.8
SR 60 / KENNEDY BLVD	HENDERSON BLVD	CHANNELSIDE DR	PED ENHANCEMENT		\$0.2	\$0.0	\$1.5	\$1.6
US 301	BROADWAY AVE	ML KING BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.4	\$0.5
Second Priority Enhancement Corridors								
40TH ST	YUKON ST	BUSCH BLVD	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.2
4TH AVE	CHANNELSIDE DR	22ND ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.5	\$0.5
56TH ST	BULLARD PKWY	FLETCHER AVE	PED ENHANCEMENT		\$0.2	\$0.0	\$1.2	\$1.3
78TH ST	CAUSEWAY BLVD	LEE ROY SELMON	PED ENHANCEMENT		\$0.1	\$0.0	\$0.9	\$1.0
7TH AVE	NEBRASKA AVE	22ND ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.5	\$0.5
ARMENIA AVE	GREEN ST	M L KING BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.8	\$0.9
ASHLEY ST	CHANNELSIDE DR	TYLER ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.4
BROREIN ST	TAMPA ST	JEFFERSON ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.2
BRUSH ST	WHITING ST	JACKSON ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.0	\$0.1
CASS ST	ASHLEY ST	TYLER ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.2
CHANNELSIDE DR	FLORIDA AVE	MERIDIAN ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.2
CHURCH AVE	HENDERSON BLVD	KENNEDY BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.4	\$0.5
CLEVELAND ST	WILLOW AVE	PLANT AVE	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.3
COMMERCE ST	PICNIC ISLAND P	INTERBAY BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.6	\$0.7
CUMBERLAND ST	JEFFERSON ST	CHANNELSIDE DR	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.2
FLETCHER AVE	I-275	56TH ST	PED ENHANCEMENT		\$0.2	\$0.0	\$1.7	\$2.0
FLORIDA AVE	ICE PALACE DR	HARRISON ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.5	\$0.5
FRANKLIN ST	ICE PALACE DR	HARRISON ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.5	\$0.5
GUNN ST	ICE PALACE DR	CHANNELSIDE DR	PED ENHANCEMENT		\$0.0	\$0.0	\$0.0	\$0.1
<p>* Project Costs Provided by FDOT District Seven (May 2009 and July 2009) ** Based on Project Costs Provided by Expressway Authority (2008) ***Based on Project Costs Provided by the City of Tampa (2009) ****Based on Project Costs Provided by Plant City (2009) NOTES: 1. Shown in present day costs (PDC) / 2009 dollars; 2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST 3. Shown in adopted TIP and WP; shown in year of expenditure dollars 4. Shown in year of expenditure dollars 5. Shown in present day costs (PDC) / 2009 dollars; 15% ratio of project cost; applied to projects funded through Other Arterial funds only</p>								



2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES

Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
Second Priority Enhancement Corridors (Continued)								
HABANA AVE	MAIN ST	MLK BOULEVARD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.8	\$0.9
HANLEY	HILLSBOROUGH AVE	WATERS AVE	PED ENHANCEMENT		\$0.1	\$0.0	\$0.9	\$1.1
HARBOR ISLAND DR S	GARRISON CHANNE	ICE PALACE DR	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.1
