

SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION



FISCAL YEAR 2009/2010 - 2013/2014 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
SARASOTA-BRADENTON URBANIZED AREA

TIP

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RESOLUTION NO. 2009-04

**A RESOLUTION ENDORSING THE FY 2009/2010 - 2013/2014
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
SARASOTA-BRADENTON URBANIZED AREA**

WHEREAS, the Sarasota/Manatee Metropolitan Planning Organization is designated as being responsible for conducting the continuing, cooperative and comprehensive transportation planning process for the Sarasota-Bradenton Urbanized Area under Title 23 USC 134, Title 49 USC 1607, and s. 339.175, F.S.; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2003, requires the Metropolitan Planning Organization to develop and endorse the Transportation Improvement Program (TIP) which is a staged multi-year program of transportation improvement projects, consistent with the requirements established in Title 23 USC 134(j) and s. 339.175, F.S.; and

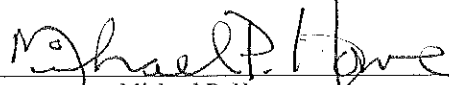
WHEREAS, the Transportation Improvement Program shall include projects proposed for funding under Title 23 USC and the Federal Transit Act consistent with the MPO Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE SARASOTA/MANATEE METROPOLITAN PLANNING ORGANIZATION THAT:

1. The FY 2009/2010-2013/2014 Transportation Improvement Program as submitted is endorsed and adopted as the official Transportation Improvement Program for the Sarasota-Bradenton Urbanized Area.
2. The Chair is hereby authorized to execute this resolution and to submit the FY 2009/2010-2013/2014 Transportation Improvement Program to the various state and federal agencies as required.

The foregoing Resolution was offered and moved for adoption by Councilwoman Noren Taylor. The motion was seconded by Commissioner Hayes, and upon being put to a vote, the vote was as follows: Motion carried unanimously.

Signed: 
Nora Patterson., Chair
Sarasota/Manatee MPO

Attest: 
Michael P. Howe
MPO Executive Director

The Chair of the MPO thereupon declared the Resolution duly passed and adopted this 22nd day of June, 2009.

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EXECUTIVE SUMMARY

INTRODUCTION

The purpose of the Executive Summary is to provide a quick overview of this document. The Executive Summary consists of the following sections:

- PURPOSE OF THE TIP
- FINANCIAL PLAN
- PROJECT SELECTION
- CONSISTENCY WITH OTHER PLANS
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- MANATEE COUNTY CAPITAL IMPROVEMENT PROGRAM
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EXECUTIVE SUMMARY

PURPOSE OF THE TIP

The Sarasota/Manatee Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) is developed and updated annually as part of the MPO Transportation Study Certification Process. It provides information to the public and the implementing agencies with regard to the schedule of projects that include the MPO's priorities. Preparation and maintenance of the TIP is one of several prerequisites to continued receipt of federal assistance for transportation improvements. Federal and State regulations require every MPO to develop a Five Year Transportation Improvement Program. This TIP was developed following the policy and procedures established in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2003. The TIP contains all transportation projects within the designated metropolitan area to be funded pursuant Title 23 USC and the Federal Transit Act.

This TIP is a staged, multi-modal, financially constrained program designed to describe which projects will be given priority. It maintains a balance of local and regional needs while accomplishing the objectives of the MPO Year 2030 Financially Feasible Long Range Transportation Plan. It is developed through a continuing, comprehensive and cooperative (3 C) effort involving the MPO Board, the Florida Department of Transportation (FDOT), the transit and paratransit operators, the Airport Authority and the Port Authority, and all units of general purpose local government.

The TIP identifies all transportation projects (including pedestrian walkways, bicycle transportation facilities and transportation enhancement projects) within the designated metropolitan area.

The Transportation Disadvantaged (TD) element contains input from the local Community Transportation Coordinators, local TD Coordinating Boards and all affected agencies.

FINANCIAL PLAN

Under federal legislation, metropolitan areas are required to develop a financially constrained TIP as a means to direct resources toward high priority problems. Pursuant to these federal regulations, the level of authorized funding available to the state and the metropolitan area has been used as the basis for financial restraint and scheduling for the projects using federal funds. Projects are financially feasible for the appropriate funding category and represent, to the maximum extent possible, the MPO's established priorities.

The federally funded projects identified in the TIP can be implemented using current and proposed revenue sources based on the FDOT Tentative Five Year Work Program and locally dedicated transportation revenue.

