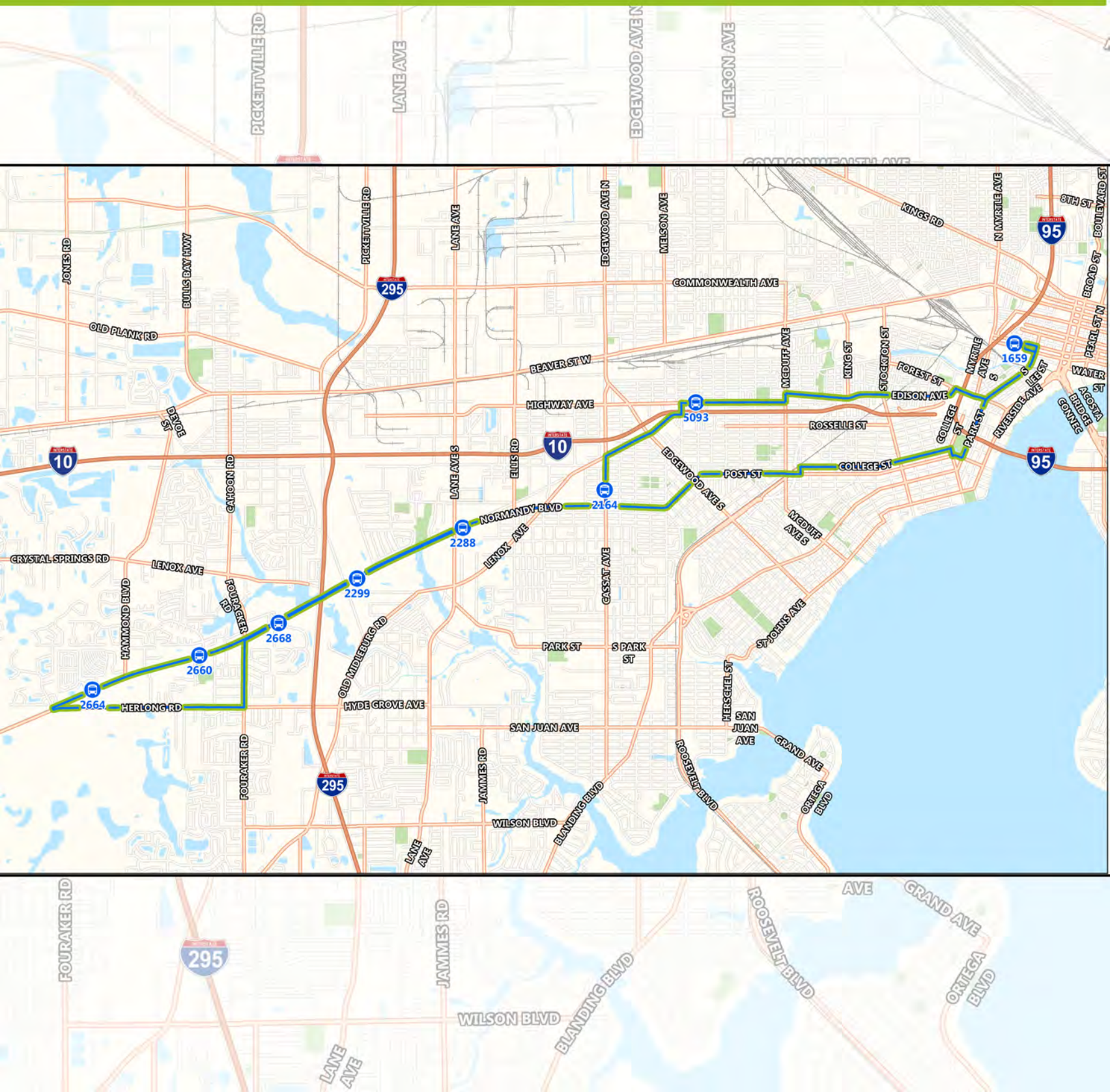
First/Last Mile Pedestrian Safety Improvement for Transit Study: Normandy Boulevard

June 2025



Normandy Boulevard First/Last Mile Pedestrian Safety Improvement for Transit Study

Final Report

(North Florida TPO UPWP 5.22)

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ETM Project No. 20330-15

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EXECUTIVE SUMMARY

At the request of the North Florida Transportation Planning Organization (TPO), in partnership with the City of Jacksonville (COJ) and the Jacksonville Transportation Authority (JTA), England-Thims & Miller, Inc. (ETM) conducted a study of eight bus stops along JTA's Normandy Boulevard bus route (Route 14). The study aimed to assess existing conditions and prioritize improvements to enhance pedestrian and bicycle access and connectivity.

Each bus stop was analyzed within quarter and half mile walksheds, considering safe connections to JTA properties, key destinations, and major corridors. Between January 1, 2019, and August 15, 2024, 206 pedestrian and bicyclist crashes were reported within a half mile of the study bus stops. These crashes included 17 fatal and 20 incapacitating injury crashes.

To further assess conditions, ETM conducted field investigations between May and August 2024. These investigations documented the state of the study bus stops and surrounding areas, examined pedestrian routes to local destinations (such as schools and parks), and identified sidewalk gaps and conditions within a half mile radius of each bus stop.

To improve accessibility, reduce crash occurrences, and enhance overall corridor operations, the study recommended 105 improvements across the following categories:

- Bike Lanes/Shared Use Path
- Bus Stop Improvements
- Leading Pedestrian Interval
- Lighting Improvements
- Maintenance
- Mid-Block Crossings
- Pedestrian Refuge Islands
- Reconstruct Sidewalks
- Lane Repurposing
- Sidewalk Gap (Construct Sidewalk)
- Signalization Improvements
- Protected Intersections, Bulb-Outs, Left-Turn & Right-Turn Calming
- Signing and Pavement Marking Improvements

A prioritization methodology was established, integrating demographic data, mobility metrics, accessibility, crash history, and systemic safety factors to assign a final priority score to each recommended improvement. Improvements were categorized as high, medium or low priority. High priority improvements are recommended for immediate implementation, while medium and low priority projects may be addressed in conjunction with initial phases or as funding becomes available.

The following improvements ranked as the top ten:

ID	Roadway	From	To	Potential Improvement	Bus Stop
5	Bay Street	1128 W Bay Street	1116 W Bay Street	Sidewalk Gap	1659
7	Bay Street	Mrytle Avenue	Lee Street	Bike Lanes/Shared Use Path	1659
76	Normandy Blvd	Lane Avenue		Leading Pedestrian Interval	2288
58	Lenox Avenue	Normandy Blvd	Cassat Avenue	Lane Repurposing	2164
77	Normandy Blvd	LaMarche Drive	Ellis Road	Lighting Improvement	2288
6	Bay Street	Johnson St (LaVilla Center Dr)	Lee Street	Reconstruct Sidewalk	1659
3	Bay Street	The Prime F. Osborn III Convention Center		Mid-Block Crossing	1659
69	Lane Avenue	Lenox Avenue	I-10 Interchange	Bike Lanes/Shared Use Path	2288
48	Cassat Avenue	Kingsbury Street	I-10 Interchange	Lighting Improvement	2164
10	Church Street	Jefferson Street		Bulb-Out	1659

Opinions of Probable Costs (OPCs) were developed for each recommended improvement using FDOT's Cost per Mile estimates. These estimates included separate costs for design and Construction Engineering Inspection (CEI), with detailed estimates for specific elements based on FDOT's historical costs.

The study also provided recommendations for COJ, FDOT, and JTA, with each agency responsible for specific improvements. It is suggested that high-priority improvements be implemented first, followed by medium and low-priority projects as funding permits. The study emphasizes the importance of collaboration among these agencies for successful project implementation.

Further, potential funding options for multimodal facilities and programs were identified. These include federal sources from the Infrastructure Investment & Jobs Act (IIJA), administered by FDOT and selected through the North Florida TPO. Key programs include the Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality Improvement Program, and competitive grants such as Safe Streets and Roads for All and All Stations Accessibility Program.

A fact sheet summarizing the study is included in Appendix J.

Table of Contents

List of Tables

List of Figures

List of Appendices

1.0 INTRODUCTION

Transit agencies often face the challenge of enhancing safe access to customer destinations and increasing ridership in a cost-effective manner, ensuring a strong return on investment for infrastructure improvements. Like many American cities, Jacksonville's suburban areas have relatively low population density, which can make transit a less attractive travel option. Additionally, gaps in infrastructure and barriers to pedestrian and bicycle access near Jacksonville Transportation Authority (JTA) bus stops create further challenges. These obstacles can reduce transit demand in Northeast Florida, increase reliance on motorized travel, and pose heightened safety risks for vulnerable road users.

Addressing these first- and last-mile connectivity issues requires strong collaboration between transit agencies and city and state transportation officials to maximize benefits while managing costs. To support these efforts, the North Florida Transportation Planning Organization (TPO), in partnership with the City of Jacksonville (COJ) and JTA, initiated this study to assess existing conditions and prioritize improvements for multiple bus stops and their surrounding areas.

1.1 Objective

The study's goal is to improve pedestrian and bicycle access and connectivity to and from eight JTA bus stops along the Normandy Boulevard bus route, JTA Route 14. This includes identifying necessary sidewalks, bicycle lanes, shared-use paths, crosswalk connections, and related infrastructure improvements around these bus stops. The study completed this by:

- Conducting field investigations and desktop reviews to assess existing pedestrian and bicycle infrastructure within the study area.
- Evaluating the need for pedestrian and bicycle improvements along major corridors to enhance access and connectivity to public transit, ultimately increasing potential ridership.
- Reviewing and prioritizing improvements using data collected during field reviews, engineering judgment, and criteria developed in coordination with stakeholders.
- Developing cost estimates for the recommended infrastructure enhancements.
- Identifying responsible stakeholders, potential funding sources, and phasing strategies for implementing the recommended improvements.

1.2 Study Area

The study area focused on eight JTA bus stops along the Normandy Boulevard (SR 228) bus route, in Jacksonville, Florida, as shown in Figures 1-1 and 1-2. JTA Route 14 (Normandy) starts in downtown Jacksonville at the Jacksonville Regional Transportation Center (JRTC), JTA's regional mobility hub in the LaVilla neighborhood (stop #1659) and connects riders to various destinations before ending at Herlong Airport (stop #2664) on Jacksonville's westside. The route serves various destinations including the Brooklyn/Riverside Avenue area and multiple schools, parks and community centers, apartments and residential areas, medical care facilities, pharmacies and various shopping and grocery centers. The study focused on strategic streets and sites within the select group of eight stops that were anticipated to offer the most needed and cost-effective opportunities for improvement. Special consideration was given to roadways with a functional classification of collector or higher and connections to schools and parks.

Figure 1-1. Study Area

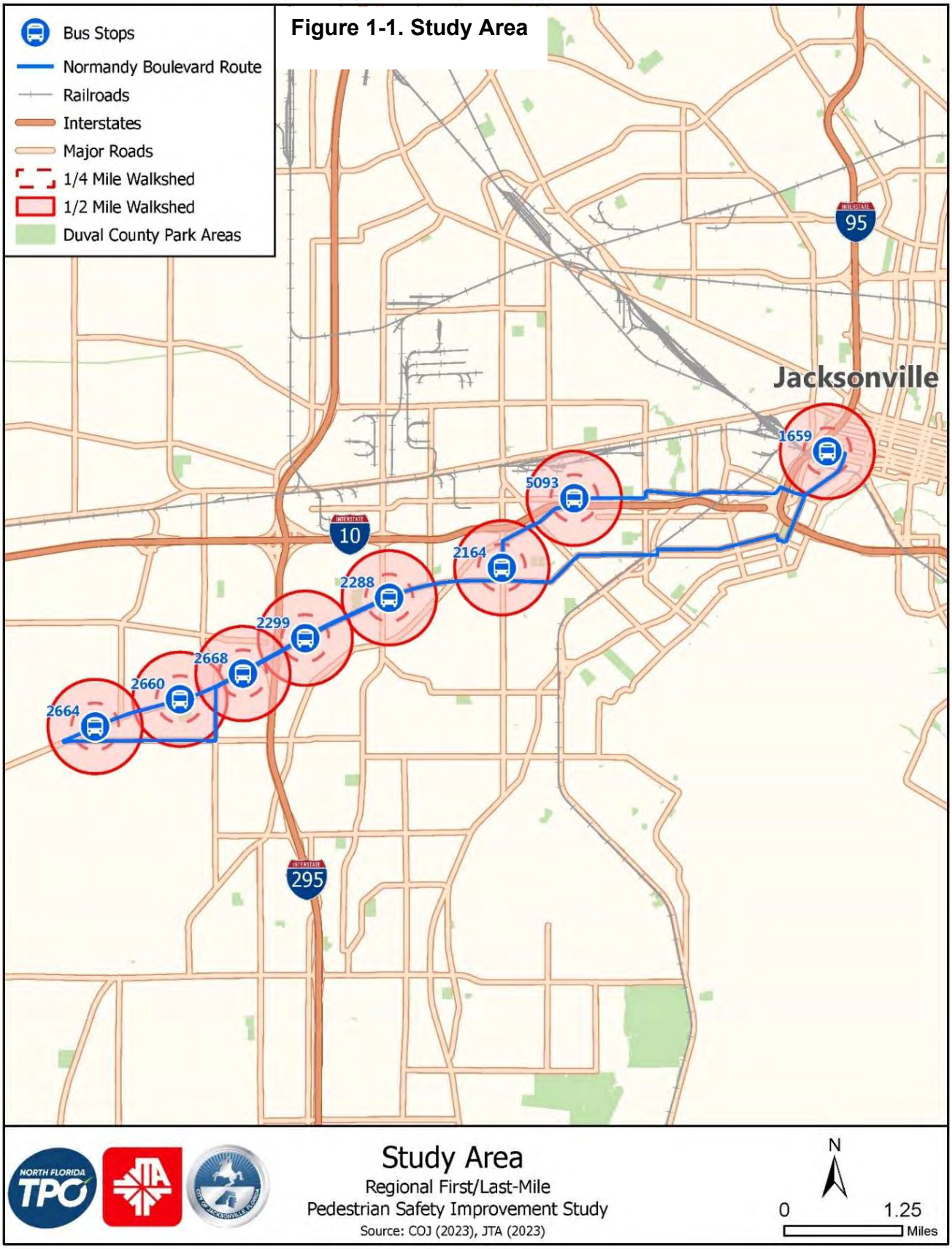
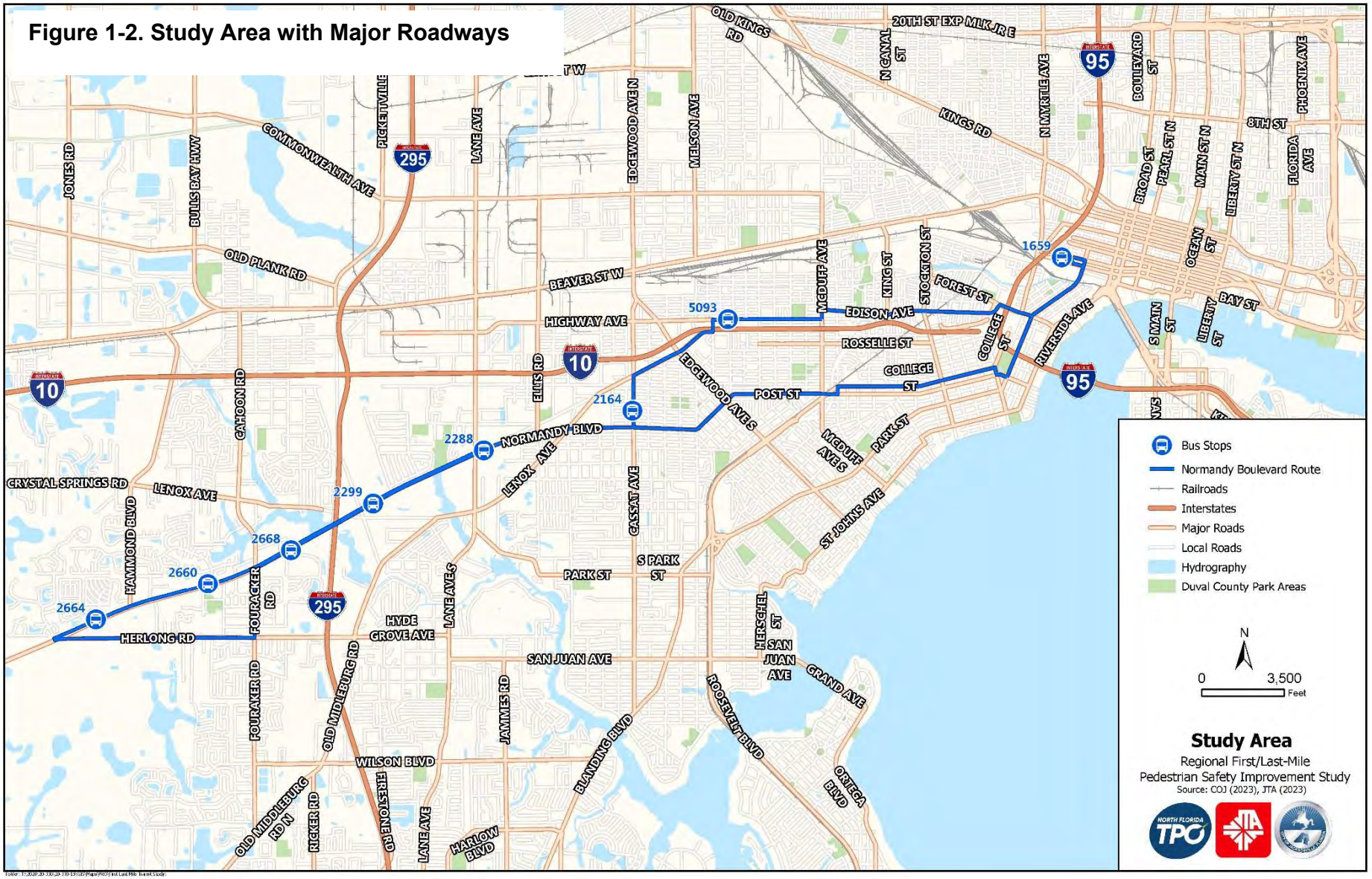


Figure 1-2. Study Area with Major Roadways



1.3 Quarter Mile and Half Mile Boundaries

Using GIS, the project team identified and mapped the transit walkshed areas, defining them as the area which a person can reach by walking or cycling one-quarter mile, also considering the half mile connections to major areas and corridors. Half mile connections were defined as safe pedestrian and bicycle connections to major destinations, JTA property, and major corridors. Figure 1-1 illustrates the quarter and half mile boundaries for each study bus stop.

The half mile radii of the four westernmost bus stops overlap. Improvement recommendations at locations in these overlapping areas were associated with their nearest study bus stop. For linear improvements (like filling a sidewalk gap, for example), the bus stop closer to more of the improvement represented the nearest study bus stop.

1.4 Report Content

This study report documents the methodologies used to identify potential improvements for people to safely walk or bicycle to and from bus stops along JTA's Normandy Boulevard bus route (Section 2). A summary of existing conditions and needs is described in Section 3. In Section 4, recommended improvements are illustrated by the nearest study bus stop, quarter and half mile boundaries (i.e., walkshed buffers), improvement type and prioritization result (i.e., high, medium and low).

The report is organized for use by the COJ, JTA and the Florida Department of Transportation (FDOT). Cost estimates of the recommended improvements are contained in Section 5. Potential improvements are listed for each agency and a description of potential funding sources is also featured (Section 6).

2.0 METHODOLOGY

The methodology employed in this study follows a systematic and multi-phase approach to enhance pedestrian and traffic safety through data-driven planning and analysis (as illustrated in Figure 2-1). It begins with data collection and analysis, incorporating field reviews and Geographic Information Systems (GIS) mapping to identify spatial patterns, safety concerns and infrastructure gaps. This is followed by a review of relevant projects, plans, and guidelines to ensure alignment with existing projects, plans and policy framework. The next phase focuses on the identification and formulation of targeted improvements, such as sidewalks, midblock crossings, pedestrian refuge islands, and lighting enhancements, all informed by demographic, mobility, and accessibility analyses. These interventions are further supported by systemic safety principles and include upgrades like bulb-outs, hardened centerlines, signalization, bus stop enhancements, and signage and pavement marking improvements. Together, these steps constitute a holistic approach aimed at improving pedestrian and bicycle connectivity, safety, and accessibility within the study area.

2.1 Field Survey of Bus Stop Areas

The consultant team conducted field investigations at each of the eight bus stops. The purpose was to assess the existing conditions of pedestrian and bicycle infrastructure and identify potential improvements. These field visits took place between May and August 2024, with specific dates listed below:

- Field Review 1: Study Bus Stops and Pedestrian Paths to Schools or Parks within One-Quarter Mile (May 13-14, 2024)
- Field Review 2: Sidewalk Condition of Functionally Classified Roadways within One-Half Mile (August 13-14, 2024)

Field Review 1 focused on conditions at study bus stops and surrounding area within a quarter mile radius of each bus stop. Paths to local destinations (specifically schools and parks) within this area were reviewed by walking a route from each bus stop to the destinations. Field Review 2 focused on sidewalk gaps and conditions within a half mile radius of each bus stop.

Existing pedestrian, bicycle, bus, and motor vehicle circulation patterns, as well as the wayfinding, signage, and lighting conditions at the study bus stops were reviewed. Then potential bus stop area improvements, including (but not limited to) sidewalks, crosswalks, shared use paths, and lighting, among others, were identified. The review of stop #1659, located in downtown Jacksonville, also considered current and future connectivity to the Emerald Trail Project, which is presently in development.

A high number of pedestrian facilities within the project study area have been identified as ideal candidates for Americans with Disabilities Act (ADA) improvements, as highlighted in the recommendations section. It is recommended that COJ, JTA and FDOT continue ongoing ADA accessibility reviews within the corridor to identify and address all such accessibility concerns, beyond the life of the study.

2.2 Sidewalk Conditions and Gaps

During Field Review 2, the consultant team reviewed all functionally classified roadways within a half mile radius of each of the eight bus stops. The primary focus of this effort was to identify major barriers to walking to and from the bus stops, including missing sidewalk links (gaps) and poor sidewalk condition. Existing sidewalk conditions were classified, as illustrated in Figure 2-2.

Figure 2-1. Study Methodology

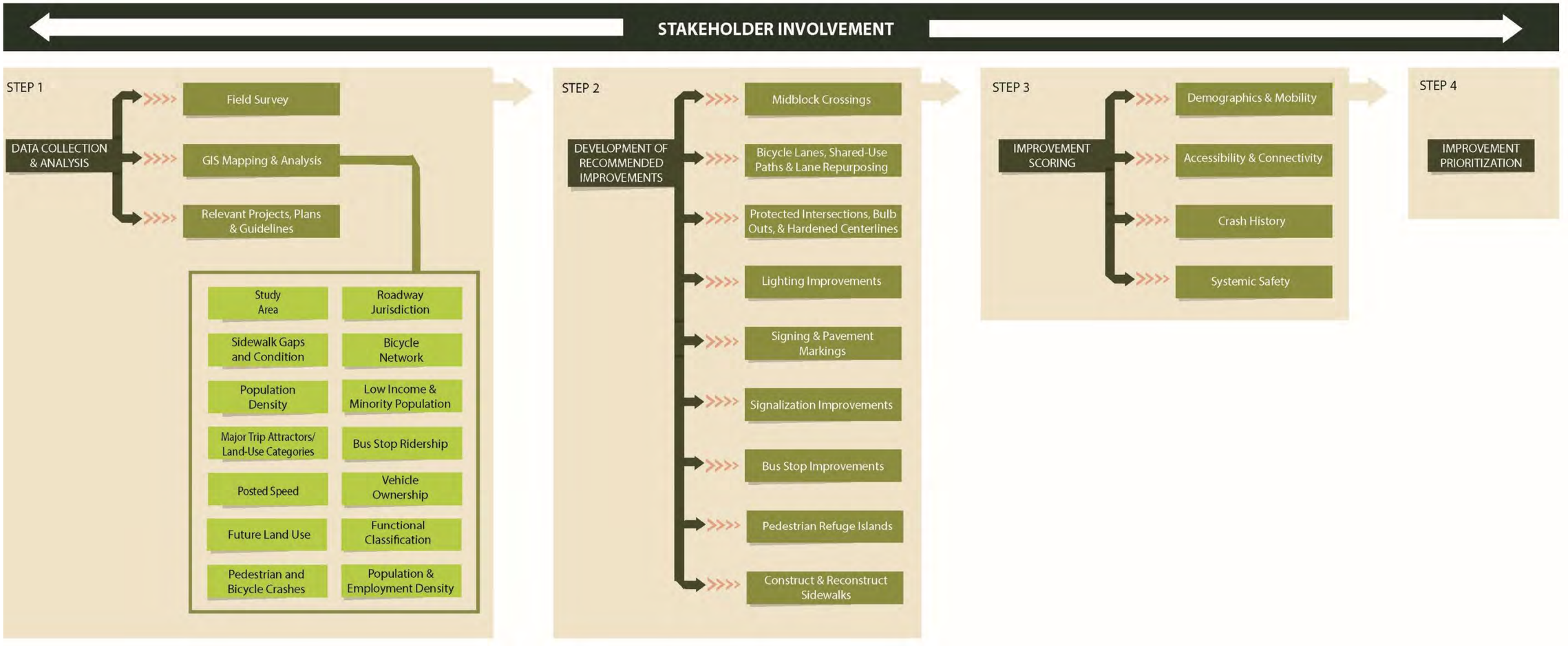
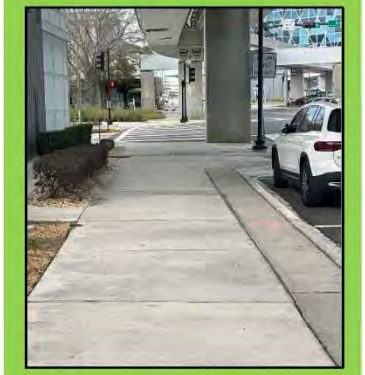


Figure 2-2. Sidewalk Condition Classification

Good



- Functional for all users
- Appears to meet all City (or FDOT, depending on the roadway) & ADA standards (based on a quick visual inspection only).

Fair

- May not be functional for some users, including those needing full ADA accessibility.
- Acceptable for the purposes of the study as being useful for a significant portion of the public.
- Any trip hazards < 2" were assumed to be corrected by maintenance activities and therefore did not count as gaps.
- May have moderate cracking and flaking with minimal uprooting or cracking.

Poor

- Potential hazards for all users.
- Severe cracking and flaking, with major uprooting and more significant trip hazards (elevation differences > 2" estimated).
- Difficult to use when pushing a wheelchair, cart, or stroller.
- Would require complete removal and replacement of at least one sidewalk panel.

Gap

- Includes locations where individual panels are missing or longer gaps of a City block.

Acceptable sidewalks were categorized as "Good" or "Fair." Unacceptable conditions included sidewalks classified as "Poor" or "Gaps" (nonexistent). Maps of sidewalk gap locations and conditions are included in Appendix A (GIS Mapping). The data collected provided guidance for sidewalk construction and reconstruction recommendations.

2.3 Midblock Crossings

The half mile walksheds were analyzed to identify major pedestrian generators, attractors, and desire paths, assessing whether existing marked crossings were available or if pedestrians would need to take significant detours. Several locations met these criteria, indicating a need for further data collection on pedestrian demand. This data will support additional engineering analysis to determine if mid-block crossings or pedestrian signals should be implemented.

Section 5.2 of the FDOT Traffic Engineering Manual explains, “A crosswalk is a predictable location for pedestrians to cross a roadway that helps concentrate crossing activity. Crosswalks and other pedestrian treatments at midblock locations and unsignalized intersections are intended to enhance pedestrian connectivity, reduce confusion, lower the number of unpredictable crossings, and remove measurable risks to pedestrians and other road users.”

2.4 Bicycle Lanes, Shared Use Paths and Lane Repurposing

Bicycle connectivity within the half mile walksheds of each study bus stop was evaluated. New bike lane and shared-use path locations were selected based on their ability to:

1. Connect with existing bike lanes and shared-use paths.
2. Utilize available right-of-way for repurposing.

In addition to adding new bike lanes, improvements to existing lanes were also recommended, including the use of green-colored pavement markings for enhanced visibility and safety.

The NACTO Urban Bikeway Design Guide explains, “Green surface treatments may be added to bike lanes for conspicuity. Use of a consistent green color within a city or region helps reinforce the expectation that bikers will be in these spaces.”

Similarly, The FDOT Florida Design Manual Section 223.2.1.4 Green-Colored Pavement Markings instructs, “Green-colored pavement markings may be used when the need to enhance the conspicuity of bicycle-vehicular conflict areas is demonstrated. Bicycle-vehicular conflict areas are illustrated in Exhibit 223-3, and include: (1) Bicycle lane crosses a vehicular right-turn lane Separate right-turn lane, Dropped lane transitioning into a right-turn lane, or Free-flow channelized right-turn lane, such as at an interchange: lane addition or merge lane, (2) Bicycle lane adjacent to a dedicated bus bay, (3) Intersection bicycle boxes, and (4) Two-stage bicycle turn boxes.”

The Section also specifies, “Green-colored pavement markings supplement the required bicycle lane pavement markings and are not to be used as a substitute for such markings. The use of green-colored pavement markings requires the approval of the District Design Engineer through Project Suite’s Design Approval Request Process. The approval must be obtained during Phase I of design. The addition of green-colored pavement markings to bicycle lanes per these criteria does not require a local agency maintenance agreement. For placement on existing pavement, contact the State Materials Office for additional placement requirements.

In summary, green pavement markings emphasize proper lane placement and encourage safe merging behavior between bicyclists and motorists. Locations where bike lanes exist or are being recommended for consideration, green pavement markings through conflict areas are recommended.

2.5 Protected Intersections, Bulb-Outs and Hardened Centerlines

Intersections are inherently designed as points where vehicles and other road users converge, posing the highest risk for conflicts within the transportation system. Evolution of the Protected Intersection (2015) explains, “The protected intersection design with corner safety islands emerged in the Netherlands and other northern European countries as an approach to define traffic movements at the intersection of two separated bike lanes.” As such, protected intersection candidates were selected from all the functionally classified roadways’ intersections (within the bus stop areas) based on two criteria for geometry consideration: 1) the intersection is signalized, 2) and the intersection either has existing dedicated bike lanes or funded bike lanes. Appendix I contains a protected intersection concept for the intersection of Lenox and Edgewood Avenues.

In locations without bike lanes, curb extensions were recommended as applicable. The FDOT Florida Design Manual instructs in FDM 222.2.6 Curb Extensions (Bulb-Outs) to, “Consider the use of curb extensions (a.k.a., bulb-outs) in conjunction with on-street parking at intersections or midblock locations where there is a crosswalk, provided there is adequate width for existing traffic movements. Curb extensions shorten the crossing distance, and provide additional space at intersections, allowing pedestrians to see and be seen before entering a crosswalk. The design of curb extensions must take into consideration the needs of transit, emergency vehicles, commercial trucks, drainage, and bicyclists. Consult with District drainage staff on drainage accommodations for the curb extension during Phase I of the design.” So, like the selection of protected intersection candidates, intersection candidates were selected for bulb-out consideration from all the functionally classified roadways’ intersections based on whether they had existing on-street parking.

In areas without bike lanes or on-street parking, left-turn and right-turn calming techniques were recommended to slow vehicle speeds at intersections. These measures included hardened centerlines and reduced turning radii, achieved using flexible delineators or a speed bump on the centerline, as well as speed bumps around the curb return. These techniques were also endorsed by Jacksonville's Bicycle and Pedestrian Advisory Committee.

2.6 Lighting

The existing lighting along the major collectors surrounding the study’s bus stops were documented, areas that had no or partial lighting were recommended for the lighting to be improved.

The FDOT Design Manual 231.1 explains “Roadway lighting benefits the traveling public by improving nighttime visibility of roadway geometry, vehicles, pedestrians, and obstructions.”

Recommending lighting improvements for pedestrian and bicycle infrastructure is essential for enhancing safety, visibility, and overall accessibility. Key reasons for these recommendations include:

- Improved Safety – Adequate lighting reduces the risk of collisions by making pedestrians and cyclists more visible to motorists, especially at crossings, intersections, and along shared-use paths.

- Enhanced Visibility – Proper lighting ensures that pedestrians and bicyclists can see their surroundings clearly, allowing them to navigate safely and avoid potential hazards such as obstacles, uneven pavement, or other road users.
- Encouraging Walking and Biking – Improved lighting makes active transportation more appealing, promoting healthier and more sustainable travel options, particularly during early morning or evening hours.
- Better Wayfinding and Accessibility – Lighting helps people navigate transit stops, crossings, and paths more easily, particularly for individuals with visual impairments or mobility challenges.
- Support for First- and Last-Mile Connectivity – Well-lit connections between transit stops and surrounding areas enhance accessibility and usability for transit riders, promoting higher ridership.
- Reduction in Vehicle-Pedestrian and Vehicle-Bicycle Crashes – Studies show that improved lighting at crossings, intersections, and along bike routes significantly decreases nighttime crashes involving pedestrians and cyclists.

