



2040 LRTP Amendment Adoption Report

Approved May 25, 2018

Table of Contents

Background & Purpose	1
Step 1: Reallocation of Future Growth	3
Step 2: Evaluation of Transportation Needs	7
Step 3: Identification of Cost Feasible Projects	11
Public Outreach and Comment	14
Appendix	15

Table of Figures

Figure 1 - Rural Lands West Location Map	1
Figure 2 - LRTP Amendment Analysis Steps	2

Table of Tables

Table 1 - Reallocated Socioeconomic Data	4
Table 2 - Assessment of Transportation Needs	7
Table 3 - 2040 LRTP Amendment Needs Alternatives	8
Table 4 - Prioritization of LRTP Amendment Needs Projects	10
Table 5 - Costs of LRTP Amendment Needs Projects	10
Table 6 - Cost Feasible Assessment	11

Table of Maps

Map 1 - Reallocated 2040 Population	5
Map 2 - Reallocated 2040 Employment	6
Map 3 - 2040 LRTP Amendment Needs Number of Lanes	9
Map 4 - Recommended Amended 2040 Cost Feasible Lanes	13

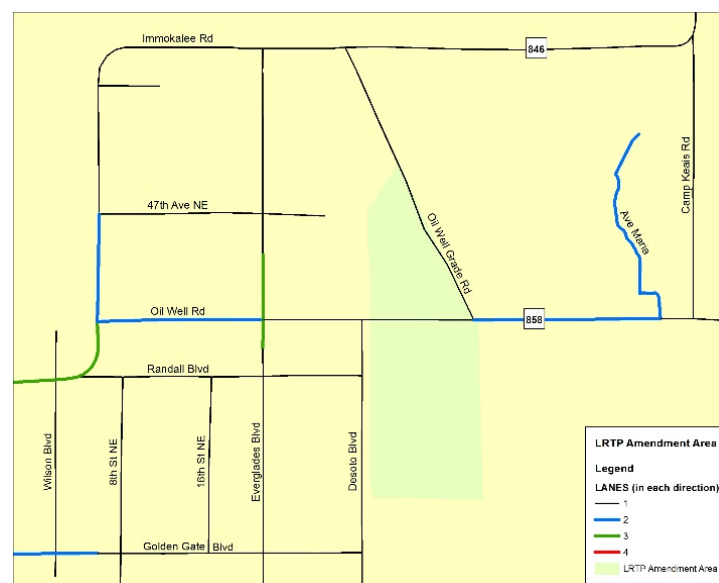
BACKGROUND & PURPOSE

The Collier Metropolitan Planning Organization (MPO) is responsible for developing a 20-year Long Range Transportation Plan (LRTP). The LRTP is a multi-modal plan that incorporates the transportation needs of pedestrians, drivers, transit riders, cyclists and freight operators. The goal of the LRTP is to develop an efficient transportation system that will serve the mobility needs of the people and businesses of Collier County and Southwest Florida. The LRTP considers future growth and development patterns in determining the need for new and expanded transportation facilities.

The Collier MPO has begun an analysis in order to consider amending the transportation needs resulting from a reallocation of population and employment growth within the limits of the proposed Rural Lands West Stewardship Receiving Area. Shown in Figure 1, this Stewardship Receiving Area is located in eastern Collier County along Oil Well Road and east of Desoto Blvd. As defined below, this type of revision to the LRTP is categorized as an amendment.

Amendments are major revisions to the LRTP. Actions that require an amendment include adding or deleting a project; major changes to project costs or initiation dates; and changes to design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with the LRTP amendment and Public Involvement processes, and re-demonstrating fiscal constraint. Changes to projects, included only for illustrative purposes, do not require an amendment. **[23 C.F.R. 450.104]**

Figure 1 - Rural Lands West Location Map



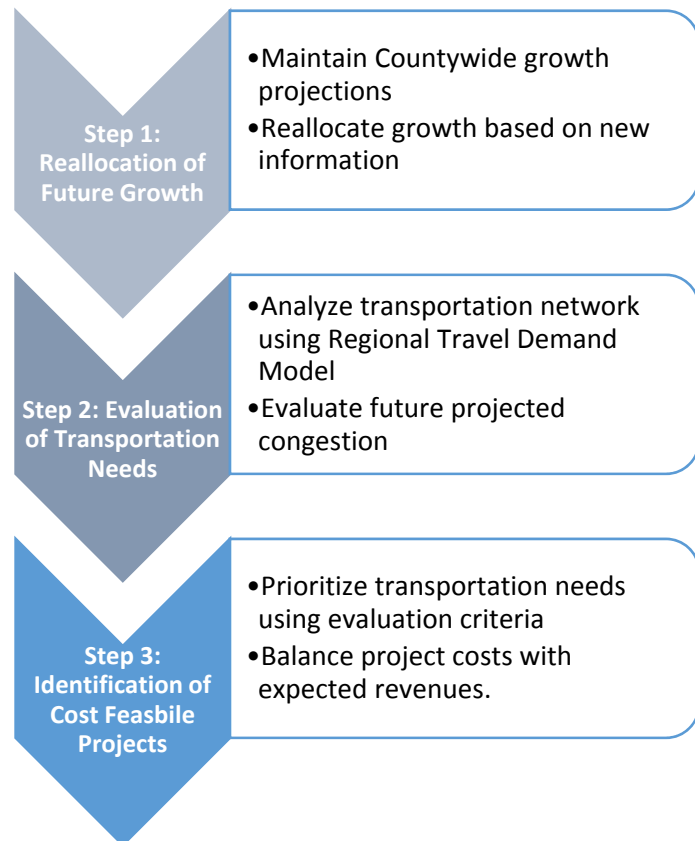
The 2040 LRTP, which considers future growth and development patterns in determining the need for new and expanded transportation facilities, included growth assumptions for the area known as Rural Lands West when it was first adopted. This amendment revised the growth projections for this area by more accurately reflecting the recent development information by reallocating future growth in the eastern part of Collier County.

The three step process illustrated in Figure 2 was followed for completed the analysis of this LRTP amendment.

Completion of this LRTP amendment has been coordinated with the ongoing Randall/Oil Well transportation study being conducted by Collier County. During adoption of the 2040 LRTP, the MPO Board directed that a study of the Randall Blvd/Oil Well Road corridor should be undertaken to identify the appropriate solution for addressing the transportation capacity needs in the area instead of showing specific roadway alignments or future lanes as cost feasible.

As FDOT and the MPO move towards performance based planning, the MPO includes by reference the FDOT Florida Freight Mobility and Trade Plan and the FDOT Asset Management Plan. Once FDOT adopts performance measures for the state's freight and infrastructure systems, the MPO will either support these targets or develop MPO freight and infrastructure targets. The MPO also support FDOT's *Vision Zero Safety* measures and targets.

Figure 2 - LRTP Amendment Analysis Steps



This summary report covers the following topics for the proposed amendment to the Collier MPO 2040 LRTP in the remaining sections of this report.

- Step 1: Reallocation of Future Growth
- Step 2: Evaluation of Transportation Needs
- Step 3: Identification of Cost Feasible Projects
- Public Outreach and Comments Received
- Schedule for LRTP Amendment

Additional information regarding the Long Range Transportation Plan and this amendment can be found on the MPO website at <http://colliermopo.com/index.aspx?page=187>.

STEP 1: REALLOCATION OF FUTURE GROWTH

Socio-economic Data (SE Data) used in the District 1 Regional Planning Model (D1RPM) encompasses variables related to trip making activities. These activities, based primarily on residential and employment locations include the following data attributes for each Traffic Analysis Zone (TAZ) which were reviewed for purposes of the LRTP amendment.

- Dwelling Units (Single Family and Multi-Family)
- Population
- Workers (identified by dwelling unit)
- Employees (Industrial, Commercial, and Service based on location of employment)
- Hotel/Motel Units
- School Enrollment

The purpose of reallocating the SE Data within the D1RPM, is to analyze the impacts of the proposed Rural Lands West development area, while maintaining the future 2040 growth totals used when the 2040 LRTP was developed and adopted. Rather than adding the additional land use densities and intensities within the proposed project area, reallocation of the land use data allows the overall growth estimates used in the 2040 LRTP to remain constant for this analysis.

Following the methodology used to develop the 2040 LRTP forecasts of population and employment, the following guiding principles were used to arrive at a multi-tiered approach for reallocating the SE Data and was developed in consultation with Collier County Growth Management Staff.

- TAZs where growth was identified as part of an approved DRI or large-scale development were not used as sources for the reallocation.
- Consistent with the treatment of other large-scale developments included in the 2040 SE Data, growth in the 2040 LRTP was capped at 80% of the proposed entitlements.
- Future growth removed from any one TAZ was limited to a maximum of 66% (two-thirds) in order to account for development which may have occurred since 2010 when the 2040 SE Data forecasts were initially developed.

Following this methodology, a tiered strategy was used to identify the order of areas selected for the reallocation. As shown in Table 1, the number of dwelling units and jobs proposed for the Rural Lands West development were capped at 80% consistent with the treatment of other known approved large-scale developments. Since growth for the Rural Lands West was already assumed during the development of the 2040 LRTP, a portion of the proposed growth is already included in the 2040 LRTP data.

