VII. Action Item A

Metropolitan Transportation Planning Organization
For the Gainesville and Alachua County Area

August 13, 2025

MEETING MEMORANDUM

To: Technical Advisory Committee/
Citizens Advisory Committee

From: Brad Thoburn

Subject: **2050 Long Range Transportation Plan – Cost Feasible Plan**

RECOMMENDATION

It is recommended that the Technical Advisory Committee and the Citizens Advisory Committee review and approve the Long Range Transportation Plan (LRTP) Cost Feasible Plan.

BACKGROUND

The Metropolitan Transportation Planning Organization for Gainesville and Alachua County Area (GMTPO) is currently updating the 2050 Long Range Transportation Plan. The Cost Feasible Plan is a key component of the LRTP that outlines the transportation projects the GMTPO will be able to afford over a 20-year horizon. The Cost Feasible Plan is based on the LRTP Needs Plan that was approved by the GMTPO Board in May 2025. The Cost Feasible Plan will be presented to the GMTPO Board for approval on August 19, 2025.

The LRTP Cost Feasible Plan and Presentation are attached.

Attachment

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

GAINESVILLE/ ALACHUA COUNTY

Metropolitan Transportation Planning Organization (MTPO)

2050

LONG-RANGE TRANSPORTATION PLAN (LRTP)

2050 LONG-RANGE TRANSPORTATION COST FEASIBLE PLAN

AUGUST 2025

Table of Contents

List of Tables

List of Figures

1. Introduction

The Cost Feasible Plan (CFP) is a primary element of the Gainesville/Alachua County Metropolitan Transportation Planning Organization's (MTPO) 2050 Long-Range Transportation Plan (LRTP). It connects the region's transportation goals and identifies needs with the constraints of available funding.

The purpose of the CFP is to identify a realistic, fiscally constrained program of transportation projects of all modes that can be implemented within the 25-year planning horizon, based on reasonably anticipated revenues. It reflects the MTPO's commitment to advancing mobility, safety, accessibility, and sustainability across Alachua County and the Gainesville metropolitan area.

This document is developed in accordance with federal and state regulations, including 23 CFR 450.324 and Florida Statutes Chapter 339, which require MPOs to prepare a financially constrained plan as part of the LRTP update. CFP incorporates input from the public and the partner agencies- the Florida Department of Transportation (FDOT), Alachua County, City of Gainesville, and the University of Florida

Projects included in the CFP were prioritized based on performance measures, needs identified in the earlier stages of the LRTP, consistency with local and regional plans, and community input. Each project is assigned to a specific time band: 2026–2030, 2031–2035, 2036-2040, or 2041–2050. Roadway projects that cannot be funded within the projected revenues are documented separately as Illustrative Projects. The multimodal, transit, and safety projects were allocated with dedicated funds (boxed funds) to add flexibility for the MTPO to prioritize them with additional local coordination.

The CFP supports the implementation of the MTPO's goals by guiding strategic investment in roadway, transit, bicycle, pedestrian, and transportation system management and operations (TSM&O) improvements. It serves not only as a fiscally responsible roadmap but also as a transparent commitment to deliver a multimodal transportation system that meets the region's evolving needs.

2. Revenue Forecast

This section presents the forecasted revenue sources and assumptions used in the CFP.

The projection of transportation revenues between 2025 and 2050 is critical to the development of the 2050 Cost Feasible Plan, which is a fundamental federal requirement associated with the Long-Range Transportation Plan (LRTP) update. This section describes the process used to forecast state/federal distributed revenues and reports the revenue forecasts, including the state/federal revenue forecasts provided by the Florida Department of Transportation (FDOT).

All revenue estimates are presented in five-year time bands starting in fiscal year 2025 and are expressed in year of expenditure (YOE) dollars to reflect the yearly rates of inflation estimated and provided by FDOT. The FDOT inflation rates are between 3.0% and 3.2% for the first three years (2026-2028) and a constant 3.3% annually for the remainder of the planned period between 2029 and 2050. The first six years of the future revenue estimates are included for consistency but will not be utilized in the cost-feasible plan, as

transportation funding for the period between 2025 and 2030 will have already been programmed through the FDOT Work Program and the MPO's Transportation Improvement Program.

This section provides State and federal revenue sources and includes a description of each source and its applicability to fund transportation improvements; an explanation of the forecasting process and assumptions; and a table summarizing the estimated future revenues.

State/Federal Revenue Sources

The federal and state revenue forecasts, excluding state-distributed fuel taxes, were prepared and provided by FDOT and are summarized in the 2050 Revenue Forecast handbook published in June 2023. The 2050 forecasts are significantly different than those developed for the 2045 LRTP cycle, in terms of how the funding programs are organized, their applicability to Transportation Management Area (TMA) and non-TMA MPOs, and the geographical distribution of revenues. One of the most significant changes in the 2050 forecasts is the way that the Other Roads funding program is summarized and used in the Cost Feasible Plan development. In the 2045 cycle, Other Roads was used primarily for state highway system (SHS) improvements, but with latitude for a portion of the funds to be used for local road improvements. In the 2050 revenue forecasts, Other Roads is broken down by SHS (non-SIS) and non-SIS/non-SHS, providing a more prescriptive level of funding for non-SHS improvements. Another significant difference in the 2050 state/federal forecasts is the separation of most federal funding program allocations between the FDOT district level and the MPO level, whereas in the past, only the MPO level allocations were provided.

Table 1 summarizes state/federal revenue estimates provided by FDOT. For the transit funding sources, in addition to the transit formula provided by the FDOT 2050 Revenue Forecast Handbook, the State Transit Corridor, State Block Grant, and FTA 5311 Rural Transit Funding provided by District 2 are also included. The FTA 5311 Rural Transit Funding and State Block Grant were projected to increase by 5% annually through 2050, while only the programmed funds through 2031 were included for the State Transit Corridor. **Table 2** provides the revenue forecast results in the 2045 LRTP cycle for the funding sources applicable in the 2050 LRTP for comparison purposes.

Table 1: Gainesville MTPO 2050 State/Federal Revenue Estimates (in millions $, Year of Expenditure)

Revenue Source		2024-25	2026-30	2031-35	2036-40	2041-50	25-Year Total
Strategic Intermodal System (SIS)		$13.4	$68.6	$41.7	$26.7	$1,782.1	**$1,932.4**
MPO-Specific	Surface Transportation Block Grant Urban Attributable Funds (STBG/SU)	$2.9	$13.9	$13.6	$13.6	$27.2	**$71.1**
	Transportation Alternatives (TALU)	$0.5	$2.5	$2.5	$2.5	$5.0	**$12.9**
	State Highway System (SHS) non-SIS	$1.1	$4.9	$8.6	$8.9	$18.2	**$41.6**
	Other Roads (non- SIS/non-SHS)	$0.0	$2.4	$5.4	$5.6	$11.4	**$24.9**
	Non-SIS Transit Formula	$3.7	$10.3	$11.1	$11.6	$23.6	**$60.3**
	STATE Transit Corridor	$0.6	$6.0	$1.5	$0.0	$0.0	**$8.1**
	STATE Block Grant	$2.1	$6.8	$14.2	$18.1	$52.5	**$93.6**
	FTA 5311 Rural Transit Funding	$0.0	$1.9	$3.2	$4.1	$11.9	**$21.1**
SUB-TOTAL MPO-Specific		**$10.8**	**$48.7**	**$60.0**	**$64.4**	**$149.8**	**$333.7**
TOTAL STATE/FEDERAL		**$24.3**	**$117.3**	**$101.7**	**$91.0**	**$1,931.8**	**$2,266.1**

Note: Column sums and row sums do not equal the totals due to rounding.

Table 2: Gainesville MTPO 2045 State/Federal Revenue Estimates (in millions $, Year of Expenditure)

Revenue Source		2020	2021-25	2026-30	2031-35	2036-45	25-Year Total
MPO-Specific	Other Roads Construction and Right-of-way	$8.40	$61.90	$75.20	$81.10	$168.80	**$395.40**
	Transit Formula	$3.50	$17.20	$19.0	$13.30	$29.50	**$82.50**
TOTAL STATE/FEDERAL		**$11.90**	**$79.10**	**$94.20**	**$94.40**	**$198.30**	**$477.90**

3. Agency Coordination & Public Engagement

The development of the Cost Feasible Plan was significantly shaped by extensive input from both agencies and the public, ensuring the plan reflects community needs and regional priorities.

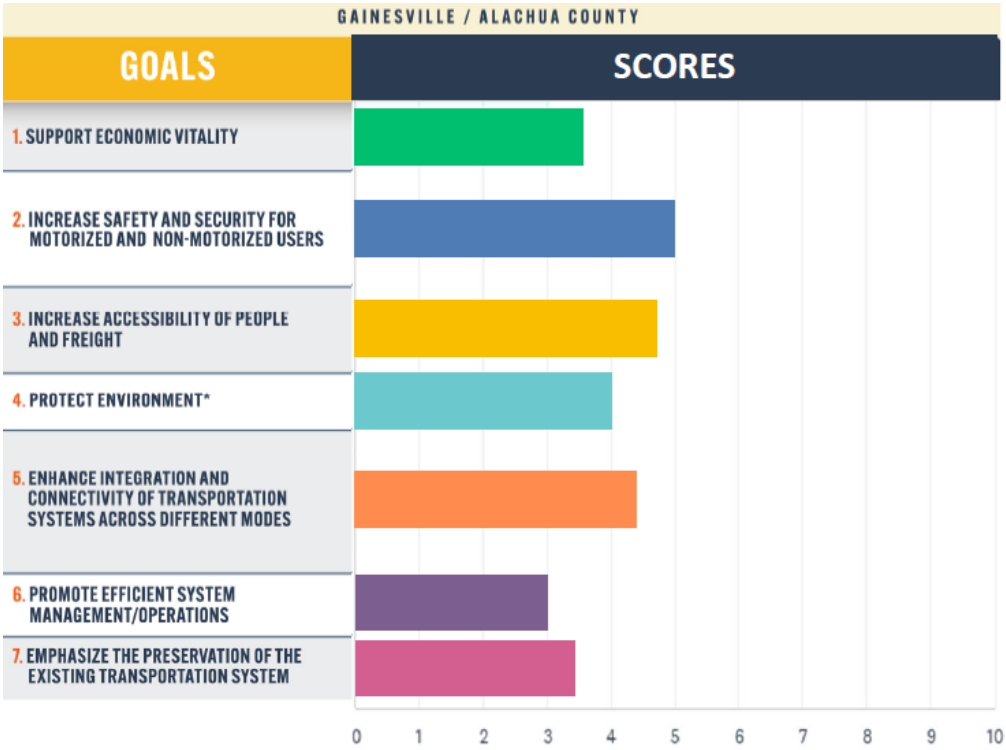
A key component of this engagement was the public workshops, which saw participation from approximately 30 community members and agency partners on average. These workshops provided a crucial forum for stakeholders and the public to voice their concerns, identify transportation challenges, and contribute ideas for potential solutions. The insights gathered from this event directly informed us of the initial identification of project needs.

The public engagement involved several key workshops in Gainesville:

- **Public Workshop 1: Goals, Objectives, and Transportation Issues Identification (March 24, 2025)**: This initial workshop focused on gathering broad public input to define the overarching goals and objectives of the plan and to identify critical transportation issues facing the community.
- **Public Workshop 2: Needs Assessment (May 6, 2025)**: This workshop delved deeper into specific transportation needs, building upon the issues identified in the first workshop. Public feedback here was crucial for shaping the detailed needs assessment that informed project scoring.
- **MTPO Board Meeting: LRTP Needs Plan Update (June 2, 2025)**: This phase provided an opportunity for the public to offer comments on the updated Long-Range Transportation Plan (LRTP) Needs Plan, ensuring transparency and continued public involvement in the planning process.
- **Public Workshop 3: Cost Feasible Plan (July 15, 2025)**: This final workshop focused on presenting the proposed Cost Feasible Plan to the public, allowing for feedback on the prioritized projects and funding allocations before finalization.

Further public feedback was collected through the online survey, the results of which are shown in **Figure 1**. A total of 229 survey responses were received. The survey helped to understand the priority of the community, ensuring that the plan's priorities aligned with the community's values, such as economic vitality, safety, accessibility, environmental protection, and system integration.

Figure 1 2050 LRTP Public Survey Results



Moreover, the city, county, FDOT, and UF played a vital role by providing their agency scores for proposed projects. This collaborative scoring process was particularly important for multimodal and transit projects, allowing for a comprehensive assessment of their regional impact and alignment with local plans. By incorporating these agency scores, the prioritization process gained a critical layer of expert and localized insight, leading to a more robust and regionally relevant Cost Feasible Plan. The detailed scores for each project can be found in the Section 7. Appendices.

4. Project Scoring and Prioritization

This section explains the project scoring and prioritization process.

Project Scoring

A detailed methodology was used to prioritize projects based on their ability to meet the plan's goals and objectives. The process involves a multi-step scoring system that evaluates each project based on a series of performance measures. The goals and their corresponding criteria are designed to ensure that the plan's priorities are aligned with the community's needs and values.

The evaluation process utilized a comprehensive, data-driven methodology to assess transportation system performance and to identify gaps and future demand. Multimodal needs were analyzed through the lens of anticipated population and employment growth, travel demand forecasts, safety evaluation, and multimodal facilities. The plan integrates the needs of all users—motorists, pedestrians, bicyclists, micromobility users, transit riders, and freight traffic.

The overall project scores are a combination of technical scores and agency scores. The technical scoring methodology is detailed in **Table 3**. In addition to the technical evaluation, agency scores were incorporated to further prioritize projects. City, County, and University of Florida (UF) representatives provided input on a scale ranging from -2 to 4, reflecting their strategic priorities and local insights for each project, particularly for multimodal and transit initiatives. This collaborative scoring approach ensures that regional and local agency perspectives are integrated into the final prioritization.

Table 3: Needs Evaluation Performance Measures

Goal	Objective	Criteria/Performance Measure
1. Support economic vitality	Improve mobility in high-growth areas	0-2050 E+C V/C is less than 1 in high-growth areas
		1-2050 E+C V/C is more than 1 in high-growth areas
	Improve mobility on heavy truck routes	0-2050 E+C V/C is less than 1 on freight roadways
		1-2050 E+C V/C is more than 1 on freight roadways
2. Increase safety and security for motorized and non-motorized users	Reduce fatal & severe injury crashes	0-not on High Injury Network (HIN)
		0.5-not on Alachua HIN but on GNV High Risk Network (HRN)
		1-on High Injury Network
	Reduce fatal & severe injury crashes involving vulnerable users	0-not on vulnerable user HIN network
		1-on vulnerable user HIN network
	Maintain mobility on evacuation routes	0-2050 E+C LOS D or better on evacuation route
		1-2050 E+C LOS E or F on evacuation route
	Improve safety for vulnerable road users	0-without high vulnerable road users demand
		1-with high vulnerable road users demand
3. Increase accessibility and of people and freight	Improve multimodal access to public transit	0-sidewalk/bike lane w/in ½ mile of transit
		1-no sidewalk/bike lane w/in ½ mile of transit**
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas	0-sidewalk/bike lane in TD area
		1-no sidewalk/bike lane in TD area**
	Improve directness of freight hub connection	0-with direct connection to freight hub
		1-without direct connection to freight hub
4. Protect environment*	Limit impacts to natural resources like parks and preservation areas	-1-roadway capacity improvement in or near environmentally sensitive area
		0-not in or near environmentally sensitive area or operational improvement
	Limit impacts to historic and cultural resources	-1- capacity improvement in or near historic/cultural resources
		0-not in or near historic/cultural resources or operational improvement
	Fill gaps in sidewalk network	0-existing sidewalk

Goal	Objective	Criteria/Performance Measure
5. Enhance integration and connectivity of transportation systems across different modes		1-no existing sidewalk**
	Fill gaps in trail and bike lane network	0-separated/buffered bike lane or path
		0.5-existing shoulder or bike lane***
		1-no existing bike lane or shoulder**
	Improve transit service to major activity centers	0-high level of transit service on major facilities accessing the activity centers
		1-low level of transit service on major facilities accessing the activity centers
	Improve transit service in transportation disadvantaged areas	0-high level of transit service in transportation disadvantaged areas
		1-low level of transit service in**
	Improve roadway network connectivity around activity centers	0 – low circuity ratio
		1 – high circuity ratio
6. Promote efficient system management/operations	Increase use of technological and/or operational strategies*	0-capacity improvement
		1-operational improvement
	Improve travel time reliability	0-on reliable roadways
		1-on unreliable roadways
7. Emphasize the preservation of the existing transportation system*	Address pavement in poor condition	0-on roads with good pavement condition
		1-on roads with poor pavement condition

*Objectives for project prioritization only.
**Roadways outside of the urban area boundary get half the points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.75 points.
***Roadways outside of the urban area boundary get 0.125 points, roadways within urban area boundary but outside of the urban core and UF context area gets 0.25 points.