HARNEY RD	56TH ST	US HWY 301	PED ENHANCEMENT		\$0.4	\$0.0	\$3.4	\$3.8
HARRISON ST	TAMPA ST	FRANKLIN ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.0	\$0.0
HENDERSON BLVD	LOIS AVE	KENNEDY BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.8	\$0.9
HYDE PARK AVE	BAYSHORE BLVD	KENNEDY BLVD	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.3
ICE PALACE DR	FRANKLIN ST	GUNN ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.2
JACKSON ST	ASHLEY ST	MERIDIAN ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.4
JEFFERSON ST	CHANNELSIDE DR	HARRISON ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.4
LOIS AVE	HENDERSON BLVD	KENNEDY BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.6	\$0.6
MADISON ST	ASHLEY ST	PIERCE ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.2
MARION ST	WHITING ST	HARRISON ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.3
MCKINLEY DR	BUSCH GARDENS	FOWLER AVE	PED ENHANCEMENT		\$0.1	\$0.0	\$0.9	\$1.1
MORGAN ST	ICE PALACE DR	HARRISON ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.4	\$0.5
NEBRASKA AVE	WASHINGTON ST	KENNEDY BLVD	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.1
PALM AVE	FLORIDA AVE	22ND ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.7	\$0.8
PIERCE ST	WHITING ST	CASS ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.2
PLANT AVE	BAYSHORE BLVD	KENNEDY BLVD	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.3
PLATT/CHANNELSIDE	ASHLEY ST	FLORIDA AVE	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.1
POLK ST	ASHLEY ST	JEFFERSON ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.2
PROVIDENCE RD	RIVERVIEW DR	LUMSDEN RD	PED ENHANCEMENT		\$0.2	\$0.0	\$1.7	\$1.9
RIVERVIEW DR	US HWY 41	US HWY 301	PED ENHANCEMENT		\$0.2	\$0.0	\$1.9	\$2.1

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 ***Based on Project Costs Provided by the City of Tampa (2009)
 ****Based on Project Costs Provided by Plant City (2009)
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 2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST
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 4. Shown in year of expenditure dollars
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2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
Second Priority Enhancement Corridors (Continued)								
ROME AVE	M L KING BLVD	WATERS AVE	PED ENHANCEMENT		\$0.2	\$0.0	\$1.4	\$1.6
ROME AVE	CYPRESS ST	COLUMBUS DR	PED ENHANCEMENT		\$0.1	\$0.0	\$0.5	\$0.5
SR 600 / REYNOLDS ST	US 92	BAKER ST	PED ENHANCEMENT		\$0.1	\$0.0	\$0.8	\$1.0
SR 674	US HWY 41	CR 579	PED ENHANCEMENT		\$0.5	\$0.0	\$3.9	\$4.4
SYMMES RD	US HWY 41	US HWY 301	PED ENHANCEMENT		\$0.2	\$0.0	\$1.5	\$1.7
TAMPA ST	BROREIN ST	HARRISON ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.4
TEMPLE TERRACE HWY	MORRIS BRIDGE RD	HARNEY RD	PED ENHANCEMENT		\$0.0	\$0.0	\$0.1	\$0.2
TWIGGS ST	ASHLEY ST	CHANNELSIDE DR	PED ENHANCEMENT		\$0.0	\$0.0	\$0.4	\$0.4
TYLER ST	ASHLEY ST	CASS ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.2