Implementing lighting improvements is a cost-effective and impactful way to enhance safety, accessibility, and overall transportation equity for pedestrians and bicyclists.

2.7 Signing and Pavement Markings

Signalized intersections were reviewed for the presence of special emphasis crosswalk striping. Special emphasis markings make the crosswalk more visible to pedestrians and motorists.

HSM CMF 4123, Install High-Visibility Crosswalk, explains that high-visibility crosswalks (a series of longitudinal white stripes constructed from thermoplastic material) aim to increase awareness of pedestrians at intersections by using highly visible marking patterns and can decrease crashes.

2.8 Signalization Improvements

Signalized intersections with existing sidewalk on two sides without a pedestrian signal were recommended to install a pedestrian signal for the approach.

All signalized intersections on functionally classified roadways were recommended to consider implementation of Leading Pedestrian Intervals (LPI). An LPI is a FHWA Proven Safety Countermeasure with shown benefits of a 13% reduction in pedestrian-vehicle crashes at intersections. LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

2.9 Bus Stop Improvements

Bus stops lacking bus shelters along the route were recommended to improve the bus stop waiting area by constructing bus shelters, installing bicycle racks or lockers, trash cans, concrete pads, etc. FHWA's Pedestrian Safety Guide for Transit Agencies explains, "*A pleasant waiting area can improve a passenger's experience and increase transit usage. A wide range of passenger amenities can be installed at transit stops including shelters, seating and trash cans.*" JTA's Mobility Access Program manual (2023) provides implementation guidelines for transit stops facilities and amenities within JTA's service area.

2.10 Other Data Sources, GIS Mapping and Relevant Documents

2.10.1 Other Data Sources

In some cases, additional existing conditions or potential improvements were identified after the fieldwork and were noted during further review of readily available sources. For example, several sidewalk characteristics were compiled using Google Maps Street View, Google Earth or other sources such as Near Map. For sidewalk segments, these characteristics included:

- Actual and effective sidewalk widths
- Presence of curb and gutter (considering obstructions such as utility poles)
- Posted speed limit
- Type and width of buffer between sidewalk and street
- Presence of lighting
- Presence and width of on-street parking, bike lanes, and shoulder
- Number of adjacent travel lanes
- Adjacent land use category

2.10.2 GIS Mapping

Several GIS maps, listed below, were developed to describe, assess and illustrate existing conditions. Appendix A (GIS Mapping) contains a table summarizing GIS data sources and each GIS map, listed below. Collectively, the maps illustrate both field- and desktop-review data.

- Study area
- Roadway jurisdiction
- Functional classification
- Sidewalk gaps and condition
- Bicycle network
- Population and employment density
- Population density
- Low income and minority population
- Future Land Use
- Major trip attractors/land use categories
- Bus stop ridership
- Pedestrian and bicycle crashes, including
- Severe Pedestrian and bicycle crashes
- Posted Speed
- Vehicle ownership (households with no vehicles)

2.10.3 Relevant Projects, Plans and Studies

The consultant team also reviewed information from studies, plans or projects that were potentially relevant to the Normandy Boulevard First/Last Mile Study. These documents included, but were not limited to, the FDOT I-295 and Normandy Boulevard Interchange Improvements, FDOT Normandy Boulevard Resurfacing Project from northeast of Lamplighter Lane to southwest of I-295, FDOT District Two Bike/Ped Gap Final Study (2023), North Florida TPO Bicycle and Pedestrian Master Plan Update (2023), North Florida TPO Myrtle Avenue Complete Streets Final Study (Forest Street to Moncrief Road) (2024), and initial information from the COJ Vision Zero Action Plan (2025) and JTA Creating Safe Spaces Action Plan (2025), both plans in development

during this study. Appendix B (Relevant Documents and Guidelines) describes these documents in more detail.

2.10.4 Planning and Design Guidelines

The primary planning and design guidelines utilized during the study are listed below and included in Appendix B (Relevant Documents and Guidelines).

- COJ Bicycle Facility Typical Standards
- FDOT Standard Plans
- Florida Design Manual (FDM)
- FDOT Traffic Engineering Manual (TEM)
- FDOT 2023 Multimodal Quality/Level of Service Handbook
- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)

In addition, the following guidelines from the Federal Highway Administration (FHWA) and National Association of City Transportation Officials (NACTO) were reviewed: FHWA Proven Safety Countermeasures and NACTO Urban Bikeway Design Guide.

2.11 Stakeholder Involvement

Coordination meetings were held with agency stakeholders, including personnel from the City of Jacksonville, as well as from FDOT, JTA and North Florida TPO, to review the recommendations and gather information specific to their jurisdictions and background knowledge of the study locations. Public meetings were not conducted as part of this study.

2.12 Improvement Prioritization Methodology

The prioritization process for scoring potential sidewalks, bicycle lanes and other infrastructure enhancements focused on several scoring criteria. Table 2-1 outlines the criteria and scoring used to rank potential enhancements. Further details on the final scoring methodology are provided in Appendix C (Prioritization Criteria and Methodology).

Table 2-1. Criteria for Scoring Potential Improvements

Category	Demographic and Mobility Metrics				Accessibility and Connectivity			Crash History		Systemic Safety		
	Population and Employment	Existing Ridership	Equity	Households with no Vehicles						Pedestrian Level of Traffic Stress	Bicycle Level of Traffic Stress	Lighting Presence
Description	Potential demand for riders near the proposed improvement	Existing demand for riders near the proposed improvement	Low-income and minority residents nearby (Environmental justice inputs)	Favors sidewalk/bicycle gaps in areas with relatively more zero-car households	Distance from the closest study bus stop	Access to nearby destinations	Access to bus routes	Number of nearby Bike/Ped crashes in a recent 5-year period	Number of Fatalities and Incapacitating Injury in a recent 5-year period	Pedestrian level of traffic stress (PLTS) is a performance measure that quantifies the amount of discomfort that people feel when they walk along a road within the roadway right of way	Bicycle level of traffic stress (BLTS) is a performance measure that quantifies the amount of discomfort that people feel when they bicycle close to traffic	Favors roadway segments with no lighting or partial lighting
Points	The population/job density within ¼ mile of the improvement	The average on/off ridership values	Each analysis area (census block group or census block) is categorized if the percentage of its residents is higher than the county average for minority population, low-income population, or both.	Each analysis area (census block group or census block) is categorized if the percentage of its occupied households is higher than the county average for households with no vehicles available	Straight line distance from proposed improvement to the bus stop.	Number of destinations within ¼ mile of the improvement	Number of bus routes within 250 ft from the improvement	The number of bicycle- and pedestrian-related crashes within ¼ mile of the improvement during the 5-year period analyzed.	Each bike/ped fatality and incapacitating injury that has occurred within ¼ mile of the improvement during the 5-year period analyzed will receive 5 points	PLTS uses six characteristics to assess pedestrians' perceptions of the roadway or nearby roadside environment: • Existence of a sidewalk • Sidewalk continuity • Sidewalk width • Posted speed • Lateral separation of pedestrians from vehicular travel lanes • Presence of vertical separation	BLTS uses the following characteristics to assess bicyclists' perceptions of the roadway environment: • Bicycle facility type • Bicycle facility width • Posted speed • Separation from traffic • AADT	Points are assigned based on the presence of lighting
High Criteria / Scoring Range	140001 to 330430 (20 to 30 points)	50+ avg on/off (30 points)	Above County Percentage: Low Income AND Minority (30 points)	Above 199% of County Percentage: Zero -Car households (30 points)	0 to 1/8 mile (30 to 20 points)	5+ destinations (30 points)	3+ routes (30 points)	20+ crashes (30 points)	5+ crashes (25 points)	LTS 4 (30 points)	LTS 4 (30 points)	No lighting provided (30 points)
Medium Criteria / Scoring Range	37001 to 140000 (10 to 19 points)	21-49 avg on/off (20 points)	Above County Percentage: Low Income OR Minority (15 points)	Above 100% to 199% of County Percentage: Zero - Car households (15 points)	1/8 to 1/4 mile (20 to 10 points)	3-4 destinations (15 to 20 points)	2 routes (20 points)	10-19 crashes (20 points)	3-4 crashes (15 to 20 points)	LTS 3 (20 points)	LTS 3 (20 points)	Lighting present on far side but not nearside (20 points)
Low Criteria / Scoring Range	0 to 37000 (0 to 9 points)	0-20 avg on/off (10 points)	Neither (0 points)	Below County Percentage:Zero - Car households (0 points)	1/4 to 1/2 mile (10 to 0 points)	1-2 destinations (5 to 10 points)	1 route (10 points)	1-9 crashes (10 points)	1-2 crashes (5 to 10 points)	LTS 2 (10 points)	LTS 2 (10 points)	Lighting present on only nearside (10 points)

Source: ETM, 2025

2.13 Prioritization Scoring

The potential improvements were assessed based on the scoring criteria outlined above in Section 2.12 and in Table 2-1. Improvements were scored and then ranked according to their combined overall scores, with a total possible value of 30 points in eleven subcategories and 25 points in one category, resulting in 355 total possible points for each recommended improvement.

Based on the resulting scores, scoring thresholds were used to categorize improvements into high, medium, and low priority groups. The thresholds were set so that one-third of the improvements fell into each priority level as shown in Table 2-2.

Table 2-2: Priority Scoring Thresholds

	Total Scores	Number of Improvements
High Priority	197-258	35
Medium Priority	169-196	35
Low Priority	70-168	35

Source: ETM, 2025

3.0 SUMMARY OF CONDITIONS AND NEEDS

A summary of conditions for each half mile bus stop area is described below. Appendices A (GIS Mapping), G (Data Collection Forms) and H (Field Review: Bus Stop Area Conditions) provide a more detailed description of these study areas.

JRTC at LaVilla Area (Stop 1659)

Bus Stop 1659 is located at JTA's JRTC in the LaVilla district of downtown Jacksonville. As a multimodal hub, the JRTC serves as a transfer facility for public bus routes, including the First Coast Flyer Bus Rapid Transit (BRT) system, Skyway/U2C, rideshare services, electric scooter share program, and the Greyhound/MegaBus Intercity Bus Terminal.

The half mile area surrounding the JRTC includes a mix of historic and newly developed amenities and attractions. Notable landmarks include the Prime Osborn Convention Center, the Ritz Museum & Theatre, LaVilla School of the Arts, the newly established Lift Ev'ry Voice & Sing Park, and emerging residential developments. Additionally, the recently completed LaVilla Link segment of the Emerald Trail enhances connectivity. The Emerald Trail is a planned 30-mile network of bicycle-pedestrian trails, greenways, and parks designed to link Jacksonville's urban core with surrounding neighborhoods.

While the area around the JRTC is relatively well-connected, certain transportation challenges remain for pedestrians and cyclists. Sidewalk gaps, deteriorating sidewalks, and missing bike lanes are notable along key roadways such as Bay Street and Myrtle Avenue. One-way arterials, including those leading to and from Interstate 10 and Interstate 95 ramps, can further complicate navigation. Railroad tracks separate LaVilla from the Brooklyn neighborhood to the southwest, requiring pedestrians and cyclists to traverse the elevated Lee Street Bridge or pass through the Myrtle Avenue tunnel beneath the railroad and I-95. Additionally, ongoing construction in the area may temporarily create barriers for those walking or biking.

The JRTC itself remains a well-maintained, functional, and clean transit hub, serving as a vital connection point for various modes of transportation.

Lenox Avenue/Melba Street Area (Stop 5093)

Located approximately three miles west of downtown, bus stop 5093 is surrounded by land uses that are generally well-connected and accessible. Nearby areas consist mainly of light industrial, commercial, and single-family residential properties. However, there are sidewalk gaps along Highway Avenue and areas with poor sidewalk conditions, including overgrown landscaping, gravel, and a lack of curbs or proper separation from the roadway. Additionally, sections of the sidewalk along Lenox Avenue have unclear delineation at driveways, and vehicles were observed parked on the sidewalk. Temporary construction near the I-10 and Luna Street intersection was noted, creating barriers for pedestrians. While the bus stop itself is relatively well-maintained, functional, and clean, it lacks a bus shelter.

Cassat Avenue/Kerle Street Area (Stop 2164)

Located approximately four to five miles west of downtown, bus stop 2164 is situated in an area with relatively good connectivity and accessibility. The surrounding land uses are primarily commercial and single-family residential. Points of interest within walking distance include the Normandy Village shopping area on the west side of Cassat Avenue and Four Corners Park on the east side. The population density to the east and south of the bus stop exceeds the county average, ranging from 3,000 to 5,000 people per square mile.

However, there are several sidewalk gaps, areas with poor sidewalk conditions, and portions of sidewalks along major roadways where the delineation at driveways is unclear. The bus stop itself is well-maintained, functional, and clean, though it lacks a bus shelter.

Normandy Boulevard /Lane Avenue Area (Stop 2288)

Located approximately six miles west of downtown, bus stop 2288 is in an area that is somewhat well-connected and accessible, though the large parking area adjacent to the stop may pose challenges for pedestrians. Several commercial establishments are located along Normandy Boulevard near the bus stop. The population density to the south of the stop is above the county average, ranging from 3,000 to 4,000 people per square mile.

There have been several pedestrian and bicycle crashes along Normandy Boulevard and Lane Avenue. Additionally, there are no bike lanes along Normandy Boulevard near the bus stop, and a sidewalk gap is present in the area. The bus stop itself is well-maintained, functional, and clean.

Normandy Boulevard/Memorial Park Road and Normandy Village Parkway Areas (Stops 2299 and 2668)

Located approximately seven to eight miles west of downtown, bus stops 2299 and 2668 are situated along Normandy Boulevard near Memorial Park Road and Normandy Village Parkway, respectively. These bus stops, located on either side of I-295, range from somewhat accessible to not well-connected to surrounding commercial and residential areas. The surrounding development, including several large parking lots, may create challenges for pedestrians and cyclists.

Population densities in the area range from two to four thousand people per square mile. There are no or limited bike lanes along Normandy Boulevard, and several sidewalk gaps are present. While the bus stops are generally well-maintained, functional, and clean, bus stop 2299, located at Memorial Park Road, lacks a bus shelter.

Normandy Boulevard/Country Creek Boulevard and Lamplighter Lane Areas (Stops 2660 and 2664)

At the westernmost end of the Normandy Bus Route, approximately ten miles west of downtown, bus stops 2660 and 2664 are located along Normandy Boulevard near Country Creek Boulevard and Lamplighter Lane, respectively. The surrounding residential and commercial areas are generally not well connected to these bus stops. For example, fences block access to many adjacent residences near the Lamplighter Lane stop.

Population densities in the area range from one to four thousand people per square mile. There are no or limited bike lanes along Normandy Boulevard, and several sidewalk gaps exist in the vicinity. The Country Creek Boulevard bus stop lacks both a bus shelter and a sidewalk or concrete bus pad, while the Lamplighter Lane stop is relatively new and in good condition.

4.0 RECOMMENDATIONS

4.1. Summary of Recommendations and Priorities

Table 4-1 lists the recommended improvements that are ranked as high priority. The two highest-scoring improvements evaluated study-wide achieved a score of 258 points. The third highest - scoring improvement achieved a score of 256. These top three improvements are described below and their general locations are shown in Figure 4-1.

- ID 5/Bus Stop 1659 - Sidewalk construction in downtown Jacksonville on W. Bay Street between the Prime Osborn Convention Center and the JRTC.
- ID 7/Bus Stop 1659 – Consider bike lanes/shared use path in downtown Jacksonville on W. Bay Street between Mrytle Avenue and Lee Street.
- ID 76/Bus Stop 2288 - Install LPIs at the signalized intersection of Normandy Boulevard and Lane Avenue.

Complete lists of high, medium and low priority improvements are found in Appendix D (Recommended Improvements).

Figure 4-1. Bus Stop Walksheds with Top 3 Improvements

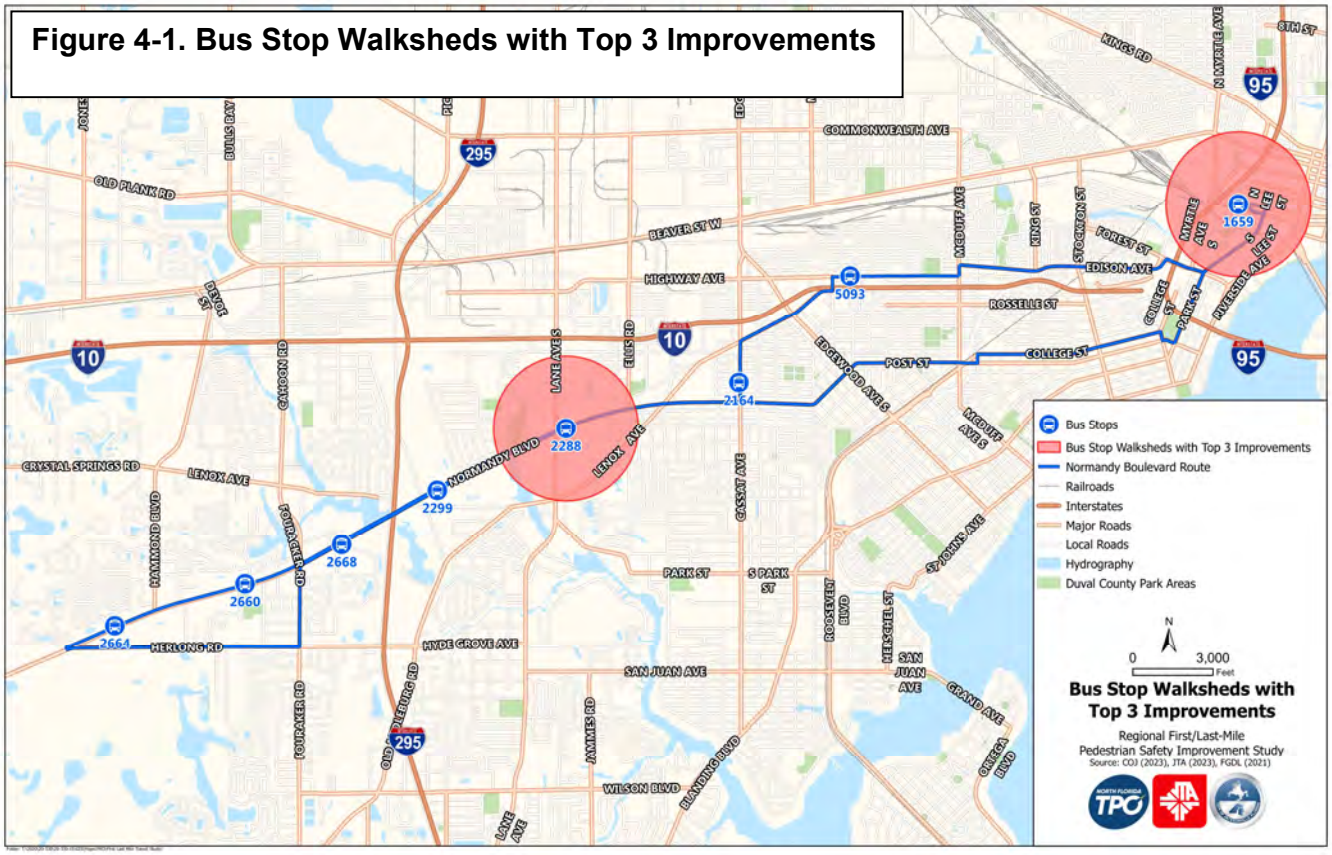


Table 4-1. Highest Scoring Improvements (Sorted by Highest Total Score)

ID	Roadway	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Walkshed (Radius)
5	Bay Street	1128 W Bay Street	1116 W Bay Street	Sidewalk Gap	258	High	1659	Quarter Mile
7	Bay Street	Mrytle Avenue	Lee Street	Bike Lanes/Shared Use Path	258	High	1659	Quarter Mile
76	Normandy Boulevard	Lane Avenue		Leading Pedestrian Interval	256	High	2288	Quarter Mile
58	Lenox Avenue	Normandy Blvd	Cassat Avenue	Lane Repurposing	251	High	2164	Half Mile
77	Normandy Boulevard	LaMarche Drive	Ellis Road	Lighting Improvement	251	High	2288	Both
6	Bay Street	Johnson St (LaVilla Center Dr)	Lee Street	Reconstruct sidewalk	250	High	1659	Quarter Mile
3	Bay Street	The Prime F. Osborn III Convention Center		Mid-Block Crossing	247	High	1659	Quarter Mile
69	Lane Avenue	Lenox Avenue	I-10 Interchange	Bike Lanes/Shared Use Path	246	High	2288	Both
48	Cassat Avenue	Kingsbury Street	I-10 Interchange	Lighting Improvement	240	High	2164	Both
10	Church Street	Jefferson Street		Bulb-Out	239	High	1659	Half Mile
126	Lenox Avenue	Luna St	McDuff Ave	Signing and Pavement Marking	237	High	5093	Both
87	Normandy Boulevard	Memorial Park Road		Bus Stop Improvement	235	High	2299	Quarter Mile
85	Normandy Boulevard	Memorial Park Road	7030 Normandy Boulevard	Sidewalk Gap	231	High	2299	Quarter Mile
112	Normandy Boulevard	Lane Avenue	Lenox Avenue	Bike Lanes/Shared Use Path	230	High	2288	Both
80	Memorial Park Road	Lenox Avenue	Normandy Boulevard	Sidewalk Gap	227	High	2299	Quarter Mile
4	Bay Street	1107 W Bay Street	1123 W Bay Street	Reconstruct sidewalk	226	High	1659	Quarter Mile
45	Union Street	Davis St		Leading Pedestrian Interval	226	High	1659	Half Mile
2	Adams Street	Broad Street		Bulb-Out	224	High	1659	Half Mile
1	Adams Street	Jefferson Street	Broad Street	Reconstruct sidewalk	223	High	1659	Half Mile
79	Normandy Boulevard	Verna Blvd		Signing and Pavement Marking	223	High	2288	Quarter Mile

ID	Roadway	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Walkshed (Radius)
134	Normandy Boulevard	Memorial Park Road	Lane Avenue	Bike Lanes/Shared Use Path	223	High	2299	Both
78	Normandy Boulevard	surrounding Verna Blvd		Mid-Block Crossing	222	High	2288	Quarter Mile
92	Normandy Boulevard	Derito Drive	Fouraker Road	Lighting Improvement	221	High	2660	Both
63	Normandy Boulevard	Cassat Avenue	Lenox Avenue	Lane Repurposing	220	High	2164	Both
83	Normandy Boulevard	I-295 SB On-Ramp	LaMarche Drive	Lighting Improvement	220	High	2299	Both
89	Normandy Boulevard	Memorial Park Rd		Leading Pedestrian Interval	217	High	2299	Quarter Mile
15	Forsyth Street	Broad Street		Bulb-Out	215	High	1659	Half Mile
29	Myrtle Avenue	Forest St	Kings Road	Bike Lanes/Shared Use Path	214	High	1659	Both
46	Union Street	Madison St		Leading Pedestrian Interval	211	High	1659	Half Mile
135	Normandy Boulevard	Normandy Village Parkway	Memorial Park Road	Bike Lanes/Shared Use Path	207	High	2668	Both
94	Normandy Boulevard	Derito Drive	8289 Normandy Boulevard	Sidewalk Gap	206	High	2660	Both
117	Normandy Boulevard	Fouraker Road	7885 Normandy Boulevard	Sidewalk Gap	206	High	2668	Both
118	Normandy Boulevard	7952 Normandy Boulevard	7812 Normandy Boulevard	Sidewalk Gap	203	High	2668	Quarter Mile
86	Normandy Boulevard	7020 Normandy Boulevard	7002 Normandy Boulevard	Sidewalk Gap	202	High	2299	Quarter Mile
11	Church Street	Broad Street		Bulb-Out	199	High	1659	Half Mile
122	Highway Avenue	Edgewood Avenue	Luna Street	Sidewalk Gap	198	High	5093	Both
84	Normandy Boulevard	Memorial Park Road		Signing and Pavement Marking	197	High	2299	Quarter Mile

Source: ETM, 2025

Figures 4-2 through 4-9 present recommended improvements categorized by high, medium and low priority for each of the eight study bus stops. These figures collectively display priority phasing for each bus stop. High scoring (i.e., high priority) improvements are suggested for implementation first, while medium and low priority improvements may be considered either alongside the first phase or in subsequent phases as funding permits. Many of the recommended improvements will require a study to determine feasibility and more specific design details.

On each improvement map (Figures 4-2 through 4-9):

- Recommended improvements are shown in both the quarter and half mile walkshed areas around each study bus stop.
- Each improvement is labeled with a boxed number near its location, which can be cross-referenced with the improvements listed in Table 4-2 and Appendix D (Recommended Improvements).
- Proposed improvements are marked in different colors: red for high priority, orange for medium priority, and beige for low priority.
- Improvement types are indicated by numbered circles near each improvement, with the numbers corresponding to the type of safety countermeasure listed in the legend to the right of the figure.
- Each map includes a legend with a summary of the opinions of probable costs, detailed further in Section 5. Additional details about the OPCs are provided in Appendix E (Cost Estimating Details).
- The density of population and employment for census block groups is shown in grayscale, with darker shades indicating higher densities.

4.2. JRTC at LaVilla Area Recommendations (Stop 1659)

Figure 4-2 illustrates the recommended improvements in the quarter and half mile areas around the JTA JRTC, Jacksonville's regional mobility hub and the eastern terminus of the Normandy Boulevard route. The recommendations focus on enhancing pedestrian and bicycle connectivity to and from the JRTC, including enhancing comfort and safety for people walking across major streets. The highest priority recommendations include implementing bike lanes/shared use paths along Bay Street and Mrytle Avenue, filling a sidewalk gap and reconstructing sidewalk along Bay Street, and considering a mid-block crossing on Bay Street from the JRTC to the Prime Osborn Convention Center, where sidewalk on the north side of Bay Street ends. Other potential, high priority recommendations include intersection enhancements such as the installation of bulb-outs, left turn and right turn traffic calming and LPIs.

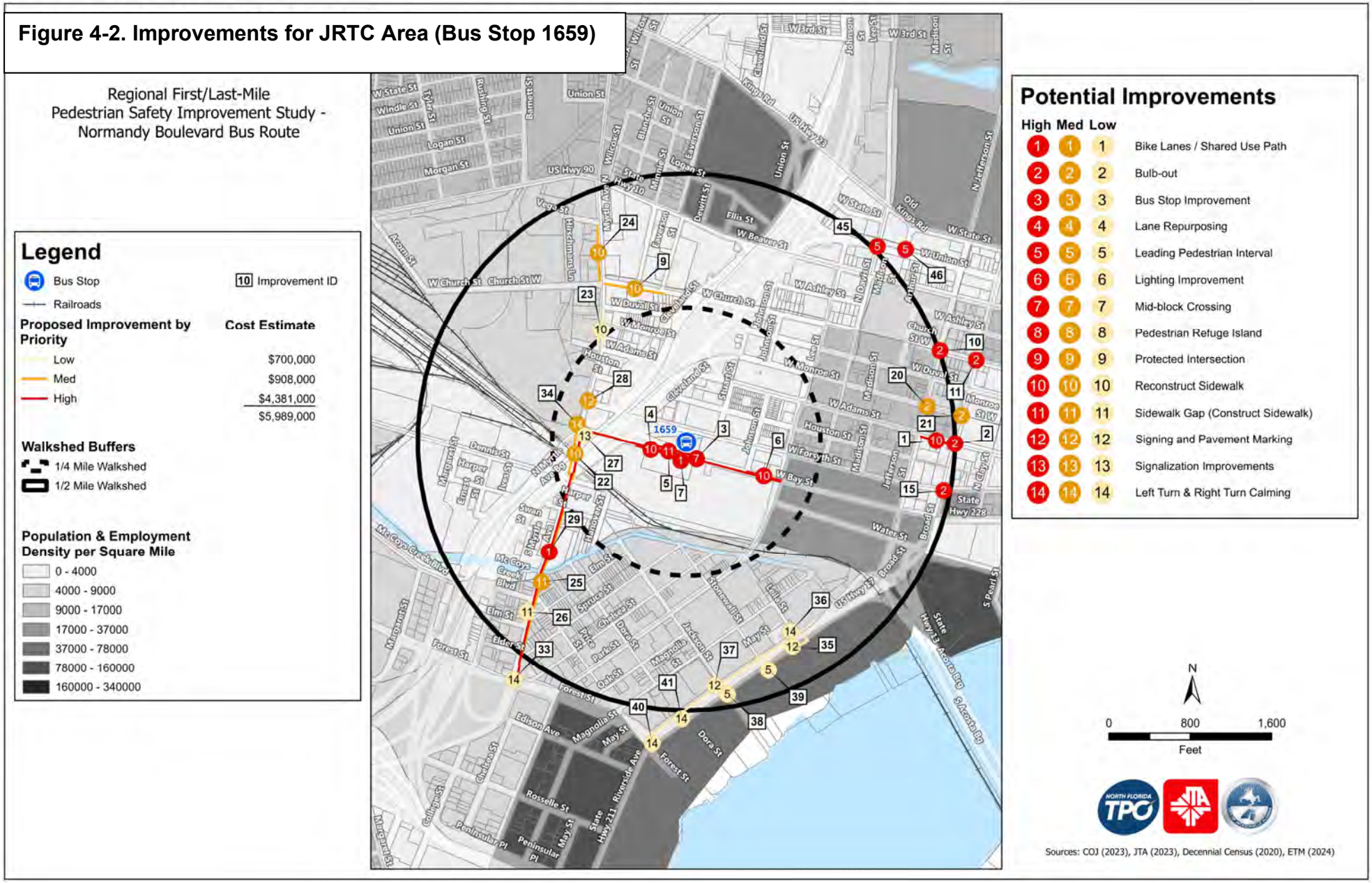
Additionally, it is recommended to consider wayfinding signage on the southeast side of Riverside Avenue at Leila Street, directing pedestrians and cyclists to the northwest side of Riverside Avenue and allowing them to use the Emerald Trail bridge crossing. Without this wayfinding signage, they could be encouraged to use the shoulder of the Riverside Avenue overpass bridge when they realize that the sidewalk continues south across the Acosta Bridge.

4.3. Normandy Route Bus Stop Recommendations

Lenox Avenue/Melba Street (Stop 5093)

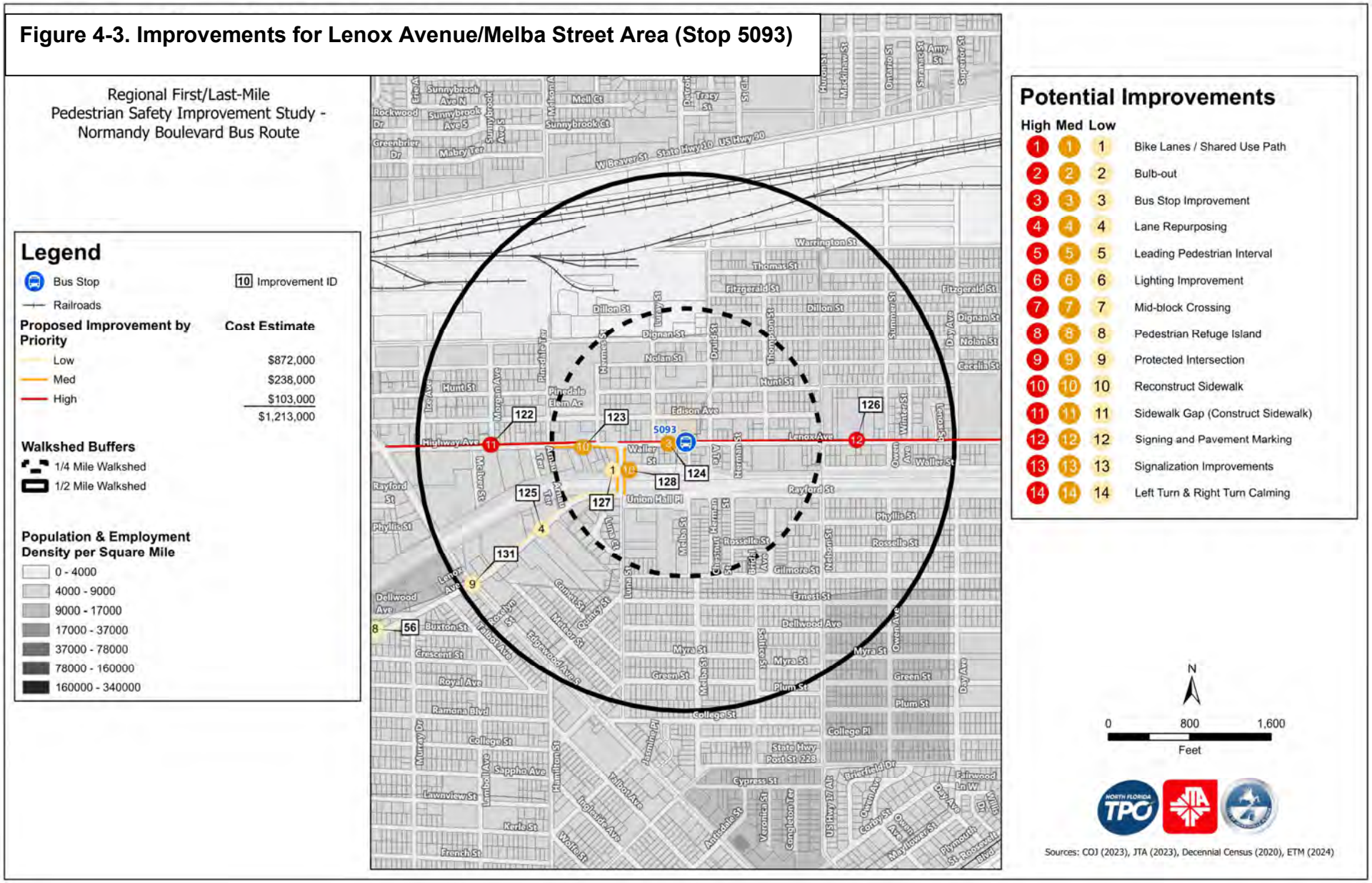
Figure 4-3 shows potential improvements in the quarter and half mile areas around the study bus stop located on the north side of Lenox Avenue, opposite Melba Street. The recommendations focus on enhancing pedestrian and bicycle connectivity along roadways within the bus stop area. The highest priority recommendation is a signing and pavement marking improvement,

Figure 4-2. Improvements for JRTC Area (Bus Stop 1659)



Note: Costs are rounded to the nearest thousand for clarity.