Additional Post-Processing of Project Scores:

After the initial scoring, additional adjustments were made to project scores to further refine prioritization based on specific project characteristics and impacts:

- A project received an additional point for its Safety score if it has lane reductions or safety improvements such as divided lanes, or if it connects to an evacuation route.
- If a multimodal project overlaps with the Gainesville High Injury Network (HIN) or the Countywide Pedestrian HIN or Bicycle HIN, its Safety score is increased by an additional point.
- All new road projects received a point for their Connectivity score.
- If a bicycle or pedestrian project connects to existing transit lines (and is categorized as a Complete Street, Bike Lane, or Sidewalk project type), an additional point was given to the Multimodal score.

The application of performance measures was completed in a disaggregate manner that grouped the objectives into four needs types to better specify what types of gaps, or needs, are present on the roadway network. The needs types include:

- Mobility
    - Evaluated with mobility objectives in goal 1.
    - Proposed projects related to improving mobility are prioritized with performance measures included in this type.
- Multimodal
    - Evaluated with objectives related to active transportation facilities, such as complete streets, bike lanes, sidewalks and transit services.
    - Proposed projects aiming to improve the connection of active transportation facilities are prioritized with performance measures included in this type.
- Safety
    - Evaluated with the safety objectives in goal 2.
    - Proposed projects aiming to improve safety are prioritized with performance measures included in this type.
- Connectivity
    - Evaluated with objectives related to roadway connectivity around activity centers and freight hubs.
    - Proposed projects related to adding new roadways or extending roadways are prioritized with performance measures included in this type.

Each proposed project was scored and prioritized based on its alignment with the objectives and the type of needs it addresses. **Table 4** shows the needs type and the corresponding objectives.

Table 4: Needs Type

Needs Type	Objectives
Mobility (Goal 1)	Improve mobility in high growth areas
	Improve mobility on heavy truck routes
Multimodal (Goals 3 and 5, includes objectives related to multimodal)	Improve multimodal access to public transit
	Improve bicycle and pedestrian infrastructure in transportation disadvantaged areas
	Fill gaps in sidewalk network
	Fill gaps in trail and bike lane network
	Improve transit service to major activity centers
	Improve transit service in transportation disadvantaged areas
Safety (Goal 2)	Reduce fatal & severe injury crashes
	Reduce fatal & severe injury crashes involving vulnerable users
	Maintain mobility on evacuation routes
	Improve safety for vulnerable road users
Connectivity (Goals 3 and 5 connectivity and accessibility objectives)	Improve roadway network connectivity around activity centers
	Improve directness of freight hub connection

Cost Estimation Process

The cost estimates for roadway projects were developed in close coordination with FDOT D2. FDOT provided the following main criteria for estimating the costs based on their recent cost per mile estimates of construction projects:

- $10 million per mile for new two-lane roads projects
- $35 million per mile for widening 2-lane to 4-lane projects.
- Additional costs were added based on the following assumptions:
    - Project Development and Environmental 5% of construction cost
    - Design Cost 20% of construction cost

- CEI cost 15% of construction cost
- ROW 20% of construction cost

An exception is Project 28, which contains elements of a new dedicated transit lane for the new road. For this project, the cost per mile was referenced from the FDOT Cost Per Mile report, totaling $15,511,454 for construction (calculated as U03 - New Construction Undivided Urban Arterial with 4' Bike Lanes: $11,091,016 + U10 - New Construction Extra Cost for Additional Lane on Urban Arterial: $4,420,437). Additionally, the cost estimate for Project 14 was specifically suggested by the University of Florida (UF).

The cost estimates for transit, multimodal and safety projects were either calculated proportionally from the mobility plans or inferred from the same project type from the projects from the mobility plans. The details can be found in the cost estimate of **Table 6**, **Table 7** and **Table 8**. All the cost estimates were inflated to 2050 dollars. Based on their horizon year of mobility plans, the number of years of inflation was determined: the city of Gainesville 2045 mobility plan project costs were inflated for 5 years, and the Alachua County 2040 mobility plan project costs were inflated for 10 years. An inflation rate of 3.3% was used in these estimates.

Project Prioritization

The project prioritization determination was conducted using the following steps to ensure fiscal constraint and a data-driven prioritization process:

1. **Project Scoring:** Total project scores were calculated by summing the technical scores and any scores provided by participating agencies. If multiple agencies provided scores for the same project, the maximum score among all agencies was used.
2. **Project Length:** The length of each project was identified.
3. **Score Weighting:** Project scores were weighted by their length to align the scoring units with the project cost units (Score × Length).
4. **Score Scaling:** The weighted scores were scaled by a factor of 10^7 to standardize the values and avoid using very small numbers in subsequent calculations.
5. **Score-to-Cost Ratio:** The scaled scores were then divided by the project cost estimates to develop a score-to-cost ratio. This ratio is analogous to a benefit-cost ratio, providing a key metric for determining a project's value relative to its cost.
6. **Prioritization:** Projects were then ranked in descending order based on their scale-to-cost ratios. This final ranking serves as the basis for the phasing strategy.

It should be noted that Multimodal Projects will be further prioritized via update to the Countywide Bicycle/Pedestrian Master Plan. In similar fashion, transit and safety projects prioritization will further be refined as the agencies understand additional grants and other local funds initiatives. The Multimodal, Transit and Safety projects were provided with initial rankings,

but were assigned with dedicated funds (boxed funds) that will be used for future prioritization and implementation process.

5. Cost Feasible Projects

This section lists the specific projects that are included in the Cost Feasible Plan, organized by the 4 needs buckets. Detailed cost estimates for these projects are presented in tables within this section, while illustrative maps of the projects can be found in the Section 7. Appendices.

Phasing Strategy

The projects ranked highest based on the prioritization criteria were considered cost-feasible according to the funds available in each time period presented below:

- **Priority 1 (2026–2030):** This phase is designated for Existing and Committed (E+C) projects, which are the highest-prioritized projects identified for near-term implementation.
- **Priority 2 (2031–2035)**: The next group of projects, which are considered the next tier of priorities.
- **Priority 3 (2036-2040)**: Projects that represent a longer-range vision.
- **Priority 4 (2041–2050)**: The longest-term priorities, dependent on future funding projections and evolving community needs.

This approach directly links project prioritization, as determined by the scale-to-cost ratio, to the projected funding availability within each time horizon, ensuring that the most beneficial projects are scheduled for implementation as funding becomes available.

5.1 Roadway Projects

This section lists the cost-feasible roadway projects by cost feasible timeframe (priority). Projects on the State Highway System (SHS) were first considered for funding using SHS funds. Other roadway projects were then considered for funding using non-SHS funds based on their ranking by the score-to-cost ratio. Any remaining projects were then considered for funding through STBG (Surface Transportation Block Grant) funds, ensuring optimal utilization of available resources. Table 5 presents the Roadway Cost Feasible Projects. The LRTP Needs Plan identified a total of 24 Roadway projects, and out of those 9 projects were determined to be Cost Feasible, including the I-75 SIS project. In addition, 18 new road construction projects within the city limits were not ranked in this process and were designated for local/developer funding. A total of $91,008,630 was allocated to the 8 non-SIS feasible projects. In addition, the SIS funds of $1,932,400,000 were allocated to the I-75 project. The total cost of Cost-Feasible Roadway Projects was estimated as $2,023,408,630.

Table 5: Roadway Cost Feasible Projects

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Feasible Time Frame	Cost Estimate	Funds	Rank
14	Fletcher Drive/Buckman Drive	W University Avenue (SR 26)	Stadium Road	Conversion of Fletcher Dr and Buckman Dr to one way with cycle track	0.55	2031-2035	$ 5,488,630	Non-SHS	1
13	SW 47th Avenue Extension (Phase 1 New Street) (Extension includes part of SW 29th Dr)	SE Williston Road (SR 331)	SW 34th Street (SR 121)	New Roads	0.40	2041-2050	$ 6,400,000	Non-SHS	2
32	SW 47th Avenue Extension (Phase 2 New Road)	SW 47th Avenue Extension (Phase 1 New Road)	SW 40th Place (Existing Western Terminus)	New Roads	0.46	2041-2050	$ 7,360,000	Non-SHS	3
21	SW 40th Boulevard Connector	SW 62nd Boulevard	SW 40th Boulevard (Existing Northern Terminus)	New Roads	0.17	2041-2050	$ 2,720,000	Non-SHS	4
41	NW 122nd Street	NW 33rd Avenue	NW 17th Avenue	New Roads	0.44	2031-2035	$ 7,040,000	STBG	5
45	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Roads	1.30	2036-2040	$ 20,800,000	STBG	6
42	New roadway Bledsoe Dr to Hull Road with new intersection at SW 34th Street	Bledsoe Drive	Hull Road	New Roads	0.65	2041-2050	$ 10,400,000	STBG	7
9	SE 16th Avenue (SR 226)	S Main Street (SR 329)	SE Williston Road (SR 331)	Widen Two (2) Lane to Four (4) Lane	0.55	2041-2050	$ 30,800,000	SHS	8
1	I-75*	Marion County Line	Santa Fe River	Widening	34.25	2041-2050	$ 1,932,400,000	SIS	*

* The I-75 project is not ranked as it's an SIS project.

5.2 Transit Projects

This section details the cost feasible transit projects as presented in Table 6. All transit funds were considered boxed funds, which are exclusively dedicated to transit initiatives. The total transit funding available is $151.8 million, sourced from the Non-SIS Transit Formula, STATE Transit Corridor, STATE Block Grant, and FTA 5311 Rural Transit Funding. These dedicated funds will be strategically allocated to support both transit operating and capital projects across all phases of the planning horizon, ensuring sustained and prioritized investment in the transit system.

Table 6: Transit Cost Feasible Projects

Project ID	Street	From	To	Project Type	Cost Estimate	Funds	Rank
301	Newberry/ Jonesville Express (SR 26)	SW 143rd Street	Stadium Road	Express Transit	$ 11,226,667	Boxed Funds	1
315	W Newberry Road	NW 143rd Street	I-75	Dedicated Transit Line	$ 9,013,214	Boxed Funds	2
302	W University Avenue (SR 26)	Stadium Road	Eastside Activity Center	Express Transit	$ 11,226,667	Boxed Funds	3
308	Haile Plantation Express	SW 91st Terrace	SW 16th Avenue (SR 24A)	Express Transit	$ 11,226,667	Boxed Funds	4
303	SW 75 Street	SW Archer Road (SR 24)	W Newberry Road (SR 26)	Shared Transit Line	$ 8,003,276	Boxed Funds	5
305	Santa Fe/ Tower Express	NW 39 Avenue (SR 222)	W Newberry Road (SR 26)	Express Transit	$ 11,226,667	Boxed Funds	6
310	SW Archer Road	SW 91st Terrace	SW 45th Street	Dedicated Transit Line	$ 6,364,510	Boxed Funds	7
317	SW 122 Street	SW 31st Avenue	W University Avenue	Dedicated Transit Line	$ 2,826,016	Boxed Funds	8
313	NW 23 Avenue	Fort Clark Boulevard	NW 83rd Street	Shared Transit Line	$ 1,048,048	Boxed Funds	9
316	NW 122 Street	W University Avenue (SR 26)	NW 17th Avenue	Dedicated Transit Line	$ 1,614,866	Boxed Funds	10
318	NW 83 Street	NW 23rd Avenue	NW 39th Avenue	Dedicated Transit Line	$ 1,905,542	Boxed Funds	11
309	Santa Fe/ Tower Express	Newberry Road (SR 26)	Archer Road (SR 24)	Express Transit	$ 11,226,667	Boxed Funds	12

Project ID	Street	From	To	Project Type	Cost Estimate	Funds	Rank
304	SW 45 Street	SW Archer Road (SR 24)	South of SW 36th Road	Dedicated Transit Line	$ 666,940	Boxed Funds	13
306	NE Waldo Road (SR 24)	Gainesville Regional Airport	NE 63rd Avenue	Dedicated Transit Line	$ 2,915,479	Boxed Funds	14
319	SE 43 Street	SE Hawthorne Road (SR 20)	SE 11th Place	Dedicated Transit Line	$ 781,272	Boxed Funds	15
307	SW 91 Street	SW Archer Road	SW 46th Boulevard	Dedicated Transit Line	$ 1,614,866	Boxed Funds	16
320	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Bus Rapid Transit lanes	$ 8,974,545	Boxed Funds	17
312	Haile Plantation Express	SW 24th Avenue	SW Archer Road (SR 24)	Express Transit	$ 11,226,667	Boxed Funds	18
311	Fort Clarke Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Dedicated Transit Line	$ 952,771	Boxed Funds	19
314	SE Hawthorne Road (SR 20)	SE 43rd Street	SE 27th Street	Dedicated Transit Line	$ 5,965,433	Boxed Funds	20

5.3 Multimodal Projects

This section outlines cost-feasible multimodal projects, encompassing bicycle and pedestrian initiatives. These projects are supported by boxed funds totaling $31.5 million. This allocation is derived from a combination of Transportation Alternatives (TA) funds ($10 million), along with funds remaining after funding the roadway projects, specifically: $0.5 million from SHS funds, $4.9 million from non-SHS funds, and $16.1 million from STBG funds. The full list of Multimodal Projects is shown in Table 7.