US 92 / BAKER ST	SR 600 / REYNOLDS ST	PARK RD	PED ENHANCEMENT		\$0.1	\$0.0	\$1.1	\$1.2
WASHINGTON ST	FRANKLIN ST	NEBRASKA AVE	PED ENHANCEMENT		\$0.0	\$0.0	\$0.2	\$0.3
WESTSHORE BLVD	INTERBAY BLVD	GANDY BLVD	PED ENHANCEMENT		\$0.1	\$0.0	\$0.9	\$1.0
WHITING ST	ASHLEY ST	MERIDIAN ST	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.4
ZACK ST	ASHLEY ST	NEBRASKA AVE	PED ENHANCEMENT		\$0.0	\$0.0	\$0.3	\$0.3
Top Priority Trails								
UPPER TAMPA BAY TRAIL PHASE IV	PETERSON RD PARK	SUNCOAST TRAIL AT LUTZ LAKE FERN RD	Multi-Use Trail		\$1.7			
UPPER TAMPA BAY TRAIL PHASE IV	PETERSON RD PARK	SUNCOAST TRAIL AT LUTZ LAKE FERN RD	Multi-Use Trail				\$12.7	
PLANT CITY CONNECTOR	NORTH OF SR60	COUNTYLINE	Multi-Use Trail		\$0.4	\$0.0	\$3.4	\$3.9
SOUTH TAMPA GREENWAY	PICNIC ISLAND	COMMERCE STREET	Multi-Use Trail		\$0.0	\$0.0	\$0.0	\$0.8
GANDY FRIENDSHIP TRAILBRIDGE					\$0.0	\$0.0	\$15.0	\$15.0
SOUTH TAMPA GREENWAY*	FRIENDSHIP TRAIL, MACDILL	BAYSHORE BLVD	Multi-Use Trail		\$0.6	\$0.0	\$4.9	\$5.5
TEMPLE TERRACE MULTI-USE TRAIL	TEMPLE TERRACE HWY	RAILROAD PARK	Multi-Use Trail		\$0.2	\$0.0	\$1.2	\$1.3
Second Priority Trails								
SOUTH COAST GREENWAY PHASE I	COLLEGE AVENUE E	19TH AVENUE	Multi-Use Trail		\$0.1	\$0.0	\$0.5	\$0.6
SOUTH COAST GREENWAY PHASE II	19TH AVENUE	BIG BEND ROAD	Multi-Use Trail		\$0.2	\$0.0	\$1.6	\$1.8
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2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
Second Priority Trails (Continued)								
SOUTH COAST GREENWAY PHASE III	BIG BEND ROAD	SYMMES ROAD	Multi-Use Trail		\$0.1	\$0.0	\$0.8	\$0.9
SOUTH COAST GREENWAY PHASE IV	COLLEGE AVE. E.	LITTLE MANATEE RIVER	Multi-Use Trail		\$0.1	\$0.0	\$0.8	\$0.9
NORTHWEST REGIONAL CONNECTOR TRAIL PHASE I	UTBTRAIL NEAR LAKE ROGERS	ED RADICE COMPLEX	Multi-Use Trail		\$0.1	\$0.0	\$0.8	\$0.9
NORTHWEST REGIONAL CONNECTOR TRAIL PHASE II	ED RADICE COMPLEX	FAWN RIDGE PARK	Multi-Use Trail		\$0.1	\$0.0	\$0.8	\$0.9
SOUTH COAST GREENWAY PHASE V	MADISON AVENUE	WILLIAMS PARK	Multi-Use Trail		\$0.1	\$0.0	\$1.1	\$1.2
SOUTH COAST GREENWAY PHASE VI	WILLIAMS PARK	GARDENVILLE PARK	Multi-Use Trail		\$0.1	\$0.0	\$0.8	\$0.9
TAMPA BAY BY-PASS CANAL TRAIL PHASE I	TROUT CREEK PARK	TEMPLE TERRACE SPORTS COMPLEX	Multi-Use Trail		\$0.1	\$0.0	\$0.8	\$0.9
TAMPA BAY BY-PASS CANAL TRAIL PHASE II	TEMPLE TERRACE SPORTS COMPLEX	BY-PASS CANAL BOAT RAMP	Multi-Use Trail		\$0.1	\$0.0	\$0.5	\$0.6
TAMPA BAY BY-PASS CANAL TRAIL PHASE III	BY-PASS CANAL BOAT RAMP	VETERANS MEMORIAL PARK	Multi-Use Trail		\$0.1	\$0.0	\$1.1	\$1.2
CROSS COUNTY GREENWAY PHASE I	FISHHAWK PARK	BALM PARK (FORMER RR)	Multi-Use Trail		\$0.1	\$0.0	\$1.1	\$1.2
CROSS COUNTY GREENWAY PHASE II	BALM PARK	WIMAUMA PARK	Multi-Use Trail		\$0.1	\$0.0	\$1.1	\$1.2
CROSS COUNTY GREENWAY PHASE III	WIMAUMA PARK	SAFFOLD ROAD	Multi-Use Trail		\$0.1	\$0.0	\$1.1	\$1.2
CROSS COUNTY GREENWAY PHASE IV	DURANT ROAD	FISHHAWK PARK (FORMER RR)	Multi-Use Trail		\$0.2	\$0.0	\$1.6	\$1.8