Tier 1 – consisted of evaluating the assumptions included in the 2040 LRTP for the Rural Lands West development – known at that time as the Town of Big Cypress. When the 2040 forecasts were developed for the LRTP, population and employment figures for this area were spread across six TAZs as opposed to the refined information which consists of only four zones. This first step then was to reallocating the future growth forecasts from the six zones down to the four in the current proposal.

Tier 2 – Following Tier 1, additional land uses available for redistribution within TAZs that overlap with the Rural Land Stewardship Sending Areas (SSAs) were identified as the next level for reallocation of future growth.

Tier 3 – Following Tier 1 and Tier 2, the strategy used here was to identify additional growth available for reallocation from TAZs east of Collier Boulevard. TAZs marked as DRIs in the LRTP SE Data Development technical memo; TAZs around Immokalee; TAZs on the east side of the Collier Boulevard at I-75 interchange; and additional specific TAZs identified through coordination with the County Growth Management Staff were excluded from this reallocation. Since there was more growth forecast through 2040 for the tier 3 areas, a percentage reduction was applied equally to each zone based on the reallocation need.

Table 1 - Reallocated Socioeconomic Data

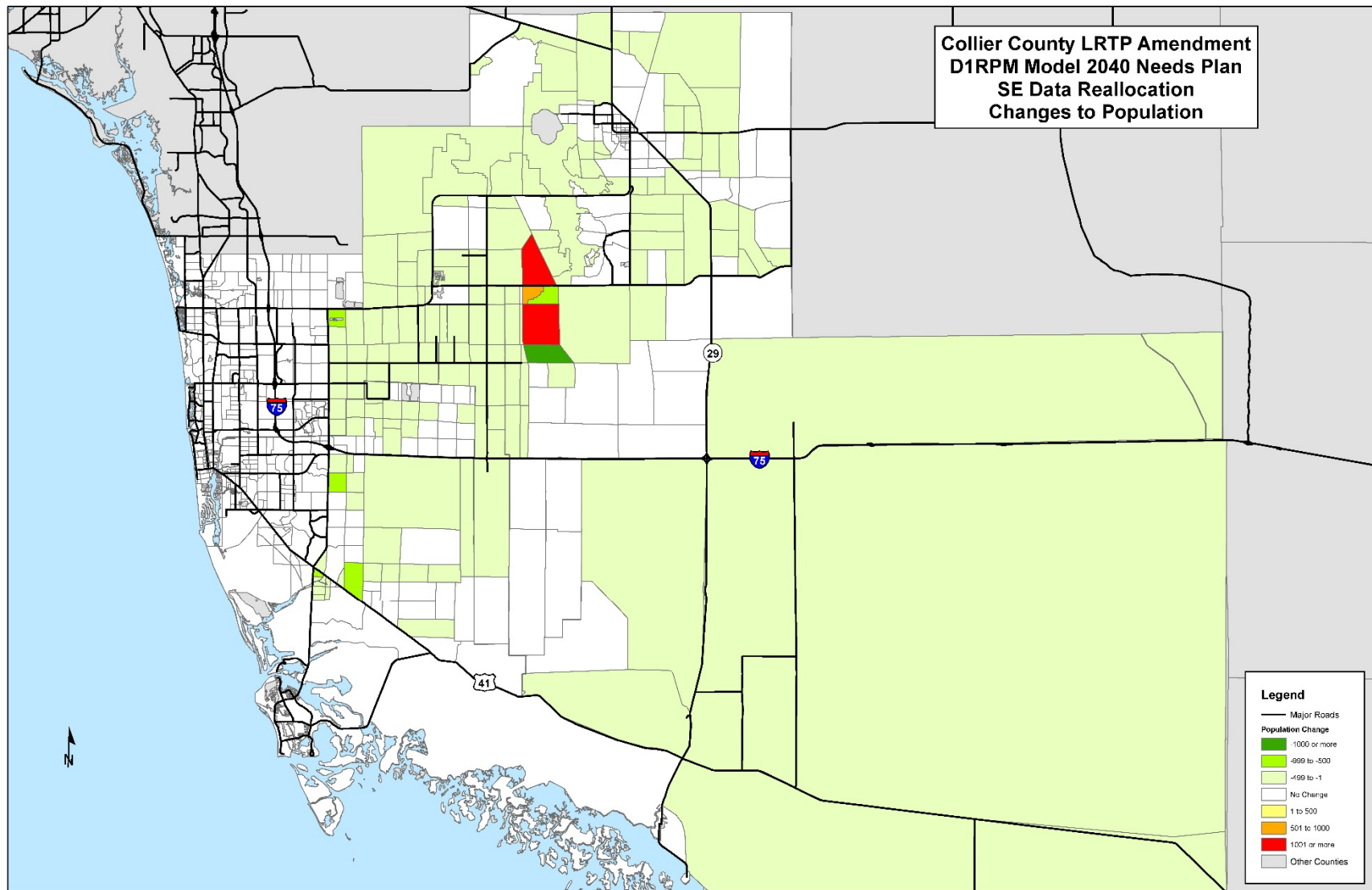
Source	Dwelling Units	Jobs	Hotel/Motel Rooms ⁽¹⁾	School Enrollment ⁽²⁾
Proposed RLW Development	10,000	6,305	220	3,200
80% Threshold	8,000	5,044	176	2,560
Included in original 2040 Forecast	3,340	2,566	0	2,584
Net Needed for reallocation	4,660	2,478	0	0
Tier 1 reallocation	1,060	113	0	0
Tier 2 reallocation	355	0	0	-24
Tier 3 reallocation	3,245	2,365	0	0

(1) Hotel/Motel Rooms are not developed using countywide control totals. Units were not reallocated for these variables. Adjustments resulted in a net increase of hotel/motel rooms.

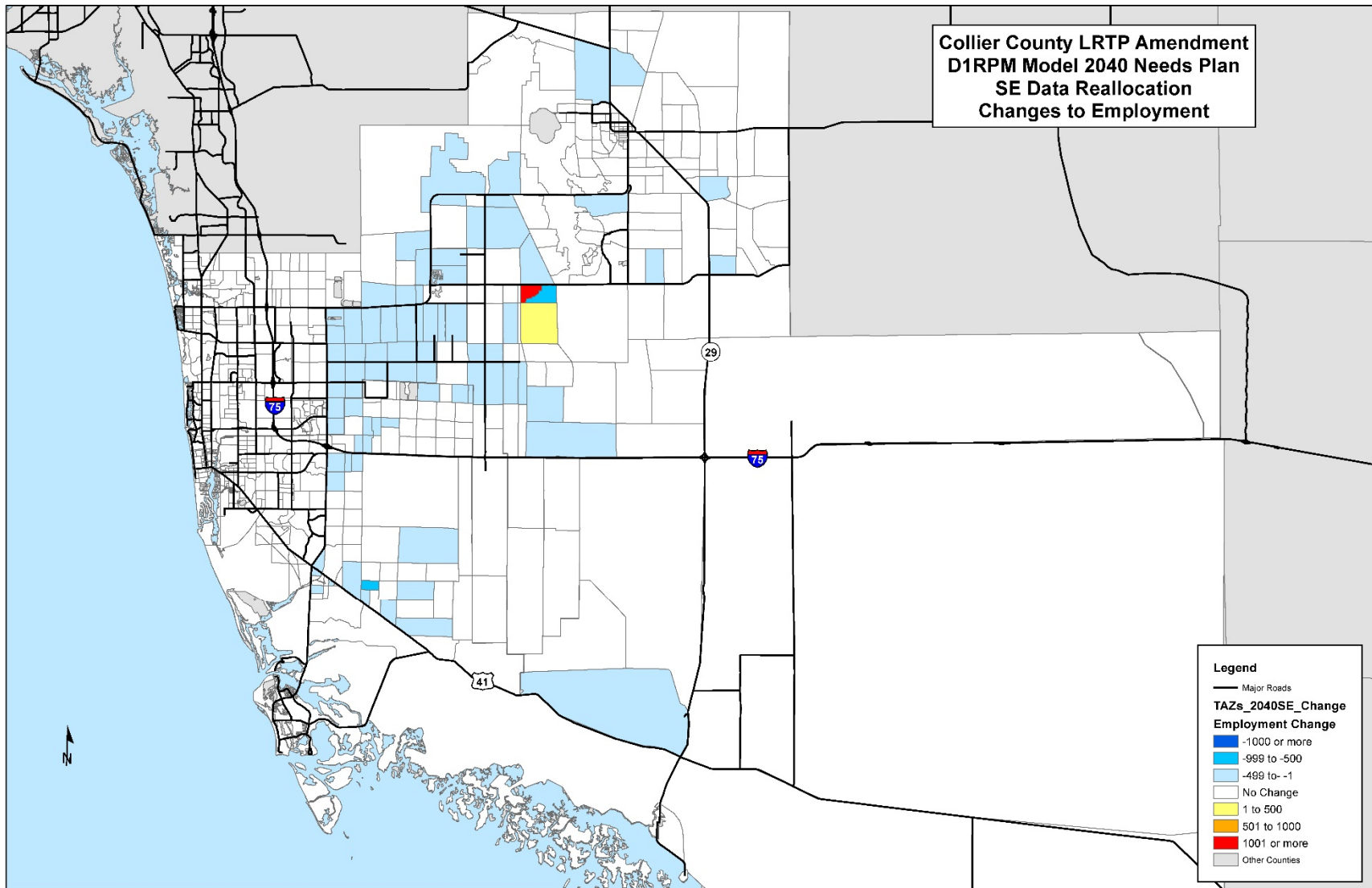
(2) School Enrollment was reallocated to existing locations outside the proposed amendment area.