Table 7: Multimodal Cost Feasible Projects

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
151	NE 25th Street	NE 8th Avenue	E University Avenue (SR 26)	Buffered or Protected Bike Lane	0.50	$ 11,763	Boxed Funds	1
170	NE 15th Street	NE 8th Avenue	E University Avenue / SR 26	Buffered or Protected Bike Lane	0.49	$ 11,527	Boxed Funds	2
161	NE 3rd Avenue	NE 25th Street	NE Waldo Road (SR 24)	Bike Boulevard	1.09	$ 65,282	Boxed Funds	3
198	SW 20th Avenue and SW 24th Avenue	SW 34th Street (SR 121)	SW 91st Street	Bike Lane	4.50	$ 311,359	Boxed Funds	4
203	New Road between SW 24th Ave and Windmeadows Blvd	SW 34th Street (SR 121)	Clark Butler Boulevard	Bike Lane	0.87	$ 60,196	Boxed Funds	5
208	SE 15th Street and the Extension to SE 16th Ave (new road)	SE 22nd Avenue	SE Williston Road (SR 331)	Bike Lane	1.80	$ 124,544	Boxed Funds	6
189	Extension of 23rd Avenue	NW 83rd Street	NW 55th Terrace	Bike Lane	1.72	$ 119,008	Boxed Funds	7
171	SE 3rd Avenue	Hawthorne Road (SR 20)	SE 11th Street (SR 331)	Buffered or Protected Bike Lane	0.59	$ 34,700	Boxed Funds	8
200	SW Archer Road (SR 24)	SW 75th Street	SW 45th Street	Bike Lane	2.01	$ 139,074	Boxed Funds	9
201	SW 75th Street	SW 41st Place	SW 57th Road	Bike Lane	2.15	$ 148,760	Boxed Funds	10
187	NW 83rd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	Bike Lane	1.02	$ 70,575	Boxed Funds	11

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
186	New road (half loop between NW 42nd Ave and Millhopper Rd)	NW 39th Avenue (SR 222) @ NW 83rd Street	NW 39th Avenue (SR 222) @ NW 98th Street	Bike Lane	1.99	$ 137,690	Boxed Funds	12
188	NW 39th Avenue (SR 222)	NW 143rd Street	I-75	Bike Lane	2.95	$ 204,113	Boxed Funds	13
190	NW 143rd Street and SW 8th Avenue	SW 122nd Street @SW 8th Avenue	NW 39th Avenue	Bike Lane	4.42	$ 305,824	Boxed Funds	15
194	SW 122nd Street	W Newberry Road (SR 26)	Diamond Sports Park	Bike Lane	2.93	$ 202,729	Boxed Funds	16
192	NW 89th Street	W Newberry Road (SR 26)	NW 23rd Avenue	Bike Lane	1.01	$ 69,883	Boxed Funds	17
205	NE 27th Avenue	NE 39th Boulevard	NE 55th Boulevard	Bike Lane	0.9	$ 62,272	Boxed Funds	18
204	E University Avenue (SR 26)	NE 15th Street	SE 24th Street	Bike Lane	0.76	$ 52,585	Boxed Funds	19
191	Extension of NW 122nd Street	W Newberry Road (SR 26)	NW 39th Avenue (SR 222)	Bike Lane	2.14	$ 148,068	Boxed Funds	20
199	SW 41st Place and Extension	SW 71st Terrace	Lake Kanapaha	Bike Lane	1.60	$ 110,705	Boxed Funds	21
202	SW 88th Street & SW 73rd Avenue & SW 85th Dr	SW 77th Avenue	SW Archer Road (SR 24)	Bike Lane	0.70	$ 48,434	Boxed Funds	22
178	NE 9th Street	NE 31st Avenue	NE 23rd Avenue	Bike Boulevard	0.52	$ 30,583	Boxed Funds	23
193	Fort Clarke Boulevard	W Newberry Road (SR 26)	NW 23rd Avenue	Bike Lane	1.05	$ 72,650	Boxed Funds	24
196	W Newberry Road (SR 26)	NW 120th Street	NW 75th Street	Bike Lane	2.85	$ 197,194	Boxed Funds	25
207	SE 15th Street	E University Avenue (SR 26)	SE 15th Street	Bike Lane	1.39	$ 96,175	Boxed Funds	26
185	New road (between NW 88th Street and NW 84th Ter)	Millhopper Road	New Road Project 191	Bike Lane	0.74	$ 51,201	Boxed Funds	27
176	SE 7th Avenue	SE 15th Street	SE 11th Street (SR 331)	Bike Lane	0.34	$ 23,525	Boxed Funds	28

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
195	NW 91st Street	W Newberry Road (SR 26)	SW 46th Boulevard	Bike Lane	3.90	$ 269,844	Boxed Funds	29
163	W University Avenue (SR 26)	NW 13th Street (US 441)	NW 20th Street	Complete Street	0.60	$ 352,877	Boxed Funds	30
125	SR 26	NE County Road 234	Quail Street	Multi-Use Path	8.17	$ 3,696,013	Boxed Funds	31
182	NW 23rd Avenue Trail (NW 34th to Glen Springs Connection)	NW 23rd Avenue	NW 23rd Terrace	Multi-Use Trail	0.76	$ 470,502	Boxed Funds	32
156	NW 143rd Street	NW 39th Avenue (SR 222)	Millhopper Road	Multi-Use Path	2.02	$ 1,237,023	Boxed Funds	33
206	SE 27th Street and SE 41st Avenue	SE Hawthorne Road (SR 26)	SE 15th Street	Multi-Use Trail	3.10	$ 2,876,082	Boxed Funds	34
174	Hawthorne Road/SR 20	SE 24th Street	Lake Shore Drive	Multi-Use Path	2.50	$ 1,533,908	Boxed Funds	35
147	N Main Street (gap)	N 16th Avenue	N 1800 block	Sidewalk Priority	0.15	$ 88,219	Boxed Funds	36
126	Williston Road (SR 331)	SW 34th Street (SR 121)	SW 41st Boulevard (Fred Bear Dr)	Multi-Use Trail	0.36	$ 305,967	Boxed Funds	37
154	CR 234	US 441	NE State Road 26	Multi-Use Path	15.18	$ 9,407,557	Boxed Funds	38
130	Williston Road/SR 121	SW 85th Avenue	SW 62nd Avenue	Multi-Use Path	1.52	$ 946,322	Boxed Funds	39
179	SW 75th Street	SW 75th Way	SW 73rd Avenue	Multi-Use Path	1.08	$ 680,363	Boxed Funds	40
124	CR 219A	US 301	NE State Road 26	Multi-Use Path	6.50	$ 6,030,494	Boxed Funds	41
106	Waldo Greenway Upgrade Phase 1	E University Avenue (SR 26)	NE 16th Avenue	Trail Upgrade	1.15	$ 1,911,415	Boxed Funds	42
110	Pine Ridge South Trail	NW 53rd Avenue	NW 45th Avenue	Multi-Use Trail	0.54	$ 635,178	Boxed Funds	43
164	SW 4th Ave	Williston Road (SR 331)	SW 13th Street (US 441)	One-Way Multimodal Pair	1.67	$ 1,578,715	Boxed Funds	44
212	SW 5th Ave	Williston Road (SR 331)	SW 13th Street	One-Way Multimodal Pair	1.67	$ 1,646,980	Boxed Funds	45

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
145	Glen Springs Braid Trail	NW 16th Terrace	NW 34th Street (SR 121)	Multi-Use Trail	2.36	$ 3,528,766	Boxed Funds	46
134	SE 2nd Avenue & SE 11th Avenue	Depot Avenue Trail	E University Avenue (SR 26)	Multi-Use Trail	0.21	$ 390,032	Boxed Funds	47
209	Fred Bear Trail	SW Archer Road (SR 24)	SW Williston Road (SR 121)	Multi-Use Trail	1.44	$ 2,693,075	Boxed Funds	48
113	Kermit Sigmon (Old Archer) Trail	SW 13th Street	SW 34th Street (SR 121)	Trail Upgrade	2.33	$ 4,862,691	Boxed Funds	49
213	Tiger Bay Tail	NE 31st Avenue	SE 8th Avenue	Multi-Use Trail	3.52	$ 6,286,898	Boxed Funds	50
131	Newberry Road/SR 26	SW 170th Street	SW 143rd Street	Multi-Use Path	1.65	$ 3,064,534	Boxed Funds	51
104	Archer Road (SR 24)	SW 13th Street (US 441)	Interstate 75	Complete Street	3.34	$ 5,881,277	Boxed Funds	52
111	SW 2nd Avenue	S Main Street (SR 329)	SW 13th Street (US 441)	Protected Bike Lane	0.86	$ 1,011,580	Boxed Funds	53
157	SW 24th Avenue	I-75 overpass	SW 75th Street (Tower Road)	Multi-Use Trail	1.52	$ 3,320,671	Boxed Funds	54
112	6th Street Trail Extension	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Multi-Use Trail	0.93	$ 1,727,283	Boxed Funds	55
210	Sweetwater Trail	Gainesville-Hawthorne Trail	Existing 6th Street Trail	Multi-Use Trail	2.16	$ 4,858,658	Boxed Funds	56
129	Williston Road/SR 121	SW 41st Road	SW 34th Street (SR 121)	Multi-Use Path	0.36	$ 601,763	Boxed Funds	57
155	US 301	SE 71st Avenue	SE County Road 219A	Multi-Use Path	2.74	$ 5,088,983	Boxed Funds	58
118	SW 34th Street (SR 121)	NW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	Multi-Use Trail	0.13	$ 241,449	Boxed Funds	59
132	SW 63rd Boulevard	Archer Road (SR 24)	SW 41st Place	Multi-Use Trail	0.94	$ 1,783,002	Boxed Funds	60
139	NW 53rd Avenue	NW 13th Street (US 441)	NW 34th Boulevard / SR 121	Multi-Use Trail	1.20	$ 2,228,752	Boxed Funds	61
107	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Buffered Bike Lane	3.88	$ 5,526,211	Boxed Funds	62

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
211	Depot Trail	E University Avenue (SR 26)	SE 7th Street	Trail Upgrade	0.60	$ 2,323,104	Boxed Funds	63
128	E University (SR 26)	NE 55th Boulevard	SE 24th Street	Multi-Use Path	1.99	$ 3,696,013	Boxed Funds	64
143	Waldo Greenway Extension	NE 47th Avenue	Northern City Limits	Multi-Use Trail	1.09	$ 2,024,451	Boxed Funds	65
136	MLK Memorial Highway (US 441)	NW 6th Street (SR 121)	Deerhaven Trail	Multi-Use Trail	5.74	$ 10,679,439	Boxed Funds	66
162	SE 13th Avenue	SE 15th Street	Williston Road (SR 331)	Multi-Use Trail	0.4	$ 761,490	Boxed Funds	67
137	N 53rd Avenue	NE 15th Street	ML King Memorial Highway (US 441)	Multi-Use Trail	2.28	$ 4,234,630	Boxed Funds	68
181	NW 22nd Street	NW 8th Avenue	NW 16th Avenue	Multi-Use Trail	0.51	$ 947,220	Boxed Funds	69
158	NW 8th Avenue	NW 18th Terrace	NW 23rd Street	Multi-Use Trail	0.56	$ 1,040,085	Boxed Funds	70
142	NE 15th Street	NE 53rd Avenue	NE 31st Avenue	Multi-Use Trail	1.49	$ 2,748,795	Boxed Funds	71
120	Waldo Road/SR 24	Gainesville Regional Airport	US 301	Multi-Use Path	9.47	$ 17,588,565	Boxed Funds	72
169	E University Avenue (SR 26)	SE 43rd Street	SE 31st Street	Multi-Use Trail	0.75	$ 1,392,970	Boxed Funds	73
165	SW 62nd Avenue	Williston Road (SR 331)	Archer Road (SR 24)	Multi-Use Trail	1.95	$ 3,621,723	Boxed Funds	74
117	SW 13th Street (US 441)	Archer Road (SR 24)	W University Avenue (SR 26)	Multi-Use Trail	0.7	$ 2,176,693	Boxed Funds	75
166	Deerhaven Trail (SR 121)	NW 128th Ln	SR 121 @ CR 231 SPLIT	Multi-Use Trail	1.61	$ 2,990,243	Boxed Funds	76
115	West University Avenue (SR 26)	SW 2nd Street	W 13th Street (US 441)	Complete Street	0.76	$ 2,829,488	Boxed Funds	77
167	SW 40th Boulevard	Archer Road (SR 121)	Existing trail	Multi-Use Trail	0.14	$ 557,189	Boxed Funds	78
119	SW 35th Place	SW 23rd Street	SW 34th Street (SR 121)	Complete Street	1.05	$ 6,175,341	Boxed Funds	79

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
184	NE 16th Avenue	NE 12th Street	North Main Street	Upgrade to Two (2) Lane Urban Section Road	0.86	$ 8,266,640	Boxed Funds	80
102	New roundabout at intersection of Hull Road and Mowry Road	-	-	New roundabout with bike lanes and sidewalks	0.06	$ 730,802	Boxed Funds	81
101	NW 34th Street (SR 121)	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Convert Two (2) Lane to Two (2) Lane Divided	2.17	$ 19,531,720	Boxed Funds	82
109	SW 34th Street (SR 121)	NW 16th Avenue	NW 53rd Avenue	Widen Sidewalk to 8'	2.79	$ 852,197	Boxed Funds	83
108	NW 43rd Street	Newberry Road (SR 26)	NW 53rd Avenue	Widen Sidewalk to 8'	3.28	$ 1,929,059	Boxed Funds	84
105	SW 34th Street (SR 121)	Williston Road (SR 331)	SW 2nd Avenue (SR 26A)	Widen Sidewalk to 8'	3.22	$ 1,893,771	Boxed Funds	85
114	NW 13th Street (US 441)	NW 23rd Avenue (SR 120)	NW 6th Street (SR 20)	Widen Sidewalk to 8'	1.77	$ 1,035,105	Boxed Funds	86
121	Newberry Road (SR 26)	NW 8th Avenue	NW 62nd Street	Widen Sidewalk to 8'	0.55	$ 323,470	Boxed Funds	87
103	NW 34th Boulevard (SR 121)	NW 53rd Avenue	ML King Memorial Highway (US 441)	Widen Sidewalk to 8'	0.88	$ 517,552	Boxed Funds	88
140	S Main Street (SR 329)	SE 16th Avenue	Williston Road (SR 311)	Widen Sidewalk to 8'	1.26	$ 741,041	Boxed Funds	89
133	NW 8th Avenue	NW 34th Street (SR 121)	Newberry Road (SR 26)	Widen Sidewalk to 8'	1.67	$ 988,054	Boxed Funds	90
138	Newberry Road (SR 26)	NW 43rd Street	NW 8th Avenue	Widen Sidewalk to 8'	0.61	$ 358,758	Boxed Funds	91
122	NW 34th Street (SR 121)	NW 8th Avenue	NW 16th Avenue	Widen Sidewalk to 8'	0.51	$ 299,945	Boxed Funds	92
123	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue (SR 120)	Widen Sidewalk to 8'	0.50	$ 294,064	Boxed Funds	93
152	NE 39th Avenue (SR 222)	Regional Juvenile Detention Center	NW 43rd Street	Widen Sidewalk to 8'	7.16	$ 4,205,113	Boxed Funds	94
135	Hawthorne Road (SR 20)	SE 43rd Street	E University Avenue (SR 26)	Widen Sidewalk to 8'	2.40	$ 1,411,506	Boxed Funds	95

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Funds	Rank
127	Williston Road (SR 331)	Entrance to Sweetwater Wetlands Park	SW 13th Street (US 441)	Widen Sidewalk to 8'	0.85	$ 499,909	Boxed Funds	96
141	SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk Priority	0.20	$ 117,626	Boxed Funds	97
150	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority	0.17	$ 99,982	Boxed Funds	98
146	N 23rd Avenue (SR 120)	Waldo Road (SR 24)	NW 13th Street (US 441)	Widen Sidewalk to 8'	2.55	$ 1,970,228	Boxed Funds	99
159	SW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	SW 23rd Street	Widen Sidewalk to 8'	0.23	$ 147,032	Boxed Funds	100
172	SW 40th Boulevard	SW 30th Avenue	Archer Road (SR 24)	Sidewalk Priority	0.16	$ 94,100	Boxed Funds	101
160	SW 34th Street (SR 121)	W University Avenue (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'	0.50	$ 294,064	Boxed Funds	102
177	SW 4th Avenue	SW 3rd Street	SW 5th Street	Sidewalk Priority	0.09	$ 52,931	Boxed Funds	103
148	NW 16th Avenue	6th Street Trail	NW 13th Street (US 441)	Widen Sidewalk to 8'	0.80	$ 470,502	Boxed Funds	104
180	SE 22nd Avenue / SE 4th Street	SE 15th Street	Williston Road (SR 331)	Widen Sidewalk to 8'	0.82	$ 482,265	Boxed Funds	105
175	NW 43rd Street	NW 73rd Avenue	ML King Memorial Highway(US 441)	Multi-Use Trail	1.56	$ 2,897,378	Boxed Funds	106
149	NW 16th Avenue Trail	N Main Street	6th Street Trail	Multi-Use Trail	0.08	$ 148,583	Boxed Funds	107
173	NW 43rd Street	NW 53rd Avenue	NW 43rd Way	Multi-Use Trail	0.52	$ 965,793	Boxed Funds	108
153	SE 43rd Street	E University Avenue (SR 26)	SE Hawthorne Road (SR 20)	Multi-Use Trail	1.14	$ 2,117,315	Boxed Funds	109
116	Williston Road (SR 331)	SE 2nd Avenue	SE 16th Avenue	Multi-Use Trail	1.65	$ 2,758,081	Boxed Funds	110
168	Williston Road (SR 331)	SW 41st Boulevard (Fred Bear Dr)	SW 62nd Boulevard	Widen Sidewalk to 8'	0.59	$ 1,547,486	Boxed Funds	111
183	NE 53rd Avenue	Waldo Road (SR 24)	NE 15th Street	Multi-Use Trail	1.71	$ 26,818,622	Boxed Funds	112

5.4 Safety Projects

This section presents the Safety Projects. These projects also utilize boxed funds, drawing from remaining allocations after roadway and multimodal project funding, specifically from SHS funds, non-SHS funds, and STBG funds. A total of $7,181,039 was allocated for safety boxed funds from the proportions of SHS and non SHS funds. The safety projects list is shown in Table 8.