DALE MABRY OFF-ROAD BIKE PATH	LUTZ LAKE FERN ROAD	COUNTY LINE	Multi-Use Trail		\$0.0	\$0.0	\$0.4	\$0.4
SOUTH TAMPA GREENWAY/FRIENDSHIP TRAIL	TYSON	INTERBAY BLVD	Multi-Use Trail		\$0.0	\$0.0	\$0.4	\$0.4
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2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			Total Project ²
					PD&E/PE ⁵	ROW ¹	CST ¹	
Second Priority Trails (Continued)								
BAYSHORE BOULEVARD GREENWAY	PLATT STREET	GANDY BLVD	Multi-Use Trail		\$0.1	\$0.0	\$1.1	\$1.2
BAYSHORE BOULEVARD GREENWAY / DAVIS ISLAND	HOSPITAL	E DAVIS BLVD	Multi-Use Trail		\$0.1	\$0.0	\$0.4	\$0.5
DAVIS ISLAND GREENWAY	CHANNEL DRIVE	SEAWALL BY AIRPORT	Multi-Use Trail		\$0.1	\$0.0	\$0.4	\$0.4
HILLSBOROUGH RIVER GREENWAY	BENEFICAL STREET BRIDGE	PALM AVENUE	Multi-Use Trail		\$0.1	\$0.0	\$0.6	\$0.7
EAST TAMPA GREENWAY	LOOP AT FAIR OAKS PARK		Multi-Use Trail		\$0.0	\$0.0	\$0.1	\$0.1
SOUTH TAMPA GREENWAY	WESTSHORE BLVD	GANDY TO EL PRADO	Multi-Use Trail		\$0.0	\$0.0	\$0.3	\$0.4
WEST TAMPA GREENWAY/BOY SCOUT RD	MLK BLVD	MEMORIAL HWY	Multi-Use Trail		\$0.2	\$0.0	\$1.3	\$1.5
MCKAY BAY GREENWAY	TRAIL LOOP AROUND MCKAY BAY		Multi-Use Trail		\$0.4	\$0.0	\$3.0	\$3.4
EAST TAMPA GREENWAY	30TH STREET	ROGERS GOLF COURSE	Multi-Use Trail		\$0.0	\$0.0	\$0.1	\$0.1
EAST TAMPA GREENWAY	50TH STREET	MLK BOULEVARD	Multi-Use Trail		\$0.0	\$0.0	\$0.4	\$0.4
PALM RIVER (NORTH) BYPASS CANAL CONNECTOR	MCKAY BAY GREENWAY	BYPASS CANAL	Multi-Use Trail		\$0.1	\$0.0	\$0.9	\$1.0
WEST TAMPA GREENWAY	COURTNEY CAMPBELL CAUSEWAY	VETERANS EXPY.	Multi-Use Trail		\$0.4	\$0.0	\$2.7	\$3.1
Top Priority On-Street Bicycle Needs: City fo Tampa								
NEBRASKA AVE (alt rte Fla)	HILLSBOROUGH AVE	FOWLER AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.1
MANHATTAN AVE	EUCLID AVE	HENDERSON BLVD	Add Bicycle Lanes		\$0.1	\$0.0	\$0.4	\$0.5
DALE MABRY HWY (alt rte)	MACDILL AFB	WATERS AVE	Add Bicycle Lanes		\$0.6	\$0.0	\$4.6	\$5.2
JEFFERSON ST	ICE PALACE DR	SCOTT ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
MERIDIAN ST	CHANNELSIDE DR	TWIGGS ST	Add Bicycle Lanes		\$0.0	\$0.0	\$0.3	\$0.3
MORGAN ST	ICE PALACE DR	SCOTT ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
ASHLEY ST	CHANNELSIDE DR	I-275	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
MANHATTAN AVE	INTERBAY BLVD	GANDY BLVD	Add Bicycle Lanes		\$0.1	\$0.0	\$0.8	\$0.9
HENDERSON BLVD	BAY TO BAY BLVD	KENNEDY BLVD	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
HOWARD AVE	BAYSHORE BLVD	TAMPA BAY BLVD	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
<p>* Project Costs Provided by FDOT District Seven (May 2009 and July 2009)</p> <p>** Based on Project Costs Provided by Expressway Authority (2008)</p> <p>***Based on Project Costs Provided by the City of Tampa (2009)</p> <p>****Based on Project Costs Provided by Plant City (2009)</p> <p>NOTES: 1. Shown in present day costs (PDC) / 2009 dollars;</p> <p>2. Shown in present day costs (PDC) / 2009 dollars; include PD&E/PE, ROW and CST</p> <p>3. Shown in adopted TIP and WP; shown in year of expenditure dollars</p> <p>4. Shown in year of expenditure dollars</p> <p>5. Shown in present day costs (PDC) / 2009 dollars; 15% ratio of project cost; applied to projects funded through Other Arterial funds only</p>								