PROJECT SELECTION

In accordance with federal requirements, the FHWA and the FTA expect that all projects contained

in the first year of the approved State Transportation Improvement Program (STIP) will be initiated during the first year of the STIP. The sequence in which these projects are advanced for implementation is at the discretion of the funding agency with appropriate consideration to the priorities established in the TIP and STIP. The TIP and STIP are considered the programming tools which reflect state, MPO and transit agency commitments to the utilization of federal funds for projects that have been determined eligible and ready to proceed.

In considering projects for inclusion in the first year of the TIP and STIP, the level of authorized funding available to the state and metropolitan area under federal legislation (SAFETEA-LU) should be used as the basis for financial restraint for scheduling projects to be funded with federal funds. The first year of both the TIP and the STIP constitutes an "agreed to" list of projects for project selection purposes. The Sarasota-Bradenton urban area is a Transportation Management Area (TMA) which has a population greater than 200,000. Federal legislation mandates primary responsibility to the MPO for selection of all improvement projects, except the National Highway System, Bridge and Interstate Maintenance Program projects, where the state DOT in consultation with the MPO selects these projects.

CONSISTENCY WITH OTHER PLANS

The Sarasota/Manatee MPO's TIP is developed and updated annually as part of the certification process for the Sarasota-Bradenton Urbanized Area. Preparation and maintenance of the TIP is consistent with the requirements established in Title 23 USC 134(h) and Section 339.175, F.S. as amended and the Federal Transit Act. The TIP is a program of transportation projects drawn from, or consistent with, the MPO's Long Range Transportation Plan (LRTP).

The TIP is consistent, to the maximum extent feasible, with port and aviation master plans, transit development plans and with approved local government comprehensive plans for those governments located within the metropolitan area of the MPO.

PROJECT PRIORITIZATION

Following the MPO Board directive, the Technical Advisory Committee (TAC) of the MPO established a Project Prioritization/Selection Subcommittee, which has representation from all local jurisdictions, to determine the criteria and methodology for the project selection and prioritization process.

The FHWA/FTA Certification Review that was held in March of 1996, recommended a holistic, mode-neutral approach to the project prioritization of roadway and transit projects. Consistent with that recommendation, an evaluation criteria methodology was established for prioritization and was adopted by the MPO Board on February 24, 1997 (page ES-6). The methodology considers both roadway and transit projects equally. The evaluation criteria methodology (that allows direct comparison between roadway and transit projects) is used to prioritize roadway and transit projects together, prior to presentation and action by the MPO Board.

The included list on page ES-9 identify those projects introduced into the prioritization selection

process and adopted by the MPO Board on July 28, 2008 for the current (FY 2009/2010) Work Program development cycle. For the upcoming (FY 2010/2011) Work Program development cycle, an updated list of project priorities, consistent with the existing list and the introduction of new projects, will be created by the TAC Prioritization/Selection Subcommittee and acted upon by the MPO Board for submittal to FDOT by October 1, 2009.

These projects should be implemented in the TMA in the priority sequence as listed. The MPO recognizes that actual construction dates will be a function of: 1) the project development activities completed to date; 2) the complexity of the project development activities and; 3) available funding by funding categories. However, all efforts should be put forward by the FDOT to program projects consistent with the priority sequence in the MPO adopted list.

The priority listing of projects was developed for the purpose of providing the FDOT with a sequence of projects for advancement in its Work Program as it is updated during the next Work Program development cycle. The project priorities are broken down into three (3) major list categories:

- Major Improvement Projects (roadway and transit)
- Congestion Management System (CMS) Projects
- Enhancement Projects

These lists must be considered reasonably flexible to respond to results of corridor studies, continuing technical evaluation and public comment. It is the intent of the MPO to annually re-evaluate its priority lists.

The following list of projects reflect delays in planned implementation.

Major Projects Delayed:

Sarasota County

There are no delays of major projects this cycle.

Manatee County

There are no delays of major projects this cycle.

PREVIOUS CONFORMING PROJECTS

This section only applies to those MPOs which are either “non-attainment” or “maintenance” areas for one or more of the air quality criteria defined in the National Ambient Air Quality Standards (NAAQS). “Conforming Projects” refer to transportation projects which conform to the State Implementation Plan (SIP) for Air Quality, which applies to all areas designated as “non-attainment” or “maintenance” with regard to NAAQS. Since the Sarasota-Bradenton Urbanized Area is in attainment of all of these standards, this area is not included in the TIP, nor is it required to demonstrate that new transportation projects conform to it.