The maps on the following pages illustrate the result of this reallocation. Map 1 shows the results of reallocating the number of dwelling units by showing the change in population. Map 2 shows the net change in total employment.

Map 1 - Reallocated 2040 Population



Map 2 - Reallocated 2040 Employment



STEP 2: EVALUATION OF TRANSPORTATION NEEDS

Evaluating the transportation needs was conducted by using the D1RPM to identify a list of future transportation projects based on the travel demand generated from the forecasted population and employment through 2040. Using a supply and demand ratio known as volume (demand) to capacity (supply), the performance of roadways was estimated. A volume to capacity (V/C) ratio greater than 1.0 indicates places where the travel demand exceeds the roadway capacity. For the LRTP, the following ranges were used to demonstrate degrees of congestion.

Congestion Levels (Volume /Capacity)

- **Gridlock (Greater than 1.75)**
- **High (1.5 – 1.75)**
- **Moderate (1.26 – 1.5)**
- **Some (1.00-1.25)**

Using the existing transportation network, including projects with existing funding commitments, the travel demands from the reallocated population and employment forecasts were evaluated. The congestion levels listed above were used to identify roadway segments where the results changed from one category to another. Table 2 identifies the four segments where a category change in congestion level occurred as a result of the reallocation of the SE Data. The segments of Desoto Blvd and Oil Well Grade Road experience the highest amount of change due to their immediate proximity to the Rural Lands West development area. Table 2 also includes that status of these roadway segments in the current 2040 Needs Assessment.

Table 2 - Assessment of Transportation Needs

Road Segment	Released SE Data V/C	Reallocated SE Data V/C	Status in 2040 Needs Assessment
Desoto Blvd: 18 th Ave NE to Randall	1.11	1.66	No project listed
Oil Well Grade Rd: North of Oil Well Rd	0.95	1.63	No project listed
Camp Keais Rd: South of Immokalee Rd	1.22	1.27	Widen to 4 Lanes
Immokalee Rd (CR 846): North of Camp Keais Rd	1.73	1.80	Widen to 4 Lanes

Additional transportation needs were also identified and tested against the reallocated SE Data based on the current corridor study for Randall Blvd and Oil Well Road and the roadway network included with the preliminary Rural Lands West development submittal.

When the MPO Board approved the 2040 Needs, the alignment connecting Randall Blvd and Oil Well Road known as the S-curve was questioned and the MPO Board requested a corridor study to determine an appropriate corridor alignment. Consistent with the ongoing corridor study, this LRTP amendment

evaluated two needs networks for identifying this east/west transportation corridor. Alternative 2A included the S-Curve as a new connection between Randall Blvd and Oil Well Road around 16th Ave NE, while Alternative 3A included additional lanes on Randall Blvd east of 16th Ave NE and the Randall Extension to Oil Well Road.

The transportation needs included based on the Rural Lands West submittal include a new north/south corridor call Big Cypress Parkway running from Golden Gate Blvd north to Oil Well Grade Road and continuing on to Immokalee Road and the extension of Randall Blvd east of Desoto Road to Oil Well Road.

Table 3 lists the additional roadway configurations tested in developing the 2040 Needs for this LRTP amendment. With the addition of these projects, it was determined that the widening of Everglades Blvd north of Oil Well Road to Immokalee Road is no longer needed by 2040.

Table 3 - 2040 LRTP Amendment Needs Alternatives

Roadway	Adopted 2040 Needs	2040 Alternative 2A	2040 Alternative 3A
Big Cypress Parkway: Golden Gate to Vanderbilt Beach	N/A	2 Lanes	2 Lanes
Big Cypress Parkway: Vanderbilt Beach to Immokalee Rd	N/A	2 Lanes	2 Lanes
Golden Gate Blvd: Extend to Big Cypress	N/A	2 Lanes	2 Lanes
Vanderbilt Beach: Everglades to Desoto	2 Lanes	4 Lanes	4 Lanes
Vanderbilt Beach: Desoto to Big Cypress	N/A	2 Lanes	2 Lanes
Randall Blvd: Immokalee Rd to 16 th Ave NE	6 Lanes	6 Lanes	6 Lanes
Randall Blvd: 16 th Ave NE to Everglades	2 Lanes	4 Lanes	6 Lanes
Randall Blvd: Everglades Blvd to Desoto Blvd	2 Lanes	4 Lanes	6 Lanes
Randall Blvd: Desoto Blvd to Big Cypress	N/A	4 Lanes	6 Lanes
Randall Blvd: Big Cypress to Oil Well Road	N/A	4 Lanes	6 Lanes
Oil Well Rd: Immokalee to Everglades	4 Lanes	4 Lanes	4 Lanes
Oil Well Rd: Everglades to Big Cypress	6 Lanes	6 Lanes	4 Lanes
Oil Well Rd: Big Cypress to Randall Blvd Ext.	6 Lanes	6 Lanes	4 Lanes
Oil Well Rd: Randall Blvd Ext. to Camp Keais Rd	6 Lanes	6 Lanes	6 Lanes
S-Curve: Randall Blvd to Oil Well Rd	6 Lanes	4 Lanes	N/A
Everglades Blvd: N of Oil Well Road to Immokalee Rd	4 Lanes	2 Lanes	2 Lanes

Further coordination with the ongoing Randall / Oil Well corridor study will provide direction on showing the preferred set of projects for identifying the area's needs. As such, Map 3 shows the number of lanes proposed for this amendment and includes a study area for the Randall Blvd / Oil Well Corridor.

Using the project selection criteria and values used during the 2040 LRTP development, each of these projects were evaluated. Table 4 shows the results of the scoring for the needs included in the LRTP amendment. Likewise, cost estimates for each of these projects were developed consistent with the 2040 LRTP methodology. Project cost estimates are listed in Table 5.

Included in the appendix is a full listing of the 2040 Needs Assessment projects with project selection criteria and cost estimates.