2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
Top Priority On-Street Bicycle Needs: City to Tampa								
56TH ST	RIVERHILLS DR	SERENA	Add Bicycle Lanes		\$0.1	\$0.0	\$0.7	\$0.8
FLORIDA AVE	ICE PALACE DR	HILLSBOROUGH AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.1
39TH/40TH ST	HILLSBOROUGH AVE	BUSCH BLVD	Add Bicycle Lanes		\$0.2	\$0.0	\$1.9	\$2.2
39TH/40TH ST	ADAMO DR	HILLSBOROUGH AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
WESTSHORE BLVD	TAMPA BAY BLVD	HILLSBOROUGH AVE	Add Bicycle Lanes		\$0.1	\$0.0	\$0.6	\$0.7
30TH ST	YUKON ST	FOWLER AVE	Add Bicycle Lanes		\$0.1	\$0.0	\$0.7	\$0.8
BAYSHORE BLVD	MACDILL AFB	BRORAIN ST	Re-Stripe		\$0.0	\$0.0	\$0.1	\$0.1
BRORAIN ST	PLANT AVE	CHANNELSIDE DR	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
WESTSHORE BLVD	INTERBAY BLVD	GANDY BLVD	Paved Shoulders		\$0.1	\$0.0	\$0.7	\$0.8
30TH ST	M L KING BLVD	SLIGH AVE	Add Bicycle Lanes		\$0.1	\$0.0	\$0.8	\$1.0
WESTSHORE BLVD	GANDY BLVD	KENNEDY BLVD	Add Bicycle Lanes		\$0.2	\$0.0	\$1.5	\$1.7
22ND ST	ROWLETT PARK	FOWLER AVE	Paved Shoulders		\$0.1	\$0.0	\$0.9	\$1.0
ARMENIA AVE	SWANN AVE	HILLSBOROUGH AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.1
ARMENIA AVE	HILLSBOROUGH AVE	FLETCHER AVE	Paved Shoulders		\$0.3	\$0.0	\$2.0	\$2.3
WESTSHORE BLVD (alt rte Trask)	KENNEDY BLVD	BOY SCOUT BLVD	Add Bicycle Lanes		\$0.1	\$0.0	\$0.4	\$0.5
HILLSBOROUGH AVE (alt rte Henry/Giddens)	CENTRAL AVE	56TH ST	Marked Route		\$0.0	\$0.0	\$0.1	\$0.1
WHITING ST	ASHLEY ST	MERIDIAN ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
ICE PALACE DR	FRANKLIN ST	GUNN ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
BUSCH BLVD (alt rte Yukon/Boug)	DALE MABRY HWY	22ND ST	Add Bicycle Lanes		\$0.2	\$0.0	\$1.4	\$1.5
GANDY BLVD (alt rte Pearl)	WESTSHORE BLVD	BAYSHORE BLVD	Add Bicycle Lanes		\$0.0	\$0.0	\$0.0	\$0.0
TWIGGS ST	ASHLEY ST	CHANNELSIDE DR	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
SR 60 / MEMORIAL HWY	KENNEDY BLVD	COURTNEY CAMPBELL CSWY	Marked Route		\$0.0	\$0.0	\$0.0	\$0.0
M L KING BLVD (alt rte Lake)	TAMPA ST	NEBRASKA AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
M L KING BLVD (alt rte Virginia/Orient)	WESTSHORE BLVD	TAMPA ST	Marked Route		\$0.0	\$0.0	\$0.1	\$0.1
KENNEDY BLVD / SR 60	ASHLEY ST	CHANNELSIDE DR	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
WATERS AVE (alt rte Sitka/Bird)	DALE MABRY HWY	22ND ST	Add Bicycle Lanes		\$0.0	\$0.0	\$0.1	\$0.1
SR 60 / ADAMO DR	CHANNELSIDE DR	39TH ST	Add Bicycle Lanes		\$0.1	\$0.0	\$0.9	\$1.0
Meridian)	FLORIDA AVE	4TH AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
COMMERCE PARK BLVD	TAMPA PALMS BLVD	I-75	Add Bicycle Lanes		\$0.1	\$0.0	\$0.8	\$0.9
EUCLID AVE	WESTSHORE BLVD	BAYSHORE BLVD	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