Figure 4-3. Improvements for Lenox Avenue/Melba Street Area (Stop 5093)



Note: Costs are rounded to the nearest thousand for clarity.

specifically upgrading existing bike lanes along Lenox Avenue (between Luna Street and McDuff Avenue) to green pavement at intersections. The other high priority recommendation is to fill a sidewalk gap along Highway Avenue between Edgewood Avenue and Luna Street. Medium priority suggestions include reconstructing sidewalks and installing a bus shelter. Appendix I contains a protected intersection concept for the intersection of Lenox and Edgewood Avenues.

Cassat Avenue/Kerle Street (Stop 2164)

Figure 4-4 illustrates recommendations to enhance pedestrian and bicycle connectivity and safety near the study bus stop located on the west side of Cassat Avenue, south of Kerle Street. The highest scoring recommendation is to consider bike lanes on Lenox Avenue between Normandy Boulevard and Cassat Avenue by way of lane repurposing (or road diet). The other two high priority recommendations are to add lighting to the east side of Cassat Avenue (between Kingsbury Street and the I-10 Interchange) and lane repurposing along Normandy Boulevard (between Cassat Avenue and Lenox Avenue). Other notable recommendations include a mid-block crossing on Cassat Avenue surrounding Kerle Street, protected intersection treatments at the intersection of Lenox Avenue and Edgewood Avenue and a bus shelter at the Cassat Avenue/Kerle Street bus stop. It anticipated that the mid-block crossing at Cassat Avenue and Kerle Street would enhance safety for people walking to and from the surrounding neighborhoods and points of interests such as Four Corner Park, located east of Cassat Avenue, and the Normandy Village shopping area (which includes Winn Dixie, Marshalls, Potter's House International Ministries, retail, restaurants and other points of interest) located on the west side of Cassat Avenue.

Normandy Boulevard/Lane Avenue (Stop 2288)

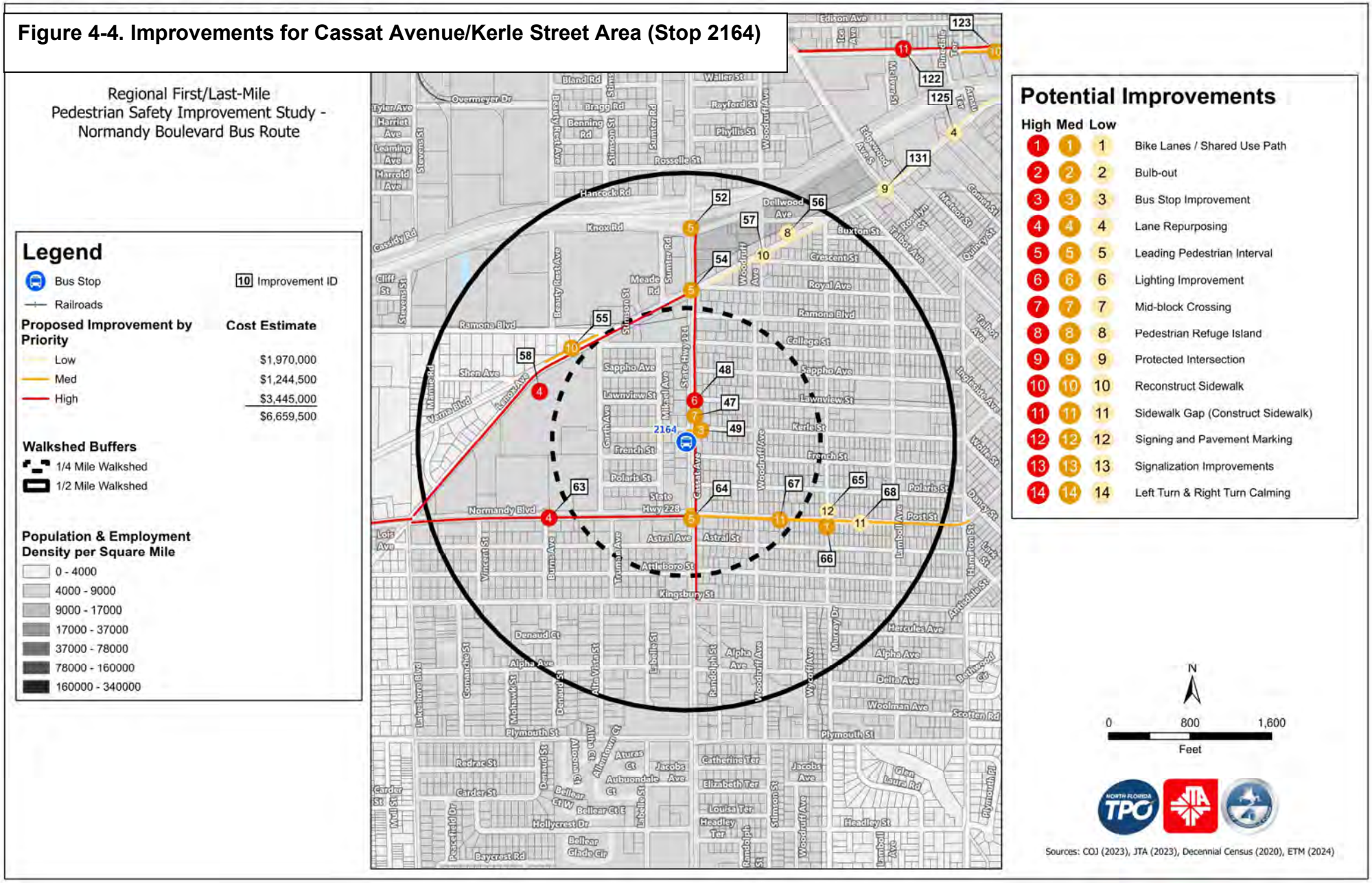
In Figure 4-5, recommended improvements focus on improving connectivity and safety along Normandy Boulevard and Lane Avenue. The study bus stop is located on the south side of Normandy Boulevard, east of Lane Avenue. The three highest scoring improvements are installing an LPI at the signalized intersection of Normandy Boulevard and Lane Avenue, adding lighting to the north side of Normandy Boulevard (between LaMarche Drive and Ellis Road) and constructing both bike lanes and a shared use path on Lane Avenue. Other high priority improvements include a shared use path on Normandy Boulevard between Lane and Lenox Avenues, painted crosswalks across Verna Boulevard (at intersection with Normandy Boulevard) and a mid-block pedestrian crossing of Normandy Boulevard at Verna Boulevard. The remaining recommendations for this bus stop consist of LPIs along Lane Avenue at the Grace Lane, Lenox Avenue, Home Depot entrance and Ramona Boulevard signalized intersections.

Normandy Boulevard/Memorial Park Road (Stop 2299)

Figure 4-6 illustrates potential improvements at the study bus stop located on the south side of Normandy Boulevard, east of Memorial Park Road. The highest scoring improvement is to install a shelter at the bus stop. Other high priority improvements, focusing on enhancing multimodal connectivity and safety, include filling sidewalk gaps along Normandy Boulevard and Memorial Park Road, installing bike lanes on Normandy Boulevard by way of resurfacing and adding lighting to the north side of Normandy Boulevard. Also, an LPI and high-emphasis crosswalks are recommended at the signalized intersection of Normandy Boulevard and Memorial Park Road.

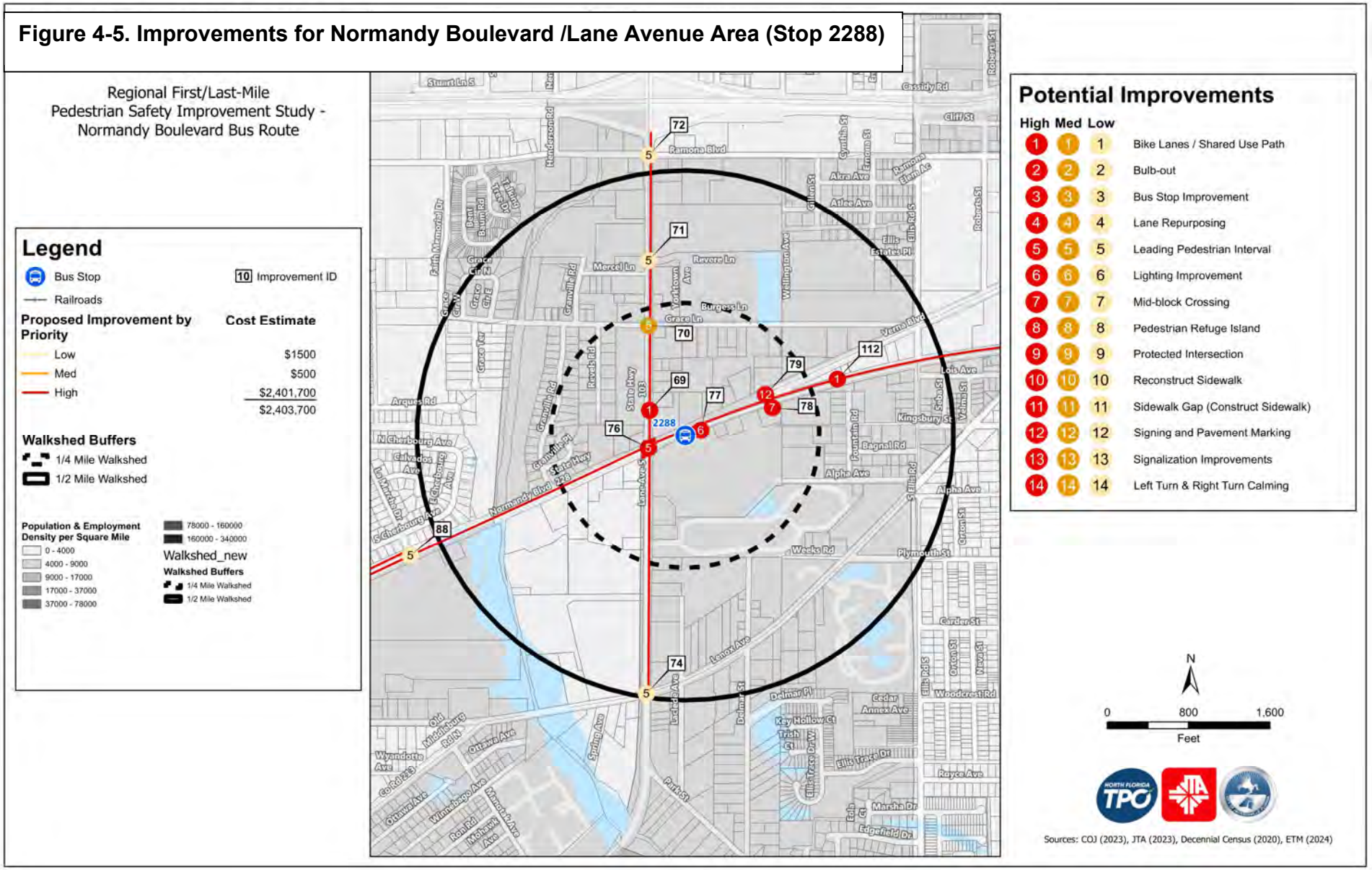
Note that the portion of the half mile radius for bus stop 2299 (on the west side) overlaps with the

Figure 4-4. Improvements for Cassat Avenue/Kerle Street Area (Stop 2164)



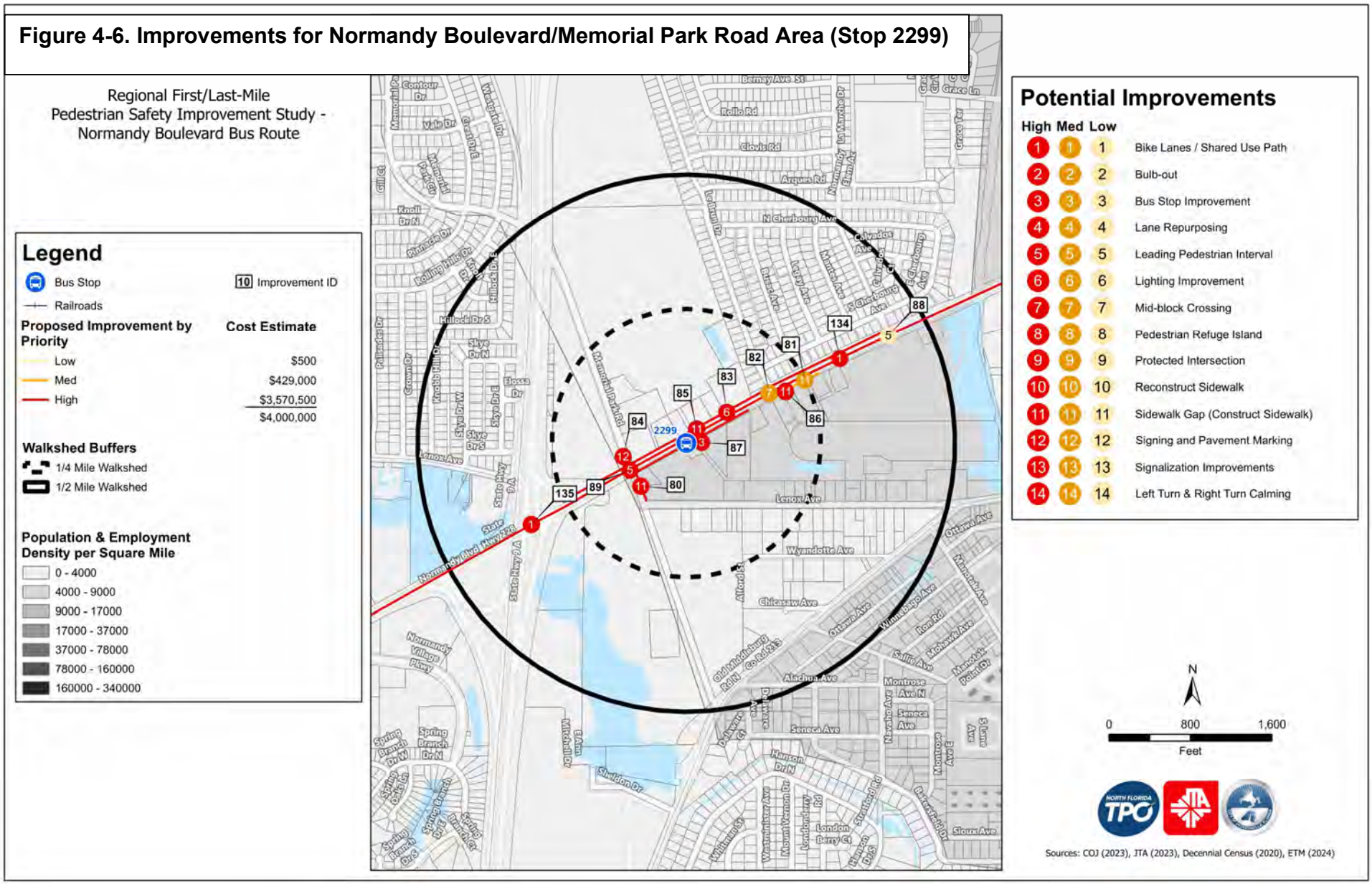
Note: Costs are rounded to the nearest thousand for clarity.

Figure 4-5. Improvements for Normandy Boulevard /Lane Avenue Area (Stop 2288)



Note: Costs are rounded to the nearest thousand for clarity.

Figure 4-6. Improvements for Normandy Boulevard/Memorial Park Road Area (Stop 2299)



Note: Costs are rounded to the nearest thousand for clarity.

east side of the half mile radius for bus stop 2668. Improvement recommendations at locations within any overlapping area were associated with their nearest study bus stop. For linear improvements (like filling a sidewalk gap, for example), the bus stop closer to more of the improvement was selected. Furthermore, improvements within any overlapping areas were considered together for all related bus stop areas.

Normandy Boulevard/Normandy Village Parkway (Stop 2668)

As shown in Figure 4-7, most of the recommendations for the bus stop area around Normandy Boulevard and Normandy Village Parkway focus on filling sidewalk gaps along Normandy Boulevard. These potential sidewalk improvements received prioritization scores ranging from high to medium and low. The highest priority improvement for this bus stop area is installing a shared-use path on the south side of Normandy Boulevard between Normandy Village Parkway and Memorial Park Road. Lastly, an LPI is recommended at the signalized intersection of Normandy Boulevard and Fouraker Road. [Bus stop 2668 is located on the south side of Normandy Boulevard, just west of Normandy Village Parkway.]

Note that portions of half mile radius for bus stop 2668 overlap with the portions of half mile radius for bus stops 2299 and 2660, located on either side of bus stop 2668. Recommended improvements within any overlapping areas were considered together for all related bus stop areas.

Normandy Boulevard/ Country Creek Boulevard (Stop 2660)

Figure 4-8 shows that bus stop area 2660 (located on the north side of Normandy Boulevard, just west of Country Creek) includes several recommendations for filling sidewalk gaps along Normandy Boulevard. The highest priority improvement for this bus stop area is installing lighting to the north side of Normandy Boulevard between Derito Drive and Fouraker Road. Other suggestions include adding a bus shelter and pedestrian safety enhancements at the intersection of Normandy Boulevard and Country Creek Boulevard, specifically pedestrian signals and high emphasis crosswalk striping.

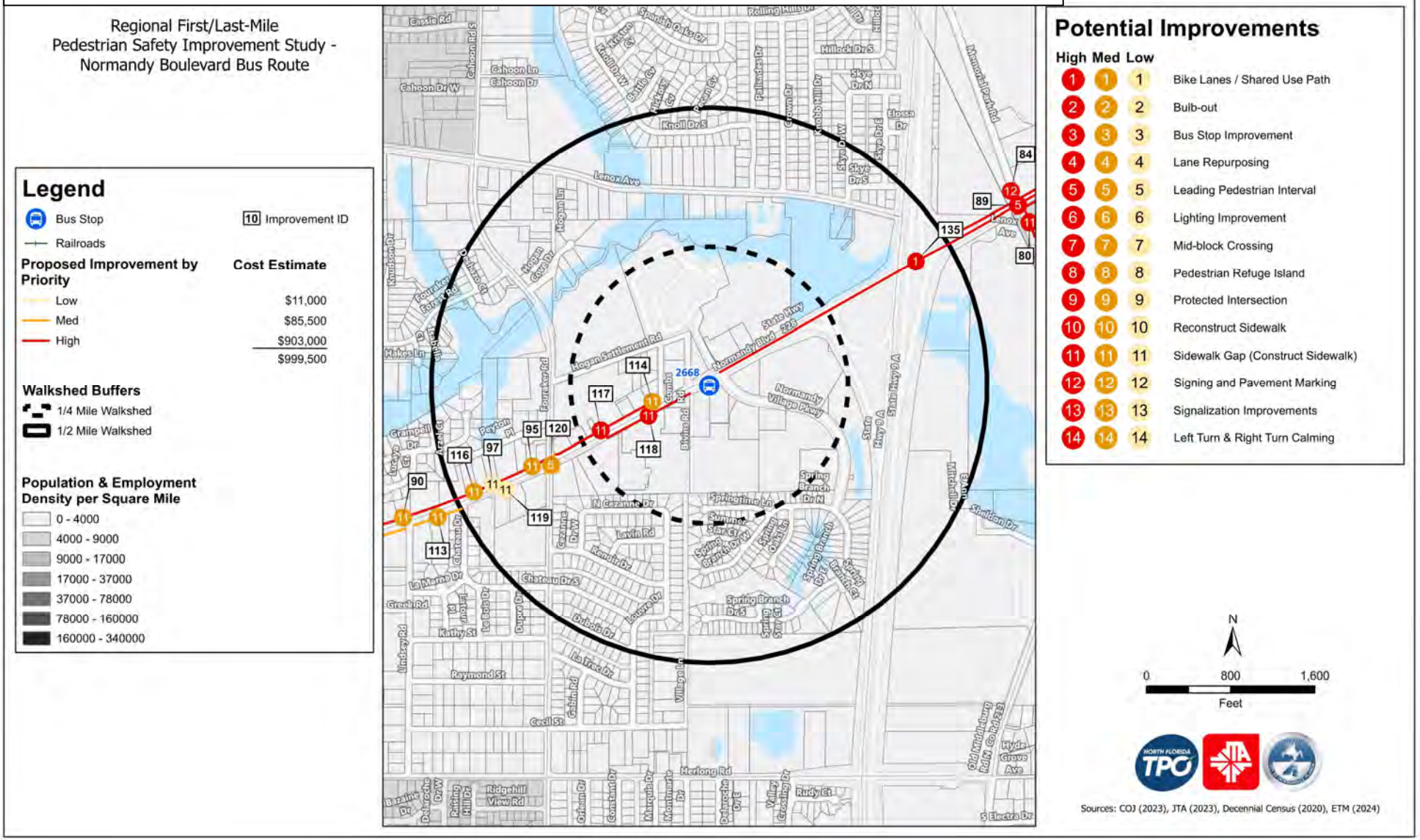
Note that portions of the half mile radius for bus stop 2660 overlap with portions of half mile radius for bus stops 2668 and 2664, located on either side of bus stop 2660. Recommended improvements within any overlapping areas were considered together for all related bus stop areas.

Normandy Boulevard/Lamplighter Lane (Stop 2664)

In Figure 4-9, this bus stop is at the western terminus for the study, located on the north side of Normandy Boulevard, east of Lamplighter Lane. Of the 13 potential improvements illustrated, the two highest scoring improvements received a medium priority, based on the overall prioritization analysis. These two recommendations are filling a sidewalk gap on the south side of Normandy Boulevard between Hammond Boulevard and Doloma Street and adding lighting to the north side of Normandy Boulevard between Herlong Road and Derito Drive. Other recommended improvements consist of constructing sidewalks, upgrading pavement markings in existing crosswalks and bike lanes and adding LPIs and pedestrian signals at signalized intersections.

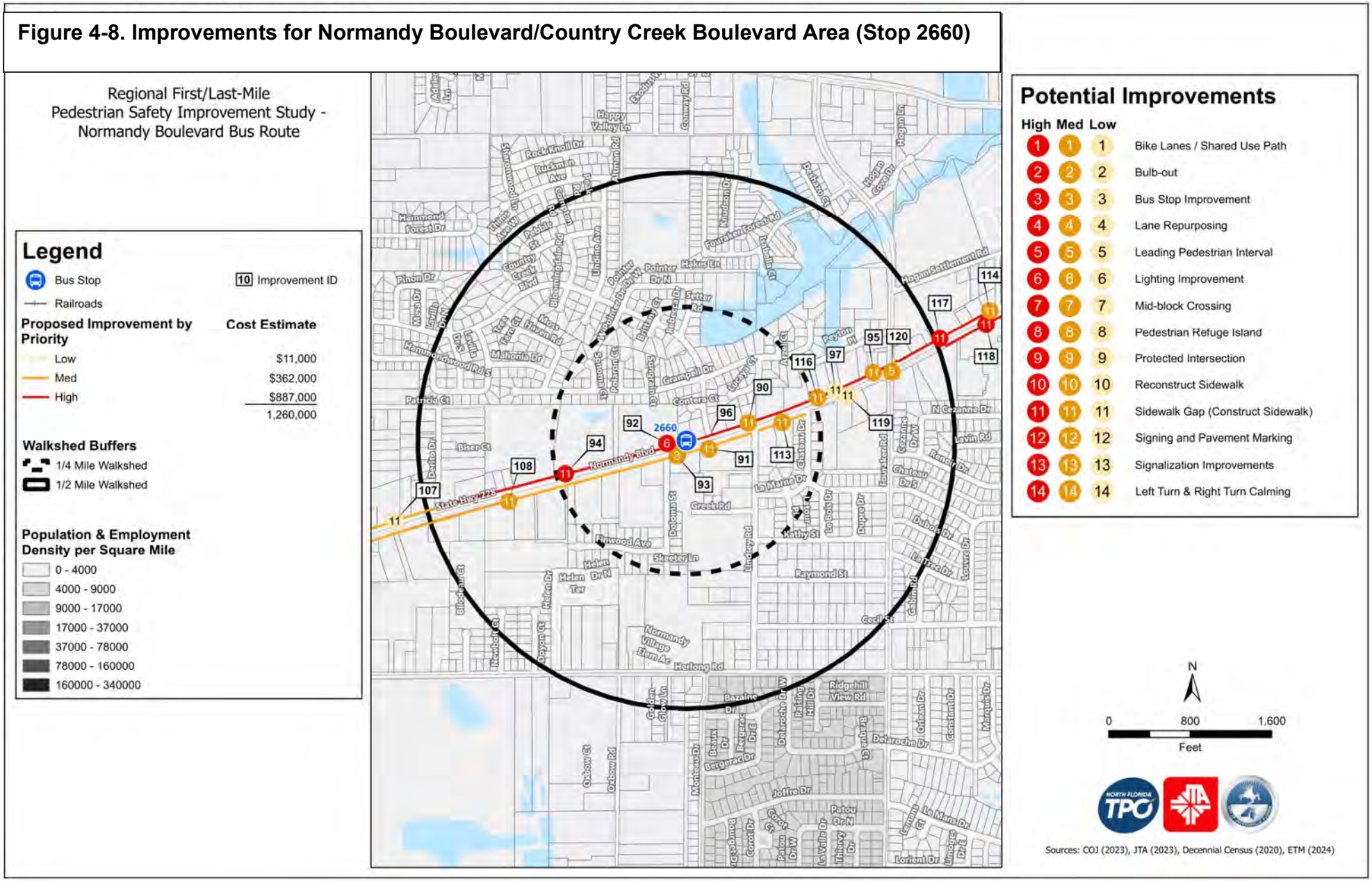
Note that a small portion of the half mile radius for bus stop 2664 overlaps with a portion of half mile radius for bus stop 2660, located to the east. Recommended improvements within any overlapping areas were considered together for all related bus stop areas.

Figure 4-7. Improvements for Normandy Boulevard/ Normandy Village Parkway Area (Stop 2668)



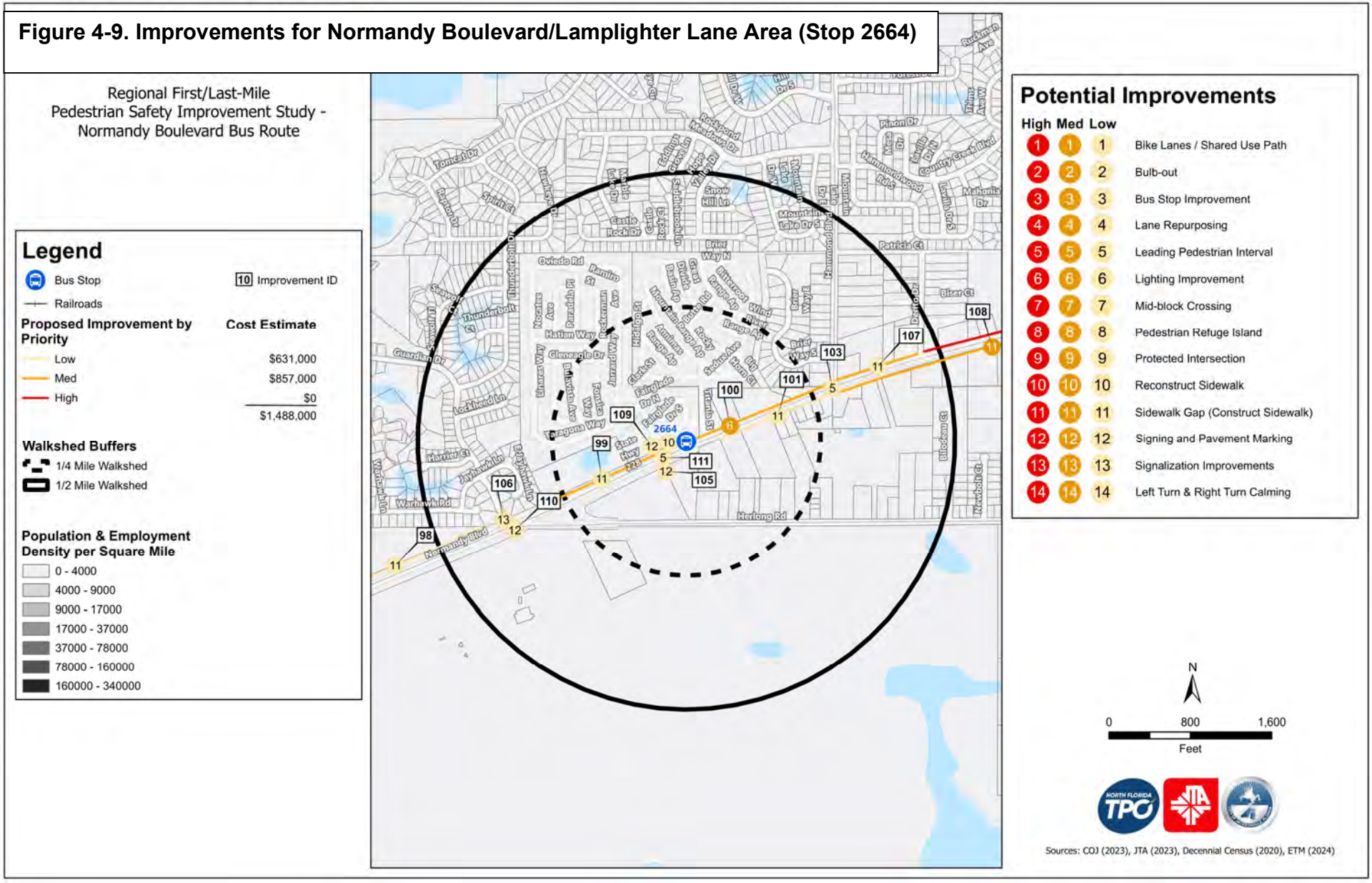
Note: Costs are rounded to the nearest thousand for clarity.

Figure 4-8. Improvements for Normandy Boulevard/Country Creek Boulevard Area (Stop 2660)



Note: Costs are rounded to the nearest thousand for clarity.

Figure 4-9. Improvements for Normandy Boulevard/Lamplighter Lane Area (Stop 2664)



Note: Costs are rounded to the nearest thousand for clarity.

5.0 OPINIONS OF PROBABLE COSTS (OPC)

Opinions of Probable Costs (OPCs) were developed using FDOT's Cost per Mile estimates for shared-use paths, sidewalk gaps, mid-block crossings, and resurfacing. Since the Cost per Mile values do not include design or CEI[1] costs, these were added separately. The total construction cost was then calculated based on the length of each improvement. FDOT's Historical Costs from 01/01/24 to 12/31/24 were used to estimate costs for sidewalk reconstruction, bulb-outs, pedestrian refuge islands, signalization improvements, and other detailed elements. The appropriate pay items and quantities were applied to generate these estimates.

OPCs were developed for each half mile bus stop area for all recommended improvements. Appendix E (Cost Estimating Details) documents the assumptions that were made to provide the planning level OPCs. Table 5-1, on the following page, summarizes the cost estimating assumptions for each type of improvement and each type of cost: construction cost, design cost (25%), CEI cost (15%) and total cost. The study also includes a JTA cost estimate to construct a bus stop with all the amenities. "See Cost Estimates" refers to additional details provided in Appendix E.

In addition to current cost estimates, an additional column has been included in the report to reflect projected costs five years into the future. These projections account for an assumed annual cost escalation rate of 10%, which is consistent with recent trends in construction cost inflation and market conditions. This escalation factor provides a more realistic expectation of future funding needs, particularly for projects that may not enter the construction phase for several years. The five-year projection is calculated using compound growth and is intended to assist with long-term budgeting and financial planning, shown in Table 5-1 and Appendix E.

Table 5-2 summarizes the estimated cost of all potential projects for each bus stop area and priority (high, medium and low).

A PD&E study will most likely be required for some of the proposed improvements. In Florida, a PD&E study is an essential phase of the transportation project development process. It evaluates the potential social, economic, natural, and physical environmental impacts of a proposed project and determines the best alternatives for implementation. The study ensures compliance with federal and state environmental regulations while integrating engineering and environmental considerations early in project planning.