PUBLIC INVOLVEMENT

Federal legislation requires a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and is supportive of early and continuing involvement of the public in all aspects of the transportation planning process. Public involvement for the development of the Transportation Improvement Program and any amendments will be directed by, and comply with the *Public Involvement Plan* adopted by the MPO Board.

CERTIFICATION

The purpose of the MPO certification is to determine the adequacy of the transportation planning process. In accordance with federal law and regulation, as referenced in the FDOT's MPO Program Management Handbook, a joint review and evaluation by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the MPO urban planning process was held on May 4, 2005 and found that the metropolitan planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable Federal and State requirements. The next certification review is scheduled for June 2009.

MANAGEMENT SYSTEMS

Originally Federal regulations required the State's Department of Transportation to develop and implement, in cooperation with the MPOs, seven Management Systems: pavement, bridge, safety, congestion, public transportation, intermodal, and traffic monitoring. Currently only two Management Systems, congestion and public transportation, are required by Federal regulation. The FHWA/FTA rules require Management Systems to operate within, or in conjunction with the metropolitan planning process. The Management Systems have been created to effectively monitor the transportation system performance and to provide more information for transportation planners in determining appropriate solutions to identified problems. In this concept, the products of the Management Systems have been organized, analyzed, prioritized and included in the current FY 2009/10 TIP and will be directly linked to the MPO 2030 Financially Feasible Plan.

To comply with the federal rule on CMS the Sarasota/Manatee MPO, in cooperation with local government agencies and the FDOT, completed development of a CMS program. A CMS Report identifies transportation needs (highway, transit, pedestrian and bicycle facilities) for the MPO area.

As part of the CMS implementation efforts, the CMS Technical Analysis Team works jointly with the TIP Prioritization Subcommittee to ensure that projects borne out of the CMS receive a priority ranking for inclusion in the TIP.

In accordance with the federal rule, the CMS was updated in May 2009 to the Congestion Management Process (CMP) and remains a continuing process, designed to investigate, evaluate and select cost effective strategies to protect public investment in the nations transportation infrastructure.

PROJECT PRIORITIZATION EVALUATION CRITERIA

Adopted 2/26/ 2001 Revised 4/23/2007

THE SCORING OF EACH PROJECT

The Formula:

Grand Total = ((Points for Objectives ÷ Number of Objectives) * % of Weighted Category * 100)+ Production Status Points

The Process:

- ❶ One point is given for each Objective that the project satisfies
- ❷ Divide the Objective point total by the number of Objectives in the Category
- ❸ Multiply by the percentage of the weighting for each Category

Weighting of the Categories

The measure used to determine the weighting of each Category considers a previous criteria adopted in 1994.

Category # 1	Movement of People and Goods	40%
Category # 2	Coordination of Planning Efforts	08%
Category # 3	Environment Preservation	15%
Category # 4	Management of the Transportation System	30%
Category # 5	Financial Feasibility	05%
Category # 6	Public Participation	02%

- ❹ Multiply by 100 to normalize
- ❺ Add the Production Pipeline Bonus points

Awarding Production Pipeline Status points:

*2 points if PD&E Phase is funded
6 points if Design Phase is funded
8 points if ROW Acquisition Phase is funded
10 points if Construction Phase is funded*

The result is the “**Grand Total**” Project Score. This is the score used to rank roadway and transit projects in priority order.

THE TYPES OF PROJECTS

From the list of Roadway and Transit Projects submitted by the local jurisdictions for Prioritization, each will be categorized by project type forming three separate priority lists. These three list types are:

Type 1 - Congestion Management (CMS)
Type 2 - Major Improvement

With the cooperation of FDOT, funds will be set aside “boxed” in each new fifth year of the FDOT Work Program for CMS Projects. These funds will then be available for smaller, shorter turn around projects identified by the MPO Board and projects identified through the Congestion Management Program that went into effect in October of 1997.

Developed by the TAC Project Prioritization Subcommittee

Sarasota/Manatee MPO
EVALUATION CRITERIA FOR ROADWAY
AND TRANSIT PROJECT PRIORITIZATION
Adopted 2/26/2001 Revised 4/23/2007

CATEGORY #1 - Movement of People and Goods.