WASHINGTON ST	ASHLEY ST	NEBRASKA AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
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2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES

Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
Top Priority On-Street Bicycle Needs: City of Tampa (Continued)								
BAY TO BAY BLVD	WESTSHORE BLVD	BAY SHORE BLVD	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
M L KING BLVD	NEBRASKA AVE	40TH ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
INTERBAY BLVD	WESTSHORE BLVD	BAYSHORE BLVD S	Add Bicycle Lanes		\$0.2	\$0.0	\$1.2	\$1.4
NEW TAMPA BLVD	I-75	BRUCE B DOWNS BLVD	Paved Shoulders		\$0.1	\$0.0	\$0.8	\$0.9
COLUMBUS DR (alt rte St. Joseph)	DALE MABRY HWY	NEBRASKA AVE	Marked Route		\$0.0	\$0.0	\$0.0	\$0.1
Cypress/Platt/Clevel)	I-275	ASHLEY ST	Re-Stripe		\$0.0	\$0.0	\$0.1	\$0.1
7TH AVE	NEBRASKA AVE	50TH ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
COLUMBUS DR	NEBRASKA AVE	BROADWAY AVE	Re-Stripe		\$0.0	\$0.0	\$0.1	\$0.1
Top Priority On-Street Bicycle Needs: Unincorporated Hillsborough County								
15TH ST	FOWLER AVE	FLETCHER AVE	Paved Shoulders		\$0.1	\$0.0	\$0.4	\$0.4
RACE TRACK RD	HILLSBOROUGH AVE	LINEBAUGH AVE	Add Bicycle Lanes		\$0.1	\$0.0	\$0.7	\$0.7
NEBRASKA AVE (or alt rte Fla)	FOWLER AVE	FLORIDA/NEBRASKA	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.1
FLORIDA AVE (or alt rte Nebr)	HILLSBOROUGH AVE	FLORIDA NEBRASKA	Re-Stripe		\$0.0	\$0.0	\$0.1	\$0.1
HENDERSON RD	LINEBAUGH AVE	GUNN HWY	Add Bicycle Lanes		\$0.1	\$0.0	\$0.7	\$0.8
US HWY 301	BALM RIVERVIEW	GORNTO LAKE RD	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
FALKENBURG RD	COLUMBUS DR	BROADWAY AVE	Add Bicycle Lanes		\$0.0	\$0.0	\$0.2	\$0.2
US HWY 41	PORT SUTTON RD	CAUSEWAY	Paved Shoulders		\$0.1	\$0.0	\$0.5	\$0.5
US HWY 41	CAUSEWAY	ADAMO DR/SR 60	Add Bicycle Lanes		\$0.1	\$0.0	\$0.8	\$0.9
KINGS AVE	BLOOMINGDALE AVE	VICTORIA ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
GUNN HWY	N MOBLEY RD	SHELDON RD	Paved Shoulders		\$0.1	\$0.0	\$1.0	\$1.1
GUNN HWY	EHRlich RD	CITRUS PARK DR	Add Bicycle Lanes		\$0.1	\$0.0	\$0.4	\$0.4
GUNN HWY	CITRUS PARK DR	HENDERSON RD	Add Bicycle Lanes		\$0.1	\$0.0	\$0.5	\$0.6
GUNN HWY	TARPON SPRINGS	VAN DYKE RD	Paved Shoulders		\$0.1	\$0.0	\$0.6	\$0.6
VALRICO RD	LITHIA PINECREST RD	SR 60	Paved Shoulders		\$0.1	\$0.0	\$0.9	\$1.0
MANHATTAN AVE	HENRY AVE	HUMPREY	Paved Shoulders		\$0.1	\$0.0	\$0.8	\$0.9
HENDERSON RD	WATERS AVE	LINEBAUGH AVE	Add Bicycle Lanes		\$0.1	\$0.0	\$0.4	\$0.5
FLETCHER AVE	N BOULEVARD	22ND ST	Add Bicycle Lanes		\$0.1	\$0.0	\$0.8	\$1.0
WATERS AVE	ANDERSON RD	DALE MABRY HWY	Add Bicycle Lanes		\$0.1	\$0.0	\$0.8	\$0.9
Woodberry/Victoria/Clay)	GORNTO LAKE RD	VALRICO RD	Re-Stripe		\$0.2	\$0.0	\$1.6	\$1.8
LUMSDEN RD (alt rte Brooker)	KINGS AVE	LITHIA PINECREST	Re-Stripe		\$0.1	\$0.0	\$0.5	\$0.6
BEARSS AVE	DALE MABRY HWY	22ND ST	Add Bicycle Lanes		\$0.3	\$0.0	\$2.4	\$2.8

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***Based on Project Costs Provided by the City of Tampa (2009)