PD&E costs are typically estimated using standardized procedures developed by the Florida Department of Transportation (FDOT). These costs encompass a wide range of activities, including environmental studies, traffic and engineering analyses, preliminary design, public involvement, project management, permitting and agency coordination, as well as surveying, mapping, and alternatives analysis.

Based on typical FDOT estimates, the cost of the PD&E phase can generally be expected to range from 10% to 15% of the total construction cost, depending on the complexity and scope of the project. The cost of a PD&E study was not included in the cost estimates.

[1] Construction, Engineering and Inspection

Table 5-1: Summary OPC Assumptions by Potential Improvement Type*

Topic	FDOT Cost Per Mile		Construction Cost	Design Cost (25%)	CEI Cost (15%)	TOTAL COST	Five-Year Cost ($) (10%/year)
Bike Lane / Shared Use Path	Two Directional, 12' Shared Use Path		$681,822.62	$170,455.66	$102,273.39	$954,551.67	$1,537,315.01
Sidewalk Gap	Sidewalk construction; 5' one side, 4-inch depth: O03		$349,251.29	$87,312.82	$52,387.69	$488,951.81	$787,461.77
Mid-Block Crossing	Mid-Block Crossing: O05		$285,450.86	$71,362.72	$42,817.63	$399,631.20	$643,610.05
Resurfacing	Rural	Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$799,143.09	$199,785.77	$119,871.46	$1,118,800.33	$1,801,839.11
		Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,108,282.20	$277,070.55	$166,242.33	$1,551,595.08	$2,498,859.39
		Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,718,857.28	$429,714.32	$257,828.59	$2,406,400.19	$3,875,531.57
		Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,810,288.74	$452,572.19	$271,543.31	$2,534,404.24	$4,081,683.37
		Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$2,168,129.73	$542,032.43	$325,219.46	$3,035,381.62	$4,888,512.46
		Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$2,076,827.91	$519,206.98	$311,524.19	$2,907,559.07	$4,682,652.96
		Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,592,985.71	$648,246.43	$388,947.86	$3,630,179.99	$5,846,441.18
		Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$3,102,601.84	$775,650.46	$465,390.28	$4,343,642.58	$6,995,479.81
	Urban	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$911,865.84	$227,966.46	$136,779.88	$1,276,612.18	$2,055,996.68
		Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$1,186,248.73	$296,562.18	$177,937.31	$1,660,748.22	$2,674,651.62
		Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$1,606,864.17	$401,716.04	$241,029.63	$2,249,609.84	$3,623,019.14
		Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,882,576.27	$470,644.07	$282,386.44	$2,635,606.78	$4,244,671.07
		Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,888,808.08	$472,202.02	$283,321.21	$2,644,331.31	$4,258,722.02
		Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$2,736,124.28	$684,031.07	$410,418.64	$3,830,573.99	$6,169,177.72
Bulb-Out	See Cost Estimates					$88,495.20	$142,522.41
Bus Stop Improvement: Bus Shelter						$64,900.00	$104,522.10
Leading Pedestrian Interval						$500.00	$805.26
Lighting Improvement	This is for all new lighting. If the existing roadway has lighting on one side the multiplier of .6% should be used					$1,243,822.89	$2,003,189.20
Pedestrian Refuge Island	See Cost Estimates					$67,885.73	$109,330.64
Protected Intersection	See Cost Estimates					$1,621,586.40	$2,611,581.11
Reconstruct Sidewalk	See Cost Estimates					$1,010,495.63	$1,627,413.32
Special Emphasis Crosswalk Striping	See Cost Estimates					$4,994.40	$8,043.53
Signalization Improvements	Pedestrian crossings for two approaches					$114,452.65	$184,327.14
Green Bike Lane Markings	Per right-turn conflict					$20,661.48	$33,275.52
Left Turn & Right Turn Calming	See Cost Estimates					$28,492.47	$45,887.40
Bike Lane / Shared Use Path Resurfacing	See Resurfacing						
Lane Repurposing	See Resurfacing						

** Does not include R/W Acquisitions, Utilily Relocation, Permits, Survey, and Wetland Mitigation*

Source: ETM, 2025

Table 5-2: Summary OPC for Recommended Improvements Study-Wide

Bus Stop ID	Bus Stop Name	High Priority	Medium Priority	Low Priority	Grand Total Cost
1659	JRTC at LaVilla Area	$4,381,000	$908,000	$700,000	**$5,989,000**
5093	Lenox Avenue/Melba Street	$103,000	$238,000	$872,000	**$1,213,000**
2164	Cassat Avenue/Kerle Street	$3,445,000	$1,244,500	$1,970,000	**$6,659,500**
2288	Normandy Boulevard/Lane Avenue	$2,401,700	$500	$1,500	**$2,403,700**
2299	Normandy Boulevard/Memorial Park Road	$3,570,500	$429,000	$500	**$4,000,000**
2668	Normandy Boulevard/Normandy Village Parkway	$903,000	$85,500	$11,000	**$999,500**
2660	Normandy Boulevard/ Country Creek Boulevard	$887,000	$362,000	$11,000	**$1,260,000**
2664	Normandy Boulevard/Lamplighter Lane	$0	$857,000	$631,000	**$1,488,000**
Grand Totals		**$15,691,200**	**$4,124,500**	**$4,197,000**	**$24,012,700**

Note: Costs are rounded to the nearest thousand for clarity. Costs include construction, design and CEI costs.
Source: ETM, 2025

6.0 IMPLEMENTATION

6.1 Responsible Agencies, Priorities and Phasing

Tables 6-1 through 6-3, on the following pages, list study recommendations with cost estimates for COJ, JTA and FDOT, respectively. It is suggested that COJ would be responsible for implementing improvements on COJ roadways, while FDOT would be responsible for improvements on state roadways. JTA would be responsible for bus stop recommendations. Recommendations located at intersecting COJ and FDOT roadways were listed as “COJ/FDOT”. Collaboration among agencies is important to future project implementation.

High priority improvements are suggested for implementation first (first phase). Medium and low priority improvements may be considered either alongside the first phase or in subsequent phases as funding permits. As previously mentioned, a high priority (i.e., high scoring) recommendation ranks higher than a medium priority or low priority recommendation.

Table 6-1. City of Jacksonville Improvements (Sorted by Highest Total Score)

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
5	Bay Street	1128 W Bay Street	1116 W Bay Street	Sidewalk Gap	258	High	1659	COJ	Quarter Mile	$ 45,000
7	Bay Street	Mrytle Avenue	Lee Street	Bike Lanes/Shared Use Path	258	High	1659	COJ	Quarter Mile	$ 661,000
58	Lenox Avenue	Normandy Blvd	Cassat Avenue	Lane Repurposing	251	High	2164	COJ	Half Mile	$1,534,000
6	Bay Street	Johnson St (LaVilla Center Dr)	Lee Street	Reconstruct sidewalk	250	High	1659	COJ	Quarter Mile	$ 67,000
3	Bay Street			Mid-Block Crossing	247	High	1659	COJ	Quarter Mile	$ 400,000
10	Church Street	Jefferson Street		Bulb-Out	239	High	1659	COJ	Half Mile	$ 89,000
126	Lenox Avenue	Luna St	McDuff Ave	Signing and Pavement Marking	237	High	5093	COJ	Both	$ 42,000
80	Memorial Park Road	Lenox Avenue	Normandy Boulevard	Sidewalk Gap	227	High	2299	COJ	Quarter Mile	$ 28,000
4	Bay Street	1107 W Bay Street	1123 W Bay Street	Reconstruct sidewalk	226	High	1659	COJ	Quarter Mile	$ 55,000
45	Union Street	Davis St		Leading Pedestrian Interval	226	High	1659	FDOT/COJ	Half Mile	$ 500
2	Adams Street	Broad Street		Bulb-Out	224	High	1659	COJ	Half Mile	$ 177,000
1	Adams Street	Jefferson Street	Broad Street	Reconstruct sidewalk	223	High	1659	COJ	Half Mile	$ 62,000
79	Normandy Boulevard	Verna Blvd		Signing and Pavement Marking	223	High	2288	FDOT/COJ	Quarter Mile	$ 6,000
89	Normandy Boulevard	Memorial Park Rd		Leading Pedestrian Interval	217	High	2299	FDOT/COJ	Quarter Mile	$ 500
15	Forsyth Street	Broad Street		Bulb-Out	215	High	1659	COJ	Half Mile	$ 266,000
29	Myrtle Avenue	Forest St	Kings Road	Bike Lanes/Shared Use Path	214	High	1659	COJ	Both	$2,204,000
46	Union Street	Madison St		Leading Pedestrian Interval	211	High	1659	FDOT/COJ	Half Mile	$ 500
11	Church Street	Broad Street		Bulb-Out	199	High	1659	COJ	Half Mile	$ 354,000
122	Highway Avenue	Edgewood Avenue	Luna Street	Sidewalk Gap	198	High	5093	COJ	Both	$ 61,000

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
54	Lenox Avenue	Cassat Avenue		Leading Pedestrian Interval	190	Medium	2164	FDOT/COJ	Half Mile	$ 500
22	Myrtle Avenue	77 Myrtle Avenue	63 Myrtle Avenue	Reconstruct sidewalk	189	Medium	1659	COJ	Quarter Mile	$ 182,000
55	Lenox Avenue	5260 Ramona Blvd		Maintenance	186	Medium	2164	COJ	Half Mile	$ -
9	Church Street	Myrtle Avenue	Florida C. Dwight Memorial Playground	Reconstruct sidewalk	185	Medium	1659	COJ	Half Mile	$ 114,000
34	Myrtle Avenue	Bay	Bay	Left Turn & Right Turn Calming	184	Medium	1659	FDOT/COJ	Quarter Mile	$ 25,000
120	Normandy Boulevard	Fouraker Rd		Leading Pedestrian Interval	184	Medium	2668	FDOT/COJ	Half Mile	$ 500
21	Monroe Street	Broad Street		Bulb-Out	180	Medium	1659	COJ	Half Mile	$ 177,000
25	Myrtle Avenue	Forest Street	Harper Street	Sidewalk Gap	174	Medium	1659	COJ	Half Mile	$ 125,000
70	Lane Avenue	Grace Lane		Leading Pedestrian Interval	174	Medium	2288	FDOT/COJ	Quarter Mile	$ 500
96	Normandy Boulevard	Country Creek Blvd		Signalization Improvements	173	Medium	2660	FDOT/COJ	Quarter Mile	$ 117,000
20	Monroe Street	Jefferson Street		Bulb-Out	172	Medium	1659	COJ	Half Mile	$ 177,000
24	Myrtle Avenue	501 Myrtle Avenue	583 Myrtle Avenue	Reconstruct sidewalk	172	Medium	1659	COJ	Half Mile	$ 103,000
128	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Reconstruct sidewalk	172	Medium	5093	COJ	Quarter Mile	$ 167,000
123	Highway Avenue	Pinedale Terrace	Luna Street	Reconstruct sidewalk	171	Medium	5093	COJ	Both	$ 6,000
28	Myrtle Avenue	W Forsyth St		Signing and Pavement Marking	169	Medium	1659	COJ	Quarter Mile	$ 5,000
27	Myrtle Avenue	W Bay St		Signalization Improvements	165	Low	1659	COJ	Quarter Mile	$ 415,000
57	Lenox Avenue	Royal Avenue	Murray Drive	Reconstruct sidewalk	159	Low	2164	COJ	Half Mile	$ 248,000
88	Normandy Boulevard	LaMarche Drive		Leading Pedestrian Interval	159	Low	2299	FDOT/COJ	Half Mile	$ 500
74	Lenox Avenue	Lane Ave		Leading Pedestrian Interval	157	Low	2288	FDOT/COJ	Half Mile	$ 500

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
37	Riverside Avenue	Leila St	Forest St	Signing and Pavement Marking	153	Low	1659	COJ	Half Mile	$ 42,000
23	Myrtle Avenue	Adams Street	Church Street	Reconstruct sidewalk	152	Low	1659	COJ	Both	$ 119,000
127	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Bike Lanes/Shared Use Path	151	Low	5093	FDOT/COJ	Quarter Mile	$ 105,000
26	Myrtle Avenue	Elm Street	Price St./McCoy Creek Blvd	Sidewalk Gap	149	Low	1659	COJ	Half Mile	$ 22,000
41	Riverside Avenue	Dora	Dora	Left Turn & Right Turn Calming	148	Low	1659	COJ	Half Mile	$ 25,000
33	Myrtle Avenue	Forest	Forest	Left Turn & Right Turn Calming	145	Low	1659	FDOT/COJ	Both	$ 25,000
38	Riverside Avenue	Jackson St		Leading Pedestrian Interval	140	Low	1659	COJ	Half Mile	$ 500
40	Riverside Avenue	Forest	Forest	Left Turn & Right Turn Calming	138	Low	1659	COJ	Half Mile	$ 25,000
109	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	138	Low	2664	FDOT/COJ	Quarter Mile	$ 15,000
105	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	137	Low	2664	FDOT/COJ	Quarter Mile	$ 20,000
111	Normandy Boulevard	Lamplighter Ln		Leading Pedestrian Interval	137	Low	2664	FDOT/COJ	Quarter Mile	$ 500
72	Lane Avenue	Ramona Blvd		Leading Pedestrian Interval	136	Low	2288	FDOT/COJ	Half Mile	$ 500
65	Post Street	Murray Drive		Signing and Pavement Marking	135	Low	2164	FDOT/COJ	Half Mile	$ 10,000
102	Normandy Boulevard	200' east of Lamplighter Lane		Maintenance	131	Low	2664	COJ	Quarter Mile	$ -
125	Lenox Avenue	Edgewood Avenue	Luna Street	Lane Repurposing	128	Low	5093	COJ	Both	$ 767,000
36	Riverside Avenue	Leila St		Left Turn & Right Turn Calming	124	Low	1659	FDOT/COJ	Half Mile	$ 25,000
35	Riverside Avenue	Leila St		Signing and Pavement Marking	118	Low	1659	COJ	Half Mile	$ 1,000
39	Riverside Avenue	Stonewall St		Leading Pedestrian Interval	118	Low	1659	COJ	Half Mile	$ 500

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
110	Normandy Boulevard	Guardian Drive		Signing and Pavement Marking	112	Low	2664	FDOT/COJ	Half Mile	$ 47,000
106	Normandy Boulevard	Guardian Drive		Signalization Improvements	111	Low	2664	COJ	Half Mile	$ 60,000
131	Lenox Avenue	Edgewood	Edgewood	Protected Intersection	93	Low	2164	COJ	Half Mile	$1,622,000
56	Lenox Avenue	Woodruff Avenue	Murray Drive	Pedestrian Refuge Island	84	Low	2164	COJ	Half Mile	$ 68,000
103	Normandy Boulevard	Hammond Boulevard		Leading Pedestrian Interval	70	Low	2664	COJ	Half Mile	$ 500

Note: Costs are rounded to the nearest thousand for clarity.
Source: ETM, 2025

Table 6-2. JTA Bus Stop Improvements (Sorted by Highest Total Score)

ID	Location	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
87	Normandy Boulevard & Memorial Park Road	Bus Stop Improvement	235	High	2299	JTA	Quarter Mile	$ 65,000
49	Cassat Avenue & Kerle Street	Bus Stop Improvement	186	Medium	2164	JTA	Quarter Mile	$ 65,000
93	Normandy Boulevard & Country Creek Boulevard	Bus Stop Improvement	176	Medium	2660	JTA	Quarter Mile	$ 65,000
124	Lenox Avenue & Melba Street	Bus Stop Improvement	171	Medium	5093	JTA	Quarter Mile	$ 65,000

Note: Costs are rounded to the nearest thousand for clarity.
Source: ETM, 2025

Table 6-3. FDOT Improvements (Sorted by Highest Total Score)

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
76	Normandy Boulevard	Lane Avenue		Leading Pedestrian Interval	256	High	2288	FDOT	Quarter Mile	$ 500
77	Normandy Boulevard	LaMarche Drive	Ellis Road	Lighting Improvement	251	High	2288	FDOT	Both	$ 200
69	Lane Avenue	Lenox Avenue	I-10 Interchange	Bike Lanes/Shared Use Path	246	High	2288	FDOT	Both	$1,253,000
48	Cassat Avenue	Kingsbury Street	I-10 Interchange	Lighting Improvement	240	High	2164	FDOT	Both	$ 508,000
85	Normandy Boulevard	Memorial Park Road	7030 Normandy Boulevard	Sidewalk Gap	231	High	2299	FDOT	Quarter Mile	$ 111,000
112	Normandy Boulevard	Lane Avenue	Lenox Avenue	Bike Lanes/Shared Use Path	230	High	2288	FDOT	Both	$ 742,000
45	Union Street	Davis St		Leading Pedestrian Interval	226	High	1659	FDOT/COJ	Half Mile	$ 500
79	Normandy Boulevard	Verna Blvd		Signing and Pavement Marking	223	High	2288	FDOT/COJ	Quarter Mile	$ 6,000
134	Normandy Boulevard	Memorial Park Road	Lane Avenue	Bike Lanes/Shared Use Path	223	High	2299	FDOT	Both	$2,833,000
78	Normandy Boulevard	surrounding Verna Blvd		Mid-Block Crossing	222	High	2288	FDOT	Quarter Mile	$ 400,000
92	Normandy Boulevard	Derito Drive	Fouraker Road	Lighting Improvement	221	High	2660	FDOT	Both	$ 653,000
63	Normandy Boulevard	Cassat Avenue	Lenox Avenue	Lane Repurposing	220	High	2164	FDOT	Both	$1,403,000
83	Normandy Boulevard	I-295 SB On-Ramp	LaMarche Drive	Lighting Improvement	220	High	2299	FDOT	Both	$ 491,000
89	Normandy Boulevard	Memorial Park Rd		Leading Pedestrian Interval	217	High	2299	FDOT/COJ	Quarter Mile	$ 500
46	Union Street	Madison St		Leading Pedestrian Interval	211	High	1659	FDOT/COJ	Half Mile	$ 500
135	Normandy Boulevard	Normandy Village Parkway	Memorial Park Road	Bike Lanes/Shared Use Path	207	High	2668	FDOT	Both	$ 730,000
94	Normandy Boulevard	Derito Drive	8289 Normandy Boulevard	Sidewalk Gap	206	High	2660	FDOT	Both	$ 234,000

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
117	Normandy Boulevard	Fouraker Road	7885 Normandy Boulevard	Sidewalk Gap	206	High	2668	FDOT	Both	$ 90,000
118	Normandy Boulevard	7952 Normandy Boulevard	7812 Normandy Boulevard	Sidewalk Gap	203	High	2668	FDOT	Quarter Mile	$ 83,000
86	Normandy Boulevard	7020 Normandy Boulevard	7002 Normandy Boulevard	Sidewalk Gap	202	High	2299	FDOT	Quarter Mile	$ 21,000
84	Normandy Boulevard	Memorial Park Road		Signing and Pavement Marking	197	High	2299	FDOT	Quarter Mile	$ 21,000
66	Post Street	Cassat Avenue	Hamilton Street	Bike Lanes/Shared Use Path	196	Medium	2164	FDOT	Both	$ 653,000
114	Normandy Boulevard	7885 Normandy Boulevard	Combs Road	Sidewalk Gap	194	Medium	2668	FDOT	Quarter Mile	$ 15,000
90	Normandy Boulevard	Country Creek Blvd	8101 Normandy Boulevard	Sidewalk Gap	192	Medium	2660	FDOT	Quarter Mile	$ 69,000
108	Normandy Boulevard	Hammond Boulevard	Doloma Street	Sidewalk Gap	192	Medium	2664	FDOT	Both	$ 298,000
100	Normandy Boulevard	Herlong Road	Derito Drive	Lighting Improvement	191	Medium	2664	FDOT	Both	$ 559,000
54	Lenox Avenue	Cassat Avenue		Leading Pedestrian Interval	190	Medium	2164	FDOT/COJ	Half Mile	$ 500
81	Normandy Boulevard	6980 Normandy Boulevard	6830 Normandy Boulevard	Sidewalk Gap	188	Medium	2299	FDOT	Both	$ 29,000
34	Myrtle Avenue	Bay	Bay	Left Turn & Right Turn Calming	184	Medium	1659	FDOT/COJ	Quarter Mile	$ 25,000
47	Cassat Avenue	surrounding Kerle Street		Mid-Block Crossing	184	Medium	2164	FDOT	Quarter Mile	$ 400,000
120	Normandy Boulevard	Fouraker Rd		Leading Pedestrian Interval	184	Medium	2668	FDOT/COJ	Half Mile	$ 500
95	Normandy Boulevard	8007 Normandy Boulevard		Sidewalk Gap	183	Medium	2660	FDOT	Half Mile	$ 30,000
64	Normandy Boulevard	Cassat Ave		Leading Pedestrian Interval	177	Medium	2164	FDOT	Quarter Mile	$ 500
52	Cassat Avenue	I-10 Off-Ramps		Leading Pedestrian Interval	176	Medium	2164	FDOT	Half Mile	$ 500
67	Post Street	4826 Post Street	Murray Drive	Sidewalk Gap	174	Medium	2164	FDOT	Both	$ 125,000
70	Lane Avenue	Grace Lane		Leading Pedestrian Interval	174	Medium	2288	FDOT/COJ	Quarter Mile	$ 500

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
96	Normandy Boulevard	Country Creek Blvd		Signalization Improvements	173	Medium	2660	FDOT/COJ	Quarter Mile	$ 117,000
82	Normandy Boulevard	surrounding LeBrun Drive		Mid-Block Crossing	172	Medium	2299	FDOT	Quarter Mile	$ 400,000
116	Normandy Boulevard	8101 Normandy Boulevard	8093 Normandy Boulevard	Sidewalk Gap	172	Medium	2668	FDOT	Both	$ 25,000
113	Normandy Boulevard	Lindsey Road	Chateau Drive	Sidewalk Gap	170	Medium	2668	FDOT	Quarter Mile	$ 45,000
91	Normandy Boulevard	Doloma Street	Lindsey Road	Sidewalk Gap	169	Medium	2660	FDOT	Quarter Mile	$ 81,000
88	Normandy Boulevard	LaMarche Drive		Leading Pedestrian Interval	159	Low	2299	FDOT/COJ	Half Mile	$ 500
74	Lenox Avenue	Lane Ave		Leading Pedestrian Interval	157	Low	2288	FDOT/COJ	Half Mile	$ 500
101	Normandy Boulevard	8940 Normandy Boulevard	Hammond Boulevard	Sidewalk Gap	156	Low	2664	FDOT	Both	$ 112,000
127	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Bike Lanes/Shared Use Path	151	Low	5093	FDOT/COJ	Quarter Mile	$ 105,000
71	Lane Avenue	Home Depot Entrance		Leading Pedestrian Interval	147	Low	2288	FDOT	Half Mile	$ 500
99	Normandy Boulevard	400' east of Guardian Drive	Lamplighter Lane	Sidewalk Gap	146	Low	2664	FDOT	Both	$ 113,000
33	Myrtle Avenue	Forest	Forest	Left Turn & Right Turn Calming	145	Low	1659	FDOT/COJ	Both	$ 25,000
97	Normandy Boulevard	8081 Normandy Boulevard		Sidewalk Gap	145	Low	2660	FDOT	Half Mile	$ 11,000
107	Normandy Boulevard	Hammond Boulevard	Derito Drive	Sidewalk Gap	144	Low	2664	FDOT	Half Mile	$ 77,000
109	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	138	Low	2664	FDOT/COJ	Quarter Mile	$ 15,000
105	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	137	Low	2664	FDOT/COJ	Quarter Mile	$ 20,000
111	Normandy Boulevard	Lamplighter Ln		Leading Pedestrian Interval	137	Low	2664	FDOT/COJ	Quarter Mile	$ 500
72	Lane Avenue	Ramona Blvd		Leading Pedestrian Interval	136	Low	2288	FDOT/COJ	Half Mile	$ 500

ID	Main Road	From	To	Potential Improvement	Total Score	Priority	Bus Stop	Agency	Walkshed (Radius)	Cost
65	Post Street	Murray Drive		Signing and Pavement Marking	135	Low	2164	FDOT/COJ	Half Mile	$ 10,000
68	Post Street	Murray Drive	Lamboll Avenue	Sidewalk Gap	134	Low	2164	FDOT	Half Mile	$ 22,000
119	Normandy Boulevard	8048 Normandy Boulevard	8040 Normandy Boulevard	Sidewalk Gap	134	Low	2668	FDOT	Half Mile	$ 11,000
36	Riverside Avenue	Leila St		Left Turn & Right Turn Calming	124	Low	1659	FDOT/COJ	Half Mile	$ 25,000
110	Normandy Boulevard	Guardian Drive		Signing and Pavement Marking	112	Low	2664	FDOT/COJ	Half Mile	$ 47,000
98	Normandy Boulevard	Carter Landing Boulevard	Guardian Drive	Sidewalk Gap	110	Low	2664	FDOT	Half Mile	$ 186,000

Note: Costs are rounded to the nearest thousand for clarity.
Source: ETM, 2025

6.2 Potential Funding Sources

This section identifies and discusses several sources for providing monetary assistance for multimodal facilities and programs. Many of these funding sources are available on the federal level through the Infrastructure Investment & Jobs Act (IIJA), commonly referred to as the Bipartisan Infrastructure Law (BIL). Many federal programs are administered by the Florida Department of Transportation (FDOT), and some are selected through the North Florida TPO as part of the region's metropolitan planning organization (MPO) funding process.

Federal surface transportation programs such as the Transportation Alternatives Set-Aside, Congestion Mitigation and Air Quality Improvement Program and Highway Safety Improvement Program, as examples, may be used for pedestrian and bicyclist enhancements. Sidewalk projects that provide direct access to transit may also be eligible under some Federal Transit Administration programs. The BIL also provides funding that is available through a wide range of competitive grants. Example competitive grant opportunities include the Safe Streets and Roads for All and the Reconnecting Communities Pilot Grant Program.

Listed below are potential funding sources. Each funding program has different requirements that pedestrian, bicycle and other projects must meet to receive funding. More information on these and other funding sources is provided in Appendix F.

Transportation Alternatives (TA): TA Set-Aside in the Surface Transportation Block Grant (STBG) program, commonly known as the Transportation Alternatives Program (and previously Transportation Enhancements), is the nation's largest dedicated source of funding for trail and active transportation projects. The U.S. Department of Transportation (USDOT) FHWA allocates funding to states where state departments of transportation and metropolitan planning organizations (MPO) administer their own competitive process and deal directly with applicants. Pedestrian and bicycle facilities and safe routes for non-drivers are two of many eligible project types.

Surface Transportation Block Grant Program (STBG): The STBG program is a federal-aid transportation program, administered by the FHWA, which provides funding used by states and local communities for transportation improvement projects. The STBG program provides flexible funding to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Congestion Mitigation & Air Quality Improvement Program (CMAQ): The CMAQ formula program has been a key funding mechanism for helping urban areas meet air quality goals and supporting investments that encourage alternatives to driving alone and improving traffic flow. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote the application of new and emerging technologies. Many types of projects are eligible under the CMAQ program including, but not limited to, transit improvements, bicycle and pedestrian facilities, and shared micromobility projects including shared scooter systems.

Safe Streets and Roads for All (SS4A)/Highway Safety Improvement Program (HSIP): The SS4A and HSIP programs focus on preventing and/or reducing traffic deaths and serious injuries.

- SS4A is a competitive grant program established under the BIL to fund a range of initiatives to prevent death and serious injuries on multimodal roads and streets involving all roadway users. The SS4A program provides funding directly to local governments (including transit authorities and MPOs) to support efforts to advance vision zero plans and other improvements, especially for cyclists and pedestrians. The SS4A program provides

financial support for planning, infrastructure, behavioral, and operational initiatives, and funds two grant types: 1) planning and demonstration and 2) implementation.

- HSIP is a core formula, Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads. The BIL continued the HSIP with several new requirements and increased funding levels. Each State's HSIP apportionment is calculated based on a percentage specified in law.

Reconnecting Communities Pilot (RCP) Program: The RCP program is a planning and construction funding opportunity focused on removing barriers to connectivity with a preference for economically disadvantaged communities. RCP is a competitive program that provides dedicated funding for the planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure. The program aims to reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The RCP program also aims to prioritize disadvantaged communities; improve access to daily needs such as jobs, education, healthcare, food and recreation; and foster equitable development and restoration. RCP provides funding for two types of grants: 1) Community Planning Grants and 2) Capital Construction Grants.

Florida's Safe Routes to School (SRTS) Program: Florida's SRTS program is a statewide program, funded by the FDOT, whose goal is to make it safer for children to walk and bicycle to school. Florida SRTS funds projects that address both infrastructure and non-infrastructure related projects. Funded infrastructure projects include unsafe or lack of infrastructure. Non-infrastructure projects include programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. Florida funds 100 percent of the costs of SRTS projects due to state highway toll revenue (which replaced the local match requirement).

All Stations Accessibility Program (ASAP): The All-Stations Accessibility Program (ASAP) is a federal competitive grant program established under the Bipartisan Infrastructure Law (BIL) and administered by the Federal Transit Administration (FTA). It aims to improve accessibility at legacy rail fixed guideway public transportation systems—those built before the Americans with Disabilities Act (ADA) of 1990)—where many stations remain partially or wholly inaccessible. ASAP provides funding for capital projects that retrofit, repair, modify, or relocate station infrastructure to make public areas fully accessible to people with disabilities, including individuals who use wheelchairs. Eligible activities include structural upgrades (such as improvements to load-bearing members), station retrofits, and accessibility planning efforts, including assessments and project evaluations. Funding cannot be used for stations that already meet current ADA new construction standards. Eligible applicants are states, U.S. territories (including Washington, D.C.), and local government authorities that operate legacy rail systems. The federal share covers up to 80% of project costs, with a required 20% local match.

FDOT Shared-Use Nonmotorized (SUN) Trails Program: The SUN Trails program is for Florida's statewide system of high priority (strategic) paved trail corridors for bicyclists and pedestrians. The SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails and is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network. The FGTS is developed and overseen by the Florida Department of Environmental Protection. SUN Trail funding is limited to geographic areas within the SUN Trail network and for the transportation element of a standard 12-foot-wide paved asphalt multi-use trail. The SUN Trail solicitation process will solicit proposals for inclusion in the Tentative

Five-Year Work Program development cycle. Applicants must submit a request for funding through the Grant Application Process online system (GAP) during an open solicitation period.

These and other potential funding sources are described in Appendix F (Funding Sources).