Table 8: Safety Cost Feasible Projects

Project ID	Street	From	To	Project Type	Project Description	Project Length (Mile)	Cost Estimate	Funds	Rank
401	SW 13th Street (US 441)	Williston Road (SR 331)	SW 16th Avenue (SR 226)	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops and signalized intersections at SW 21st Ave and SW 25th Pl.	1.50	$ 2,646,575	Boxed Funds	1
402	SW 13th Street (US 441)	SW 16th Avenue (SR 226)	W University Avenue (SR 26)	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	1.08	$ 1,905,534	Boxed Funds	2
403	NW 13th Street (US 441)	NW 8th Avenue	NW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.52	$ 917,479	Boxed Funds	3
404	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.50	$ 882,192	Boxed Funds	4
405	SW 13th Street (US 441)	W University Avenue (SR 26)	NW 8th Avenue	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	0.48	$ 829,260	Boxed Funds	5

6. Illustrative Projects

The Roadway Projects that are not included in the CFP due to funding limitations but may be implemented with the availability of additional funds are reported as illustrative projects in Table 9.

Table 9: Illustrative Projects

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Potential Funds
46	NW 23rd Avenue Extension	NW 122nd Street	CR 241 (NW 143rd Street)	New Roads	1.50	$ 24,000,000	-
26	NW 122nd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	New Roads	1.06	$ 16,960,000	-
12	New Street	NW 39th Ave (SR 222)	NW 42nd Avenue (new road)	New Roads	0.31	$ 4,960,000	-
17	SW 44th Street	SW Archer Road (SR 24)	SW 49th Street (new road)	New Roads	1.00	$ 16,000,000	-
16	New Road	SW Archer Road (SR 24)	SW 88th Street	New Roads	0.27	$ 4,320,000	-
15	NW 42nd Avenue (new road)	NW 39th Avenue (SR 222)	NW 86th Terrace	New Roads	2.47	$ 39,520,000	-
28	NW 15th Place to NW 76th Boulevard (New Road)	Fort Clarke Boulevard	W Newberry Road	New Roads with dedicated transit line	1.02	$ 25,314,694	-
11	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction of 4 lanes/ replace a 2-lane rural section	2.06	$115,360,000	-
4	NW 23rd Avenue	Fort Clarke Boulevard	NW 83rd Street	Widen to 4	0.55	$ 30,800,000	-
7	NW 23rd Avenue	NW 98th Street	Fort Clarke Blvd	Widen to 4	0.44	$ 24,640,000	-
3	NW 23rd Street (SR 121)	MLK Memorial Hwy (US 441)	CR 231	Widen Two (2) Lane to Four (4) Lane	3.08	$ 172,480,000	-
8	SW Williston Road (SR 121)	SW 41st Boulevard (Fred Bear Drive)	SW 62nd Avenue	Widen Two (2) Lane to Four (4) Lane	0.59	$ 33,040,000	-
5	SW Williston Road (SR 121)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	Widen Two (2) Lane to Four (4) Lane	0.76	$ 42,560,000	-

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Potential Funds
2	SW 20th Avenue (I-75 Overpass)	SW 61st Street	SW 34th Street	Widen Two (2) Lane to Four (4) Lane	2.20	$ 123,200,000	-
6	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Widen to 4 Lane	3.86	$ 216,160,000	-
22	SW 37th Street (new road)	SW 39th Boulevard	SW 40th Boulevard	New Roads	0.33	$ 6,039,059	City/Developer Funded
10	SW 3rd Street	SW Depot Avenue	SW 13th Road Extension (New Street)	New Two (2) Lane Complete Street	0.43	$ 8,144,613	City/Developer Funded
35	SW 13th Rd Extension (New Road)	South Main Street (SR 329)	SW 6th Street	New Two (2) Lane Complete Street	0.17	$ 3,219,963	City/Developer Funded
18	SE 20th Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.23	$ 4,209,041	City/Developer Funded
36	SW 10th Avenue Extension (New Road)	South Main Street (SR 329)	SW 6th Street	New Two (2) Lane Complete Street	0.29	$ 5,492,879	City/Developer Funded
33	Hull Rd Extension (Phase 1)	Hull Road (Existing Western Terminus)	SW 20th Avenue	New Roads	0.51	$ 9,333,091	City/Developer Funded
29	SE 10th Avenue Extension (New Road)	SE 7th Street Extension (New Road)	SE 4th Street	New Roads	0.15	$ 2,745,027	City/Developer Funded
31	SE 7th Street Extension (New Road)	SE Depot Avenue	SE 11th Place	New Roads	0.38	$ 6,954,067	City/Developer Funded
30	SE 21Street Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.17	$ 3,111,030	City/Developer Funded
19	SE 15th Avenue Extension (New Road)	SE 15th Avenue (Existing Eastern Terminus)	SE 27th Avenue	New Roads	0.53	$ 9,699,094	City/Developer Funded
23	SW 49th Street (new road)	SW 51st Drive	SW 62nd Boulevard	New Roads	0.73	$ 13,359,130	City/Developer Funded
24	SW 55th Terrace Extension (new road)	SW 57th Avenue	SW 62nd Ave	New Roads	0.31	$ 5,673,055	City/Developer Funded
25	SW 63rd Boulevard Extension (new road)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	New Roads	0.70	$ 12,810,124	City/Developer Funded
34	SE 22nd Avenue Extension (New Road)	SE 21st Street Extension (New Road)	SE 15th Street	New Roads	0.48	$ 8,784,085	City/Developer Funded

Project ID	Street	From	To	Project Type	Project Length (Mile)	Cost Estimate	Potential Funds
20	SW 35th Terrace Extension (New Road)	SW 35th Terrace (Existing Southern Terminus)	SW 47th Avenue	New Roads	0.21	$ 3,843,037	City/Developer Funded
39	SW 73rd Avenue Extension (New Road)	Williston Road (SR 331)	SW 75th Street	New Roads	1.90	$ 34,770,337	City/Developer Funded
38	SW 57th Avenue (New Road)	SW 49th Street (New Road)	SW 63rd Boulevard	New Roads	0.63	$ 11,529,112	City/Developer Funded
37	SW 57th Rd (New Road)	SW 63rd Boulevard	SW 75th Street	New Roads	1.38	$ 26,019,525	City/Developer Funded

7. Appendices

This section contains supplementary materials that provide additional details and the supporting documentation for the Cost Feasible Plan. These include maps and needs project tables with technical analyses. Specifically, this section features four key maps (Figure 2 to Figure 5), each corresponding to a major project category outlined in Section 5. Cost Feasible Projects aligning with the tables found in Section 5.1 to 5.4. This section also includes the Needs Projects lists (Table 10 to Table 13) with detailed breakdowns of project scores, score-to-cost ratios, and the total cost estimates. The following color-coding is used in these figures to indicate the primary revenue source:

SHS Revenue
Non SHS
STBG
SIS
Boxed Funds
City/Developer Funded
Illustrative Projects