Provide an intermodal transportation system that safely and efficiently moves people and goods throughout, in and out of Sarasota and Manatee counties.

- Objective 1.1.1 -** Maintain and improve access to major intermodal facilities,
 - 1.1.2 - freight distribution terminals,
 - 1.1.3 - employment centers,
 - 1.1.4 - activity centers,
 - 1.1.5 - parks,
 - 1.1.6 - recreation and cultural facilities,
 - 1.1.7 - and military installations.

- Objective 1.2 -** Provide viable transportation options to meet the needs of local travel and goods distribution of all Sarasota and Manatee County citizens and visitors and to meet the needs of commerce and industry.

- Objective 1.3 -** Provide the safest possible service throughout the area's transportation system.

- Objective 1.4 -** Provide a roadway network with reasonable connections to counties adjacent to Sarasota and Manatee Counties.

- Objective 1.5 -** Provide for pedestrian and bicycle safety on all major and urban transportation facilities.

- Objective 1.6 -** Maintain and expand transit systems and facilities to continue providing the adopted level of service throughout the area for both fixed-route and demand responsive paratransit operations.

- Objective 1.7 -** Improve access to transit for those persons with disabilities.

- Objective 1.8 -** Provide adequate transportation facilities to accommodate hurricane evacuation requirements.

CATEGORY #2 - Coordination

Coordinate the transportation system and its improvements with transportation planning efforts for all government entities.

- Objective 2.1 -** Local government participation in the MPO Long Range Transportation Plan Update and ongoing MPO functions.

- Objective 2.2 -** Coordinate all transportation planning and improvement projects of all jurisdictions in Sarasota and Manatee Counties with the Florida Department of Transportation (FDOT) and with jurisdictions and MPOs in adjacent counties.

- Objective 2.3 -** Develop transportation projects that are coordinated with local land use plans and improve the long-range effect of development decisions.

- Objective 2.4 -** Coordinate and encourage intermodal strategies that lessen the dependency on the single occupant vehicle.

CATEGORY #3 - Environment

Accommodate the preservation of natural and man made resources.

- Objective 3.1 -** Minimize adverse impacts from transportation improvements on important natural resources.
- Objective 3.2 -** Improvements to the arterial road network shall consider and mitigate impacts to residential neighborhoods.
- Objective 3.3 -** Preserve and enhance aesthetic features in existing and proposed transportation corridors.

CATEGORY #4 - Management of the Transportation System

Preserve and maximize the use of the existing transportation system.

- Objective 4.1 -** Maintain or improve peak-hour operation on all highways in the area, in accordance with the level-of-service standards in the comprehensive plans of local governments.
- Objective 4.2 -** Solve congestion or low service levels through maximizing the operation of traffic before expanding or building new facilities.
- Objective 4.3 -** Increase use of transit service in congested corridors.
- Objective 4.4 -** Protect existing structure-free rights-of-way and corridors for construction of major transportation facilities included in the Plan from development that would conflict with transportation purposes or significantly increase the cost of using them for transportation projects.

CATEGORY #5 - Financial Feasibility

Provide a transportation system that is financially feasible.

- Objective 5.1 -** Plan to develop, manage, operate and maintain a cost feasible network of major roadways, related facilities and other transportation system facilities and services, which use federal financial assistance.
- Objective 5.2 -** Ensure that existing financial resources and new funding sources that are identified in the plan are realistic and reliable.

CATEGORY #6 - Public Participation

Maintain a proactive public involvement process.

- Objective 6.1 -** Provide early and continuing opportunities for the public to express views that relate to transportation plans, improvement programs and projects.
- Objective 6.2 -** Provide complete information about the issues, adequate public notice of time and place, and full public access to open public meetings where matters related to transportation programs are being considered.
- Objective 6.3 -** Allow time for public review and comment at key decision points in the transportation planning and development process.
- Objective 6.4 -** Utilize public and expert opinions about the overall quality of life and economic environment of the business community in the transportation planning process.