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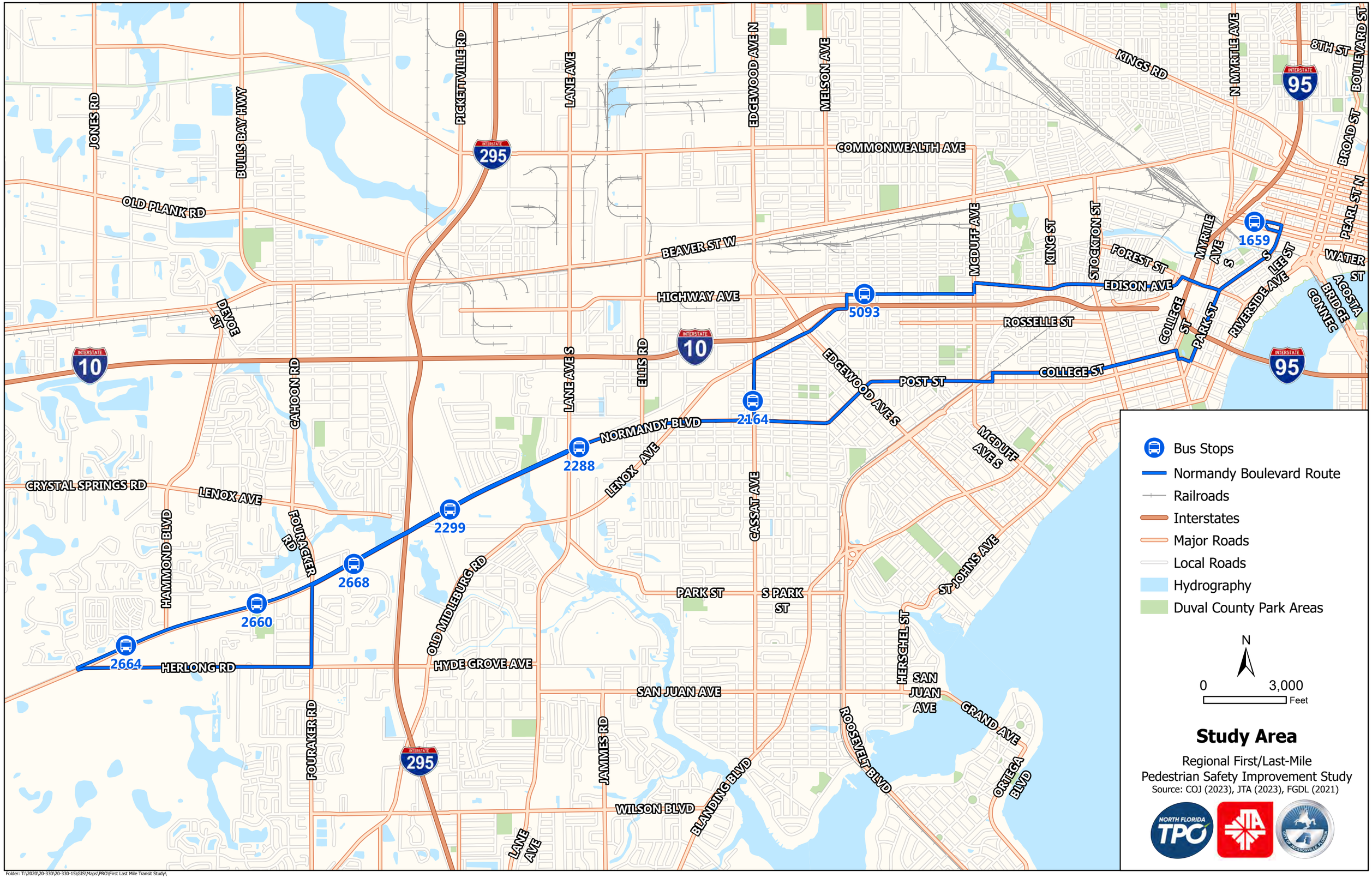
Appendix A – GIS Mapping

Appendix A – GIS Mapping

List of Data sources

Map Description	Sources	Year
Study Area	City of Jacksonville (COJ), Jacksonville Transportation Authority (JTA)	2023
Roadway Jurisdiction	Florida Department of Transportation Designated Road Data	2023
Functional Class	Florida Department of Transportation Roadway Characteristics Data	2023
Sidewalk Condition	England, Thims & Miller (ETM)	2024
Bikeway Network	City of Jacksonville (COJ), Jacksonville Transportation Authority (JTA)	2023
Population & Employment	Decennial Census Data	2020
Population Density	Decennial Census Data	2020
Environmental Justice and Equity	American Community Survey (ACS) Data	2019-2023
Future Land Use	Florida Department of Environmental Protection Statewide Land Use Land Cover Data	2024
Major Trip Attractors	Florida Department of Environmental Protection Statewide Land Use Land Cover Data	2024
Bus Stop Ridership	Jacksonville Transportation Authority (JTA)	2023
Pedestrian Bicycle Crashes	Signal 4 Analytics	2019-2024
Pedestrian Bicycle Crash Severity	Signal 4 Analytics	2019-2024
Posted Speed Limit	Florida Department of Transportation Roadway Characteristics Data	2024
Car Ownership	American Community Survey (ACS) Data	2019-2023
Recommended Improvements	England-Thims & Miller (ETM)	2024-2025

Study Area

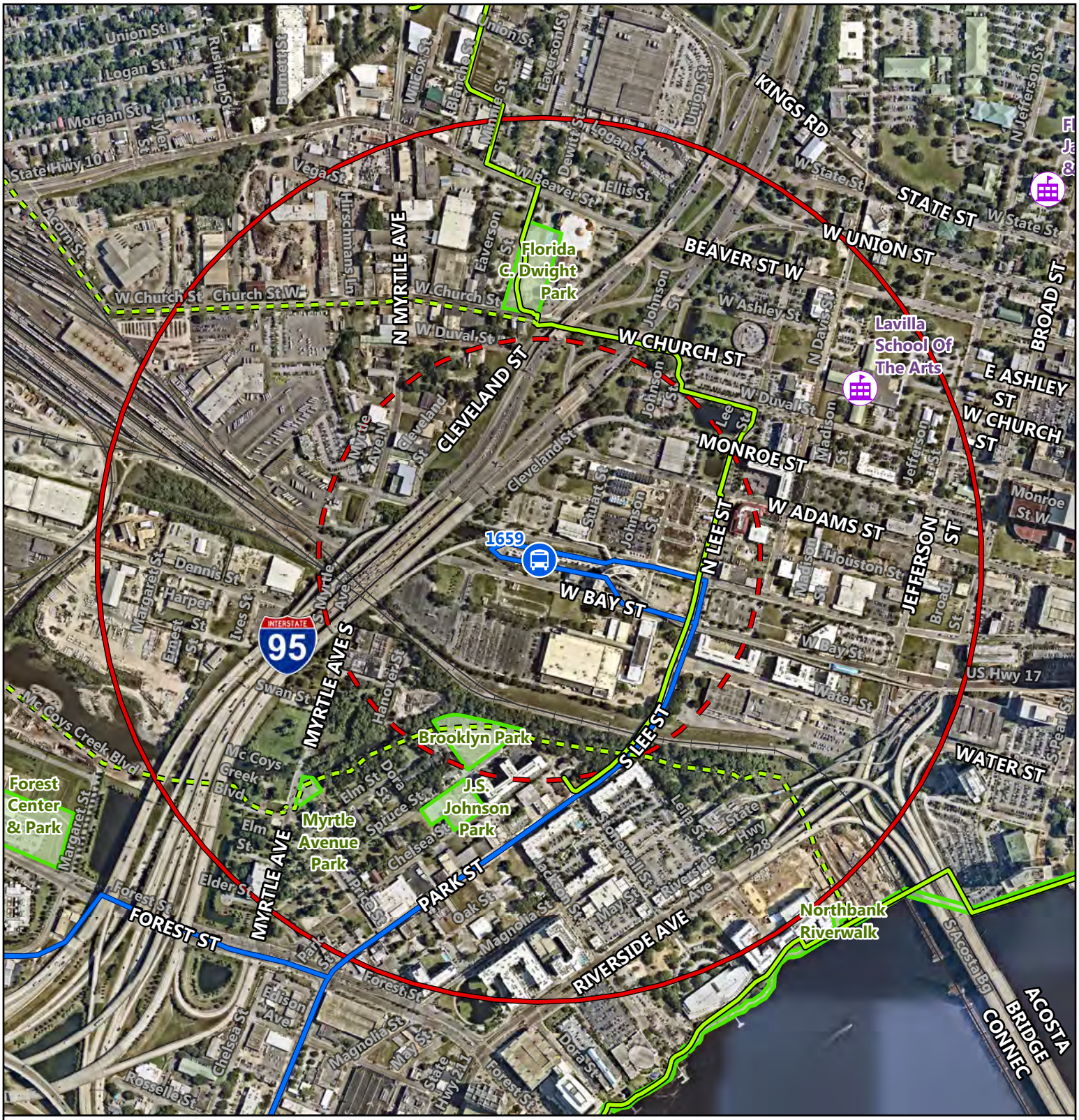


Study Area

Regional First/Last-Mile Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stop: 1659

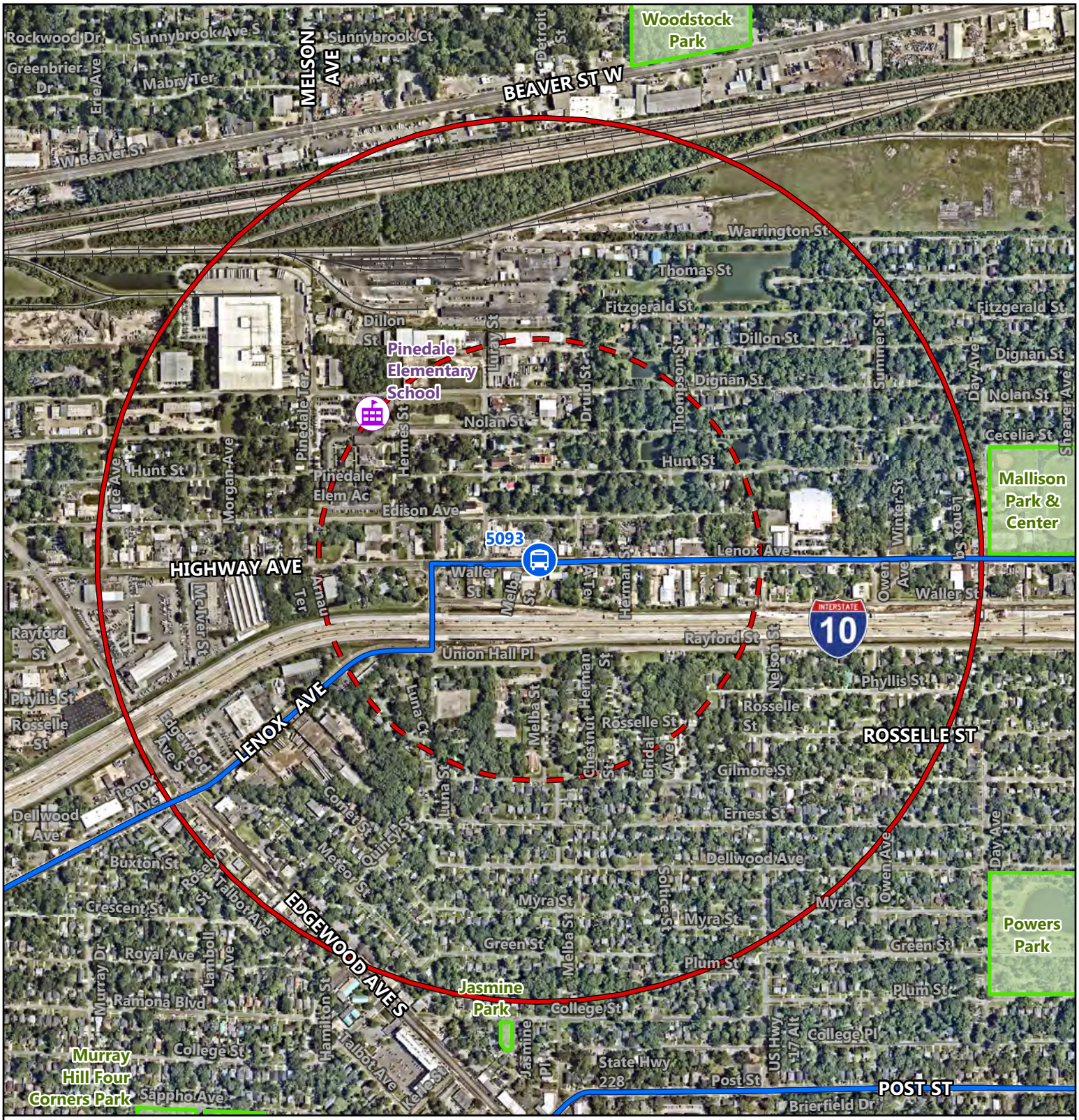
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Schools
Bus Stop
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Duval County Park Areas
Railroads

Bus Stop: 5093

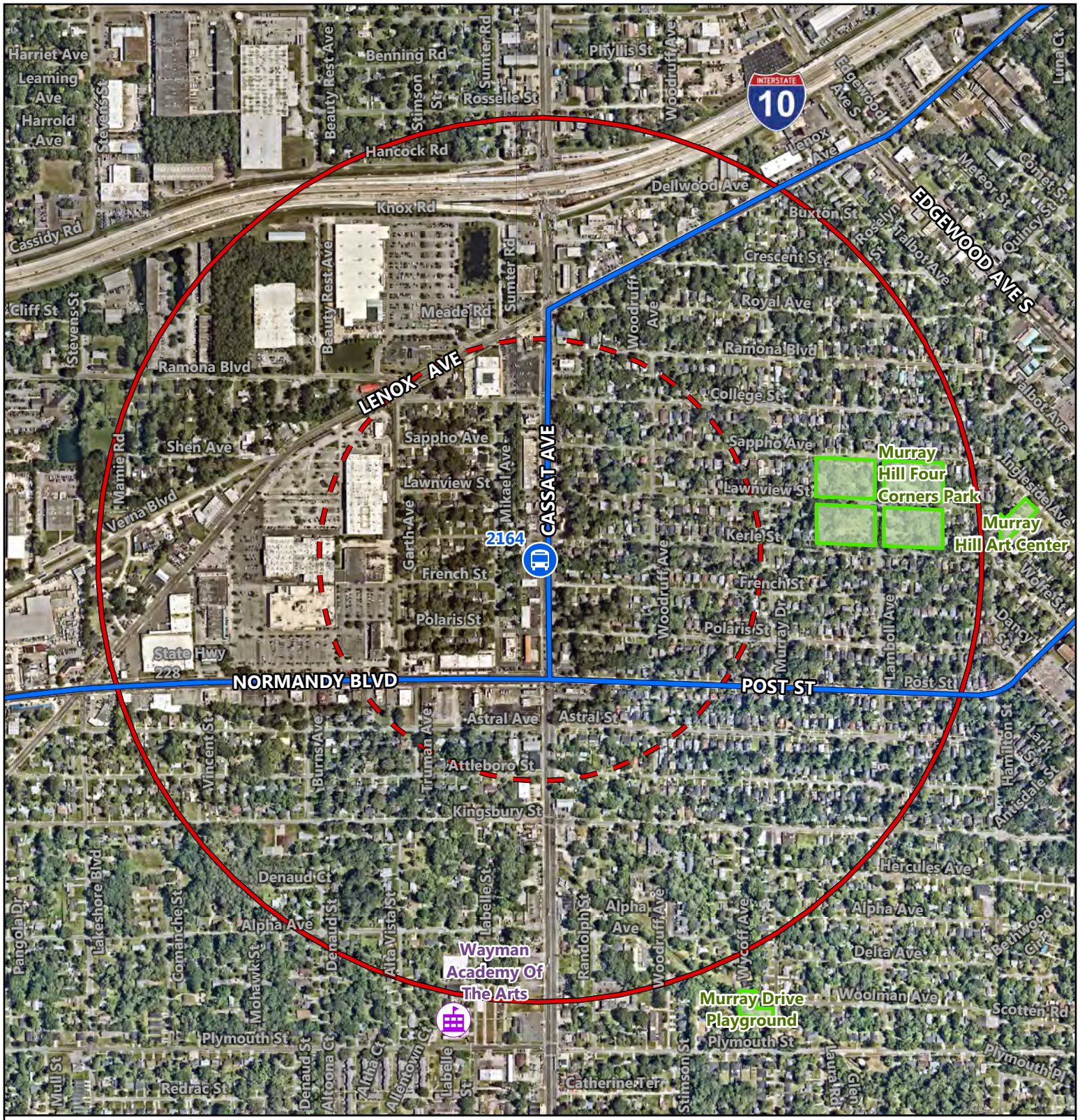
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Schools

Bus Stop

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Duval County Park Areas

Bus Stop: 2164

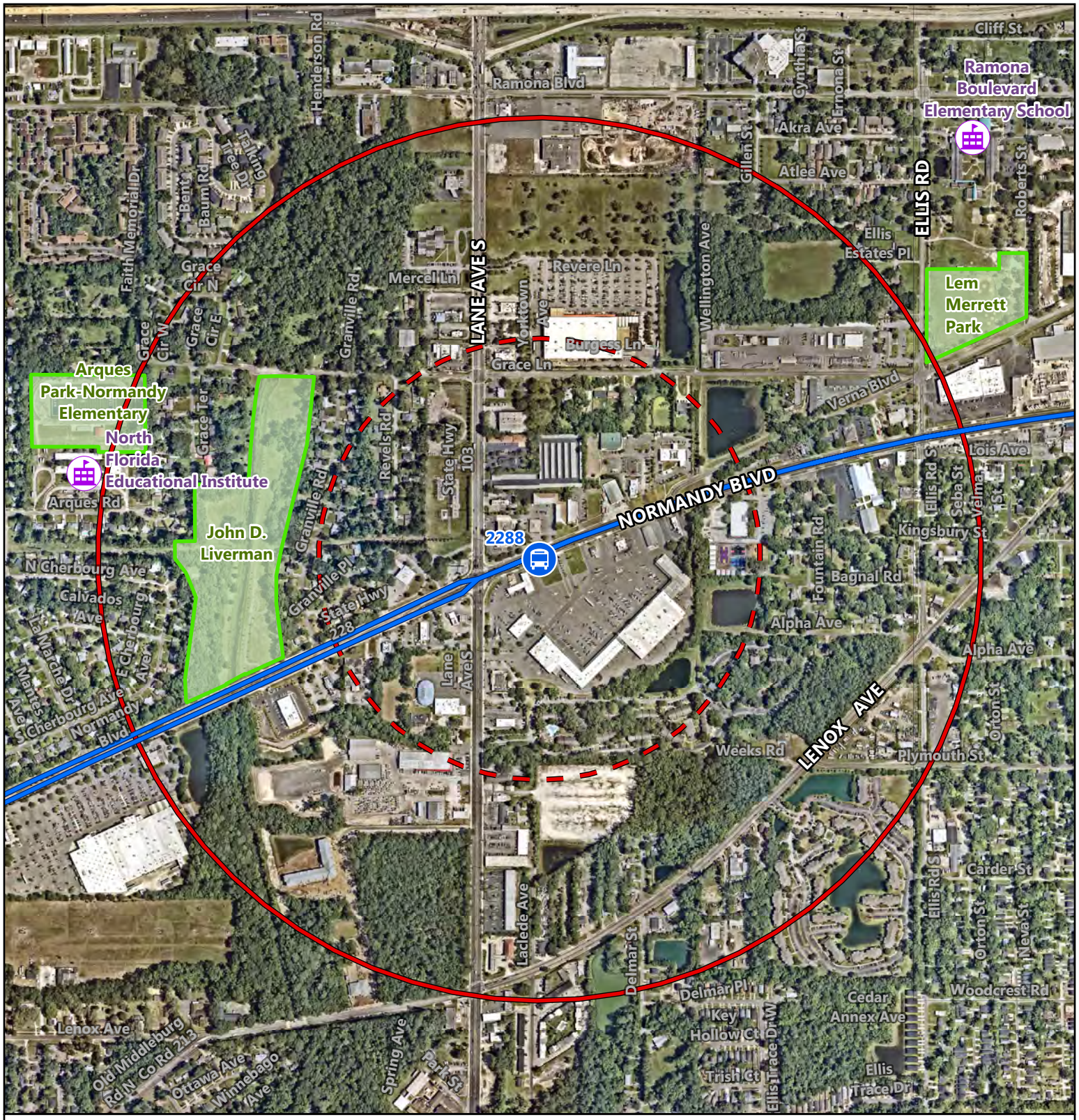
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Schools

Bus Stop

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Duval County Park Areas

Bus Stop: 2288

Regional First/Last-Mile
Pedestrian Safety Improvement Study

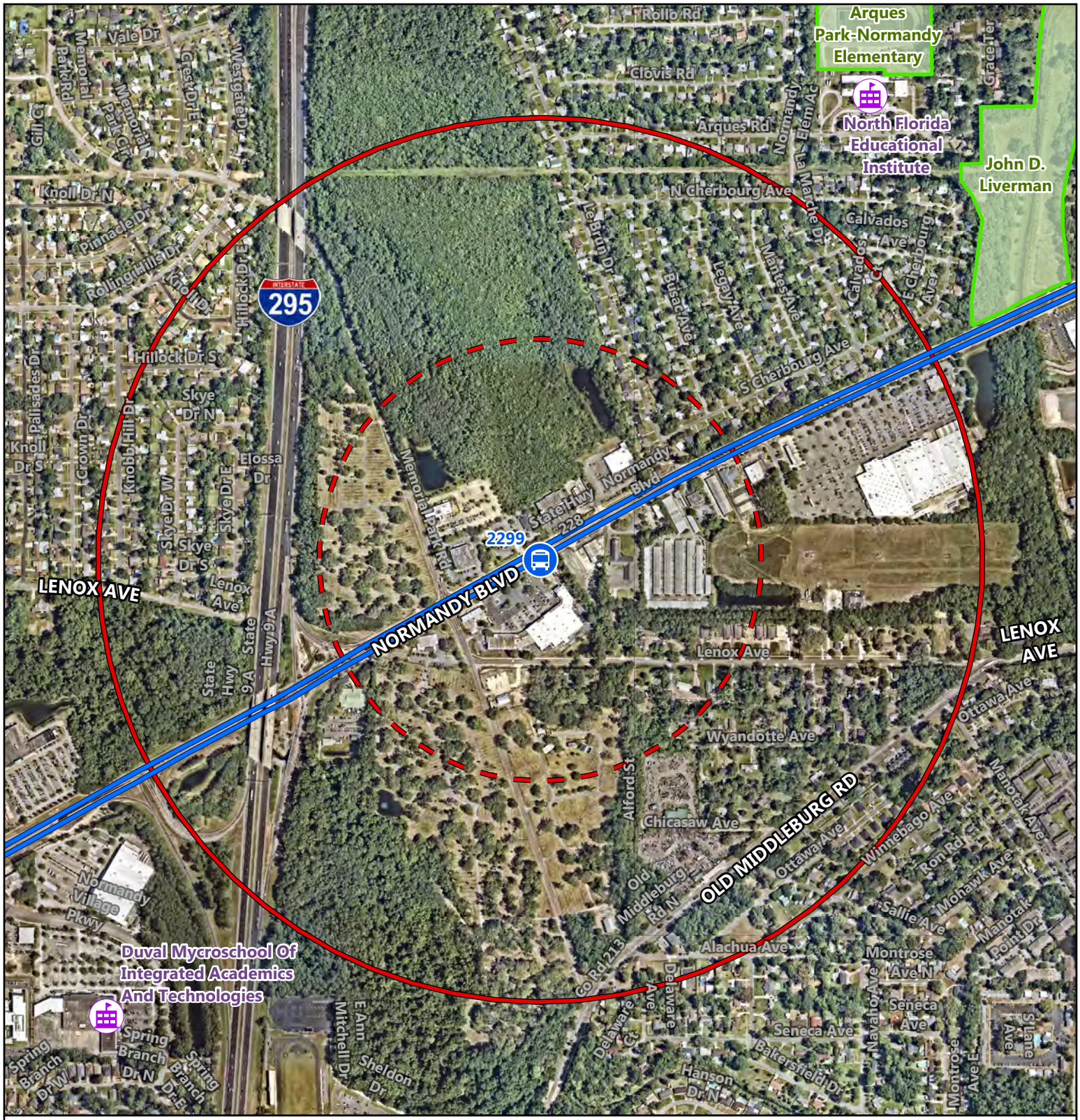
Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stop: 2299

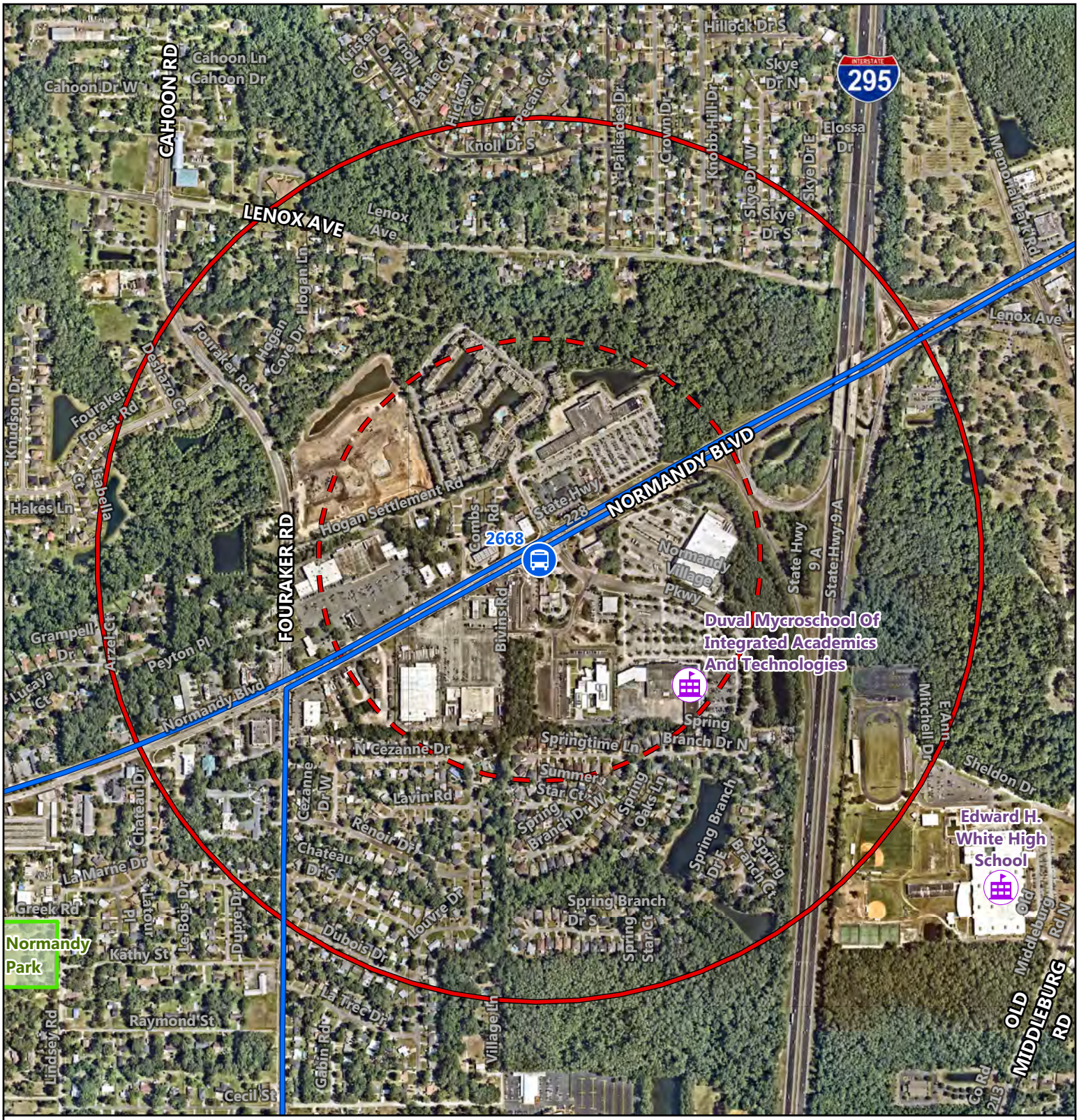
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Schools

Bus Stop

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Duval County Park Areas

Bus Stop: 2668

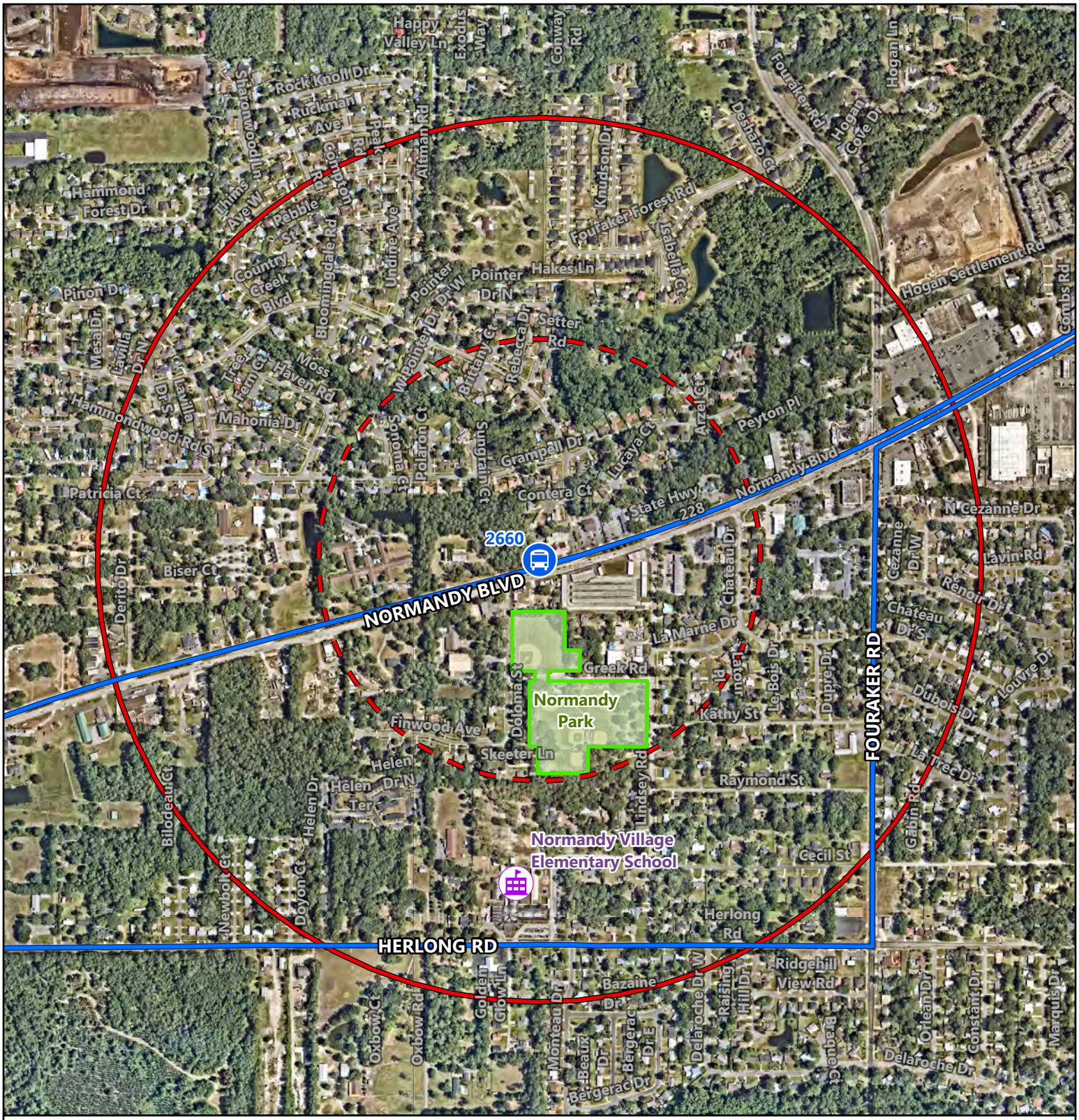
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stop: 2660

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Bus Stop

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Bus Stop: 2664

Regional First/Last-Mile
Pedestrian Safety Improvement Study

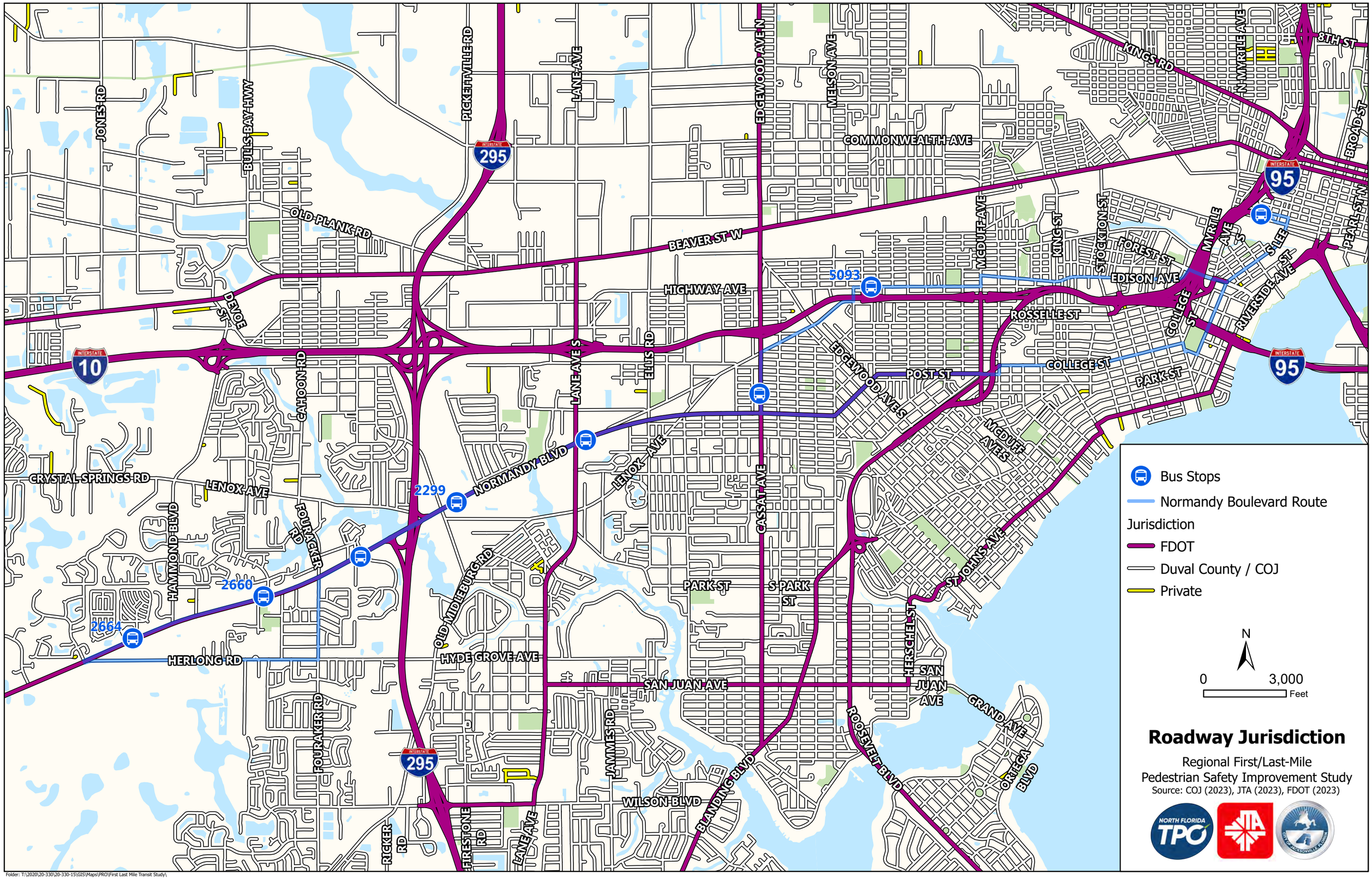
Source: COJ (2023), JTA (2023), FGDL (2021)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Roadway Jurisdiction