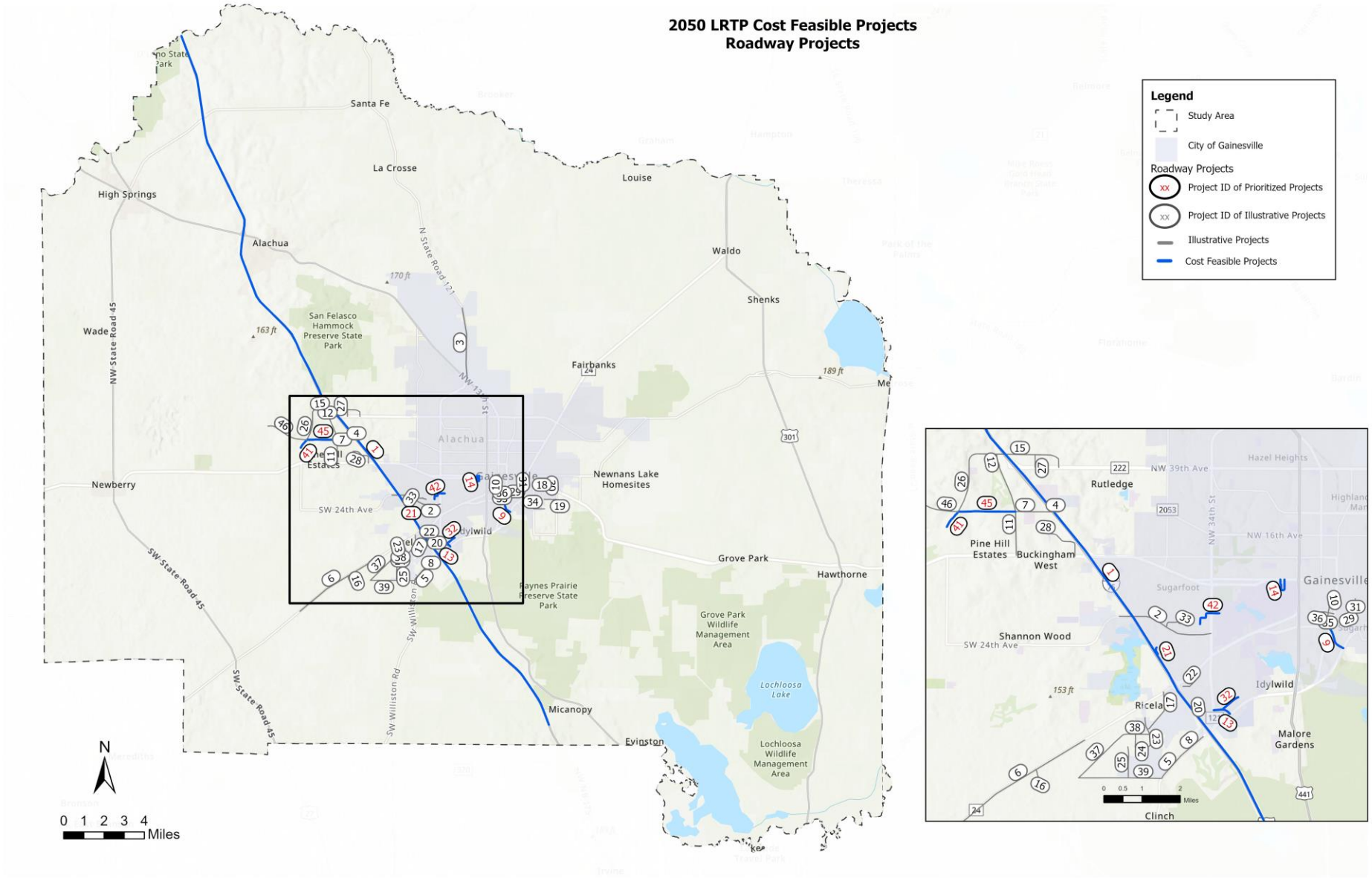


Figure 2 Roadway Cost Feasible Projects Map

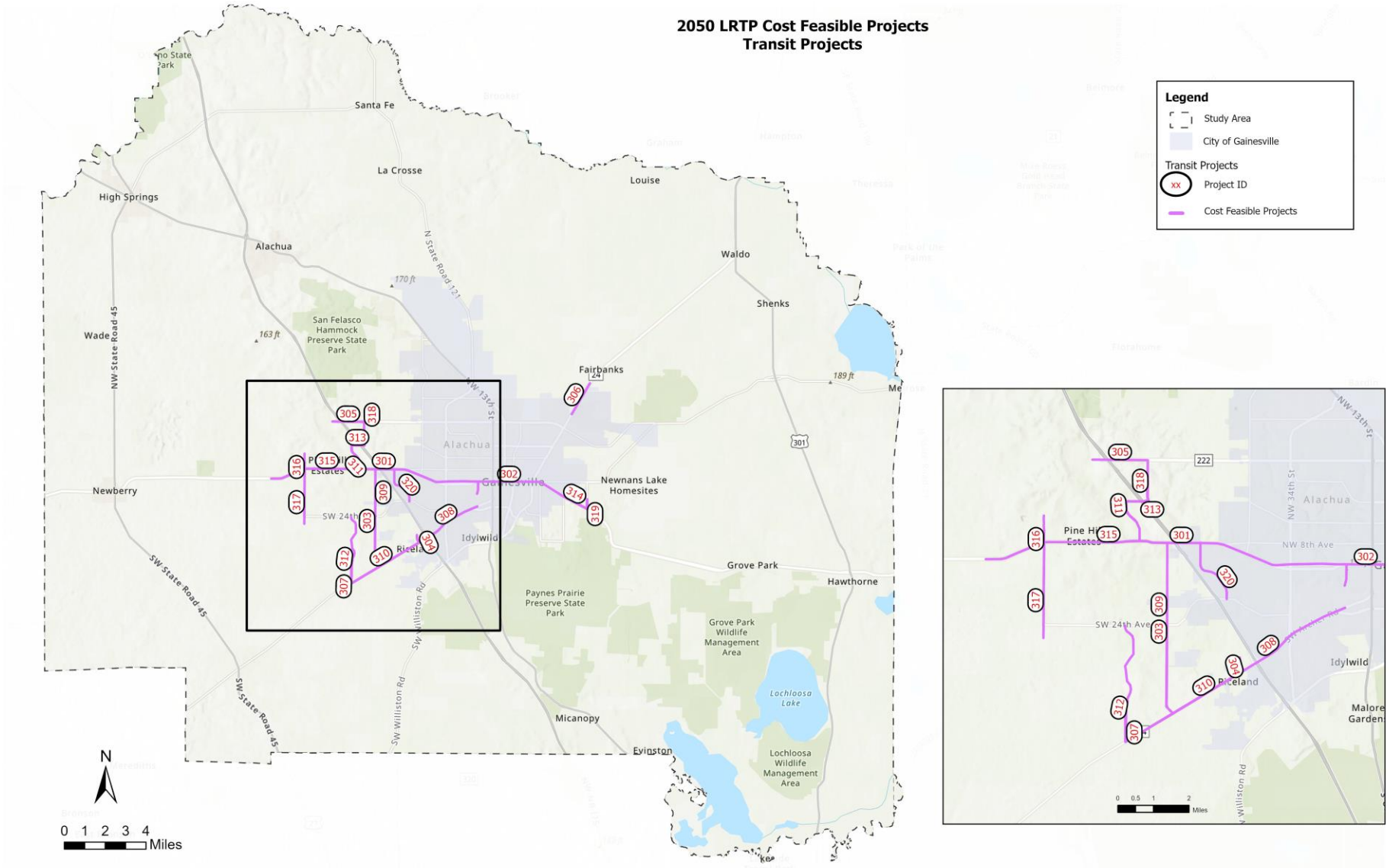


Figure 3 Transit Cost Feasible Projects Map

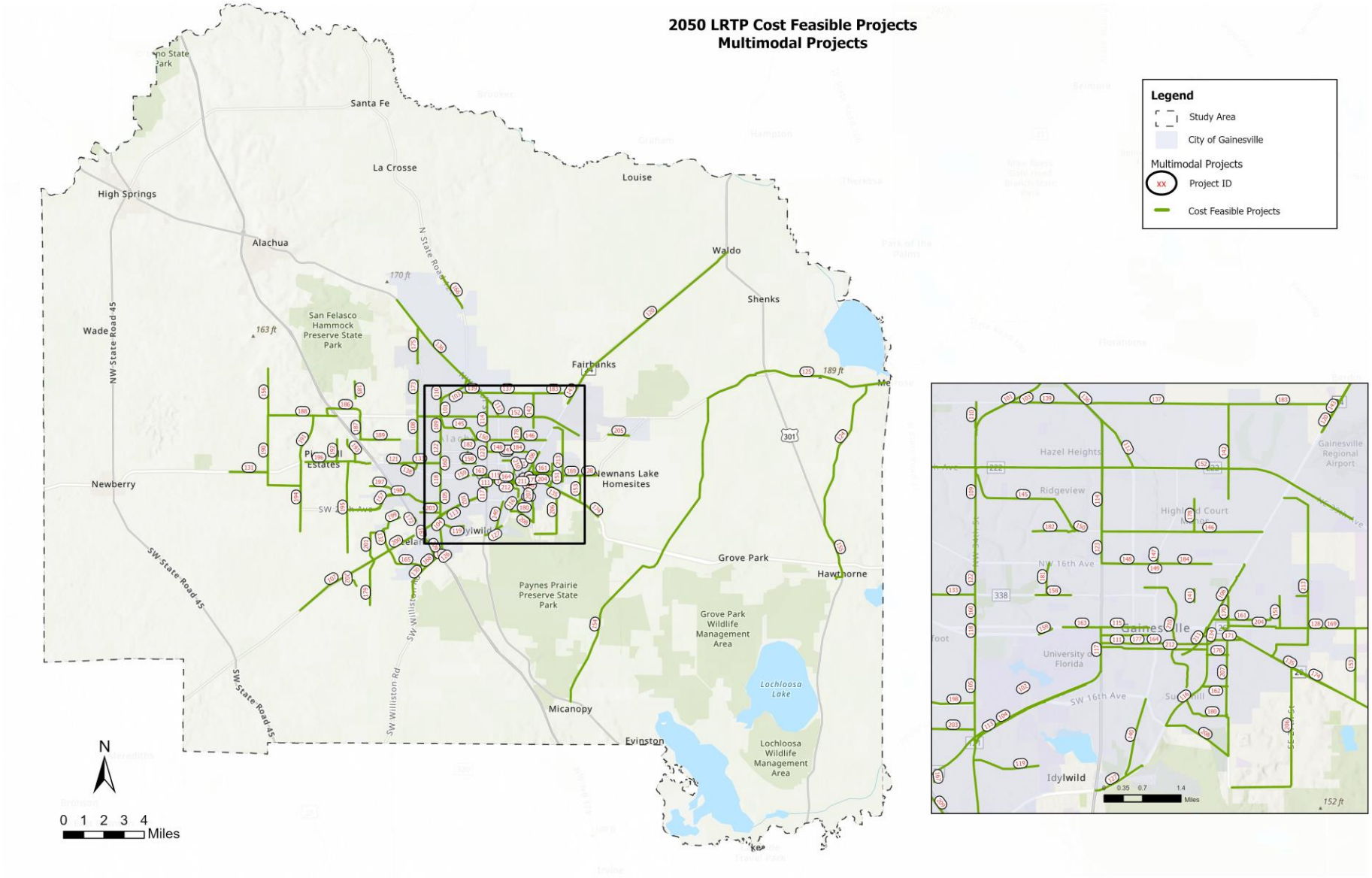


Figure 4 Multimodal Cost Feasible Projects Map

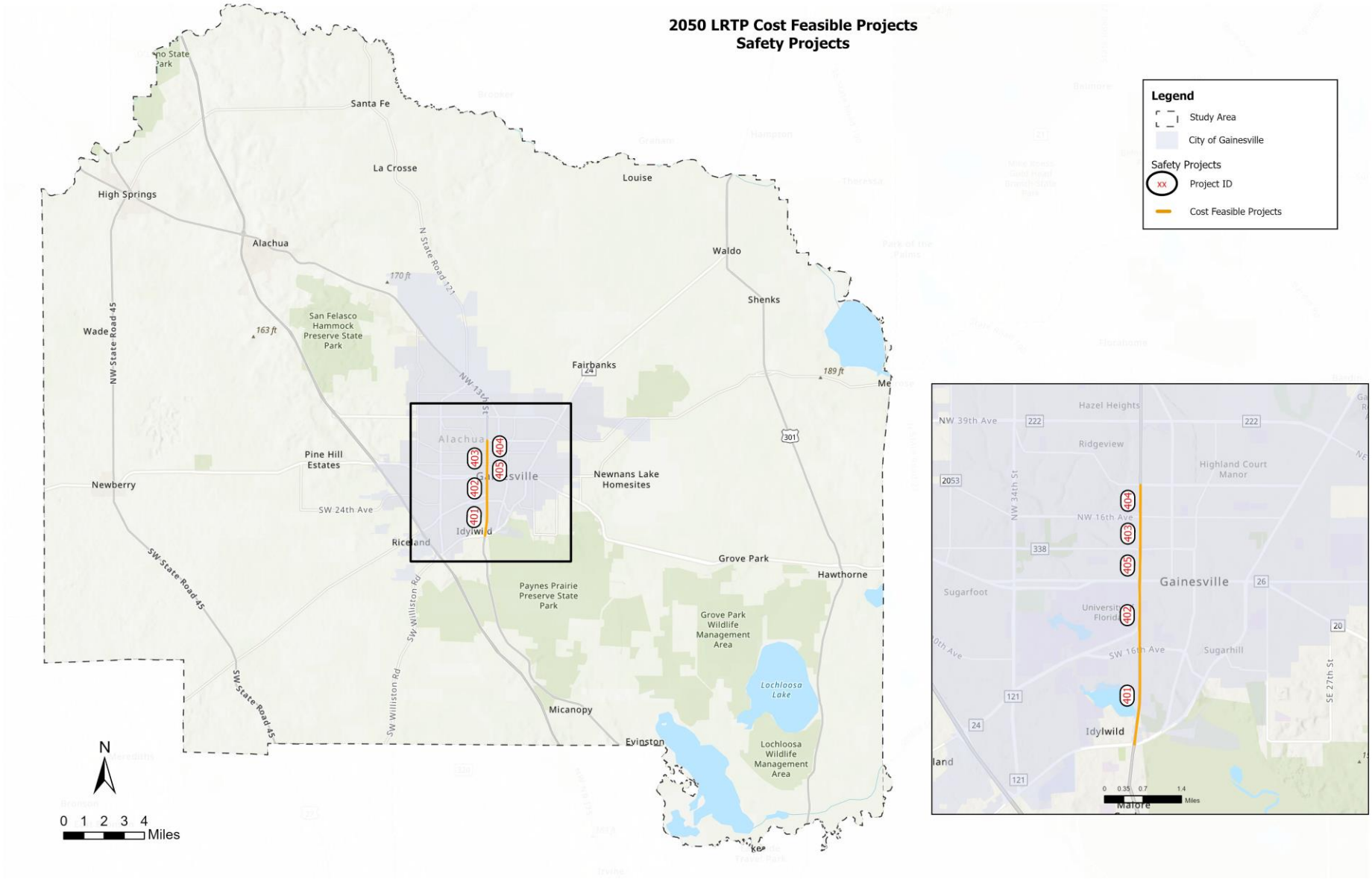


Figure 5 Safety Cost Feasible Projects Map

Table 10: Roadway Projects

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Scaled Score	Score to Cost Ratio	Cost per Mile (construction)	Construction Cost	Project Development and Environmental 5%	Design Cost 20%	CEI cost 15%	ROW 20%	Total Estimate Cost	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
14	Fletcher Drive/Buckman Drive	W University Avenue (SR 26)	Stadium Road	Conversion of Fletcher Dr to one way southbound and Buckman Dr to one way northbound with cycle track	0.55	6	3.30	330000000	60.12	-	-	-	-	-	-	$ 5,488,630	0	1	1	1	0	2	3	3
13	SW 47th Avenue Extension (Phase 1 New Street) (Extension includes part of SW 29th Dr)	SE Williston Road (SR 331)	SW 34th Street (SR 121)	New Roads	0.40	9	3.60	360000000	56.25	$ 10,000,000	$ 4,000,000	$ 200,000	$ 800,000	$ 600,000	$ 800,000	$ 6,400,000	1	1	1	2	0	4		
32	SW 47th Avenue Extension (Phase 2 New Road)	SW 47th Avenue Extension (Phase 1 New Road)	SW 40th Place (Existing Western Terminus)	New Roads	0.46	6	2.76	276000000	37.50	$ 10,000,000	$ 4,600,000	$ 230,000	$ 920,000	$ 690,000	$ 920,000	$ 7,360,000	1	0	1	1	0	3		
21	SW 40th Boulevard Connector	SW 62nd Boulevard	SW 40th Boulevard (Existing Northern Terminus)	New Roads	0.17	6	1.02	102000000	37.50	$ 10,000,000	$ 1,700,000	$ 85,000	$ 340,000	$ 255,000	$ 340,000	$ 2,720,000	1	0	0	1	0	4		
41	NW 122nd Street	NW 33rd Avenue	NW 17th Avenue	New Roads	0.44	5	2.20	220000000	31.25	$ 10,000,000	$ 4,400,000	$ 220,000	$ 880,000	$ 660,000	$ 880,000	$ 7,040,000	1	0	0	1	0		3	
45	NW 23rd Avenue Extension	NW 98th Street	NW 122nd Street Extension	New Roads	1.30	5	6.50	650000000	31.25	$ 10,000,000	$ 13,000,000	$ 650,000	$ 2,600,000	$ 1,950,000	$ 2,600,000	$ 20,800,000	0	1	0	1	-1		4	
42	New roadway Bledsoe Dr to Hull Road with new intersection at SW 34th Street	Bledsoe Drive	Hull Road	New Roads	0.65	5	3.25	325000000	31.25	$ 10,000,000	$ 6,500,000	$ 325,000	$ 1,300,000	$ 975,000	$ 1,300,000	$ 10,400,000	0	1	1	1	0			2
46	NW 23rd Avenue Extension	NW 122nd Street	CR 241 (NW 143rd Street)	New Roads	1.50	4	6.00	600000000	25.00	$ 10,000,000	$ 15,000,000	$ 750,000	$ 3,000,000	$ 2,250,000	$ 3,000,000	$ 24,000,000	0	1	0	1	-1		3	
26	NW 122nd Street	NW 39th Avenue	NW 23rd Avenue	New Roads	1.06	4	4.24	424000000	25.00	$ 10,000,000	$ 10,600,000	$ 530,000	$ 2,120,000	$ 1,590,000	$ 2,120,000	$ 16,960,000	1	1	0	1	0		1	
12	New Street	NW 39th Ave	NW 42nd Avenue (new road)	New Roads	0.31	3	0.93	93000000	18.75	$ 10,000,000	$ 3,100,000	$ 155,000	$ 620,000	$ 465,000	$ 620,000	$ 4,960,000	1	1	0	1	0		0	
17	SW 44th Street	SW Archer Road	SW 49th Street (new road)	New Roads	1.00	3	3.00	300000000	18.75	$ 10,000,000	$ 10,000,000	$ 500,000	$ 2,000,000	$ 1,500,000	$ 2,000,000	$ 16,000,000	0	1	1	1	-1	1	1	
16	New Road	SW Archer Road	SW 88th Street	New Roads	0.27	3	0.81	81000000	18.75	$ 10,000,000	$ 2,700,000	$ 135,000	$ 540,000	$ 405,000	$ 540,000	$ 4,320,000	0	1	1	1	-1		1	
15	NW 42nd Avenue (new road)	NW 39th Avenue	NW 86th Terrace	New Roads	2.47	3	7.41	741000000	18.75	$ 10,000,000	$ 24,700,000	$ 1,235,000	$ 4,940,000	$ 3,705,000	$ 4,940,000	$ 39,520,000	1	0	0	1	0		1	
28	NW 15th Place to NW 76th Boulevard (New Road)	Fort Clarke Boulevard	W Newberry Road	New Roads with dedicated transit line	1.02	3	3.06	306000000	12.09	$ 15,511,454	$ 15,821,684	$ 791,084	$ 3,164,337	$ 2,373,253	$ 3,164,337	$ 25,314,694	0	1	1	1	-1		1	
9	SE 16th Avenue (SR 226)	S Main Street (SR 329)	SE Williston Road (SR 331)	Widen Two (2) Lane to Four (4) Lane	0.55	5	2.75	275000000	8.93	$35,000,000	$ 19,250,000	$ 962,500	$ 3,850,000	$ 2,887,500	$ 3,850,000	$ 30,800,000	1	1	1	0	0	2		
11	NW 98th Street	Newberry Road (State Road 26)	NW 39th Avenue	New construction of 4 lanes/ replace a 2-lane rural section	2.06	4.5	9.27	927000000	8.04	$ 35,000,000	$ 72,100,000	$ 3,605,000	$ 14,420,000	$ 10,815,000	$ 14,420,000	$ 115,360,000	1	1	1.5	0	0		1	
4	NW 23rd Avenue	Fort Clarke Boulevard	NW 83rd Street	Widen to 4	0.55	4	2.20	220000000	7.14	$ 35,000,000	$ 19,250,000	$ 962,500	$ 3,850,000	$ 2,887,500	$ 3,850,000	$ 30,800,000	1	0	1	0	0		2	
7	NW 23rd Avenue	NW 98th Street	Fort Clarke Blvd	Widen to 4	0.44	4	1.76	176000000	7.14	$ 35,000,000	$ 15,400,000	$ 770,000	$ 3,080,000	$ 2,310,000	$ 3,080,000	$ 24,640,000	1	0	1	0	0		2	
3	NW 23rd Street (SR 121)	MLK Memorial Hwy (US 441)	CR 231	Widen Two (2) Lane to Four (4) Lane	3.08	4	12.32	1232000000	7.14	$ 35,000,000	$ 107,800,000	$ 5,390,000	$ 21,560,000	$ 16,170,000	$ 21,560,000	$ 172,480,000	1	1	1	0	0	1		
8	SW Williston Road (SR 121)	SW 41st Boulevard (Fred Bear Drive)	SW 62nd Avenue	Widen Two (2) Lane to Four (4) Lane	0.59	4	2.36	236000000	7.14	$ 35,000,000	$ 20,650,000	$ 1,032,500	$ 4,130,000	$ 3,097,500	$ 4,130,000	$ 33,040,000	1	1	0	0	0	2	1	
5	SW Williston Road (SR 121)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	Widen Two (2) Lane to Four (4) Lane	0.76	3	2.28	228000000	5.36	$ 35,000,000	$ 26,600,000	$ 1,330,000	$ 5,320,000	$ 3,990,000	$ 5,320,000	$ 42,560,000	1	1	0	0	0	1	1	
2	SW 20th Avenue (I-75 Overpass)	SW 61st Street	SW 34th Street	Widen Two (2) Lane to Four (4) Lane	2.20	3	6.60	660000000	5.36	$ 35,000,000	$ 77,000,000	$ 3,850,000	$ 15,400,000	$ 11,550,000	$ 15,400,000	$ 123,200,000	1	1	1	0	0		0	
6	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Widen to 4 Lane	3.86	3	11.58	1158000000	5.36	$ 35,000,000	$ 135,100,000	$ 6,755,000	$ 27,020,000	$ 20,265,000	$ 27,020,000	$ 216,160,000	1	1	1	0	0		0	