****Based on Project Costs Provided by Plant City (2009)

NOTES: 1. Shown in present day costs (PDC) / 2009 dollars;

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2035 LRTP BICYCLE & PEDESTRIAN NEEDS: COST ESTIMATES								
Facility	From	To	Existing or Committed Lanes	2035 Need	Cost in Millions (2009 Present Day Cost)			
					PD&E/PE ⁵	ROW ¹	CST ¹	Total Project ²
Top Priority On-Street Bicycle Needs: Unincorporated Hillsborough County								
BLOOMINGDALE AVE	BELL SHOALS RD	CADE LN	Add Bicycle Lanes		\$0.0	\$0.0	\$0.3	\$0.4
WATERS AVE	SHELDON RD	ANDERSON RD	Add Bicycle Lanes		\$0.2	\$0.0	\$1.2	\$1.3
BOYETTE RD	BALM RIVERVIEW	BELL SHOALS RD	Add Bicycle Lanes		\$0.2	\$0.0	\$1.2	\$1.3
LAMBRIGHT RD (alr rte)	DALE MABRY HWY	ARMENIA AVE	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
M L KING BLVD	BROADWAY AVE	PINE ST	Add Bicycle Lanes		\$0.0	\$0.0	\$0.3	\$0.3
Memorial)	PINELLAS COUNTY	FRONTAGE RD	Paved Shoulders		\$0.4	\$0.0	\$2.7	\$3.1
RACE TRACK RD	LINEBAUGH AVE	GUNN HWY	Add Bicycle Lanes		\$0.3	\$0.0	\$2.5	\$2.8
BLOOMINGDALE AVE	US HWY 301	BELL SHOALS RD	Re-Stripe		\$0.0	\$0.0	\$0.1	\$0.1
FLETCHER AVE (alt rte Moran St)	DALE MABRY HWY	N BOULEVARD	Add Bicycle Lanes		\$0.0	\$0.0	\$0.0	\$0.0
LUTZ LAKE FERN RD	GUNN HWY	SUN LAKE BLVD	Paved Shoulders		\$0.3	\$0.0	\$2.1	\$2.4
LUMSDEN RD	LITHIA PINECREST	DOVER RD	Paved Shoulders		\$0.2	\$0.0	\$1.2	\$1.4
Top Priority On-Street Bicycle Needs: Plant City								
SR 39 / COLLINS/WHEELER ST	CHARLIE GRIFFIN	ALEXANDER ST	Paved Shoulders		\$0.0	\$0.0	\$0.2	\$0.2
(alt rte Evers/Orange)	ALEXANDER ST	I-4 FRONTAGE RD N	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
PARK RD	US 92	I-4 FRONTAGE RD S	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
GRANT ST	ALEXANDER ST	SR 39	Add Bicycle Lanes		\$0.0	\$0.0	\$0.3	\$0.3
AIRPORT RD	TURKEY CREEK	SYDNEY	Paved Shoulders		\$0.1	\$0.0	\$0.6	\$0.7
US HWY 92 / BAKER ST	ALEXANDER ST	PARK ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
SR 574 / REYNOLDS ST	WOODROW WILSON ST	EVERS ST	Re-Stripe		\$0.0	\$0.0	\$0.0	\$0.0
Top Priority On-Street Bicycle Needs: Temple Terrace								
WHITEWAY DR	50TH STREET	RIVERHILLS DR	Add Bicycle Lanes		\$0.1	\$0.0	\$0.5	\$0.6
DRUID HILLS RD	50TH STREET	RIVERHILLS DR	Marked Route		\$0.0	\$0.0	\$0.0	\$0.0
50TH STREET	DRUID HILLS	FOWLER AVE	Paved Shoulders		\$0.1	\$0.0	\$0.4	\$0.4
RIDGEDALE RD	DRUID HILLS	RIVERHILLS DR	Marked Route		\$0.0	\$0.0	\$0.0	\$0.0
TEMPLE TERRACE HWY	56TH ST	78TH ST	Add Bicycle Lanes		\$0.1	\$0.0	\$0.6	\$0.7
Sidewalk Gaps								
SEGMENTS IN PLANT CITY WITH SIDEWALKS 100% MISSING			One Side		\$0.2	\$0.0	\$1.6	\$1.8
SEGMENTS IN CITY OF TAMPA WITH SIDEWALKS 100% MISSING			One Side		\$1.4	\$0.0	\$10.6	\$12.0
SEGMENTS IN TEMPLE TERRACE WITH SIDEWALKS 100% MISSING			One Side		\$0.1	\$0.0	\$0.4	\$0.5
SEGMENTS IN UNINCORPORATED HILLSBOROUGH COUNTY WITH SIDEWALKS 100% MISSING			One Side		\$4.6	\$0.0	\$35.4	\$40.0
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