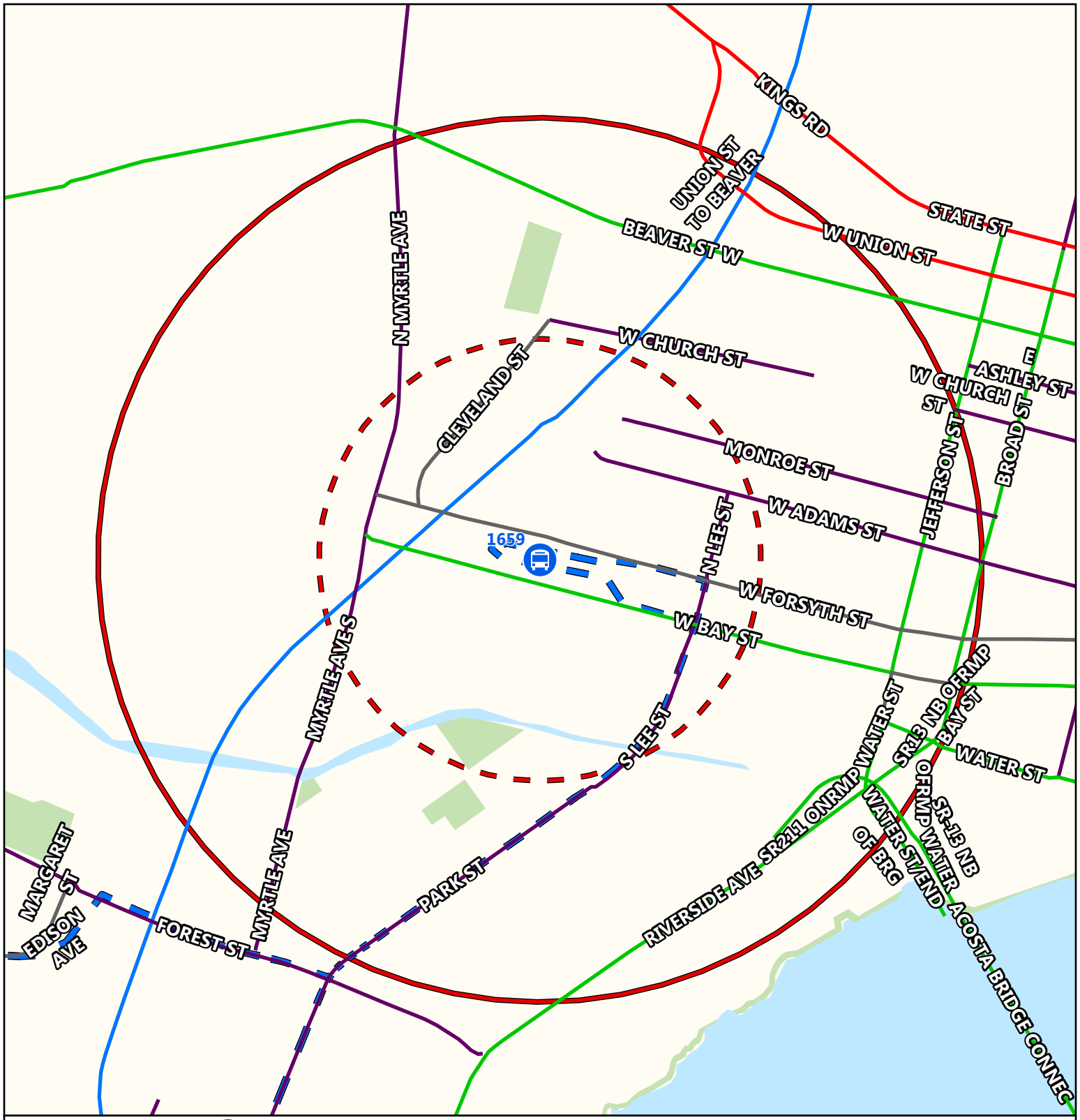
Roadway Jurisdiction

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Functional Class



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed

Functional Classification
- 11 - Principal Arterial-Interstate URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 19 - Local URBAN

Bus Stop: 1659

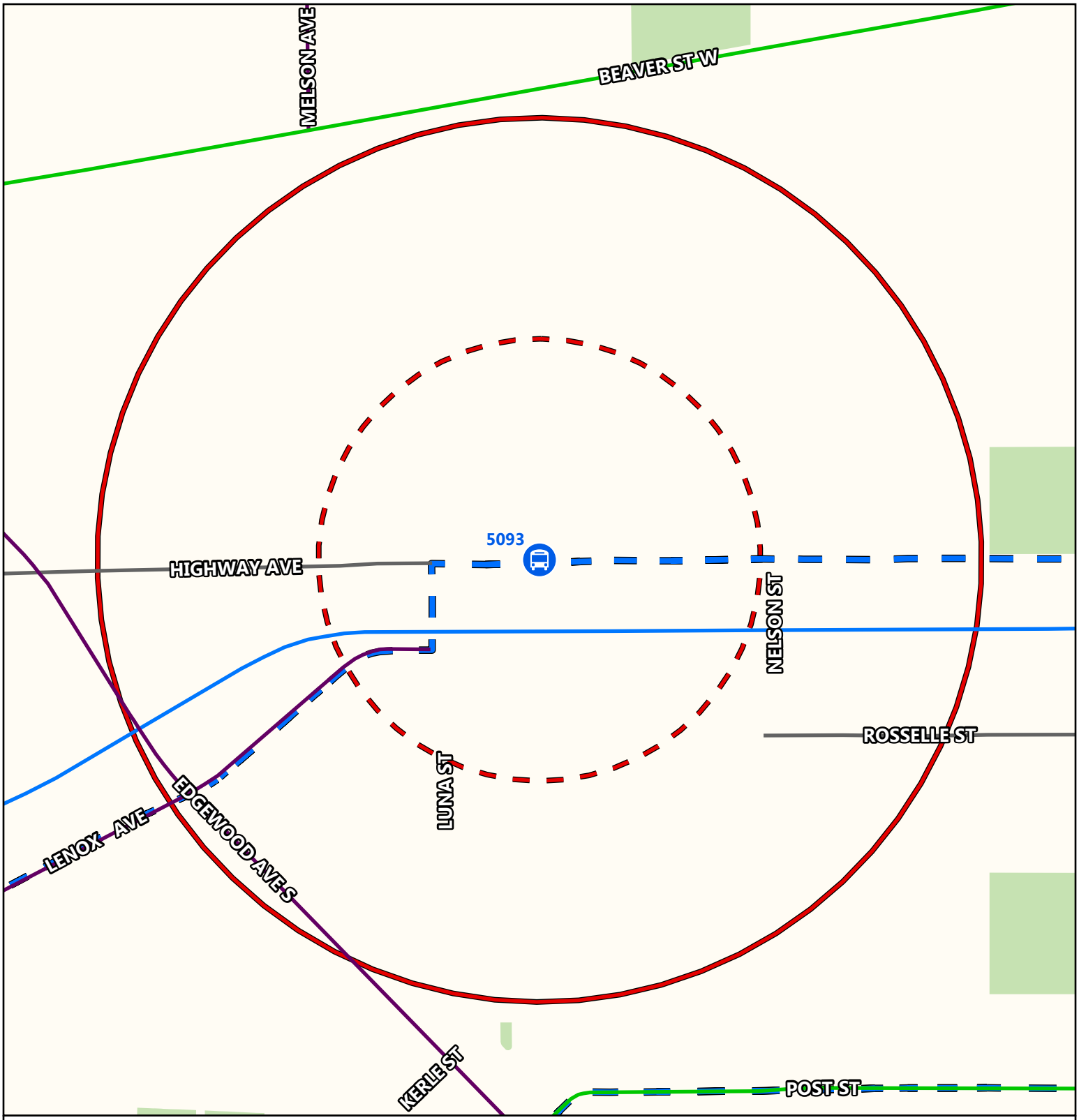
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed

Functional Classification
11 - Principal Arterial-Interstate URBAN
16 - Minor Arterial URBAN
17 - Major Collector URBAN
19 - Local URBAN

Bus Stop: 5093

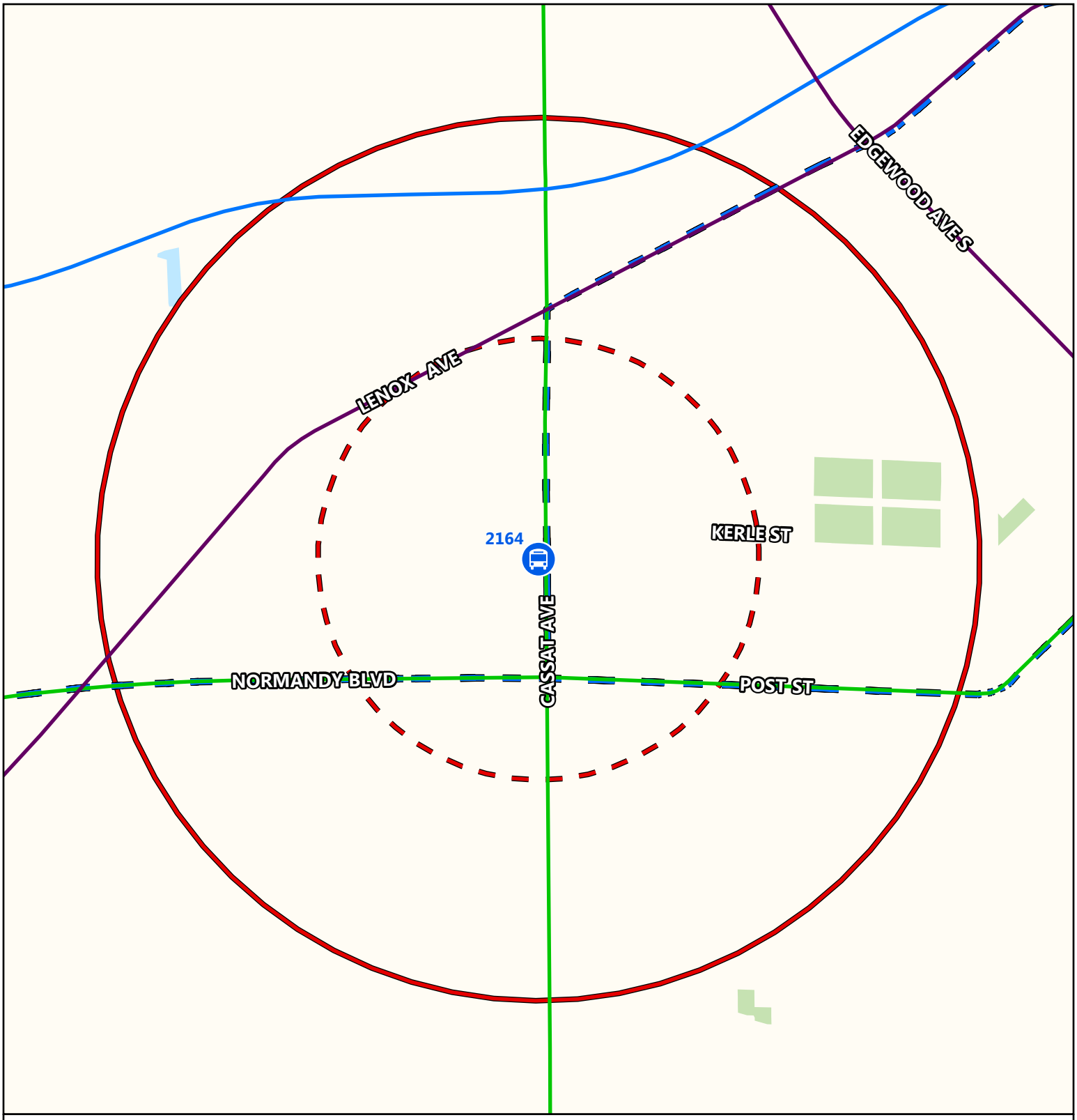
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed

Functional Classification
11 - Principal Arterial-Interstate URBAN
16 - Minor Arterial URBAN
17 - Major Collector URBAN

Bus Stop: 2164

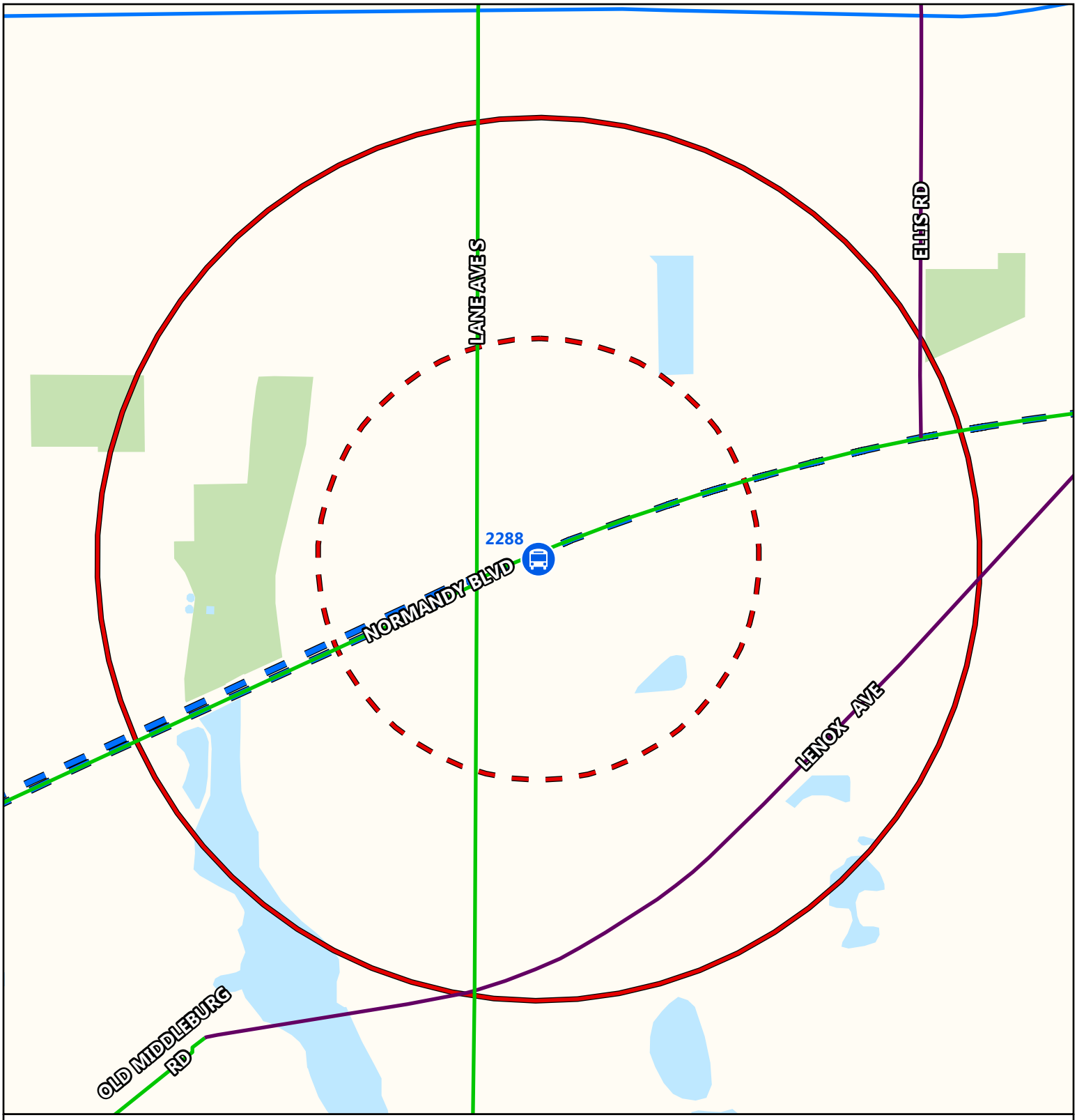
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Functional Classification

11 - Principal Arterial-Interstate URBAN

16 - Minor Arterial URBAN

17 - Major Collector URBAN

Bus Stop: 2288

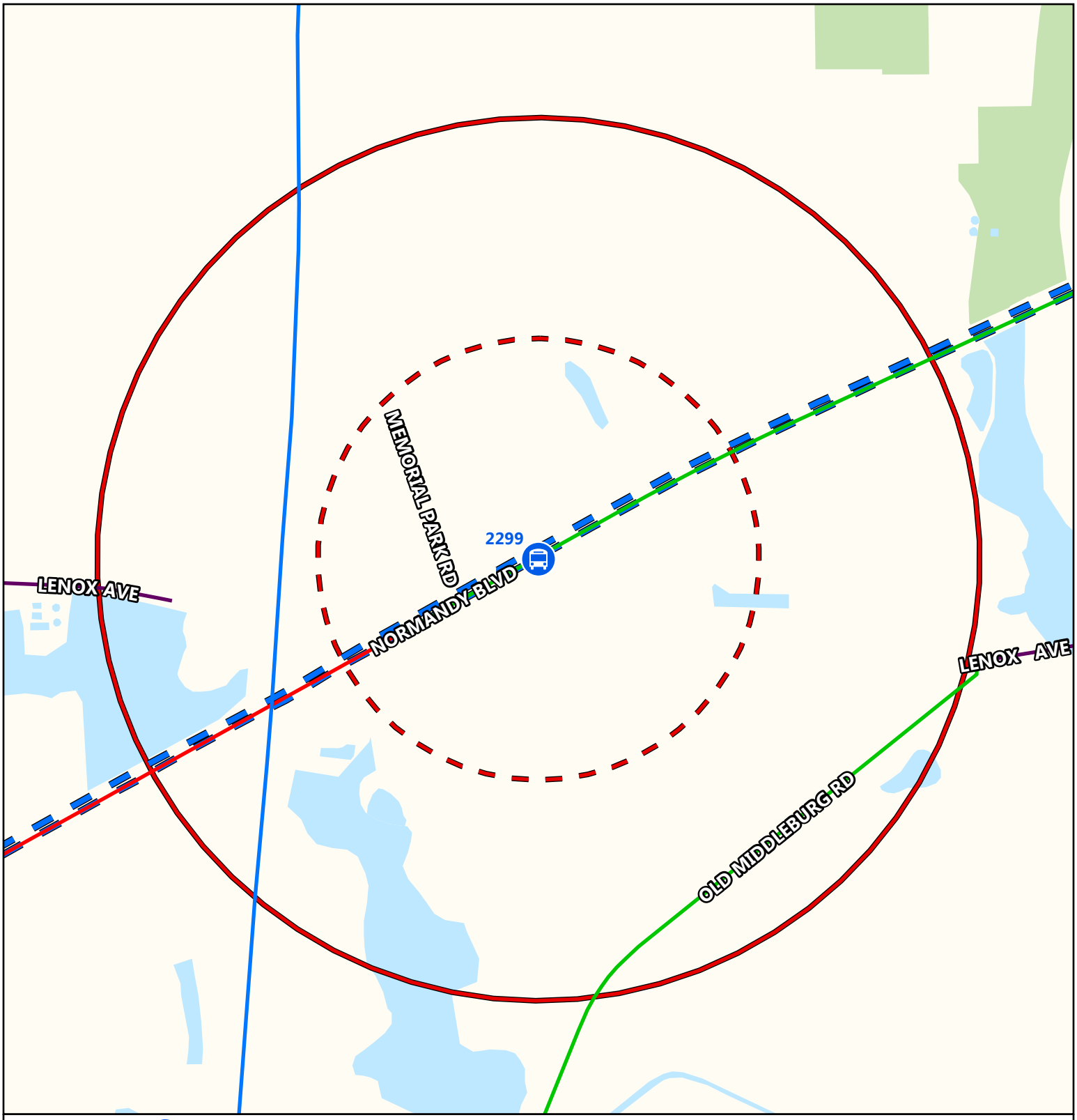
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Functional Classification

11 - Principal Arterial-Interstate URBAN

14 - Principal Arterial-Other URBAN

16 - Minor Arterial URBAN

17 - Major Collector URBAN

Bus Stop: 2299

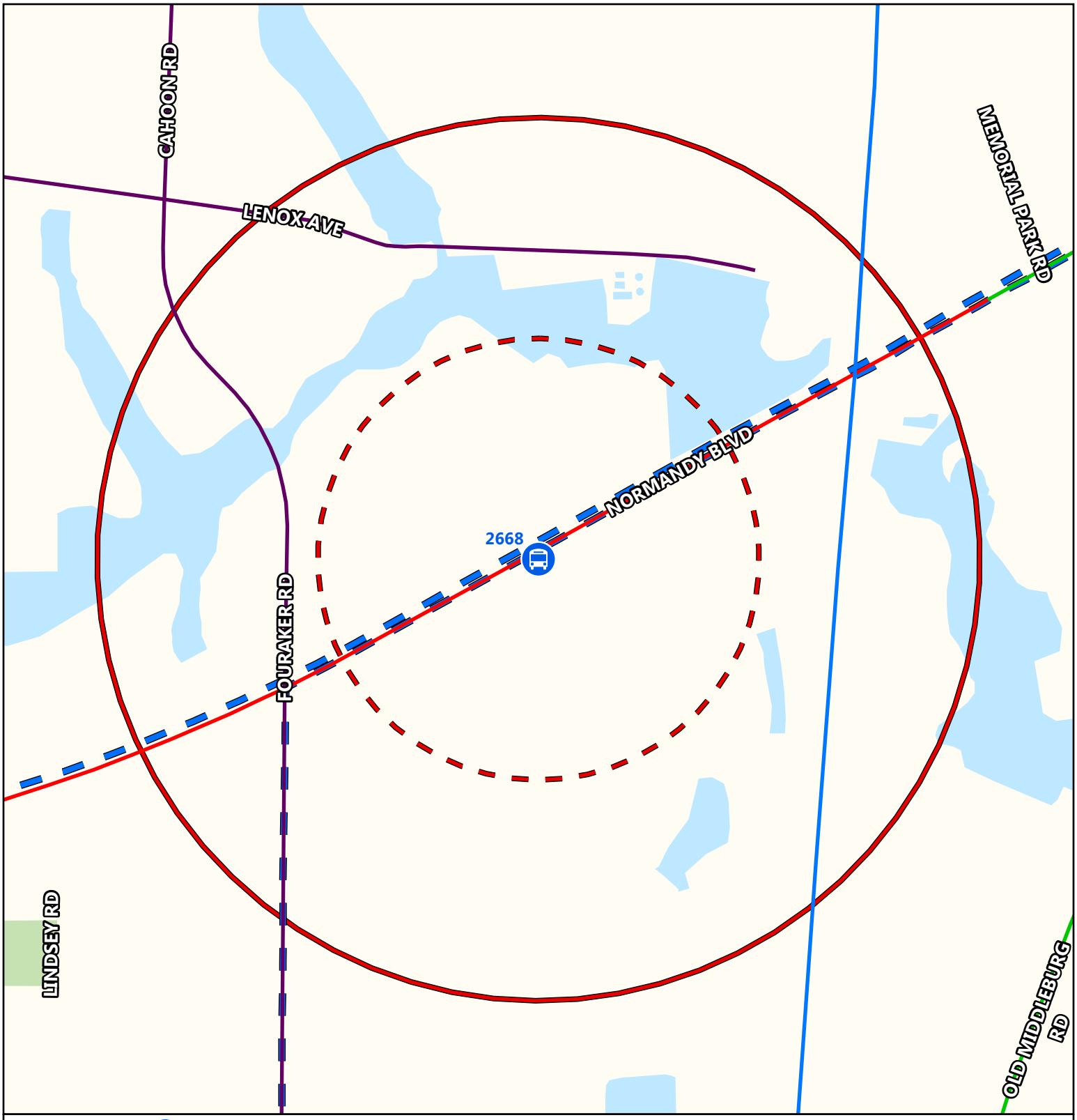
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Functional Classification

11 - Principal Arterial-Interstate URBAN

14 - Principal Arterial-Other URBAN

16 - Minor Arterial URBAN

17 - Major Collector URBAN

Bus Stop: 2668

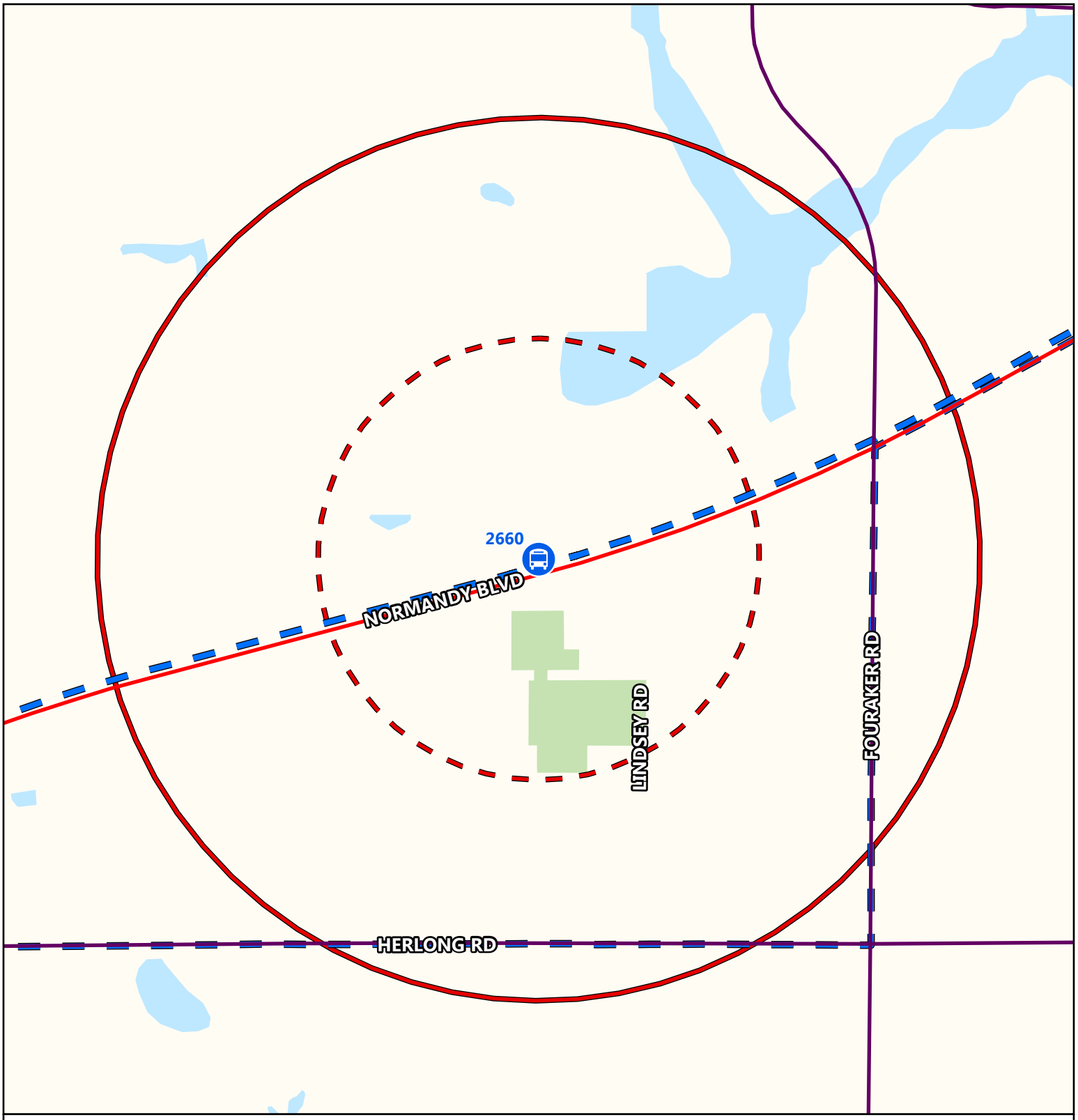
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Functional Classification

14 - Principal Arterial-Other URBAN

17 - Major Collector URBAN

Bus Stop: 2660

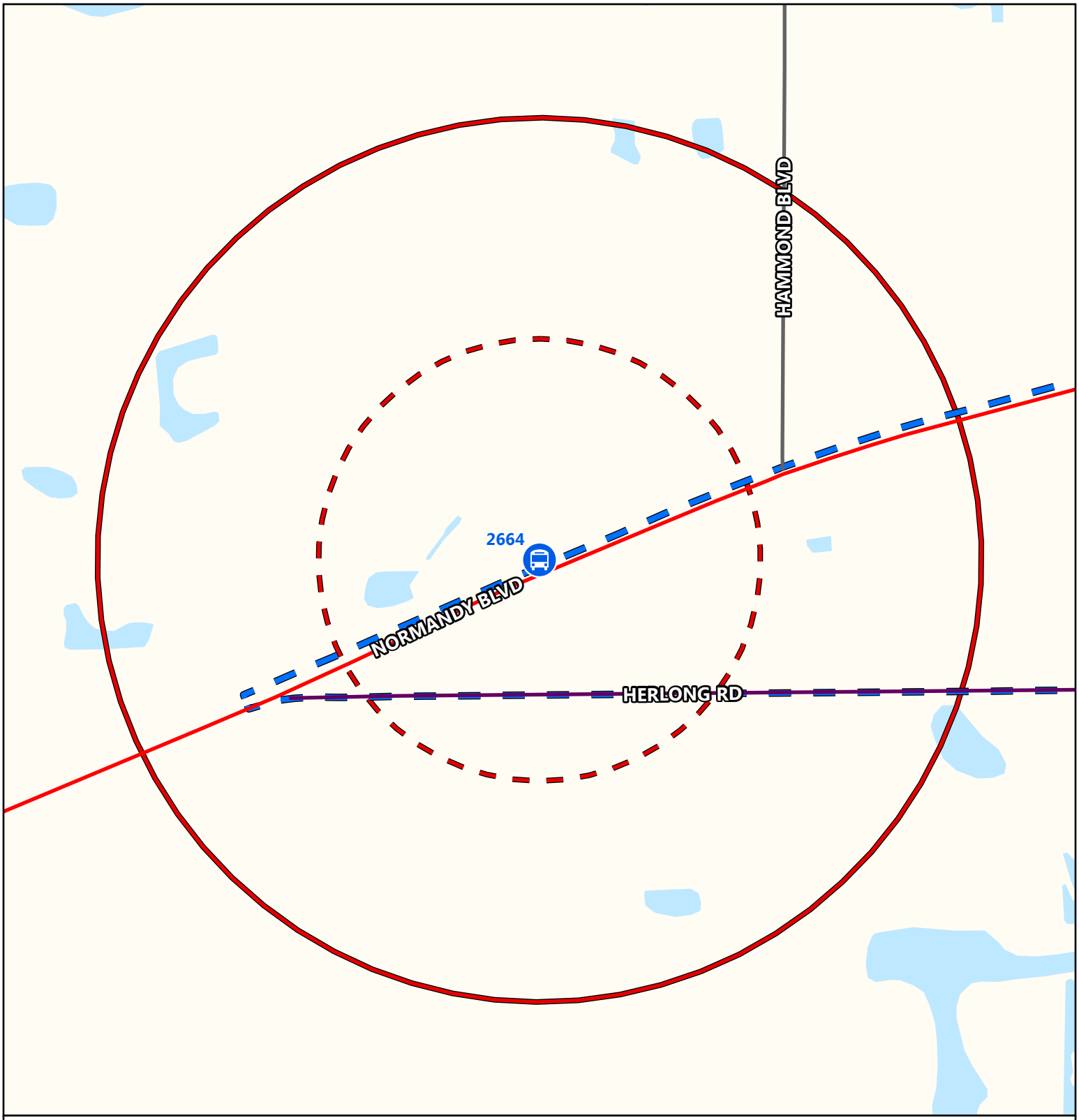
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Functional Classification