Map 3 - 2040 LRTP Amendment Needs Number of Lanes

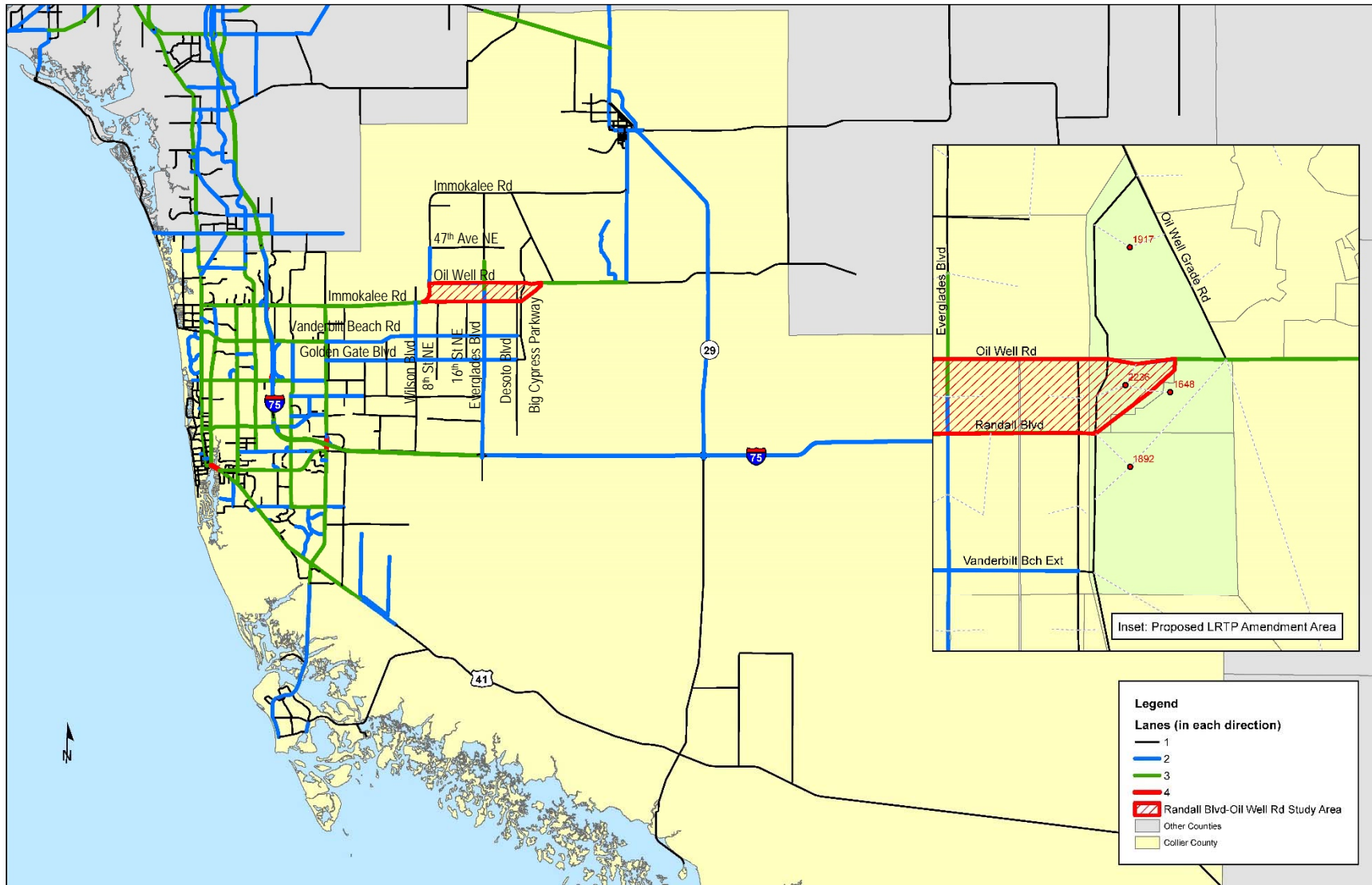


Table 4 - Prioritization of LRTP Amendment Needs Projects

Facility	Continuity and Connectivity	Evacuation Route	Reduces Congestion	Freight Route	Wetland Impact	Species Impact	Score
Randall Blvd Ext: Desoto Blvd to Big Cypress Pkwy	3	0	10	0	-1	-4	8
Randall Blvd Ext: Big Cypress Pkwy to Oil Well Road	3	0	10	0	-2	-4	7
Big Cypress Pkwy: Vanderbilt Beach Ext. to Oil Well Grade Rd	3	0	6	0	-1	-4	4
Big Cypress Pkwy: Golden Gate Blvd to Vanderbilt Beach Ext	3	0	2	0	-1	-4	0
Big Cypress Pkwy: Oil Well Grade Rd to Immokalee Rd	0	0	0	0	-3	0	-3
Golden Gate Blvd Ext: Desoto Blvd to Big Cypress Pkwy	3	0	2	0	-4	-4	-3
Randall Blvd: 16 th Street NE to Desoto Blvd	0	0	0	0	-2	-3	-5

Table 5 - Costs of LRTP Amendment Needs Projects

Facility	Project Description	Right of Way	Environmental Mitigation	Construction	Total Cost Estimate
Randall Blvd Ext: Desoto Blvd to Big Cypress Pkwy	New 4- Lane Road	\$1,281,313	\$160,000	\$2,562,625	\$4,003,938
	New 6-Lane Road	\$1,613,625	\$240,000	\$3,227,250	\$5,080,875
Randall Blvd Ext: Big Cypress Pkwy to Oil Well Rd	New 4- Lane Road	\$8,200,400	\$1,350,000	\$16,400,800	\$25,951,200
	New 6-Lane Road	\$10,327,200	\$2,024,000	\$20,654,400	\$33,005,600
Big Cypress Pkwy: Vanderbilt Beach Ext. to Oil Well Grade Rd	New 2- Lane Road (4-Lane right-of-way)	\$30,238,975	\$3,776,000	\$39,136,175	\$73,151,150
Big Cypress Pkwy: Golden Gate Blvd to Vanderbilt Beach Ext	New 2- Lane Road (4-Lane right-of-way)	\$6,919,088	\$432,000	\$8,954,888	\$16,305,976
Big Cypress Pkwy: Oil Well Grade Rd to Immokalee Rd	New 2- Lane Road (4-Lane right-of-way)	\$7,327,929	\$339,000	\$13,730,828	\$21,397,757
Golden Gate Blvd Ext: Desoto Blvd to Big Cypress Pkwy	New 2- Lane Road	\$1,658,313	\$313,000	\$3,316,625	\$5,287,938
Randall Blvd: 16 th Street NE to Desoto Blvd	Widen from 4 lanes to 6 lanes	\$12,039,625	\$2,278,000	\$24,079,250	\$38,396,875

STEP 3: IDENTIFICATION OF COST FEASIBLE PROJECTS

Determining changes to the projects in the Cost Feasible Plan was based on an evaluation of the prioritized needs, availability of transportation revenues, and performance of the current cost feasible projects. Like the evaluation of transportation needs, the D1RPM was used to evaluate the current Cost Feasible Network with the reallocated population and employment through 2040.

Table 6 provides an overview of the segments which were noted as having a volume/capacity change from one category to another.

Table 6 - Cost Feasible Assessment

Road Segment	Released SE Data V/C	Reallocated SE Data V/C	Status in 2040 Cost Feasible Plan
Randall Blvd : 16 th St NE to Everglades Blvd	0.82	1.02	Corridor Study Area
Oil Well Rd: Ave Maria to Camp Keais Rd	0.97	1.05	No project listed
Oil Well Rd: Immokalee Rd to Everglades Blvd	0.97	1.11	Corridor Study Area
Immokalee Rd: Randall Blvd to Oil Well Road	0.98	1.02	Randall at Immokalee intersection project
Desoto Blvd 18 th Ave NE to Randall Blvd	1.02	1.57	No project listed
Oil Well Grade Rd: North of Oil Well Rd	0.97	1.87	No project listed

When the 2040 LRTP was adopted, a Local Funds Improvements Box was created due, in part, to the decision to include the Randall Blvd/Oil Well Corridor Study instead of a specific project alignment. This left more than \$120 million in future local revenues available for project funding.

Collier County has progressed the design and engineering phase of the Vanderbilt Beach Extension east of CR 591 (Collier Blvd) since the adoption of the 2040 LRTP. This effort has resulted in a lower cost estimate of more than \$21 million compared to the amount listed in the adopted 2040 LRTP. In coordination with Collier County Transportation, it was determined that the right-of-way required for this roadway extension will be purchased before 2021 and that the eastern limits of the first phase is slated to be 16th Street NE.

Based on the prioritization of all projects in the 2040 needs assessment (listed in the Appendix), two projects, which are currently unfunded, have been identified as candidates for adding/amending into the 2040 cost feasible plan.

- Project 13a: Vanderbilt Beach Extension from 8th Street NE to 16th Street NE
- Project 16: Randall Blvd from 8th Street to Everglades Blvd.

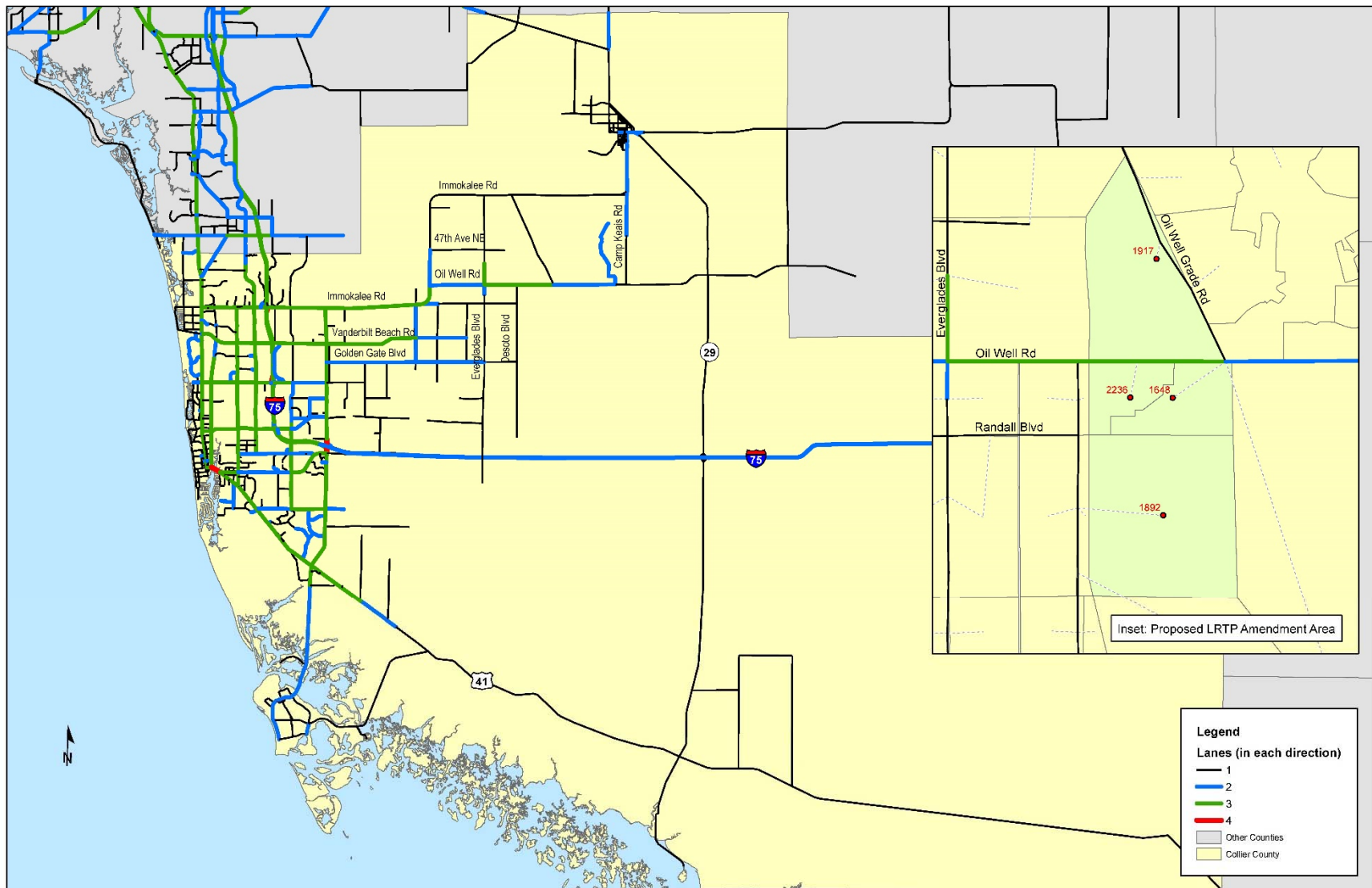
Based on the refined cost estimate for the Vanderbilt Beach Road Extension, the two-phase construction of Vanderbilt Beach Extension listed in the LRTP would be amended to include funding construction further east to 16th Street.