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Scaled Score	Score to Cost Ratio	Cost per Mile (construction)	Construction Cost	Project Development and Environmental 5%	Design Cost 20%	CEI cost 15%	ROW 20%	Total Estimate Cost	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
1	I-75	Marion County Line	Santa Fe River	Widening	34.25	2	68.50	6850000000	-	-	$ -	$ -	$ -	$ -	$ -	$ 1,932,400,000	2	2	0	0	0	-2	-2	
	City/Developer Funded Projects																							
22	SW 37th Street (new road)	SW 39th Boulevard	SW 40th Boulevard	New Roads	0.33		1.65	165000000	27.32	$ 10,000,000	$ 3,300,000	$ 165,000	$ 660,000	$ 495,000	$ 825,000	$ 5,445,000								
10	SW 3rd Street	SW Depot Avenue	SW 13th Road Extension (New Street)	New Two (2) Lane Complete Street	0.43	5	1.29	129000000	15.84	$ 10,000,000	$ 4,300,000	$ 215,000	$ 860,000	$ 645,000	$ 1,075,000	$ 7,095,000	1	0	1	1	0	2		
35	SW 13th Rd Extension (New Road)	South Main Street	SW 6th Street	New Two (2) Lane Complete Street	0.17	3	0.51	51000000	15.84	$ 10,000,000	$ 1,700,000	$ 85,000	$ 340,000	$ 255,000	$ 425,000	$ 2,805,000	1	0	1	1	0	0		
18	SE 20th Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.23	3	0.23	23000000	5.46	$ 10,000,000	$ 2,300,000	$ 115,000	$ 460,000	$ 345,000	$ 575,000	$ 3,795,000	1	0	1	1	0	0		
36	SW 10th Avenue Extension (New Road)	South Main Street	SW 6th Street	New Two (2) Lane Complete Street	0.29	1	0.58	58000000	10.56	$ 10,000,000	$ 2,900,000	$ 145,000	$ 580,000	$ 435,000	$ 725,000	$ 4,785,000	0	1	1	1	0	-2		
33	Hull Rd Extension (Phase 1)	Hull Road (Existing Western Terminus)	SW 20th Avenue	New Roads	0.51	2	3.06	306000000	32.79	$ 10,000,000	$ 5,100,000	$ 255,000	$ 1,020,000	$ 765,000	$ 1,275,000	$ 8,415,000	1	0	0	1	0	0		
29	SE 10th Avenue Extension (New Road)	SE 7th Street Extension (New Road)	SE 4th Street	New Roads	0.15	6	0.15	15000000	5.46	$ 10,000,000	$ 1,500,000	$ 75,000	$ 300,000	$ 225,000	$ 375,000	$ 2,475,000	0	0	1	1	0	4		
31	SE 7th Street Extension (New Road)	SE Depot Avenue	SE 11th Place	New Roads	0.38	1	0.38	38000000	5.46	$ 10,000,000	$ 3,800,000	$ 190,000	$ 760,000	$ 570,000	$ 950,000	$ 6,270,000	1	0	1	1	0	-2		
30	SE 21Street Street Extension (New Road)	Hawthorne Road (SR 20)	SE 8th Avenue	New Roads	0.17	1	0.17	17000000	5.46	$ 10,000,000	$ 1,700,000	$ 85,000	$ 340,000	$ 255,000	$ 425,000	$ 2,805,000	1	0	1	1	0	-2		
19	SE 15th Avenue Extension (New Road)	SE 15th Avenue (Existing Eastern Terminus)	SE 27th Avenue	New Roads	0.53	1	0.00	0	0.00	$ 10,000,000	$ 5,300,000	$ 265,000	$ 1,060,000	$ 795,000	$ 1,325,000	$ 8,745,000	0	1	1	1	0	-2		
23	SW 49th Street (new road)	SW 51st Drive	SW 62nd Boulevard	New Roads	0.73	0	0.00	0	0.00	$ 10,000,000	$ 7,300,000	$ 365,000	$ 1,460,000	$ 1,095,000	$ 1,825,000	$ 12,045,000	0	0	1	1	0	-2		
24	SW 55th Terrace Extension (new road)	SW 57th Avenue	SW 62nd Ave	New Roads	0.31	0	0.00	0	0.00	$ 10,000,000	$ 3,100,000	$ 155,000	$ 620,000	$ 465,000	$ 775,000	$ 5,115,000	0	0	0	1	-1	0		
25	SW 63rd Boulevard Extension (new road)	SW 62nd Avenue	SW 73rd Avenue Extension (New Road)	New Roads	0.70	0	0.00	0	0.00	$ 10,000,000	$ 7,000,000	$ 350,000	$ 1,400,000	$ 1,050,000	$ 1,750,000	$ 11,550,000	0	0	0	1	-1	0		
34	SE 22nd Avenue Extension (New Road)	SE 21st Street Extension (New Road)	SE 15th Street	New Roads	0.48	0	-0.48	-48000000	0.00	$ 10,000,000	$ 4,800,000	$ 240,000	$ 960,000	$ 720,000	$ 1,200,000	$ 7,920,000	0	0	0	1	-1	0		
20	SW 35th Terrace Extension (New Road)	SW 35th Terrace (Existing Southern Terminus)	SW 47th Avenue	New Roads	0.21	-1	-0.21	-21000000	0.00	$ 10,000,000	$ 2,100,000	$ 105,000	$ 420,000	$ 315,000	$ 525,000	$ 3,465,000	0	0	1	1	-1	-2		
39	SW 73rd Avenue Extension (New Road)	Williston Road (SR 331)	SW 75th Street	New Roads	1.90	-1	-1.90	-190000000	0.00	$ 10,000,000	$ 19,000,000	$ 950,000	$ 3,800,000	$ 2,850,000	$ 4,750,000	$ 31,350,000	1	0	0	1	-1	-2		
38	SW 57th Avenue (New Road)	SW 49th Street (New Road)	SW 63rd Boulevard	New Roads	0.63	-1	-1.26	-126000000	0.00	$ 10,000,000	$ 6,300,000	$ 315,000	$ 1,260,000	$ 945,000	$ 1,575,000	$ 10,395,000	0	1	0	1	-1	-2		
37	SW 57th Rd (New Road)	SW 63rd Boulevard	SW 75th Street	New Roads	1.38	-2	-2.76	-276000000	0.00	$ 10,000,000	$ 13,800,000	$ 1,380,000	$ 2,760,000	$ 2,070,000	$ 3,450,000	$ 23,460,000	0	0	0	1	-1	-2		

Table 11: Multimodal Projects

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score*Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
151	NE 25th Street	NE 8th Avenue	E University Avenue (SR 26)	Buffered or Protected Bike Lane	0.5	4	2	200000000	17003.11	$ 11,763	Cost Estimate calculated form the Mobility Plan.	0	1	1.5	0	0	1	1.5	
170	NE 15th Street	NE 8th Avenue	E University Avenue / SR 26	Buffered or Protected Bike Lane	0.49	4	1.96	196000000	17003.11	$ 11,527	Cost Estimate calculated form the Mobility Plan.	0	1	2	0	0	1		
161	NE 3rd Avenue	NE 25th Street	NE Waldo Road (SR 24)	Bike Boulevard	1.09	5.25	5.72	572250000	8765.79	$ 65,282	Cost Estimate calculated form the Mobility Plan.	0	1	4.25	0	0	0		
198	SW 20th Avenue and SW 24th Avenue	SW 34th Street (SR 121)	SW 91st Street	Bike Lane	4.5	6	27	2700000000	8671.66	$ 311,359	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	4	1	0	0		
203	New Road between SW 24th Ave and Windmeadows Blvd	SW 34th Street (SR 121)	Clark Butler Boulevard	Bike Lane	0.87	6	5.22	522000000	8671.66	$ 60,196	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	2	1	0	0	2	
208	SE 15th Street and the Extension to SE 16th Ave (new road)	SE 22nd Avenue	SE Williston Road (SR 331)	Bike Lane	1.8	5.5	9.9	990000000	7949.03	$ 124,544	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2.5	1	-1	0	3	
189	Extension of 23rd Avenue	NW 83rd Street	NW 55th Terrace	Bike Lane	1.72	5.5	9.46	946000000	7949.03	$ 119,008	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	2	0	2.5	1	0	0		
171	SE 3rd Avenue	Hawthorne Road (SR 20)	SE 11th Street (SR 331)	Buffered or Protected Bike Lane	0.59	4.5	2.65	265500000	7651.40	$ 34,700	Cost Estimate calculated form the Mobility Plan.	0	1	2.5	0	0	1		
200	SW Archer Road (SR 24)	SW 75th Street	SW 45th Street	Bike Lane	2.01	4	8.04	804000000	5781.11	$ 139,074	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	2	1	0	0		
201	SW 75th Street	SW 41st Place	SW 57th Road	Bike Lane	2.15	4	8.6	860000000	5781.11	$ 148,760	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	3	1	0	0		
187	NW 83rd Street	NW 39th Avenue (SR 222)	NW 23rd Avenue	Bike Lane	1.02	4	4.08	408000000	5781.11	$ 70,575	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	2	1	0	0		
186	New road (half loop between NW 42nd Ave and Millhopper Rd)	NW 39th Avenue (SR 222) @ NW 83rd Street	NW 39th Avenue (SR 222) @ NW 98th Street	Bike Lane	1.99	4	7.96	796000000	5781.11	$ 137,690	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	2	1	0	0		
188	NW 39th Avenue (SR 222)	NW 143rd Street	I-75	Bike Lane	2.95	3.75	11.06	1106250000	5419.79	$ 204,113	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	1.75	1	0	0	0	
190	NW 143rd Street and SW 8th Avenue	SW 122nd Street @SW 8th Avenue	NW 39th Avenue	Bike Lane	4.42	3.75	16.57	1657500000	5419.79	$ 305,824	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	1.75	1	0	0		
194	SW 122nd Street	W Newberry Road (SR 26)	Diamond Sports Park	Bike Lane	2.93	3.5	10.25	1025500000	5058.47	$ 202,729	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2.5	1	0	0		
192	NW 89th Street	W Newberry Road (SR 26)	NW 23rd Avenue	Bike Lane	1.01	3.5	3.53	353500000	5058.47	$ 69,883	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2.5	1	0	0		
205	NE 27th Avenue	NE 39th Boulevard	NE 55th Boulevard	Bike Lane	0.9	3.5	3.15	315000000	5058.47	$ 62,272	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2.5	1	0	0		
204	E University Avenue (SR 26)	NE 15th Street	SE 24th Street	Bike Lane	0.76	3.5	2.66	266000000	5058.47	$ 52,585	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2.5	1	0	0		

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score*Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
191	Extension of NW 122nd Street	W Newberry Road (SR 26)	NW 39th Avenue (SR 222)	Bike Lane	2.14	3	6.42	642000000	4335.83	$ 148,068	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	1	1	0	0		
199	SW 41st Place and Extension	SW 71st Terrace	Lake Kanapaha	Bike Lane	1.6	3	4.8	480000000	4335.83	$ 110,705	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2	1	0	0		
202	SW 88th Street & SW 73rd Avenue & SW 85th Dr	SW 77th Avenue	SW Archer Road (SR 24)	Bike Lane	0.7	3	2.1	210000000	4335.83	$ 48,434	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	2	1	0	0		
178	NE 9th Street	NE 31st Avenue	NE 23rd Avenue	Bike Boulevard	0.52	2.5	1.3	130000000	4250.78	$ 30,583	Cost Estimate calculated form the Mobility Plan.	0	1	1.5	0	0	0		
193	Fort Clarke Boulevard	W Newberry Road (SR 26)	NW 23rd Avenue	Bike Lane	1.05	2.75	2.8875	288750000	3974.51	$ 72,650	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	1.75	1	0	0		
196	W Newberry Road (SR 26)	NW 120th Street	NW 75th Street	Bike Lane	2.85	2.75	7.8375	783750000	3974.51	$ 197,194	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	1	0	1.75	1	-1	0		
207	SE 15th Street	E University Avenue (SR 26)	SE 15th Street	Bike Lane	1.39	2.75	3.8225	382250000	3974.51	$ 96,175	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	1.75	1	0	0		
185	New road (between NW 88th Street and NW 84th Ter)	Millhopper Road	New Road Project 191	Bike Lane	0.74	2	1.48	148000000	2890.55	$ 51,201	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	1	1	0	0		
176	SE 7th Avenue	SE 15th Street	SE 11th Street (SR 331)	Bike Lane	0.34	2	0.68	68000000	2890.53	$ 23,525	Cost Estimate calculated form the Mobility Plan.	0	0	2	0	0	0		
195	NW 91st Street	W Newberry Road (SR 26)	SW 46th Boulevard	Bike Lane	3.9	1.75	6.825	682500000	2529.24	$ 269,844	Cost inferred from the same project type: Bike Lane from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#1275, #1280)	0	0	1.75	1	-1	0		
163	W University Avenue (SR 26)	NW 13th Street (US 441)	NW 20th Street	Complete Street	0.6	11	6.6	660000000	1870.34	$ 352,877	Cost Estimate calculated form the Mobility Plan.	1	3	4	0	0	3		
125	SR 26	NE County Road 234	Quail Street	Multi-Use Path	8.17	7.5	61.275	6127500000	1657.87	$ 3,696,013	Cost inferred from the similar project type: Multi-Use Trail from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#805, #810)	0	4	1.5	0	0		2	
182	NW 23rd Avenue Trail (NW 34th to Glen Springs Connection)	NW 23rd Avenue	NW 23rd Terrace	Multi-Use Trail	0.76	9	6.84	684000000	1453.77	$ 470,502	Cost Estimate calculated form the Mobility Plan.	1	4	2	0	0	2		
156	NW 143rd Street	NW 39th Avenue (SR 222)	Millhopper Road	Multi-Use Path	2.02	8	16.16	1616000000	1306.36	$ 1,237,023	Cost Estimate calculated form the Mobility Plan.	0	4	2	0	0		2	
206	SE 27th Street and SE 41st Avenue	SE Hawthorne Road (SR 26)	SE 15th Street	Multi-Use Trail	3.1	11.5	35.65	3565000000	1239.53	$ 2,876,082	Cost Estimate calculated form the Mobility Plan: Kincaid Loop Connector.	0	4	2.5	1	0		4	
174	Hawthorne Road/SR 20	SE 24th Street	Lake Shore Drive	Multi-Use Path	2.5	7.5	18.75	1875000000	1222.37	$ 1,533,908	Cost Estimate calculated form the Mobility Plan.	0	4	1.5	0	0		2	
147	N Main Street (gap)	N 16th Avenue	N 1800 block	Sidewalk Priority	0.15	6	0.9	90000000	1020.19	$ 88,219	Cost inferred from the similar project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	1	2	2	0	0	1		
126	Williston Road (SR 331)	SW 34th Street (SR 121)	SW 41st Boulevard (Fred Bear Dr)	Multi-Use Trail	0.36	8.5	3.06	306000000	1000.11	$ 305,967	Cost Estimate calculated form the Mobility Plan.	2	4	1	0	0	0	1.5	
154	CR 234	US 441	NE State Road 26	Multi-Use Path	15.18	6	91.08	9108000000	968.16	$ 9,407,557	Cost Estimate calculated form the Mobility Plan.	0	4	1.5	0	0		0.5	
130	Williston Road/SR 121	SW 85th Avenue	SW 62nd Avenue	Multi-Use Path	1.52	6	9.12	912000000	963.73	$ 946,322	Cost Estimate calculated form the Mobility Plan.	0	4	1	0	0		1	
179	SW 75th Street	SW 75th Way	SW 73rd Avenue	Multi-Use Path	1.08	6	6.48	648000000	952.43	$ 680,363	Cost Estimate calculated form the Mobility Plan.	0	4	1.5	0	0		0.5	
124	CR 219A	US 301	NE State Road 26	Multi-Use Path	6.5	7.5	48.75	4875000000	808.39	$ 6,030,494	Cost Estimate calculated form the Mobility Plan.	0	4	2.5	0	0		1	
106	Waldo Greenway Upgrade Phase 1	E University Avenue (SR 26)	NE 16th Avenue	Trail Upgrade	1.15	11	12.65	1265000000	661.81	$ 1,911,415	Cost Estimate calculated form the Mobility Plan.	2	4	2	0	0	3	0	
110	Pine Ridge South Trail	NW 53rd Avenue	NW 45th Avenue	Multi-Use Trail	0.54	7.75	4.185	418500000	658.87	$ 635,178	Cost Estimate calculated form the Mobility Plan.	0	4	1.75	0	0	2		