Sarasota/Manatee Metropolitan Planning Organization

Project Priorities

Adopted July 28, 2008

Major Improvement Project Priority List

1. Congestion Management System Program Box Funds
2. US 301 from Wood Street to University Parkway (*Regional Priority*)
3. US 41 (Venice By-Pass) from US 41 Bus.South to US 41 Bus. North (*Regional Priority*)
4. Englewood / Interstate Connector from Charlotte Co Line to I-75 (*Regional Priority*)
5. US 301 from Old Tampa Road to Moccasin Wallow Road (*Regional Priority*)
6. Bee Ridge Road from Bond Street to I-75 (*Regional Priority*)
7. Automated Traffic Management System (ATMS) Both Counties (*Regional Priority*)
8. US 41 Frontage Road in the City of North Port
9. SR 64 from 39th Street East to I-75 (*Regional Priority*)
10. 15th Street East from University Parkway to 53rd Avenue
11. I-75 Interchange in Central Sarasota County (*Regional Priority*)
12. US 41 from SR 681 to Oscar Scherer State Park (*Regional Priority*)
13. US 41 from Oscar Scherer State Park to Vamo Way (*Regional Priority*)
14. US 41 from Vamo Way to Baywood Drive (*Regional Priority*)
15. Upper Manatee River Road from SR 64 to US 301 (*Regional Priority*)
16. 12th Street from Beneva Road to Tuttle Road
17. US 41 Median Improvements in the City of North Port

Congestion Management System (CMS) Project Priority List

Manatee County

1. Cortez Road @ 5th Street West, Realignment and Extend Turn Lanes
2. Cortez Road @ 59th Street West, Mast Arms, Ped Features
3. Cortez Road @ 43rd Street West, Mast Arms, Ped Features
4. Cortez Road @ 26th Street West, Mast Arms, Ped Features

Sarasota County

1. Dynamic Message Signs @ US 41, Fruitville Road and St Armands Circle
2. Ringling Blvd @ Pineapple Avenue, Roundabout
3. Siesta Drive @ Southgate Mall Entrance, Roundabout
4. Haberland Blvd @ Price Blvd, Signal and Turn Lanes (North Port)
5. Tuttle Avenue @ DeSoto Road, Turn Lanes
6. US 41 @ Lychee Road, Turn Lanes

Transportation Enhancement Project Priority List

Manatee County

1. East Bay Drive, Sidewalks and Bus Shelters (Holmes Beach)
2. City Crosswalks, 3 Locations (City of Palmetto)
3. Perico Island Preserve, Multi-Use Loop Trail
4. East County Gateway Trail, Location Study
5. Florida Rail Road Museum, Rail Line Improvements

Sarasota County

1. North Port Blvd./Bridge and Sidewalk
2. US 41 Pedestrian Lighting from North Port Blvd to Biscayne Drive (North Port)
3. Southside Village Pedestrian Crosswalk (City of Sarasota)
4. US 41 Pedestrian Amenities, 10th to Ringling Blvd.(City of Sarasota)
5. Golden Sands Park, Bike/Ped Facilities, Landscaping (City of Sarasota)
6. US 41, Bayfront Connectivity Improvements (City of Sarasota)

ENHANCEMENT PROJECT EVALUATION CRITERIA

Adopted 1/26/04

The quantitative criteria used to establish recommended priorities for enhancement projects.

Category # 1 (maximum of 9 points cumulative)

- a. Safety - does this project resolve an existing safety problem?
none 0 pts low 1 pt medium 2 pts high 3 pts
- b. Percent local match - a direct correlation with the percent of local match [the normal match is 10% for local jurisdiction. If a local jurisdiction decides to increase their proportion of local funds, they can get additional points]
none 0 pts low 1 pt (between 10% - 20%)
medium 2 pts (between 21% - 30%) high 3 pts (between 31% +)
- c. Multi-jurisdictional - is this project supported by several jurisdictions?
none 0 pts project supported by 2 jurisdictions - 1.5 pts project supported by 3 jurisdictions - 3 pts

Category # 2 (maximum of 6 points cumulative)

- a. Aesthetic beautification - does this project provide aesthetic beautification (i.e. landscape) to an existing facility?
none 0 pts low 0.5 pt medium 1.0 pts high 1.5 pts
- b. Cost/Benefit - does this project provide a high benefit in relationship to its cost?
low 0.5 pt medium 1.0 pts high 1.5 pts
- c. Pollution reduction - does this project mitigate water pollution caused by highway stormwater runoff?
none 0 pts low 0.5 pt medium 1.0 pts high 1.5 pts
- d. Historic Preservation/Archeological - does this project meet the intent of the ISTEA definition for historic preservation and/or archeological projects?
none 0 pts low 0.5 pt medium 1.0 pts high 1.5 pts