During the review of the draft amendment, Collier County asked MPO Staff to consider placing funds from the Local Improvements Box on Randall Boulevard from 8th to Oil Well Road in order to provide the public with information of the County's intent to move forward with implementing the preferred alternative from the Randall/Oil Well Road study once approved by the Board of County Commissioners. While future funding is not anticipated for funding construction of the preferred alternative, funding listed in the Local Improvements Box is sufficient to fund the estimated costs for design, environmental mitigation and right-of-way by 2040.

A summary of the projects listed in the amendment 2040 LRTP is included in the Appendix. This summary provides an overview of the anticipated revenues, project future Year of Expenditure costs for each project and a revenue balance for each revenue source in demonstrating financial feasibility.

The number of lanes map for the proposed amended 2040 Cost Feasible Plan are shown on Map 4.

Map 4 - Recommended Amended 2040 Cost Feasible Lanes



PUBLIC OUTREACH AND COMMENT

The MPO's public involvement program is designed to ensure opportunities for the public to express their views on transportation and mobility issues and to become active participants in the decision making process. During the LRTP amendment process, opportunities for review and comment on the status have been provided at each of the MPO Board, Technical Advisory, and Citizen Advisory Meetings. A public outreach meeting was also held on March 15th where 38 individuals signed in. Moving forward, the MPO conducted a 21-day public comment period for the amendment starting on Monday, April 2nd. During this comment period, a status presentation was given to the MPO Board on April 13th where additional public comments were received.

During the March 15th public meeting, 15 written comments were provided dealing with the topics listed below.

- Concern regarding alignment of Vanderbilt Beach Road Extension
- Opposition to S-Curve alignment in Randall/Oil Well Corridor Study
- Questions regarding Impact Fees and required developer payments
- Concern for wildlife and species habitat impacts
- Concern for clean water and air

During the 21-day public review period from April 2nd to April 23rd, the MPO Board met on April 13th to review the draft LRTP amendment. At the April 13th MPO Meeting, three speakers commented on the LRTP amendment and spoke against the inclusion of the S-Curve alignment between Randall Blvd and Oil Well Road. In addition to the speakers at the MPO meeting, the following comments were received during the public comment period.

- Concern regarding alignment of Vanderbilt Beach Road Extension and proposed roundabouts
- Opposition to S-Curve alignment including a petition signed by 36 residents

At the request of the League of Women Voters, MPO Staff provided a status update and responded to questions provided by the League of Women Voters and the Conservancy of Southwest Florida.

Final action on this amendment by the MPO Board will be on May 11th at 9:00 AM. The MPO meeting will be held at

3299 Tamiami Trail East, Building F, 3rd Floor
Board of County Commissioners Chambers
Naples, FL 34112.

Public comments will be taken at this meeting prior to the MPO Board taking action.

Information regarding times and locations of upcoming MPO meetings can be found by visiting www.colliermpo.com online or by calling the MPO at 239-252-5804.

APPENDIX

- 2040 Needs Assessment with Project Selection Criteria
- 2040 Cost Feasible Plan – Summary of Funded Projects