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score*Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
164	SW 4th Ave	Williston Road (SR 331)	SW 13th Street (US 441)	One-Way Multimodal Pair	1.67	6	10.02	1002000000	634.69	$ 1,578,715	Cost Estimate calculated form the Mobility Plan.	1	1	3	0	0	1		
212	SW 5th Ave	Williston Road (SR 331)	SW 13th Street	One-Way Multimodal Pair	1.67	6	10.02	1002000000	608.39	$ 1,646,980	Cost Estimate calculated form the Mobility Plan.	1	1	3	0	0	1		
145	Glen Springs Braid Trail	NW 16th Terrace	NW 34th Street (SR 121)	Multi-Use Trail	2.36	9	21.24	2124000000	601.91	$ 3,528,766	Cost Estimate calculated form the Mobility Plan.	1	4	2	0	0	2		
134	SE 2nd Avenue & SE 11th Avenue	Depot Avenue Trail	E University Avenue (SR 26)	Multi-Use Trail	0.21	10	2.1	210000000	538.42	$ 390,032	Cost inferred from the same project type: Multi-Use Trail from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#805, #810)	1	4	2	0	0	1	3	
209	Fred Bear Trail	SW Archer Road (SR 24)	SW Williston Road (SR 121)	Multi-Use Trail	1.44	10	14.4	1440000000	534.70	$ 2,693,075	Cost Estimate calculated form the Mobility Plan.	1	4	2	1	0	2	1	
113	Kermit Sigmon (Old Archer) Trail	SW 13th Street	SW 34th Street (SR 121)	Trail Upgrade	2.33	11	25.63	2563000000	527.07	$ 4,862,691	Cost Estimate calculated form the Mobility Plan.	1	3	3	0	0	4	0	
213	Tiger Bay Tail	NE 31st Avenue	SE 8th Avenue	Multi-Use Trail	3.52	9.25	32.56	3256000000	517.90	$ 6,286,898	Cost Estimate calculated form the Mobility Plan.	0	4	2.25	1	0	2		
131	Newberry Road/SR 26	SW 170th Street	SW 143rd Street	Multi-Use Path	1.65	9.5	15.675	1567500000	511.50	$ 3,064,534	Cost inferred from the similar project type: Multi-Use Trail from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#805, #810)	2	4	0.5	0	0		3	
104	Archer Road (SR 24)	SW 13th Street (US 441)	Interstate 75	Complete Street	3.34	9	30.06	3006000000	511.11	$ 5,881,277	Cost Estimate calculated form the Mobility Plan.	1	4	2	0	0	2		
111	SW 2nd Avenue	S Main Street (SR 329)	SW 13th Street (US 441)	Protected Bike Lane	0.86	6	5.16	516000000	510.09	$ 1,011,580	Cost Estimate calculated form the Mobility Plan.	1	1	3	0	0	1		
157	SW 24th Avenue	I-75 overpass	SW 75th Street (Tower Road)	Multi-Use Trail	1.52	11	16.72	1672000000	503.51	$ 3,320,671	Cost Estimate calculated form the Mobility Plan.	1	4	4	0	0		2	
112	6th Street Trail Extension	NW 39th Avenue (SR 222)	NW 13th Street (US 441)	Multi-Use Trail	0.93	9.25	8.6025	860250000	498.04	$ 1,727,283	Cost Estimate calculated form the Mobility Plan.	1	4	2.25	0	0	2		
210	Sweetwater Trail	Gainesville-Hawthorne Trail	Existing 6th Street Trail	Multi-Use Trail	2.16	11	23.76	2376000000	489.02	$ 4,858,658	Cost Estimate calculated form the Mobility Plan.	1	4	2	1	0	3		
129	Williston Road/SR 121	SW 41st Road	SW 34th Street (SR 121)	Multi-Use Path	0.36	8	2.88	288000000	478.59	$ 601,763	Cost Estimate calculated form the Mobility Plan.	2	4	1	0	0	1		
155	US 301	SE 71st Avenue	SE County Road 219A	Multi-Use Path	2.74	8.5	23.29	2329000000	457.66	$ 5,088,983	Cost inferred from the similar project type: Multi-Use Trail from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#805, #810)	0	4	2.5	0	0		2	
118	SW 34th Street (SR 121)	NW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	Multi-Use Trail	0.13	8.5	1.105	110500000	457.65	$ 241,449	Cost Estimate calculated form the Mobility Plan.	1	4	2	0	0	1	1.5	
132	SW 63rd Boulevard	Archer Road (SR 24)	SW 41st Place	Multi-Use Trail	0.94	8.5	7.99	799000000	448.12	$ 1,783,002	Cost Estimate calculated form the Mobility Plan.	0	4	2	0	0	0	2.5	
139	NW 53rd Avenue	NW 13th Street (US 441)	NW 34th Boulevard / SR 121	Multi-Use Trail	1.2	8.25	9.9	990000000	444.19	$ 2,228,752	Cost Estimate calculated form the Mobility Plan.	0	4	2.25	0	0	2		
107	Archer Road/SR 24	SW 122nd Street	SW 75th Street	Buffered Bike Lane	3.88	6	23.28	2328000000	421.27	$ 5,526,211	Cost Estimate calculated form the Mobility Plan.	0	2	2	0	0	0	2	
211	Depot Trail	E University Avenue (SR 26)	SE 7th Street	Trail Upgrade	0.6	16	9.6	960000000	413.24	$ 2,323,104	Cost Estimate calculated form the Mobility Plan.	2	4	3	3	0	4	1	
128	E University (SR 26)	NE 55th Boulevard	SE 24th Street	Multi-Use Path	1.99	7.5	14.925	1492500000	403.81	$ 3,696,013	Cost inferred from the similar project type: Multi-Use Trail from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#805, #810)	0	4	2.5	0	0		1	
143	Waldo Greenway Extension	NE 47th Avenue	Northern City Limits	Multi-Use Trail	1.09	7.5	8.175	817500000	403.81	$ 2,024,451	Cost Estimate calculated form the Mobility Plan.	0	4	2.5	0	0	1		
136	MLK Memorial Highway (US 441)	NW 6th Street (SR 121)	Deerhaven Trail	Multi-Use Trail	5.74	7.5	43.05	4305000000	403.11	$ 10,679,439	Cost Estimate calculated form the Mobility Plan.	1	4	2.5	0	0	0		
162	SE 13th Avenue	SE 15th Street	Williston Road (SR 331)	Multi-Use Trail	0.4	7.5	3	300000000	393.96	$ 761,490	Cost Estimate calculated form the Mobility Plan.	0	4	2	0	0	0	1.5	
137	N 53rd Avenue	NE 15th Street	ML King Memorial Highway (US 441)	Multi-Use Trail	2.28	7.25	16.53	1653000000	390.35	$ 4,234,630	Cost Estimate calculated form the Mobility Plan.	0	4	2.25	0	0	1		
181	NW 22nd Street	NW 8th Avenue	NW 16th Avenue	Multi-Use Trail	0.51	7	3.57	357000000	376.89	$ 947,220	Cost Estimate calculated form the Mobility Plan.	0	4	2	0	0	1		
158	NW 8th Avenue	NW 18th Terrace	NW 23rd Street	Multi-Use Trail	0.56	7	3.92	392000000	376.89	$ 1,040,085	Cost Estimate calculated form the Mobility Plan.	0	4	2	0	0	1		
142	NE 15th Street	NE 53rd Avenue	NE 31st Avenue	Multi-Use Trail	1.49	6.5	9.685	968500000	352.34	$ 2,748,795	Cost Estimate calculated form the Mobility Plan.	0	4	1.5	0	0	1		
120	Waldo Road/SR 24	Gainesville Regional Airport	US 301	Multi-Use Path	9.47	6.5	61.555	6155500000	349.97	$ 17,588,565	Cost inferred from the similar project type: Multi-Use Trail from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#805, #810)	0	4	2.5	0	0	0		

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score*Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
169	E University Avenue (SR 26)	SE 43rd Street	SE 31st Street	Multi-Use Trail	0.75	6	4.5	450000000	323.05	$ 1,392,970	Cost Estimate calculated form the Mobility Plan.	0	4	1	0	0	1		
165	SW 62nd Avenue	Williston Road (SR 331)	Archer Road (SR 24)	Multi-Use Trail	1.95	6	11.7	1170000000	323.05	$ 3,621,723	Cost Estimate calculated form the Mobility Plan.	0	4	2	0	0	0		
117	SW 13th Street (US 441)	Archer Road (SR 24)	W University Avenue (SR 26)	Multi-Use Trail	0.7	10	7	700000000	321.59	$ 2,176,693	Cost Estimate calculated form the Mobility Plan.	1	4	2	0	0	3		
166	Deerhaven Trail (SR 121)	NW 128th Ln	SR 121 @ CR 231 SPLIT	Multi-Use Trail	1.61	5.5	8.855	885500000	296.13	$ 2,990,243	Cost Estimate calculated form the Mobility Plan.	0	4	1.5	0	0	0		
115	West University Avenue (SR 26)	SW 2nd Street	W 13th Street (US 441)	Complete Street	0.76	10	7.6	760000000	268.60	$ 2,829,488	Cost Estimate calculated form the Mobility Plan.	1	3	3	0	0	3	3	
167	SW 40th Boulevard	Archer Road (SR 121)	Existing trail	Multi-Use Trail	0.14	9	1.26	126000000	226.14	$ 557,189	Cost Estimate calculated form the Mobility Plan.	0	4	3	0	0	2		
119	SW 35th Place	SW 23rd Street	SW 34th Street (SR 121)	Complete Street	1.05	9	9.45	945000000	153.03	$ 6,175,341	Cost inferred from the same project type: Complete Street from the City of Gainesville 2045 Mobility Plan - Streets Plan (#40, #45)	1	3	3	0	0	2		
184	NE 16th Avenue	NE 12th Street	North Main Street	Upgrade to Two (2) Lane Urban Section Road	0.86	6	5.16	516000000	62.42	$ 8,266,640	Cost Estimate calculated form the Mobility Plan.	1	2	2	0	0	1	0	
102	New roundabout at intersection of Hull Road and Mowry Road	-	-	New roundabout with bike lanes and sidewalks	0.06	5	0.3	30000000	41.05	$ 730,802	Cost Estimate inferred form the City of Gainesville 2045 Mobility Plan Intersection Plan.	1	0	0	1	0			3
101	NW 34th Street (SR 121)	NW 39th Ave (SR 222)	MLK Memorial Hwy (US 441)	Convert Two (2) Lane to Two (2) Lane Divided	2.17	3	6.51	651000000	33.33	$ 19,531,720	Cost Estimate calculated form the Mobility Plan.	1	2	0	0	0	0		
109	SW 34th Street (SR 121)	NW 16th Avenue	NW 53rd Avenue	Widen Sidewalk to 8'	2.79	0	0	0	0.00	$ 852,197	Cost Estimate calculated form the Mobility Plan.	0	4	2.5	0	0	-2	0	
108	NW 43rd Street	Newberry Road (SR 26)	NW 53rd Avenue	Widen Sidewalk to 8'	3.28	0	0	0	0.00	$ 1,929,059	Cost Estimate calculated form the Mobility Plan.	1	4	3	0	0	-2	0	
105	SW 34th Street (SR 121)	Williston Road (SR 331)	SW 2nd Avenue (SR 26A)	Widen Sidewalk to 8'	3.22	0	0	0	0.00	$ 1,893,771	Cost Estimate calculated form the Mobility Plan.	1	4	3	0	0	-2	0	
114	NW 13th Street (US 441)	NW 23rd Avenue (SR 120)	NW 6th Street (SR 20)	Widen Sidewalk to 8'	1.77	0	0	0	0.00	$ 1,035,105	Cost Estimate calculated form the Mobility Plan.	1	4	2.25	0	0	-2	0	
121	Newberry Road (SR 26)	NW 8th Avenue	NW 62nd Street	Widen Sidewalk to 8'	0.55	0	0	0	0.00	$ 323,470	Cost inferred from the same project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	1	3	3	0	0	-2	0	
103	NW 34th Boulevard (SR 121)	NW 53rd Avenue	ML King Memorial Highway (US 441)	Widen Sidewalk to 8'	0.88	0	0	0	0.00	$ 517,552	Cost Estimate calculated form the Mobility Plan.	1	4	2	0	0	-2	0	
140	S Main Street (SR 329)	SE 16th Avenue	Williston Road (SR 311)	Widen Sidewalk to 8'	1.26	0	0	0	0.00	$ 741,041	Cost Estimate calculated form the Mobility Plan.	0	2	2	0	0	-2	3	
133	NW 8th Avenue	NW 34th Street (SR 121)	Newberry Road (SR 26)	Widen Sidewalk to 8'	1.67	0	0	0	0.00	$ 988,054	Cost Estimate calculated form the Mobility Plan.	1	3	3	0	0	-2	0	
138	Newberry Road (SR 26)	NW 43rd Street	NW 8th Avenue	Widen Sidewalk to 8'	0.61	0	0	0	0.00	$ 358,758	Cost inferred from the same project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	1	2	3	0	0	-2	0	
122	NW 34th Street (SR 121)	NW 8th Avenue	NW 16th Avenue	Widen Sidewalk to 8'	0.51	0	0	0	0.00	$ 299,945	Cost Estimate calculated form the Mobility Plan.	1	3	2	0	0	-2	0	
123	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue (SR 120)	Widen Sidewalk to 8'	0.5	0	0	0	0.00	$ 294,064	Cost Estimate calculated form the Mobility Plan.	1	3	2	0	0	-2	0	
152	NE 39th Avenue (SR 222)	Regional Juvenile Detention Center	NW 43rd Street	Widen Sidewalk to 8'	7.16	0	0	0	0.00	$ 4,205,113	Cost Estimate calculated form the Mobility Plan.	2	3	2.5	0	0	-2		
135	Hawthorne Road (SR 20)	SE 43rd Street	E University Avenue (SR 26)	Widen Sidewalk to 8'	2.4	0	0	0	0.00	$ 1,411,506	Cost inferred from the same project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	0	2	3	0	0	-2	0	
127	Williston Road (SR 331)	Entrance to Sweetwater Wetlands Park	SW 13th Street (US 441)	Widen Sidewalk to 8'	0.85	0	0	0	0.00	$ 499,909	Cost Estimate calculated form the Mobility Plan.	1	3	1	0	0	-2	0	
141	SE 9th Street	SE 7th Avenue	SE 12th Avenue	Sidewalk Priority	0.2	0	0	0	0.00	$ 117,626	Cost inferred from the similar project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	1	2	2	0	0	-1		
150	NW 23rd Boulevard	NW 22nd Street	Gaineswood Entrance	Sidewalk Priority	0.17	0	0	0	0.00	$ 99,982	Cost inferred from the similar project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	1	2	2	0	0	-1		