Category # 3 (possible 3 points cumulative plus additional for commitment)

- a. Multimodal/Intermodal - does this project meet the multimodal and/or intermodal intent of ISTEA as it relates to the use of several modes of transportation for a single trip?
yes - 1 pt no - 0 pts
- b. Continuity - does this project link an otherwise non-continuous system? (i.e. sidewalk, bike path, etc.)
yes - 1 pt no - 0 pts
- a. Jurisdictional Commitment - the second year a project is a jurisdictional #1 priority, that project shall receive one point plus one additional point for every consecutive year it remains the #1 local priority.
yes - 1 pt no - 0 pts 1 additional pt each year beyond 2 years

The maximum number of points that an Enhancement project can accumulate is:

category 1	
safety	3 points
percent local match	3 points
multi-jurisdictional	<u>3 points</u>
	9 points total
category 2	
aesthetic beautification	1.5 points
cost/benefit	1.5 points
pollution reduction	1.5 points
historic preservation/archeological	<u>1.5 points</u>
	6 points total
category 3	
multimodal/intermodal	1 point
continuity	1 point
jurisdictional commitment	<u>1 point</u>
	3 points total

18 total points plus any commitment points

**Capacity-Adding Major Improvement Projects
of the Adopted Sarasota County FY09-FY13
Capital Improvement Program**

Project#	Project	Limits/Description	Phase	Expenditure Plan (\$1,000's)						
				Prior	FY09	FY10	FY11	FY12	FY13	Future
95830	12th Street	Tuttle Avenue to Benva Road reconstruct and widen to 4 lanes (add'l right-of-way and construction funding req'd)	D R C	816 3,047		8,365				
75830	Bee Ridge Rd (East)	I-75 to Sarasota Golf Club Blvd reconstruct and widen to 4 lanes (add'l funding req'd for all phases)	D R C	2,403 9,096					28,300	
95804	Cattlemen Rd, ph 2	Bahia Vista / Palmer / Packinghouse reconstruct and widen to 4 lanes (add'l construction funding req'd)	D R C	568 3,644						8,800
95805	Cattlemen Rd, ph 5	Packinghouse Rd to Fruitville Rd reconstruct and widen to 4 lanes (add'l construction funding req'd)	D R C	638 5,939						8,800
95876	Desoto Road	Honore Avenue to N.Cattlemen Rd new construction of 2 lanes (fully funded)	D R C	299 2,060 3,121						
95760	Englewood Int.Conn.	S.R. 776 to I-75 reconstruct and widen to 4 and 6 lanes (add'l right-of-way and construction funding req'd)	D R C	9,286 10,014 3,500						
85782	Fruitville Rd	Coburn Rd to Sarasota Center Blvd reconstruct and widen to 4 lanes (fully funded)	D R C	3,786 17,691 20,647						
95786	Honore Ave	S.R.681 to C.Sarasota Pkwy new construction of 4 lanes (add'l construction funding req'd)	D R C	308 7,174						
95823	Honore Ave	Clark Rd to Proctor Rd reconstruct and widen to 4 lanes (add'l funding req'd for all phases)	D R C	37 2,200		2,200				
95798	Honore Ave	Laurel Rd to S.R.681 new construction of 4 lanes (add'l right-of-way and construction funding req'd)	D R C	3,085 16,200						58,000
85763	Honore Ave	Bee Ridge Rd to south of Fruitville Rd new construction and reconstruction as 4 lanes (fully funded)	D R C	2,920 11,143		22,000				
95773	Jacaranda Blvd	intersection at Venice Ave construct two-lane roundabout (fully funded)	D R C	836 628 8,193						
95827	Laurel Rd	intersection at Knights Trail Rd new traffic signal and add turn lanes (fully funded)	D R C	934 931 5,124						
95771	McIntosh Rd, ph 1	Sawyer Loop Rd to Proctor Rd reconstruct and widen to 4 lanes (add'l right-of-way and construction funding req'd)	D R C	3,716 13,364						17,000
85829	N.Cattlemen Rd	Richardson Rd to University Pkwy new construction of 4 lanes (fully funded)	D R C	421 4,439		20,913				
95766	Proctor Rd, ph 2	McIntosh Rd to Honore Ave reconstruct and widen to 4 lanes (add'l right-of-way and construction funding req'd)	D R C	1,356			3,195			7,150