2040 Amended Needs Aessment with Project Selectin Criteria

													1.0		1.0		2.0		1.0		1.0		0.5	Benefit Points						
	ID	Facility	Limit From	Limit To	Final Proposed Improvement - Needs Plan Update	Link in Miles	CST Phase in CFP	Any Phase in CFP	Construction Cost Estimates Present Day Costs (PDC)	Revised Cost Estimates (Includes Env Mitigation and ROW)	Unfunded SIS Cost	ROW (Included in Cost Estimates Total)	Environmental Mitigation (Included in Cost Estimates Total)	System Continuity & Connectivity	Weighted Value	Previous Score Evac Route	Weighted Value	Previous Score Reduce Cong	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted	Weighted	\$M/lane-mile	BP/\$/lane-mile	
2	NA	Critical Needs Intersection	Golden Gate Parkway @ I-75		Major Ramp Improvements		CST	X	\$2,000,000	\$2,000,000		\$0	\$0	0	0	5	5	5	10	0	0	0	0	5	3	15	18	NA	NA	
3	NA	Critical Needs Intersection	Pine Ridge Road @ I-75		Major Ramp Improvements (Partial Cloverleaf)		CST	X	\$5,000,000	\$5,000,000		\$0	\$0	0	0	5	5	5	10	0	0	0	0	5	3	15	18	NA	NA	
4	70	Critical Needs Intersection	I-75 (SR-93) and Collier Boulevard (CR 951)		Partial cloverleaf interchange with 2 loop ramps	0.0	CST	X	\$42,504,654	\$42,504,654		\$0	\$0	0	0	5	5	5	10	0	0	0	0	5	3	15	18	NA	NA	
5	4	CR 951 (Collier Boulevard)	Golden Gate Canal	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.0	CST	X	\$30,000,000	\$30,000,000		\$0	\$0	2	2	5	5	5	10	0	0	0	0	0	0	12	17	\$7.50	2.27	
6	42	SR 29	Immokalee Dr.	New Market Road North	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial	2.0					\$31,273,603	\$10,388,201	\$109,000	0	0	5	5	5	10	0	0	-1	-1	5	3	14	17	\$6.50	2.54	
7	NA	Critical Needs Intersection	Immokalee Rd @ I-75 Interchange		Major Ramp Improvements		CST	X	\$2,750,000	\$2,792,000		\$0	\$42,000	0	0	5	5	5	10	-1	-1	0	0	5	3	14	17	NA	NA	
8	49	SR 29 By-Pass	SR 29 (north of New Market Rd)	SR-29/CR-846 Intersection	New 4-lane Divided Arterial	2.5					\$54,369,907	\$17,862,636	\$782,000	0	0	5	5	5	10	-1	-1	-1	-1	5	3	13	16	\$6.39	2.43	
9	73	Critical Needs Intersection	US41 (SR-90) (Tamiami Trail East) and Collier Boulevard (CR 951)		Single point urban interchange	0.0	No	X	\$44,140,000	\$44,140,000		\$0	\$0	0	0	5	5	5	10	0	0	0	0	0	0	10	15	NA	NA	
11	43	SR 29	New Market Road North	North of SR-82	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	3.1					\$33,451,404	\$0	\$507,000	0	0	5	5	5	10	0	0	-3	-3	5	3	12	15	\$6.70	2.16	
12	16	Old US 41	US 41 (SR-45)	Collier/Lee County Line	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	1.5	CST	X	\$15,030,000	\$15,488,000		\$0	\$458,000	0	0	5	5	5	10	-3	-3	0	0	5	3	12	15	\$5.16	2.81	
13a	60a	Vanderbilt Beach Road	8th Street	16th Street	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd	1.0	CST	X	\$11,701,459	\$36,728,134		\$24,088,675	\$938,000	5	5	5	5	5	10	-3	-3	-3	-3	0	0	9	14	\$9.18	1.52	
13b	60b	Vanderbilt Beach Road	16th Street	Desoto Boulevard	New 4 lane Divided Arterial from 21st St SW to Desoto Blvd	3.7			\$43,295,399	\$70,855,074		\$24,088,675	\$3,471,000	5	5	5	5	5	10	-3	-3	-3	-3	0	0	9	14	\$4.79	2.92	
14	59	Vanderbilt Beach Road	CR 951	8th Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial from CR951 to 21 St SW & New 4-lane to Wilson	6.0	CST	X	\$99,930,000	\$141,511,000		\$38,766,000	\$2,815,000	5	5	5	5	5	10	-3	-3	-3	-3	0	0	9	14	\$11.79	1.19	
15	52	US41 (SR-90) (Tamiami Trail East)	Greenway Road	6 I Farm Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6	CST	X	\$21,830,000	\$26,190,664		\$3,953,664	\$407,000	0	0	5	5	5	10	-1	-1	-1	-1	0	0	8	13	\$5.04	2.58	
16	34	Randall Boulevard / Oil Well Road Study Area	8th Street	Everglades Blvd Intersection	Expand from 2-Lane Undivided + New Road to 6-Lane Divided Arterial (Future Study Area)	3.4		X	\$25,500,000	\$49,250,300		\$21,945,300	\$1,805,000	2	2	5	5	5	10	-1	-1	-3	-3	0	0	8	13	\$3.62	NA	
17	15	Green Boulevard Ext / 16th Ave SW	23rd St SW	Wilson Blvd Ext. (Corridor Study)	New 2-Lane Collector (Future Study Area)	2.9				\$30,193,638		\$9,618,213	\$1,339,000	3	3	5	5	5	10	-4	-4	-1	-1	0	0	8	13	\$5.21	2.50	
18	48	SR 84 (Davis Boulevard)	Airport Pulling Road	Santa Barbara Boulevard	Expand from 4 divided to 6-Lane Divided Arterial	3.0	No	X	\$33,110,000	\$50,839,000		\$17,424,000	\$305,000	2	2	5	5	3	6	-1	-1	0	0	0	0	9	12	\$8.47	1.42	
19	69	Critical Needs Intersection	Immokalee Road and Randall Boulevard		Phase 1 - Maximum at-grade improvements to accommodate a future fly-over interchange	0.0	CST	X	\$49,250,000	\$49,385,000		\$0	\$135,000	0	0	5	5	5	10	0	0	-3	-3	0	0	7	12	NA	NA	
20	19	Immokalee Road	Camp Keais Road	Carver Street	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.5	CST	X	\$25,040,000	\$27,546,000		\$1,452,000	\$1,054,000	0	0	5	5	5	10	-2	-2	-4	-4	5	3	9	12	\$5.51	2.09	
21	NA	Critical Needs Intersection	US 41 @ Goodlette Road		Major At-Grade Intersection Improvements (2nd WB RT-Ln)		CST	X	\$2,000,000	\$2,250,000		\$250,000	\$0	0	0	5	5	3	6	0	0	0	0	0	0	8	11	NA	NA	
22	71	Critical Needs Intersection	I-75 (SR-93) in the vicinity of Everglades Boulevard		New Interchange	0.0					\$42,729,654		\$225,000	5	5	5	5	3	6	0	0	-5	-5	0	0	8	11	NA	NA	
23	14	Green Boulevard Ext / 16th Ave SW	CR 951	23rd Street SW (Corridor Study)	New 4-Lane Divided Collector (Future Study Area)	2.1				\$42,216,300		\$13,568,100	\$1,512,000	4	4	0	0	5	10	-3	-3	-1	-1	0	0	5	10	\$5.03	1.99	
25	31	Oil Well Road / CR 858	Everglades Boulevard	Oil Well Grade Road	2-Lane Roadway to 4 Lanes divided	3.9	CST	X	\$20,000,000	\$37,004,625		\$15,146,625	\$1,858,000	2	2	5	5	5	10	-2	-2	-5	-5	0	0	5	10	\$4.74	2.11	
26	6.1	Everglades Boulevard	Golden Gate Blvd	Vanderbilt Bch Rd Ext	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.2				\$24,161,413		\$7,788,138	\$797,000	0	0	5	5	1	5	10	-2	-2	-3	-3	0	0	5	10	\$5.57	1.80
27	5	CR 951 Extension	Heritage Bay Entrance	Lee/Collier County Line	New 2-lane Arterial to Bonita Beach Road	2.5				\$37,424,625		\$11,171,875	\$3,909,000	5	5	5	5	3	5	10	-5	-5	-5	-5	0	0	5	10	\$3.74	2.67
28	41	SR 29	9th St	Immokalee Dr.	Expand from 2-Lane Undivided with center turn lane to 4-Lane Divided Arterial	0.9					\$22,011,093	\$13,329,360	\$0	0	0	5	5	5	1	2	0	0	0	0	5	3	11	10	\$8.51	1.12
29	67	Wilson Boulevard Ext / Black Burn Rd	Wilson Blvd	End of Haul Road (Corridor Study)	New 2-Lanes of a Future Multi-lane Facility(Future Study Area)	2.6	No	X	\$29,310,000	\$36,691,625		\$3,316,625	\$4,065,000	3	3	0	5	5	0	5	10	-5	-5	0	0	3	8	\$7.06	1.13	
74a		Randall Blvd Extension	Desoto Boulevard	Big Cypress Parkway	New 4-Lane Road	0.3			\$2,562,625	\$4,003,938		\$1,281,313	\$160,000	3	3	0	0	5	10	-1	-1	-4	-4	0	0	3	8	\$4.00	2.00	
74b		Randall Blvd Extension	Desoto Boulevard	Big Cypress Parkway	New 6-Lane Road	0.3			\$3,227,250	\$5,080,875		\$1,613,625	\$240,000	3	3	0	0	5	10	-1	-1	-4	-4	0	0	3	8	\$3.39	2.36	
30	18	I-75 (SR-93) Managed/ Express (Toll) Lanes	North of Golden Gate Parkway (Exit #105)	Collier/Lee County Line	New 4-Lanes Express (Toll) Lanes with slip-ramp locations connecting to general purpose lanes TBD	9.0					\$134,646,986	\$0	\$0	0	0	5	5	1	2	-2	-2	0	0	5	3	9	8	\$4.66	1.61	
31	9.2	Goodlette-Frank Road	Orange Blossom Drive	Vanderbilt Beach Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	0.9				\$12,997,969		\$4,332,656	\$0	0	0	5	5	1	2	0	0	0	0	0	0	6	7	\$7.22	0.97	
32	20	Immokalee Road (CR 846)	SR 29	Airpark Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	0.4	CST	X	\$4,060,000	\$4,060,000		\$0	\$0	0	0	5	5	1	2	0	0	0	0	0	0	6	7	\$4.83	1.45	
33	61	Veterans Memorial Boulevard	US 41 (SR-45)	Livingston Road	New 2-Lane of future 4-Lane Divided Arterial	2.9	CST	X	\$8,000,000	\$27,622,900		\$18,736,900	\$886,000	4	4	0	0	3	6	-3	-3	0	0	0	0	4	7	\$4.76	1.47	
34	3	Camp Keais Road	Pope John Paul Blvd	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6	CST	X	\$10,000,000	\$10,425,000		\$0	\$425,000	0	0	0	0	1	5	10	0	0	-3	-3	0	0	2	7	\$2.00	3.49
75a		Randall Blvd Extension	Big Cypress Parkway	Oil Well Road	New 4-Lane Road	1.6			\$16,400,800	\$25,951,200		\$8,200,400	\$1,350,000	3	3	0	0	5	10	-2	-2	-4	-4	0	0	2	7	\$4.05	1.73	
75b		Randall Blvd Extension	Big Cypress Parkway	Oil Well Road	New 6-Lane Road	1.6			\$20,654,400	\$33,005,600		\$10,327,200	\$2,024,000	3	3	0	0	5	10	-2	-2	-4	-4	0	0	2	7	\$3.44	2.04	
35	47	SR 82	SR 29	Collier/Hendry County Line	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	7.0	CST	X	\$63,214,837	\$64,359,837		\$0	\$1,145,000	0	0	5	5	1	2	0	0	-3	-3	5	3	8	7	\$2.80	2.32	
36	58	Vanderbilt Beach Road	US 41 (SR-45)	Airport Pulling Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.1	CST	X	\$4,000,000	\$4,214,000		\$0	\$214,000	0	0	5	5	3	1	2	-1	-1	0	0	0	0	5	6	\$1.00	5.98
37	10	Goodlette-Frank Road	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	1.8				\$17,023,440		\$1,045,440	\$183,000	0	0	5	5	1	2	-1	-1	0	0	0	0	5	6	\$4.73	1.27	
38	24	Logan Boulevard	Green Boulevard	Pine Ridge Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.6				\$37,549,688		\$12,516,563	\$0	0	0	5	5	3	0	0	0	0	0	0	0	5	5	\$7.22	0.69	
39	15	Green Boulevard Ext / 16th Ave SW	Wilson Blvd Ext	Everglades Boulevard (Corridor Study)	New 2-Lane Collector	3.9				\$30,655,638		\$9,618,213	\$1,801,000	3	3	5	5	3	1	2	-4	-4	-1	-1	0	0	4	5	\$3.93	1.27
40	2	Airport Pulling Road	Vanderbilt Beach Road	Immokalee Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	2.0	CST	X	\$5,000,000	\$5,000,000		\$0	\$0	0	0	5	5	0	0	0	0	0	0	0	0	5	5	\$1.25	4.00	
41	50	SR 951 (Collier Boulevard)	So. of Manatee Road	No. of Tower Road	Expand from 4-Lane Divided to 6-Lane Divided Arterial	1.0	CST	X	\$13,350,000	\$13,554,000		\$0	\$204,000	0	0	5	5	1	2	-2	-2	0	0	0	0	4	5	\$6.78	0.74	
42	38	Santa Barbara Boulevard	Painted Leaf Lane	Green Boulevard	Expand from 4-Lane Divided to 6-Lane Divided Arterial	1.7				\$25,744,975		\$9,204,163	\$173,000	0	0	5	5	0	0	-1	-1	0	0	0	0	4	4	\$7.57	0.53	
76		Big Cypress Parkway	Vanderbilt Beach Extension	Oil Well Grade Road	New 2-Lane Road (ROW Expandable to 4-Lanes)	5.9			\$39,136,175	\$73,151,150		\$30,238,975	\$3,776,000	3	3	0	0	3	6	-1	-1	-4	-4	0	0	1	4	\$3.10	1.29	
43	43	SR 29	North of SR-82	Collier/Hendry County Line	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.4	CST	X	\$7,889,764	\$7,889,764		\$0	\$0	0	0	5	5	0	0	-1	-1	-3	-3	5	3	6	4	\$1.64	2.13	
44	25	Logan Boulevard	Vanderbilt Beach Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	2.1				\$20,075,180		\$1,219,680	\$428,000	0	0	5	5	0	0	-2	-2	0	0	0	0	3	3	\$4.78	0.63	
45	6.3	Everglades Boulevard	I-75 (SR-93)	Golden Gate Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	5.3				\$59,626,994		\$18,762,331	\$3,340,000	0	0	5	5	3	6	-4	-4	-4	-4	0	0	0	3	\$5.58	0.54	
46	40	SR 29	Oil Well Road	Immokalee Road (CR 846)	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	9.4					\$100,320,008	\$7,080,125	\$2,564,000	0	0	5	5	0	0	0	0	-5	-5	5	3	5	3	\$6.15	0.41	
47	25	Logan Boulevard	Pine Ridge Road	Vanderbilt Beach Road	Expand from 2-L																									