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score*Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
146	N 23rd Avenue (SR 120)	Waldo Road (SR 24)	NW 13th Street (US 441)	Widen Sidewalk to 8'	2.55	0	0	0	0.00	$ 1,970,228	Cost Estimate calculated form the Mobility Plan.	2	3	2	0	0	-2		
159	SW 2nd Avenue (SR 26A)	W University Avenue (SR 26)	SW 23rd Street	Widen Sidewalk to 8'	0.23	0	0	0	0.00	$ 147,032	Cost Estimate calculated form the Mobility Plan.	1	3	3	0	-1	-2		
172	SW 40th Boulevard	SW 30th Avenue	Archer Road (SR 24)	Sidewalk Priority	0.16	0	0	0	0.00	$ 94,100	Cost inferred from the similar project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	0	1	3	0	0	-1		
160	SW 34th Street (SR 121)	W University Avenue (SR 26)	NW 8th Avenue	Widen Sidewalk to 8'	0.5	0	0	0	0.00	$ 294,064	Cost Estimate calculated form the Mobility Plan.	1	3	2	0	-1	-2		
177	SW 4th Avenue	SW 3rd Street	SW 5th Street	Sidewalk Priority	0.09	0	0	0	0.00	$ 52,931	Cost inferred from the similar project type: Widen Sidewalk to 8' from the City of Gainesville 2045 Mobility Plan - Multimodal Plan (#735, #765)	1	1	2	0	0	-1		
148	NW 16th Avenue	6th Street Trail	NW 13th Street (US 441)	Widen Sidewalk to 8'	0.8	0	0	0	0.00	$ 470,502	Cost Estimate calculated form the Mobility Plan.	0	2	2	0	0	-2		
180	SE 22nd Avenue / SE 4th Street	SE 15th Street	Williston Road (SR 331)	Widen Sidewalk to 8'	0.82	0	0	0	0.00	$ 482,265	Cost Estimate calculated form the Mobility Plan.	0	2	2.5	0	-1	-2		
175	NW 43rd Street	NW 73rd Avenue	ML King Memorial Highway(US 441)	Multi-Use Trail	1.56	0	0	0	0.00	$ 2,897,378	Cost Estimate calculated form the Mobility Plan.	1	2	2.5	0	0	-1		
149	NW 16th Avenue Trail	N Main Street	6th Street Trail	Multi-Use Trail	0.08	0	0	0	0.00	$ 148,583	Cost Estimate calculated form the Mobility Plan.	1	2	2	0	0	-1		
173	NW 43rd Street	NW 53rd Avenue	NW 43rd Way	Multi-Use Trail	0.52	0	0	0	0.00	$ 965,793	Cost Estimate calculated form the Mobility Plan.	0	2	2.5	0	0	-1		
153	SE 43rd Street	E University Avenue (SR 26)	SE Hawthorne Road (SR 20)	Multi-Use Trail	1.14	0	0	0	0.00	$ 2,117,315	Cost Estimate calculated form the Mobility Plan.	0	2	2.5	0	0	-1		
116	Williston Road (SR 331)	SE 2nd Avenue	SE 16th Avenue	Multi-Use Trail	1.65	0	0	0	0.00	$ 2,758,081	Cost Estimate calculated form the Mobility Plan.	1	2	2	0	0	-2		
168	Williston Road (SR 331)	SW 41st Boulevard (Fred Bear Dr)	SW 62nd Boulevard	Widen Sidewalk to 8'	0.59	0	0	0	0.00	$ 1,547,486	Cost Estimate calculated form the Mobility Plan.	1	3	1	0	-1	-2		
183	NE 53rd Avenue	Waldo Road (SR 24)	NE 15th Street	Multi-Use Trail	1.71	0	0	0	0.00	$ 26,818,622	Cost Estimate calculated form the Mobility Plan.	0	2	1.5	0	0	-2		

* if agency provided negative score the total score is considered to be zero.

Table 12: Transit Needs Projects

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
301	Newberry/ Jonesville Express (SR 26)	SW 143rd Street	Stadium Road	Express Transit	9.52	11	104.72	10472000000	932.78	$ 11,226,667	Cost Estimate calculated form the Mobility Plan.	2	3	3	NA	0	3	3	NA
315	W Newberry Road	NW 143rd Street	I-75	Dedicated Transit Line	4.73	9.5	44.935	4493500000	498.55	$ 9,013,214	Cost Estimate calculated form the Mobility Plan.	2	2	3	NA	0	2.5	2.5	NA
302	W University Avenue (SR 26)	Stadium Road	Eastside Activity Center	Express Transit	5.34	10	53.4	5340000000	475.65	$ 11,226,667	Cost Estimate calculated form the Mobility Plan.	1	2	4	NA	0	2.5	3	NA
308	Haile Plantation Express	SW 91st Terrace	SW 16th Avenue	Express Transit	6.31	8	50.48	5048000000	449.64	$ 11,226,667	Cost Estimate calculated form the Mobility Plan.	1	3	2	NA	0	2	1.5	NA
303	SW 75 Street	SW Archer Road	W Newberry Road	Shared Transit Line	4.2	8.5	35.7	3570000000	446.07	$ 8,003,276	Cost Estimate calculated form the Mobility Plan.	1	2	3	NA	0	2	2.5	NA
305	Santa Fe/ Tower Express	NW 39 Avenue	W Newberry Road	Express Transit	3.94	10	39.4	3940000000	350.95	$ 11,226,667	Cost Estimate calculated form the Mobility Plan.	2	2	3.5	NA	0	2.5	2	NA
310	SW Archer Road	SW 91st Terrace	SW 45th Street	Dedicated Transit Line	3.34	6.5	21.71	2171000000	341.11	$ 6,364,510	Cost Estimate calculated form the Mobility Plan.	0	3	2	NA	0	1.5	1.5	NA

Project ID	Street	From	To	Type	Length (Miles)	Total Score	Score* Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
317	SW 122 Street	SW 31st Avenue	W University Avenue	Dedicated Transit Line	1.83	5.25	9.6075	960750000	339.97	$ 2,826,016	Cost Estimate calculated form the Mobility Plan.	0	1	2.5	NA	0	1.25	1.75	NA
313	NW 23 Avenue	Fort Clark Boulevard	NW 83rd Street	Shared Transit Line	0.55	6	3.3	330000000	314.87	$ 1,048,048	Cost Estimate calculated form the Mobility Plan.	1	0	3.5	NA	0	1.5	1	NA
316	NW 122 Street	W University Avenue	NW 17th Avenue	Dedicated Transit Line	1.15	4.25	4.8875	488750000	302.66	$ 1,614,866	Cost Estimate calculated form the Mobility Plan.	0	0	2.5	NA	0	1	1.75	NA
318	NW 83 Street	NW 23rd Avenue	NW 39th Avenue	Dedicated Transit Line	1	5.75	5.75	575000000	301.75	$ 1,905,542	Cost Estimate calculated form the Mobility Plan.	1	1	1.75	NA	0	1.25	2	NA
309	Santa Fe/ Tower Express	Newberry Road	Archer Road	Express Transit	4.14	8	33.12	3312000000	295.01	$ 11,226,667	Cost Estimate calculated form the Mobility Plan.	1	2	3	NA	0	2	2	NA
304	SW 45 Street	SW Archer Road	South of SW 36th Road	Dedicated Transit Line	0.35	5	1.75	175000000	262.39	$ 666,940	Cost Estimate calculated form the Mobility Plan.	0	0	3	NA	0	1	2	NA
306	NE Waldo Road (SR 24)	Gainesville Regional Airport	NE 63rd Avenue	Dedicated Transit Line	1.53	5	7.65	765000000	262.39	$ 2,915,479	Cost Estimate calculated form the Mobility Plan.	0	1	2.5	NA	0	1.5	1.5	NA
319	SE 43 Street	SE Hawthorne Road	SE 11th Place	Dedicated Transit Line	0.41	4	1.64	164000000	209.91	$ 781,272	Cost Estimate calculated form the Mobility Plan.	0	1	2.5	NA	-1	1.25	1.5	NA
307	SW 91 Street	SW Archer Road	SW 46th Boulevard	Dedicated Transit Line	0.99	3	2.97	297000000	183.92	$ 1,614,866	Cost Estimate calculated form the Mobility Plan.	0	0	2.5	NA	-1	1	1.5	NA
320	SW 62nd Boulevard	Newberry Road (State Road 26)	SW 20th Avenue	Bus Rapid Transit lanes	1.7	7.5	12.75	1275000000	142.07	$ 8,974,545	Cost Estimate calculated form the Mobility Plan.	1	2	2	NA	0	2	2.5	NA
312	Haile Plantation Express	SW 24th Avenue	SW Archer Road	Express Transit	3.03	3.25	9.8475	984750000	87.72	$ 11,226,667	Cost Estimate calculated form the Mobility Plan.	0	1	1.75	NA	-1	1	1.5	NA
311	Fort Clarke Boulevard	Newberry Road (State Road 26)	NW 23rd Avenue	Dedicated Transit Line	0.61	1.25	0.7625	76250000	80.03	$ 952,771	Cost Estimate calculated form the Mobility Plan.	0	0	1.75	NA	-1	0.5	0.5	NA
314	SE Hawthorne Road (SR 20)	SE 43rd Street	SE 27th Street	Dedicated Transit Line	1.13	3	3.39	339000000	56.83	$ 5,965,433	Cost Estimate calculated form the Mobility Plan.	0	0	1.5	NA	0	0.5	1.5	NA

Table 13: Safety Needs Projects

Project ID	Street	From	To	Type	Project Description	Length (Miles)	Total Score	Score* Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
401	SW 13th Street (US 441)	Williston Road (SR 331)	SW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops and signalized intersections at SW 21st Ave and SW 25th Pl.	1.5	8	12	1200000000	453.42	$ 2,646,575	Cost Estimate calculated form the Mobility Plan.	1	3	3	0	0	1	NA	NA
402	SW 13th Street (US 441)	SW 16th Avenue	W University Avenue (SR 26)	Safety Enhancement	Safety Enhancements consistent with	1.08	9	9.72	972000000	510.09	$ 1,905,534	Cost Estimate calculated	1	3	2	0	0	3	NA	NA

Project ID	Street	From	To	Type	Project Description	Length (Miles)	Total Score	Score* Length	Scaled Score	Score to Cost Ratio	Inflated Cost for 2050	Cost Estimate notes	Mobility Score	Safety Score	Multimodal Score	Connectivity Score	Environment Score	City Agency Score	County Agency Score	UF Score
					University Ave & W 13th St PD&E study.							form the Mobility Plan.								
403	NW 13th Street (US 441)	NW 8th Avenue	NW 16th Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.52	6	3.12	312000000	340.06	$ 917,479	Cost Estimate calculated form the Mobility Plan.	1	2	2	0	0	1	NA	NA
404	NW 13th Street (US 441)	NW 16th Avenue	NW 23rd Avenue	Safety Enhancement	Enhancements to improve bicycle and pedestrian safety including; Evaluate potential locations for midblock crossings to provide enhanced accessibility to RTS bus stops.	0.5	6	3	300000000	340.06	$ 882,192	Cost Estimate calculated form the Mobility Plan.	1	2	2	0	0	1	NA	NA
405	SW 13th Street (US 441)	W University Avenue (SR 26)	NW 8th Avenue	Safety Enhancement	Safety Enhancements consistent with University Ave & W 13th St PD&E study.	0.48	8	3.84	384000000	463.06	$ 829,260	Cost Estimate calculated form the Mobility Plan.	1	2	2	0	0	3	NA	NA

Table 14: FDOT Cost Per Mile Model for Cost Estimation

Model	Cost Per Mile	Report
Urban		
New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes: U01	$9,116,872.25	Report
New Construction 3 Lane Undivided Urban Arterial with Center Lane and 4' Bike Lanes: U02	$10,231,945.36	Report
New Construction Undivided Urban Arterial with 4' Bike Lanes: U03	$11,091,016.64	Report
New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes: U05	$17,017,368.36	Report
New Construction 4 Lane Divided Urban Interstate, Closed 22' Median with Barrier Wall, 10' Shoulders Inside and Out: U06	$23,894,351.64	Report
New Construction 5 Lane Undivided Urban Arterial with Center Turn Lane and 4' Bike Lanes: U07	$12,822,124.28	Report
New Construction 6 Lane Urban Road with 22' Median and 4' Bike Lanes: U08	$18,549,372.01	Report
New Construction 6 Lane Divided Urban Interstate with 22' Closed Median with Barrier Wall, 10' Shoulders Inside and Out: U09	$25,793,473.60	Report
New Construction Extra Cost for Additional Lane on Urban Arterial: U10	$4,420,437.82	Report
New Construction Extra Cost for Additional Lane on Urban Interstate: U11	$1,419,871.49	Report
Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$911,865.84	Report
Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$1,186,248.73	Report
Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$1,606,864.17	Report
Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,882,576.27	Report
Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,888,808.08	Report
Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$2,736,124.28	Report
Mill and Resurface 1 Additional Lane Urban Arterial: U18	$448,024.86	Report
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes: U19	$9,540,676.51	Report
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes: U20	$11,479,370.51	Report
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes: U21	$9,847,437.67	Report
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes: U22	$9,302,864.82	Report
Widen 4 Lane Urban Interstate with Closed Median to 6 Lanes (Outside), Mill and Resurface Existing, 10' Shoulders Outside: U23	$15,978,893.72	Report
Widen 6 Lane Urban Divided Arterial to 8 Lane Urban Divided with 4' Bike Lanes: U24	$11,415,171.18	Report
Widen 6 Lane Urban Interstate with Closed Median to 8 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside: U25	$17,127,313.20	Report

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

FOR THE GAINESVILLE AND ALACHUA COUNTY AREA

CORRADINO

4055 NW 97th Avenue, Suite 200
Doral, FL 33178
305.594.0735 • www.corradino.com