2040 Amended Needs Assessment with Project Selectin Criteria

															1.0		1.0		2.0		1.0		1.0		0.5	Benefit Points			
	ID	Facility	Limit From	Limit To	Final Proposed Improvement - Needs Plan Update	Link in Miles	CST Phase in CFP	Any Phase in CFP	Construction Cost Estimates Present Day Costs (PDC)	Revised Cost Estimates (Includes Env Mitigation and ROW)	Unfunded SIS Cost	ROW (Included in Cost Estimates Total)	Environmental Mitigation (included in Cost Estimates Total)	System Continuity & Connectivity	Weighted Value	Previous Score Evac Route	Weighted Value	Previous Score Reduce Cong	Weighted Value	Wetland Impact	Weighted Value	Species Impact	Weighted Value	Freight Route	Weighted Value	Un-Weighted	Weighted	\$M/lane-mile	BP/\$/lane-mile
49	32	Oil Well Road / CR 858	Ave Maria Entrance	Camp Keais Road	Expand from 2-Lane Undivided to 6-Lane Divided Arterial	1.0				\$8,293,940		\$253,440	\$273,000	2	2	5	5	0	0	0	0	-5	-5	0	0	2	2	\$2.07	0.96
50	6.1	Everglades Boulevard	Vanderbilet Bch Rd Ext	South of Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.2				\$24,161,413		\$7,788,138	\$797,000	0	0	5	5	1	2	-2	-2	-3	-3	0	0	1	2	\$5.57	0.36
51	68	Wilson Boulevard	Golden Gate Boulevard	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	3.3				\$36,078,619		\$11,682,206	\$1,032,000	0	0	5	5	0	0	-2	-2	-2	-2	0	0	1	1	\$5.47	0.18
52	6.2	Everglades Boulevard	Oil Well Road	Immokalee Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	5.0				\$54,929,938		\$17,700,313	\$1,829,000	0	0	5	5	0	0	-2	-2	-3	-3	0	0	0	0	\$5.52	0.00
53	33	Orange Blossom Drive	Airport Pulling Road	Livingston Road	Expand from 2-Lane Undivided to 4-Lane Divided Major Collector	0.7				\$9,213,750		\$3,071,250	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$6.58	0.00	
54	62	Westclox Street Extension	Little League Road	West of Carson Road	New 2-Lane Road	0.9				\$12,065,625		\$4,021,875	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$6.70	0.00	
55	2.1	Benfield Road	US 41 (SR-90)	Rattlesnake-Hammock Ext	New 2-Lanes of a Future Multi-lane Arterial	4.5				\$40,047,276		\$3,902,976	\$3,479,000	0	0	0	0	5	10	-5	-5	-5	-5	0	0	-5	0	\$4.50	0.00
56	2.2	Benfield Road	Lord's Way	City Gate Blvd North	New 2-lanes of a Future Multi-lane Arterial + I-75 Overpass	3.9	No	X	\$56,465,000	\$138,884,000		\$79,370,000	\$3,049,000	0	0	0	0	5	10	-5	-5	-5	-5	0	0	-5	0	\$17.81	0.00
77		Big Cypress Parkway	Golden Gate Blvd	Vanderbilt Beach Extension	New 2-Lane Road (ROW Expandable to 4-Lanes)	1.4			\$8,954,888	\$16,305,976		\$6,919,088	\$432,000	3	3	0	0	1	2	-1	-1	-4	-4	0	0	-1	0	\$6.04	0.00
57	96	I-75 (SR93)	Collier Blvd	SR-29	Expand from 4 to 6-Lane Freeway	21.0					\$186,209,512	\$0	\$0	0	0	5	5	0	0	-3	-3	-5	-5	5	3	2	-1	\$5.52	-0.09
58	3	Camp Keais Road	Oil Well Road	Pope John Paul Blvd	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.6				\$18,833,325		\$0	\$425,000	0	0	0	0	1	2	0	0	-3	-3	0	0	-2	-1	\$3.62	-0.28
60	39	SR 29	I-75 (SR-93)	Oil Well Road	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	10.2		X			\$89,381,277	\$0	\$6,936,000	0	0	5	5	0	0	-4	-4	-5	-5	5	3	1	-2	\$5.38	-0.28
73		Little League Road Extension	SR-82	Westclox Street	New 2-Lane Road	3.7	CST	X		\$35,286,249		\$7,267,392	\$404,000	0	0	0	0	0	0	0	0	-2	-2	0	0	-2	-2	\$4.77	-0.42
78		Big Cypress Parkway	Oil Well Grade Road	Immokalee Rd	New 2-Lane Road (ROW Expandable to 4-Lanes)	2.1			\$13,730,828	\$21,397,757		\$7,327,929	\$339,000	0	0	0	0	0	0	0	0	-3	-3	0	0	-3	-3	\$5.17	-0.58
79		Golden Gate Boulevard Ext	Desoto Boulevard	Big Cypress Parkway	New 2-Lane Road	0.5			\$3,316,625	\$5,287,938		\$1,658,313	\$313,000	3	3	0	0	1	2	-4	-4	-4	-4	0	0	-4	-3	\$5.29	-0.57
64	97	CR-92A	CR-92	Angler Drive (200 ft. east of City of Marco city limits	2-Lane Reconstruction	0.6				\$5,362,500		\$0	\$0	0	0	0	0	0	0	-4	-4	0	0	0	0	-4	-4	NA	NA
65	35	Randall Boulevard / Oil Well Road Study Area	16th Street NE (@ Canal)	Desoto Boulevard	Expand from 2-Lane Undivided to 4-lane Divided Arterial (Future Study Area)	3.1			\$21,948,388	\$34,060,582		\$10,974,194	\$1,138,000	0	0	0	0	0	0	-2	-2	-3	-3	0	0	-5	-5	\$5.49	NA
65b	35a	Randall Boulevard	16th Street NE	Desoto Blvd	Expand from 4-Lane Undivided to 6-Lane Divided Arterial	3.1			\$24,079,250	\$38,396,875		\$12,039,625	\$2,278,000	0	0	0	0	0	0	-2	-2	-3	-3	0	0	-5	-5	\$3.10	-1.61
66	22	Keane Avenue	23rd Street SW	Inez Rd	No increase in capacity, but a major capital investment in upgrading existing local street to collector standards (Future Study Area)	0.9				\$8,954,888		\$2,984,963	\$0	0	0	0	0	0	0	-1	-1	-5	-5	0	0	-6	-6	NA	NA
68	8.1	Golden Gate Boulevard	Everglades Blvd.	Desoto Boulevard	Expand from 2-Lane Undivided to 4-Lane Divided Arterial	2.0				\$22,261,375		\$7,080,125	\$1,021,000	0	0	0	0	0	0	-3	-3	-4	-4	0	0	-7	-7	\$5.71	-1.23
70	23	Keane Avenue	Inez Rd	Wilson Blvd. Ext.	New 2-Lane Undivided Collector - name change at Inez to Brantley for short way (dirt road) (Future Study Area)	2.0				\$21,055,750		\$6,633,250	\$1,156,000	0	0	0	0	0	0	-3	-3	-5	-5	0	0	-8	-8	\$5.26	-1.52
72	64	White Boulevard	CR 951	31st St SW	Expand from 2-Lane Undivided to 2-Lane Divided Collector	0.8				\$7,150,000		\$0	\$0	0	0	0	0	0	0	-3	-3	-5	-5	0	0	-8	-8	NA	NA
CMS/ITS, Bridge Program Improvements, and Pathways Priorities																													
80	US 41 at Immokalee Rd				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
81	US 41 at Golden Gate Parkway				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
82	Airport Rd at Pine Ridge Rd				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
83	Livingston Rd at Immokalee Rd				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
84	Livingston Rd at Pine Ridge Rd				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
87	US 41 at San Marco Road (CR-92)				CMS - Intersection Improvements				\$500,000	\$500,000																			
88	SR-29 at US 41				CMS - Intersection Improvements				\$500,000	\$500,000																			
89	Livingston Road at Radio Road				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
90	Livingston Road at Vanderbilt Beach Road				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
91	Airport-Pulling Road at US 41				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
92	Airport-Pulling Road at Vanderbilt Beach Road				CMS - Intersection Improvements				\$1,000,000	\$1,000,000																			
NA	Bicycle Priorities				Pathways Improvements from Comprehensive Pathways Plan				\$41,248,000	\$41,248,000																			
NA	Pedestrian Priorities				Pathways Improvements from Comprehensive Pathways Plan				\$65,818,000	\$65,818,000																			
NA	Bridges				Golden GateEstates (9 new Bridges per East of 951 Bridge Study)				\$27,000,000	\$27,000,000																			
									\$779,038,079	\$2,017,901,952	\$694,393,443																		

Indicates Projects Recommended for the Cost Feasible Plan

\$779,038,079

\$689,591,450

PDC of Improvements with one or more phase(s) in the CFP (and not necessarily funded thrurought construction); Excludes CMS, Bridges & Pathways

2040 Cost Feasible Plan - Summary of Funded Projects Grouped by Funding Source with Costs Shown in Future Year of Expenditure (YOE) in Millions of Dollars

CF#	Facility	From	To	# of Existing Lanes	Project Length (Miles)	Project Type	CST PDC	2021-2025			2026-2030			2031-2040			2021-2040	2041-2050
								PE	ROW	CST	PE	ROW	CST	PE	ROW	CST	Project Totals	YOE CST
43	SR 29	North of SR 82	Collier/Hendry Line	2	2.4	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$7.89			\$10.02						\$10.02		
60	SR 29	I-75 (SR 93)	Oil Well Rd	2	10.2	2-Lane Roadway to 4 Lanes with Paved Shoulders (Includes milling and resurfacing of existing pavement)	n/a						\$6.19	\$3.63		\$9.82		
4	I-75	Collier Blvd (CR 951)				Interchange, Single Point Urban	\$41.40			\$55.87						\$55.87		
35	SR 82	Gator Slough	SR 29	2	3.2	2-Lane Roadway to 4 Lanes	\$34.54			\$34.54						\$34.54		
	TMA BOX (20%) Bridges						n/a			\$4.66		\$4.66			\$9.34	\$18.66		
	TMA BOX (40%) Pathways (Bike/Ped)						n/a			\$9.32		\$9.32			\$18.67	\$37.31		
	TMA BOX (40%) CMP						n/a			\$9.32		\$9.32			\$18.67	\$37.31		
2	Golden Gate Parkway	I-75				(New) 2-Lane Ramp	\$2.00	\$0.59		\$2.54						\$3.13		
3	Pine Ridge Rd	I-75				Intersection Traffic Signalization	\$5.00	\$0.80		\$6.35						\$7.15		
7	Immokalee Rd	I-75 interchange				Intersection Traffic Signalization	\$2.75	\$0.51		\$3.49						\$4.00		
12	Old US 41	US 41 (SR 45)	Lee/Collier County Line	2	1.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$15.03	\$2.72				\$22.55				\$25.27		
18	SR 84 (Davis Blvd)	Airport Pulling Rd	Santa Barbara Blvd	4	3	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes , and Curb & Gutter with Inside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$33.11				\$6.85			\$77.66		\$84.51	\$82.78	
19a	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Interim At-Grade Intersection improvements, including 4-laning to 8th Street;	\$4.00			\$5.08						\$5.08		
21	US 41	Goodlette Rd		N/A		Intersection	\$2.00	\$0.37		\$2.54						\$2.91		
41	SR 951 (Collier Blvd)	South of Manatee Rd	North of Tower Rd	4	1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$13.35	\$2.02				\$20.03				\$22.05		
15	US 41 (SR 90) (Tamiami Trail East)	Greenway Rd	6 L Farm Rd	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$21.83				\$6.01			\$25.59	\$41.70	\$73.30		
9	US 41 (SR 90) (Tamiami Trail East)	Collier Blvd (SR 951)				Single Point Urban Interchange (SPUI) - Mainline Over Crossroad	\$44.14						\$10.30			\$10.30	\$110.35	
5	CR 951 (Collier Blvd)	Golden Gate Canal	Green Blvd	4	2	4-Lane Roadway to 6 Lanes with Sidewalk, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$30.00	\$3.66		\$38.10						\$41.76		
19b	Critical Needs Intersection (Randall Blvd at Immokalee Road)	Immokalee Road	8th Street			Ultimate intersection improvement	\$31.00						\$4.68		\$53.48	\$58.16		
13a / 14p	Vanderbilt Beach Rd	CR 951 (Collier Blvd)	16th St	0 & 2	7	Expand from 0 & 2 lanes to building 3 lanes of a six lane footprint from Collier Blvd to Wilson Blvd and 2 lanes from Wilson to 16th St	\$67.60			\$67.60						\$67.60		
40	Airport Pulling Rd	Vanderbilt Beach Rd	Immokalee Rd	4	2	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$5.00	\$1.22		\$6.35						\$7.57		
25	Oil Well Rd/CR 858	Everglades Blvd	Oil Well Grade Rd	2	3.9	2-Lane Roadway to 4 Lanes with Outside Paved Shoulders (Includes milling and resurfacing of existing pavement)	\$20.00					\$30.00				\$30.00		
16	Randall Boulevard	8th Street	Everglades Blvd	2	3.4	4 lane divided to 6 lane divided (includes corridor study to determine preferred alignment)	\$25.50	\$6.22	\$5.76			\$25.73			\$9.25	\$46.96	\$63.74	
65	Randall Boulevard	Everglades Blvd	Desoto Blvd	2	1.84	2-Lane Roadway to 6 Lanes with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$27.32	\$5.81							\$32.03	\$37.84	\$68.29	
74	Randall Boulevard	Desoto Blvd	Big Cypress Parkway	0	0.25	New 6-Lane Roadway with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$5.79	\$0.69							\$3.78	\$4.47	\$14.47	
75	Randall Boulevard	Big Cypress Parkway	Oil Well Road	0	1.6	New 6-Lane Roadway with Outside Paved Shoulder (includes corridor study to determine preferred alignment)	\$20.65	\$4.11							\$24.22	\$28.33	\$51.62	
33	Veterans Memorial Blvd	Livingston Road	US 41	2	2.9	2-Lane Undivided Roadway with Sidewalks, Bike Lanes and Curb & Gutter	\$8.00	\$1.95	\$1.08				\$12.00			\$15.03		
20	Immokalee Rd	Camp Keais Rd	Carver St	2	2.5	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$25.04				\$5.24	\$23.01	\$37.56			\$65.81		
56	Benfield Road	City Gate Boulevard North	Lords Way	0	3.9	2 lane roadway in a 4 lane footprint	\$56.47	\$1.83			\$20.69				\$21.21	\$43.72	\$141.16	
29	Wilson Boulevard/Black Burn Road	Wilson Boulevard	End of Haul Road	0	2.6	2 lane roadway in a 4 lane footprint	\$29.31	\$0.61			\$6.90				\$30.70	\$38.20	\$73.28	
13b	Vanderbilt Beach Road Ext	16th St	Desoto	0	3.7	2 lane roadway in a 4 lane footprint	\$35.00									\$0.00	\$188.05	
51	Wilson Blvd.	Golden Gate Blvd.	Immokalee Rd.	2	3.3	2-Lane Roadway to 4 Lanes	\$23.36	\$2.85				\$21.47			\$44.63	\$68.94		
73	Little League Rd. Ext.	SR-82	Westclox St.	0	3.7	New 2-lane roadway	\$28.02				\$3.86				\$17.05	\$53.52	\$74.42	
13a / 14p	Vanderbilt Beach Road Ext	Collier Boulevard	16th St	2 & 0	7	Add remaining 3 lanes	\$48.05								\$91.78	\$91.78		
34	Camp Keais Road	Immokalee Road	Pope John Paul Blvd.	2	2.6	2-Lane Roadway to 4 Lanes with Outside Paved Shoulder (Includes milling and resurfacing of existing pavement)	\$10.00				\$2.76				\$19.10	\$21.86		
36	Vanderbilt Beach Road	Airport Road	US 41	4	2.1	4-Lane Roadway to 6 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.00				\$3.10		\$6.00			\$9.10		
32	Immokalee Rd (CR 846)	SR 29	Airpark Blvd	2	0.4	2-Lane Roadway to 4 Lanes with Sidewalks, Bike Lanes, and Curb & Gutter (Includes milling and resurfacing of existing pavement)	\$4.06				\$3.10				\$4.69	\$7.75	\$15.55	
							\$731.21	\$35.95	\$6.84	\$255.77	\$58.50	\$70.21	\$151.43	\$21.17	\$249.81	\$358.64	\$1,208.32	\$793.74

Project Phase	Inflation Factors		
	2021-2025	2026-2030	2031-2040
PE/PD&E	1.219	1.379	1.561
ROW	1.44	1.838	2.345
CST	1.27	1.5	1.91

	2021-2025			2026-2030			2031-2040			Remaining Balance
	Revenue	Spent	Remaining	Revenue	Spent	Remaining	Revenue	Spent	Remaining	
TMA	\$23.32	\$23.29	\$0.03	\$23.32	\$23.29	\$0.03	\$46.64	\$46.69	-\$0.05	\$0.01
OA	\$55.60	\$58.10	-\$2.50	\$52.60	\$42.58	\$10.02	\$115.10	\$144.95	-\$29.85	-\$22.33
SIS	\$100.43	\$100.43	\$0.00	\$0.00	\$0.00	\$0.00	\$9.82	\$9.82	\$0.00	\$0.00
County	\$106.82	\$106.07	\$0.75	\$201.66	\$201.41	\$0.25	\$430.84	\$417.87	\$12.97	\$13.97

Notes: Design phases funded by OA not included in totals
#56 and #29 are only partial ROW & Mitigation costs