14 - Principal Arterial-Other URBAN

17 - Major Collector URBAN

19 - Local URBAN

Bus Stop: 2664

Regional First/Last-Mile
Pedestrian Safety Improvement Study

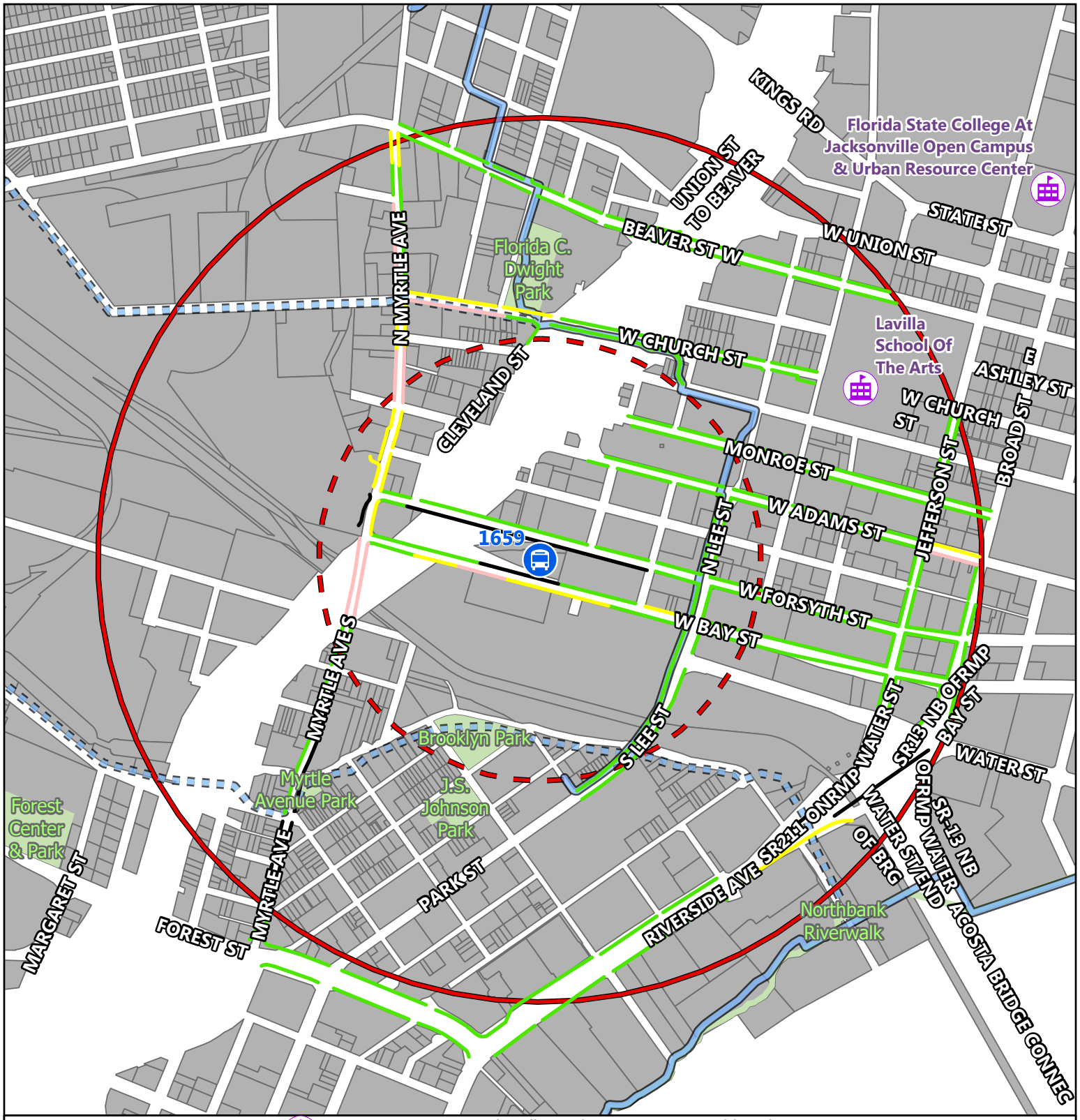
Source: COJ (2023), JTA (2023), FDOT (2023)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Sidewalk Condition



Schools
Bus Stops
1/4 Mile Walkshed
1/2 Mile Walkshed

Sidewalk Condition
Good
Fair
Poor
Gap

Emerald Trail
Existing
Future

Sidewalk Condition

Bus Stop: 1659

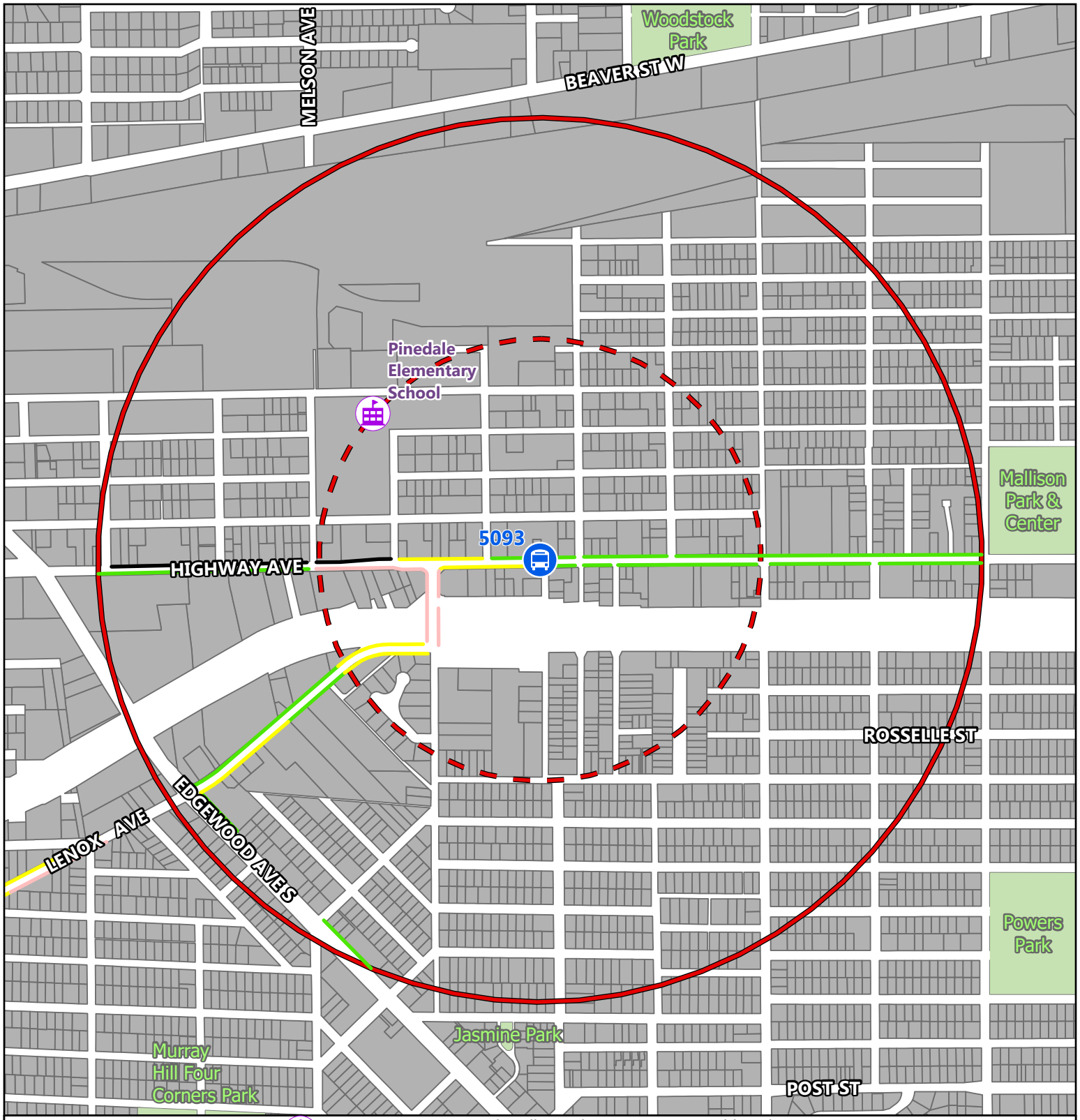
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Sidewalk Condition

Bus Stop: 5093

Regional First/Last-Mile

Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Schools
Bus Stops
1/4 Mile Walkshed
1/2 Mile Walkshed

Sidewalk Condition
Good
Fair
Poor
Gap

Emerald Trail
Existing
Future

Sidewalk Condition

Bus Stop: 2164

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800 Feet

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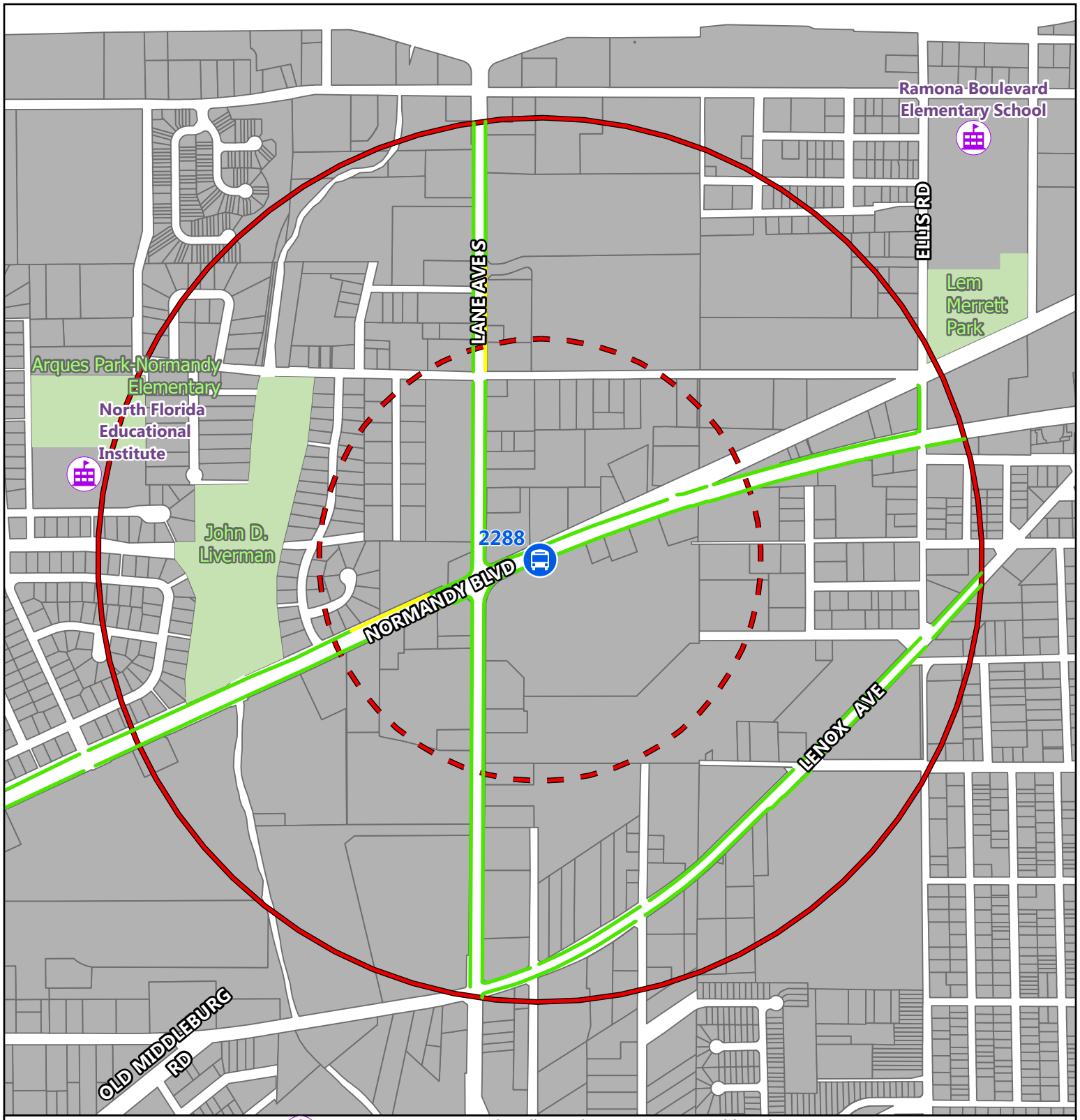


Schools
Bus Stops
1/4 Mile Walkshed
1/2 Mile Walkshed

Sidewalk Condition
Good
Fair
Poor
Gap

Emerald Trail
Existing
Future

Sidewalk Condition

Bus Stop: 2288

Regional First/Last-Mile
Pedestrian Safety Improvement Study

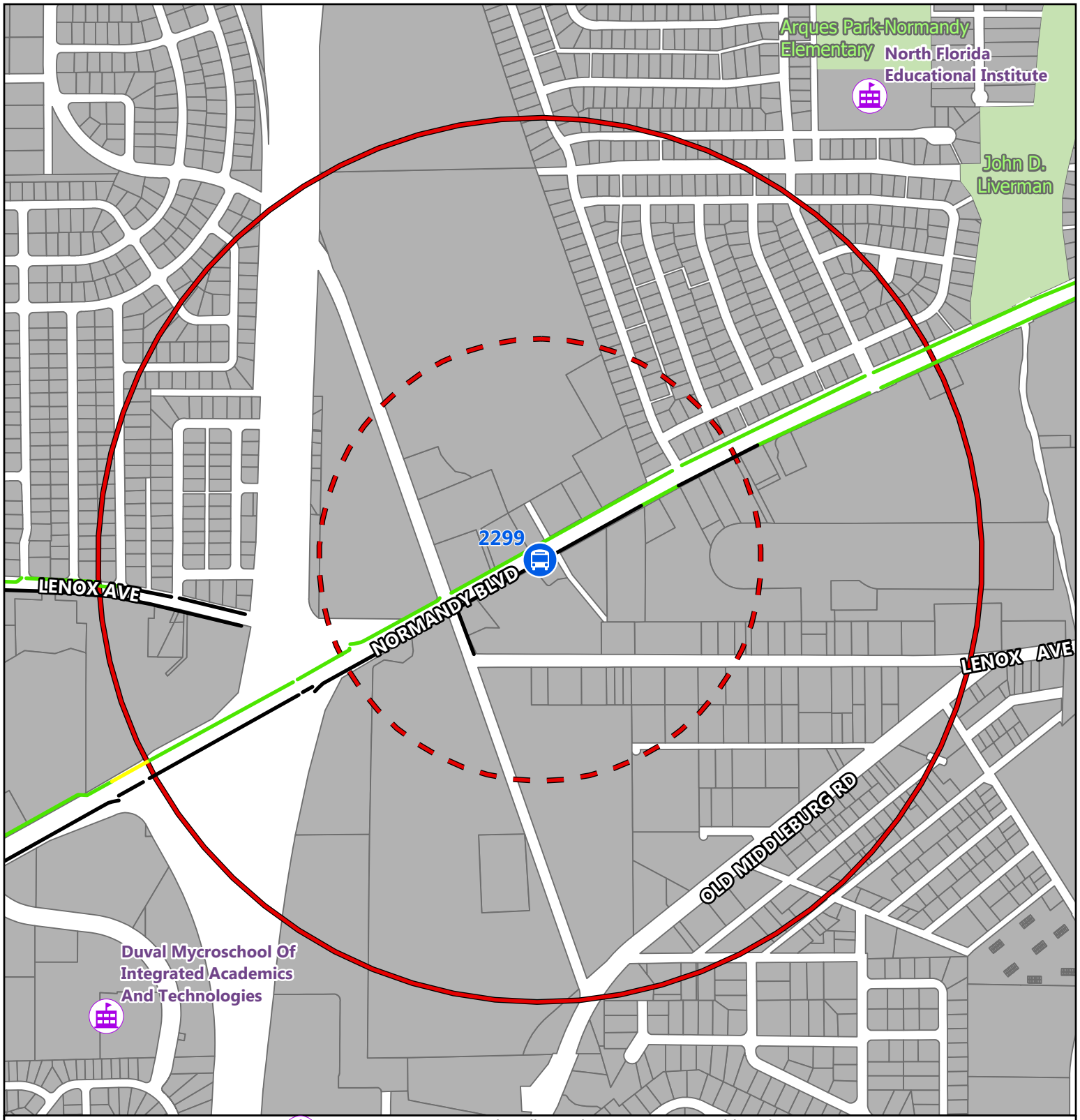
Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Schools
Bus Stops
1/4 Mile Walkshed
1/2 Mile Walkshed

Sidewalk Condition
Good
Fair
Poor
Gap

Emerald Trail
Existing
Future

Sidewalk Condition

Bus Stop: 2299

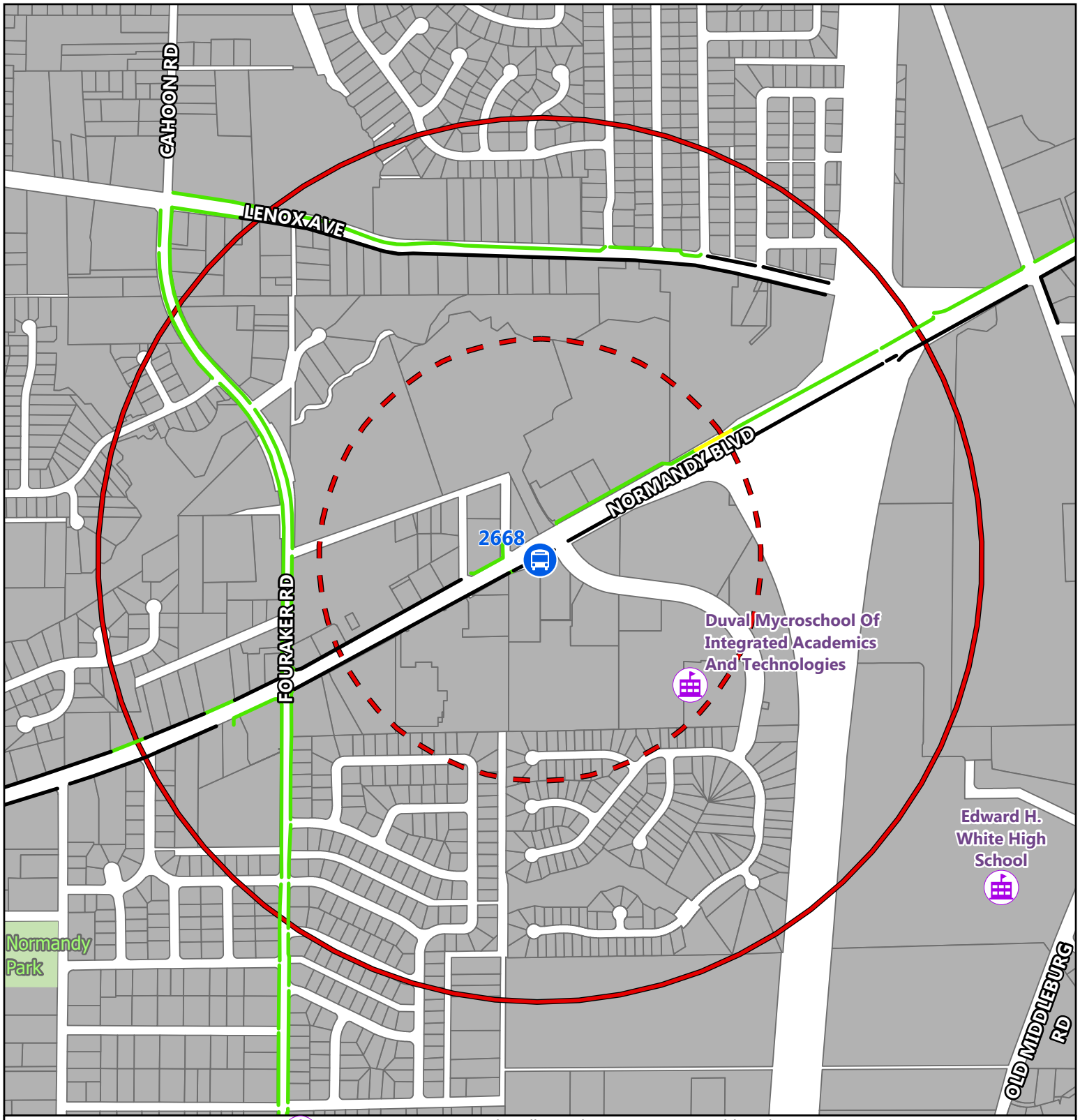
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Sidewalk Condition

Bus Stop: 2668

Regional First/Last-Mile

Pedestrian Safety Improvement Study

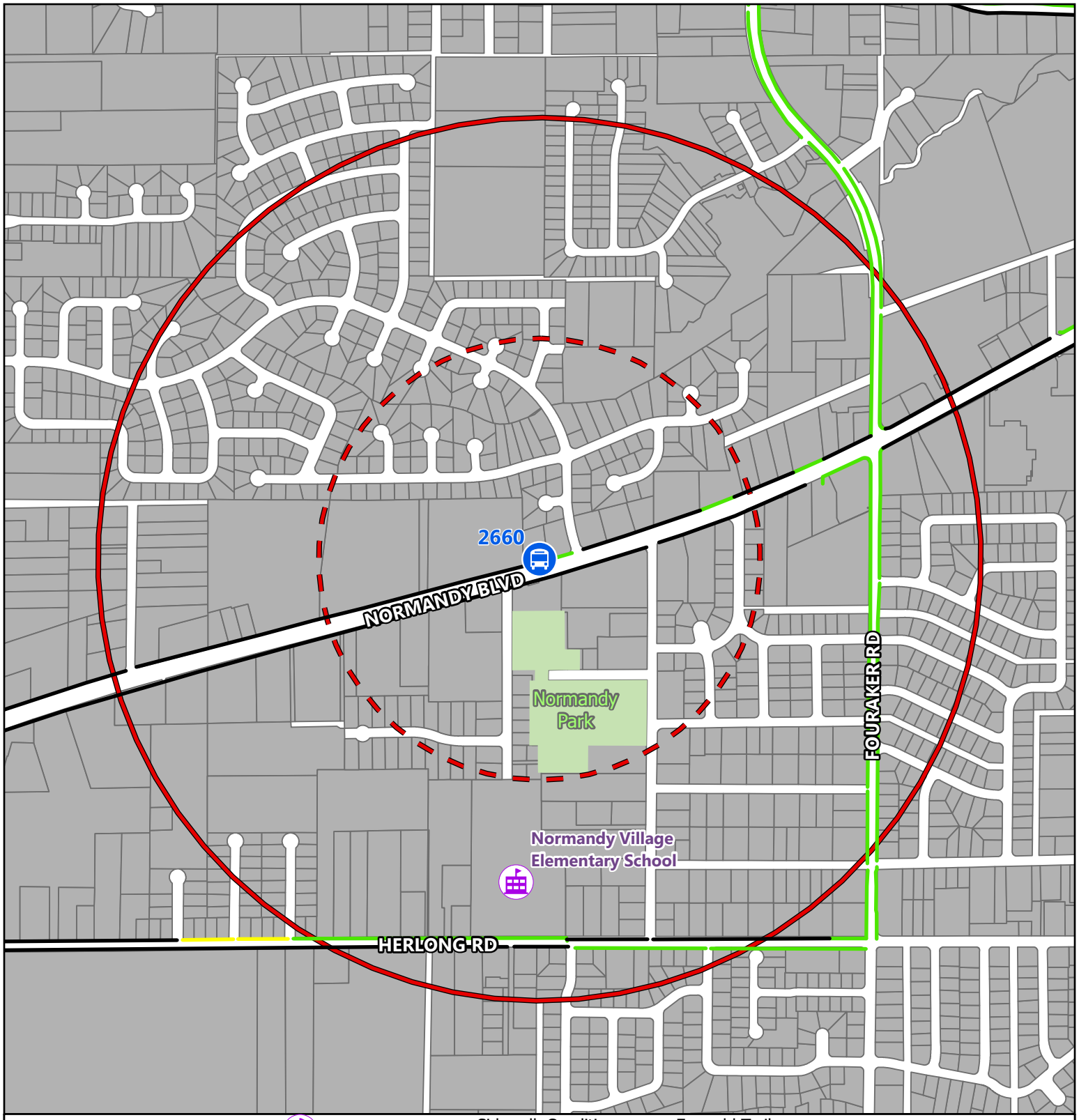
Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Schools
Bus Stops
1/4 Mile Walkshed
1/2 Mile Walkshed

Sidewalk Condition
Good
Fair
Poor
Gap

Emerald Trail
Existing
Future

Sidewalk Condition

Bus Stop: 2660

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Schools
Bus Stops
1/4 Mile Walkshed
1/2 Mile Walkshed

Sidewalk Condition
Good
Fair
Poor
Gap

Emerald Trail
Existing
Future

Sidewalk Condition

Bus Stop: 2664

Regional First/Last-Mile
Pedestrian Safety Improvement Study

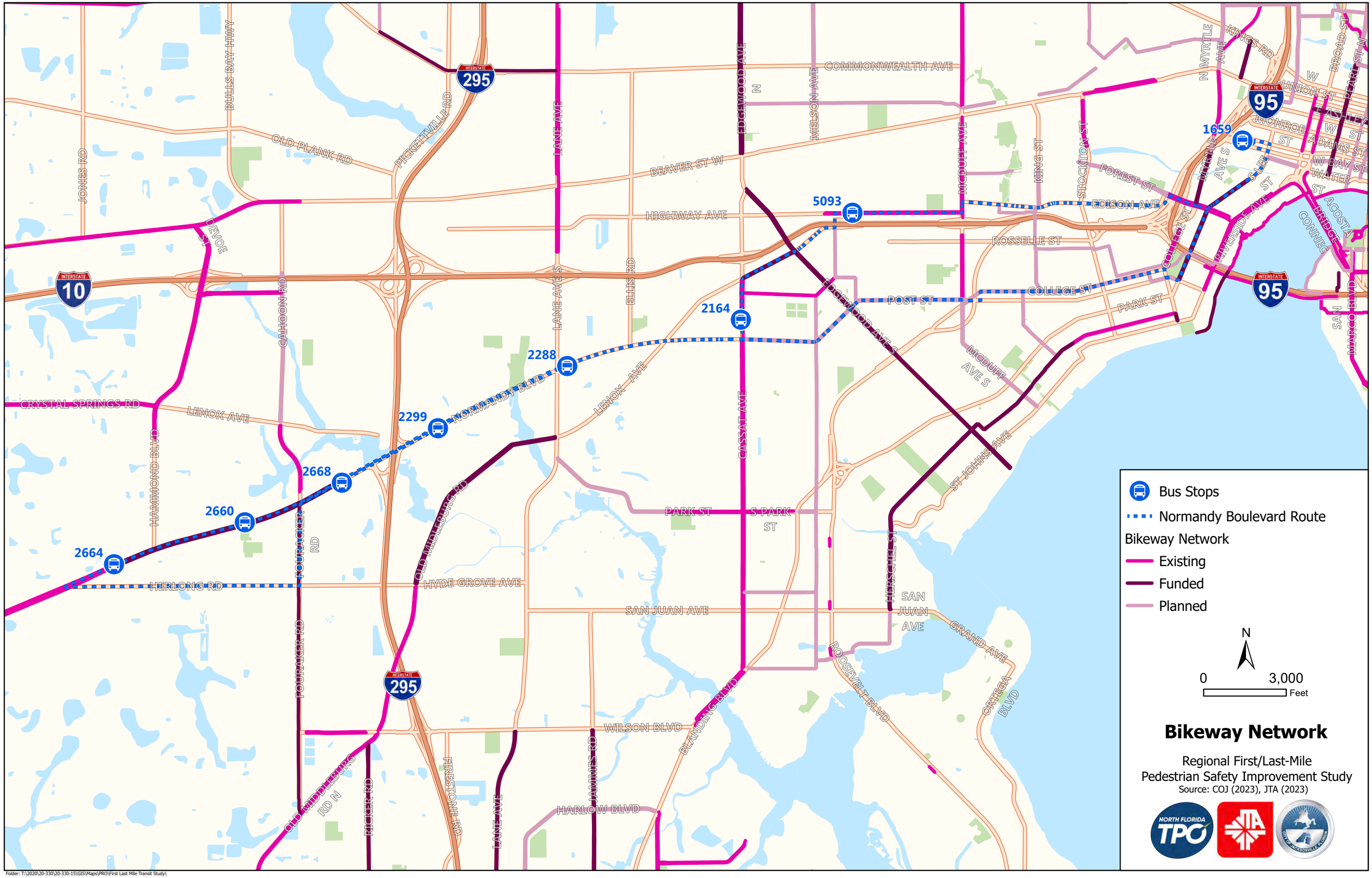
Source: COJ (2023), JTA (2023), Duval County (2023), ETM (2024)

N

0 800 Feet

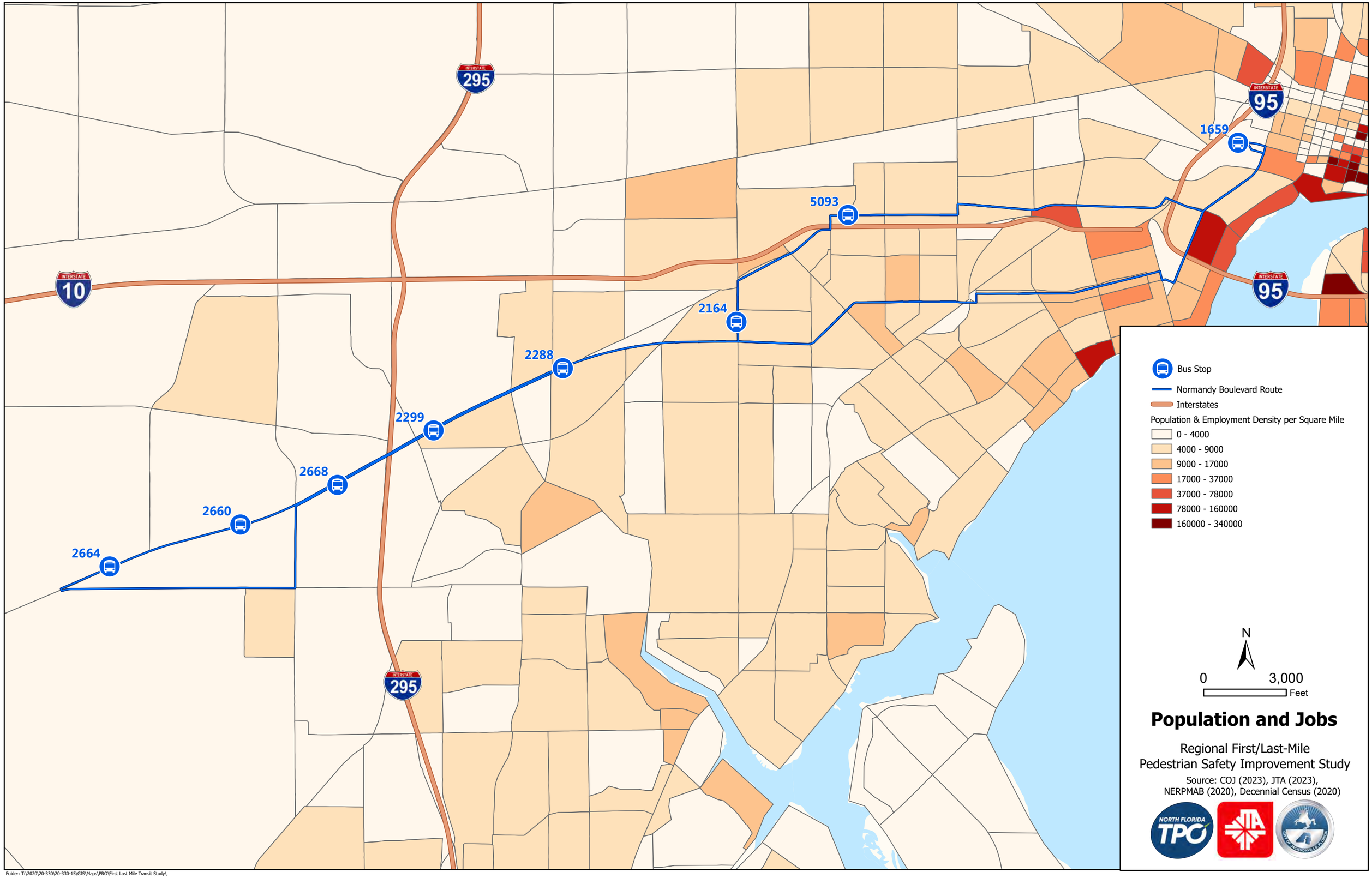
Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Bikeway Network



Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Population and Employment



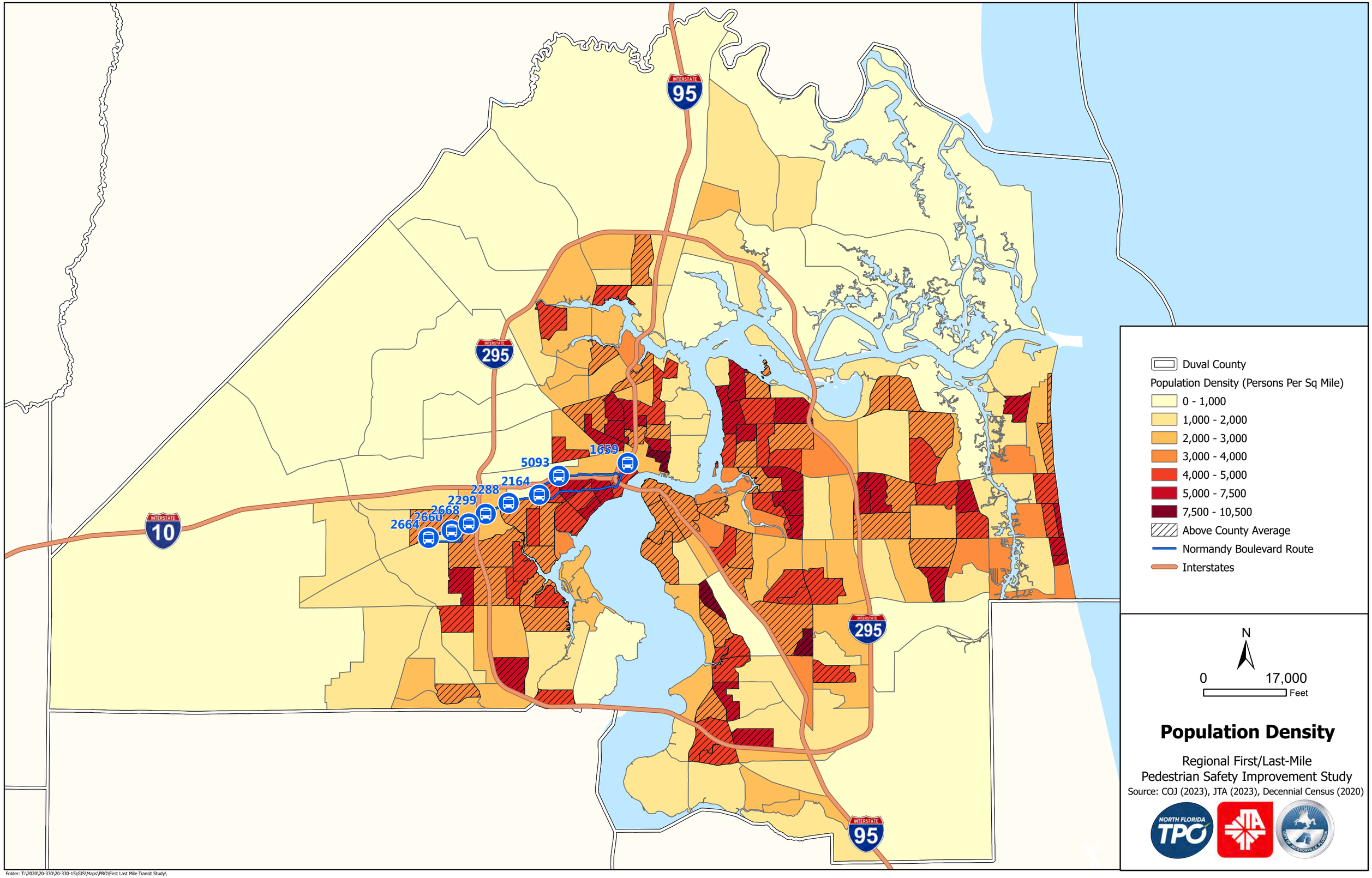
Population and Jobs

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023),
NERPMAB (2020), Decennial Census (2020)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Population Density

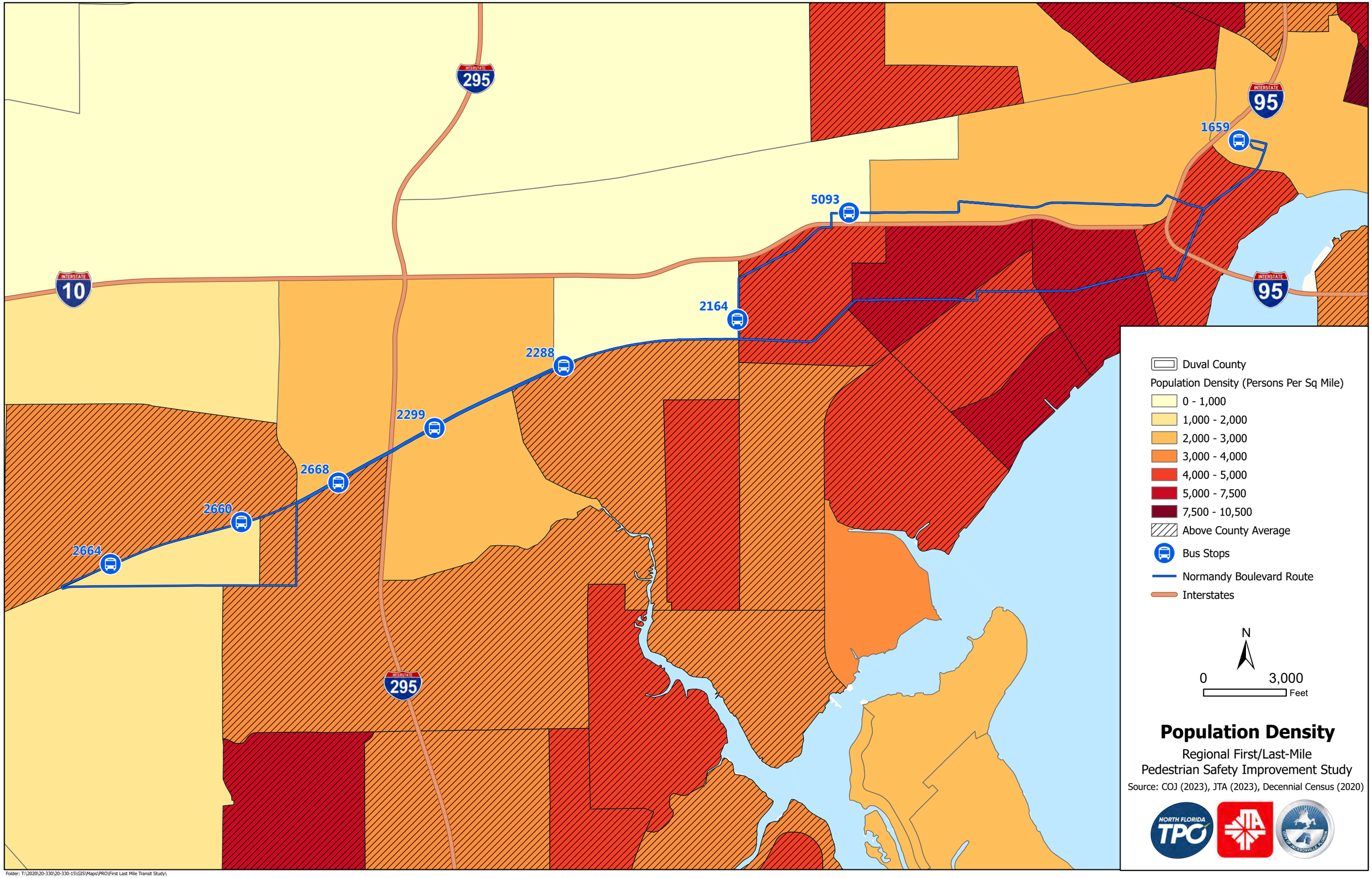


Population Density

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Decennial Census (2020)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



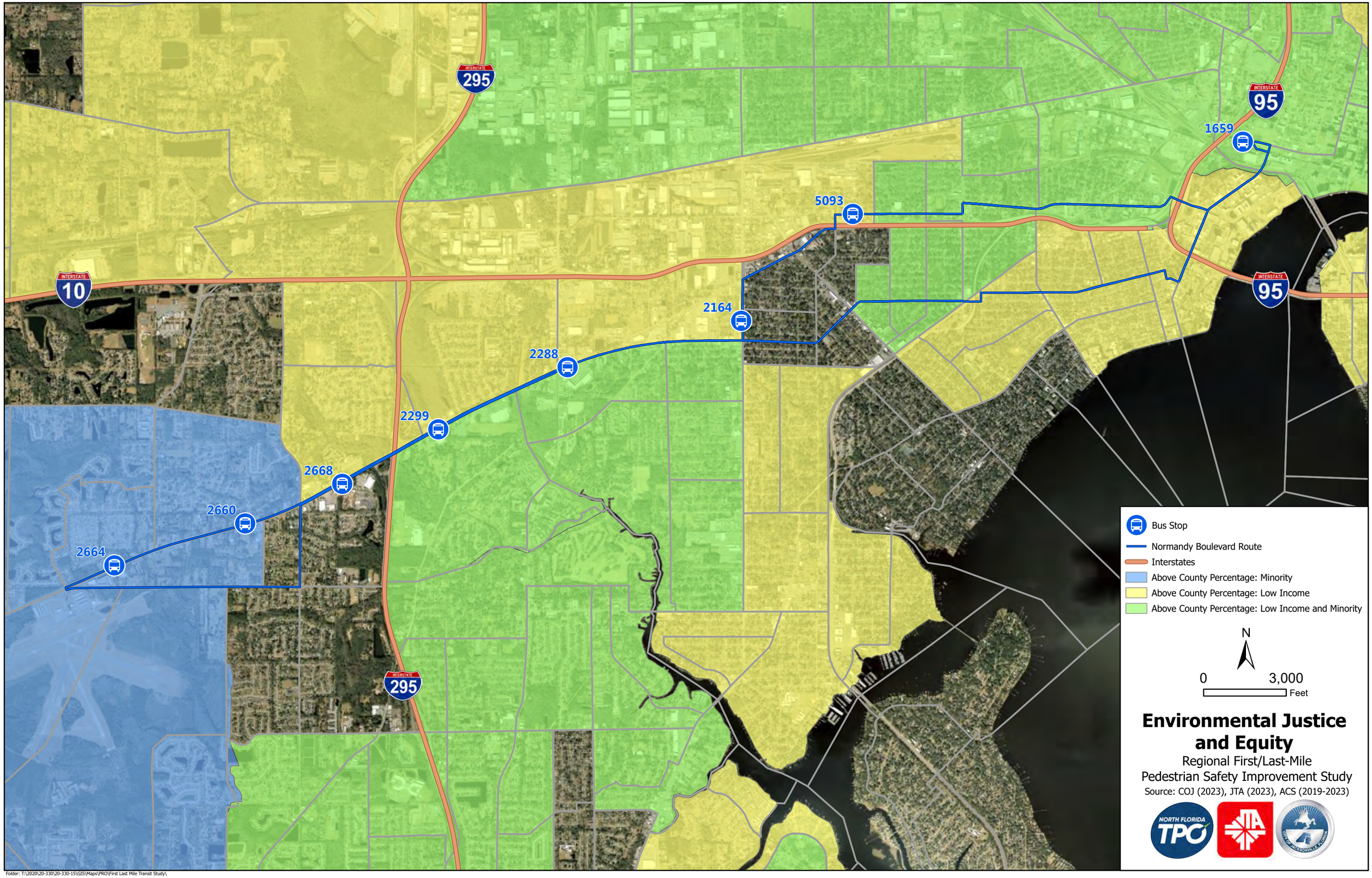
Population Density

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Decennial Census (2020)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Environmental Justice and Equity



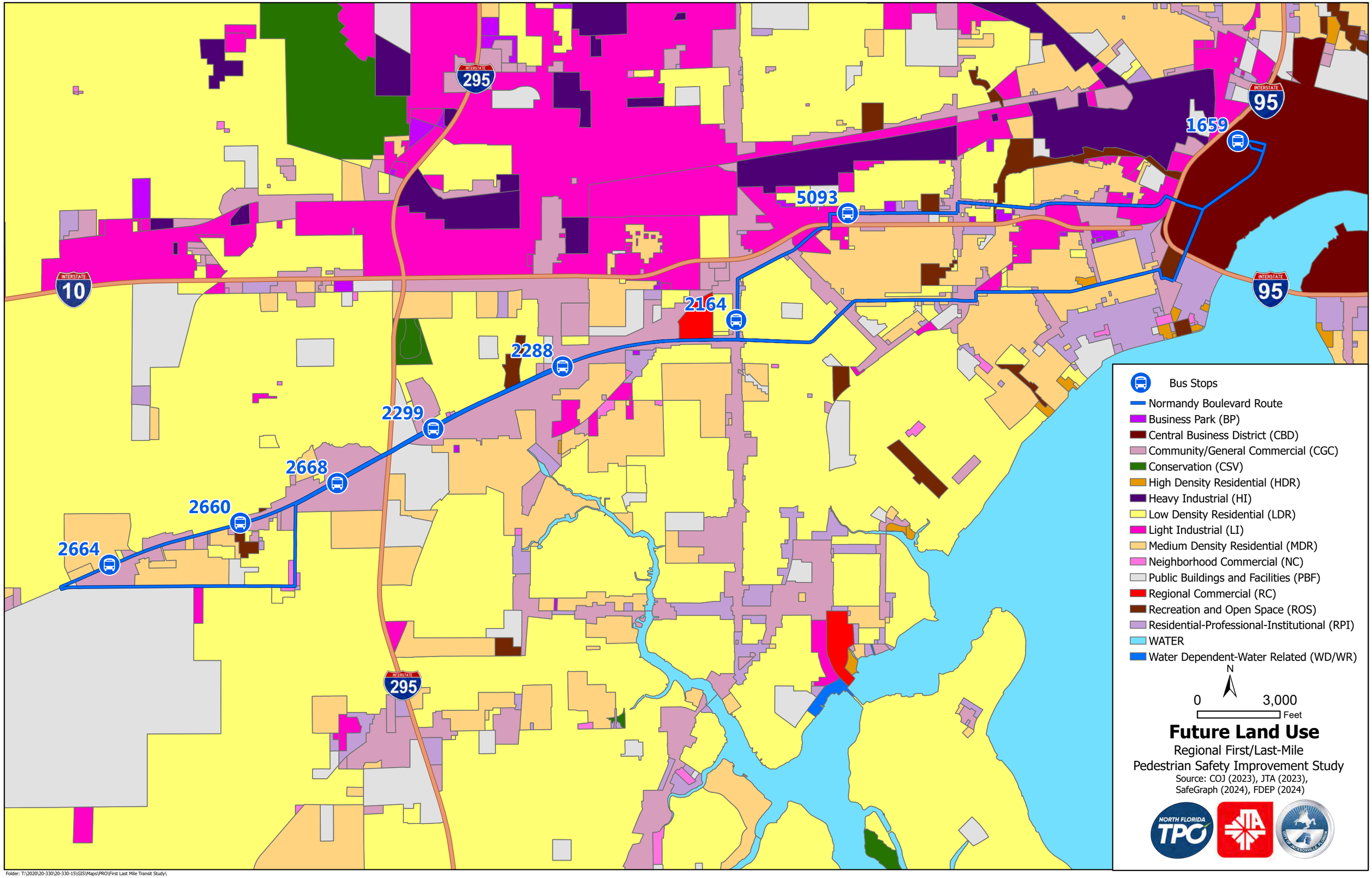
Environmental Justice and Equity

Regional First/Last-Mile Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), ACS (2019-2023)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Future Land Use



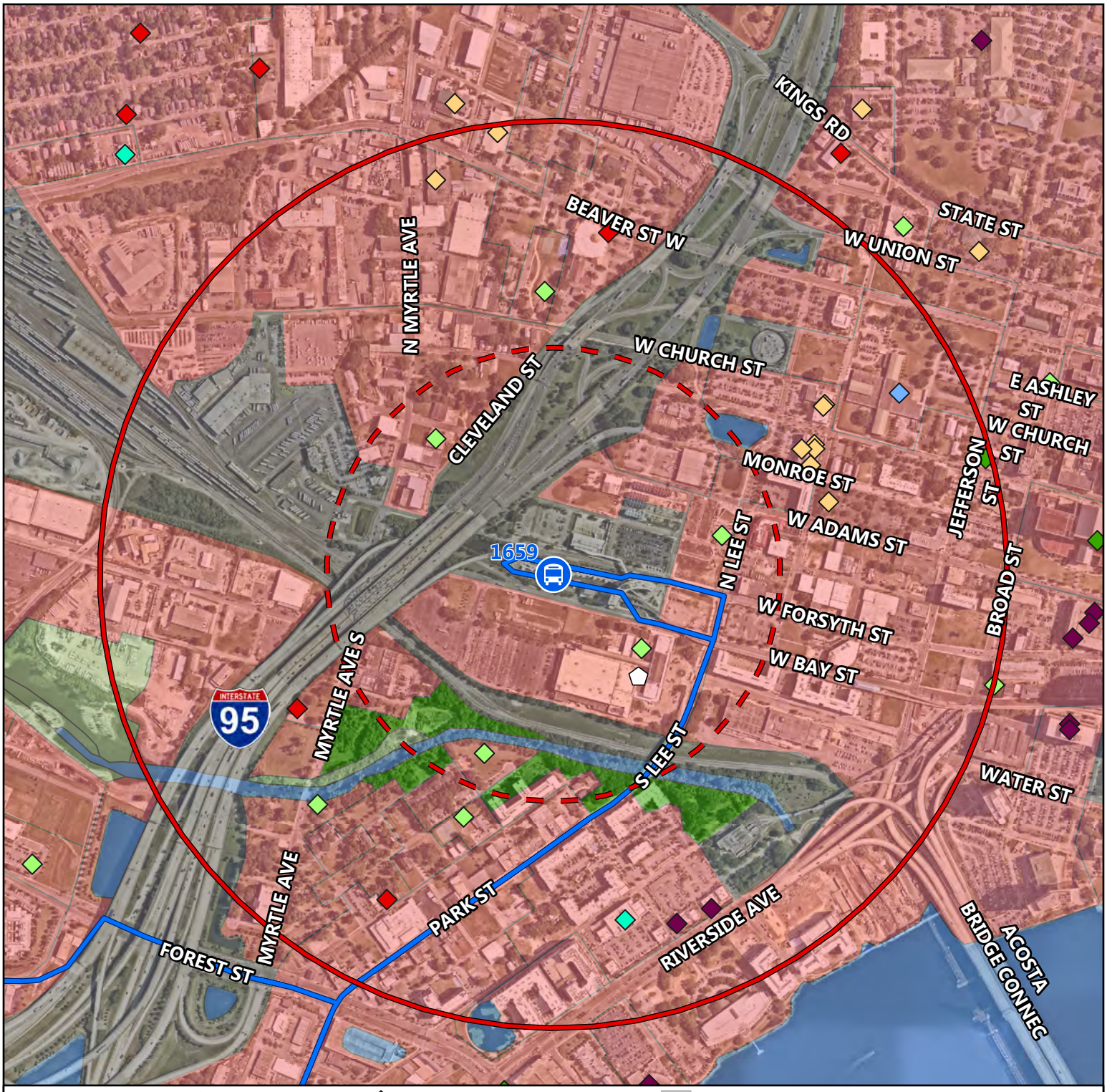
Future Land Use

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023),
SafeGraph (2024), FDEP (2024)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Major Trip Attractors



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 1659

Regional First/Last-Mile

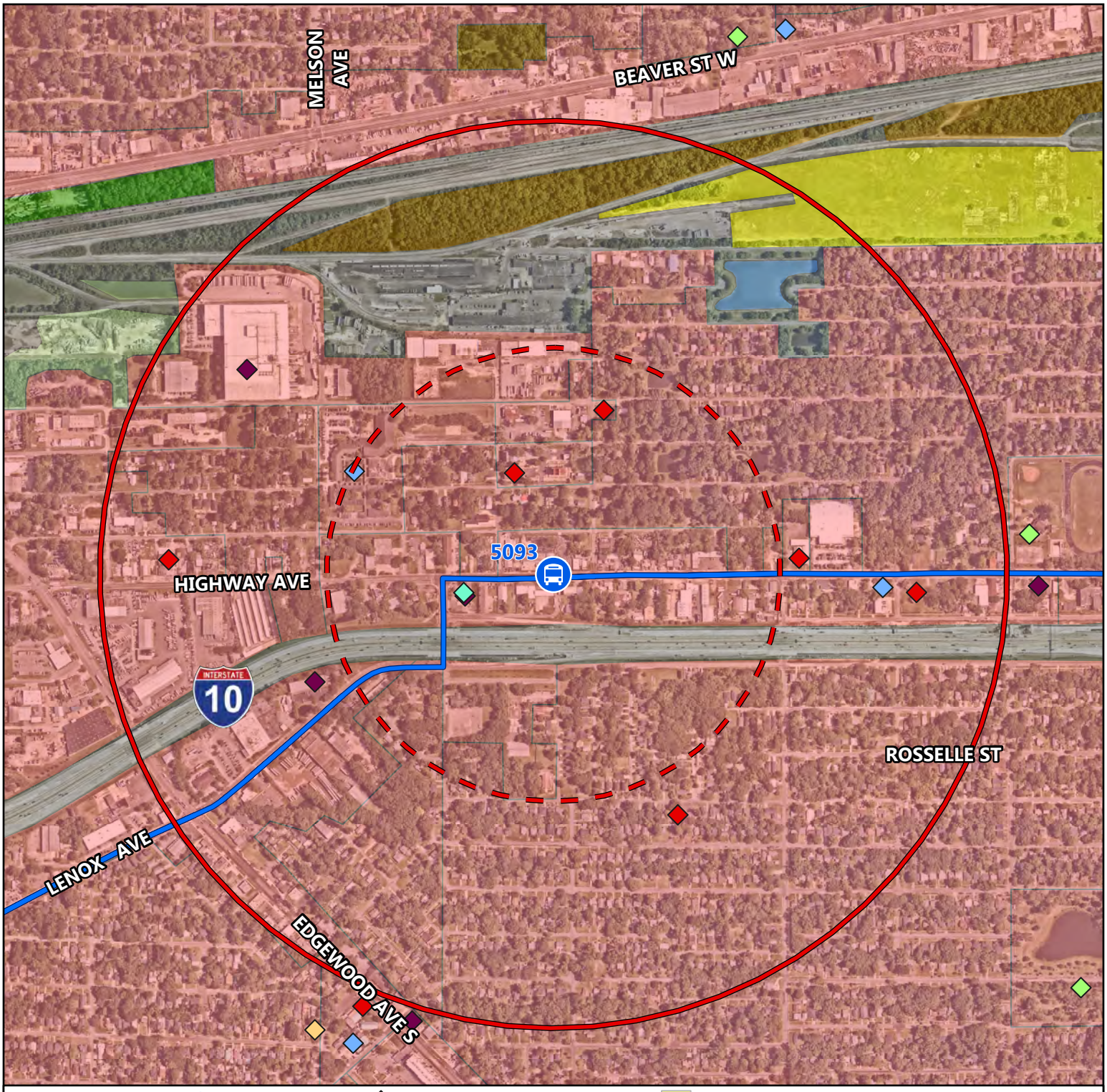
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Agriculture
Rangeland
Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 5093

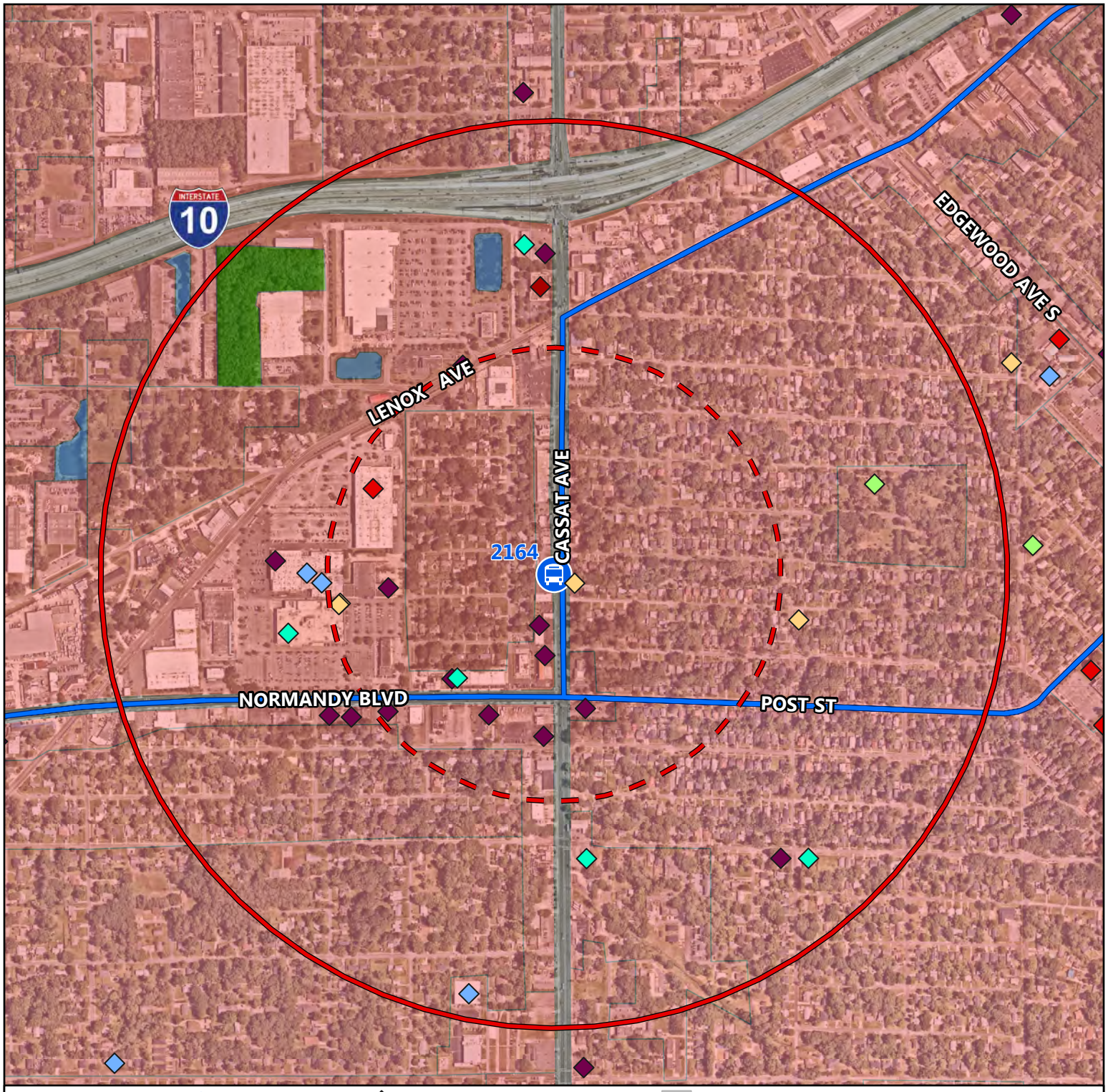
Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water

Major Trip Attractors

Bus Stop: 2164

Regional First/Last-Mile
Pedestrian Safety Improvement Study

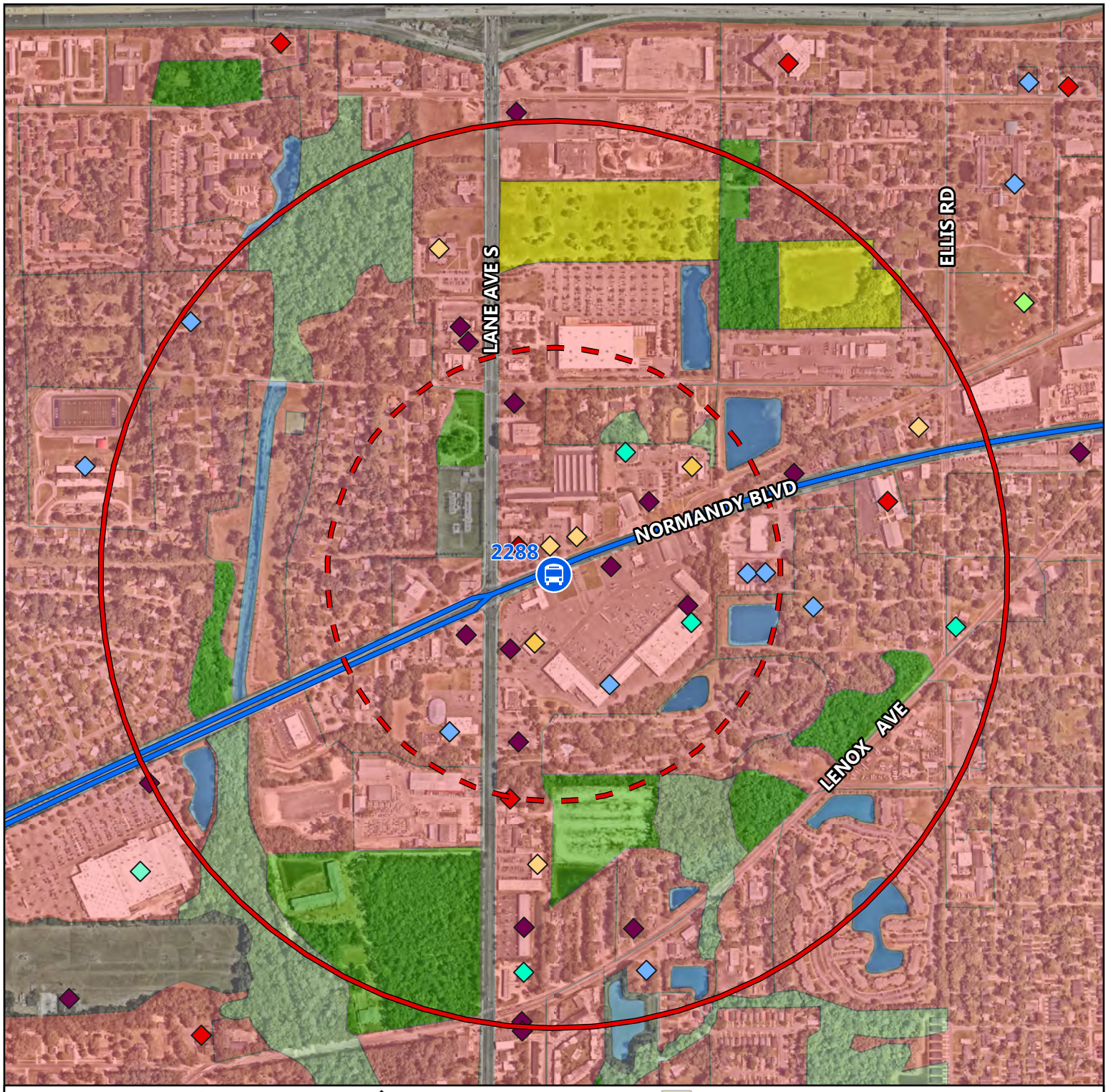
Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Agriculture
Barren Land
Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 2288

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

0 800 Feet

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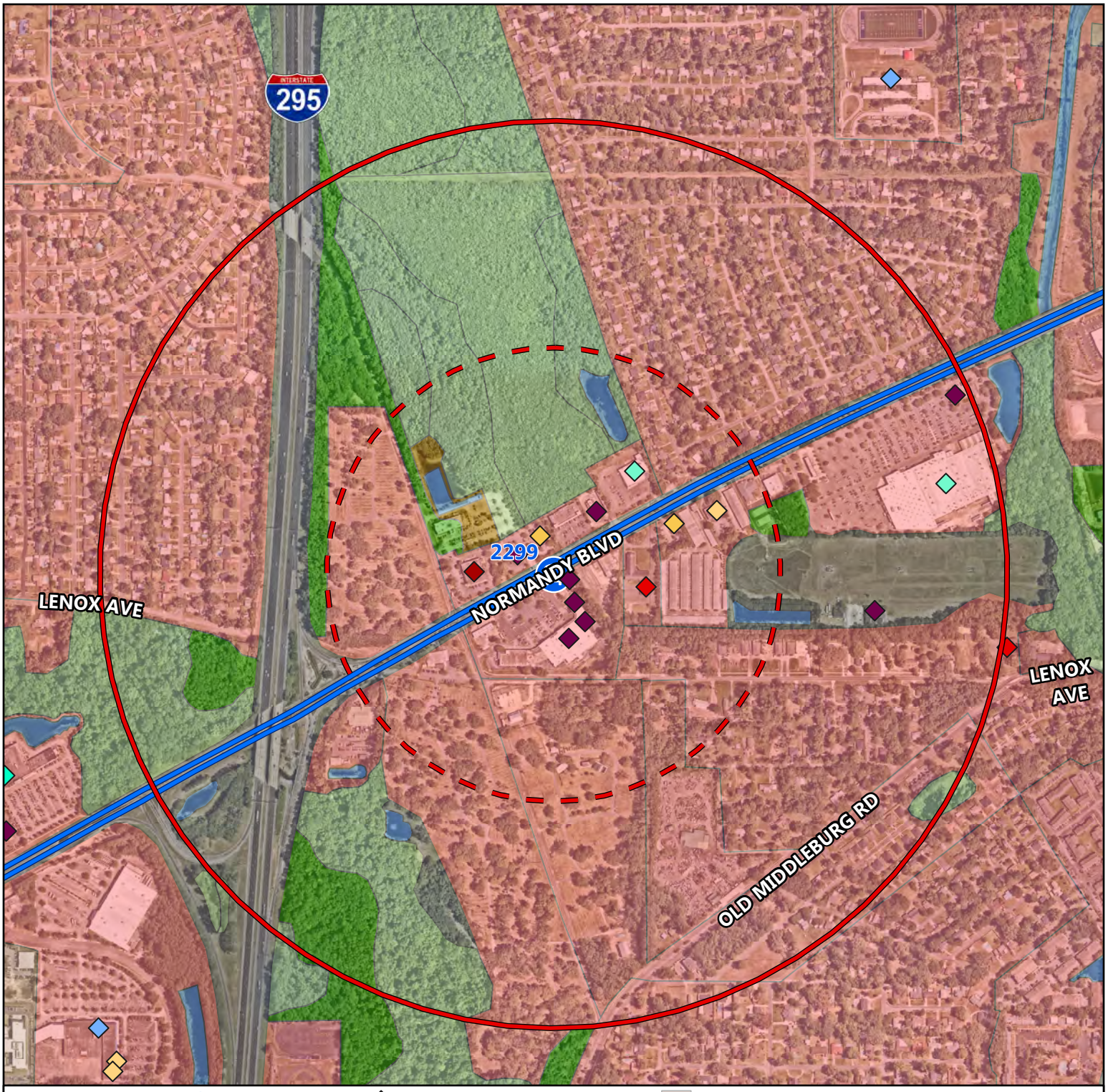

Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Barren Land
Rangeland
Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 2299

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

0 800 Feet

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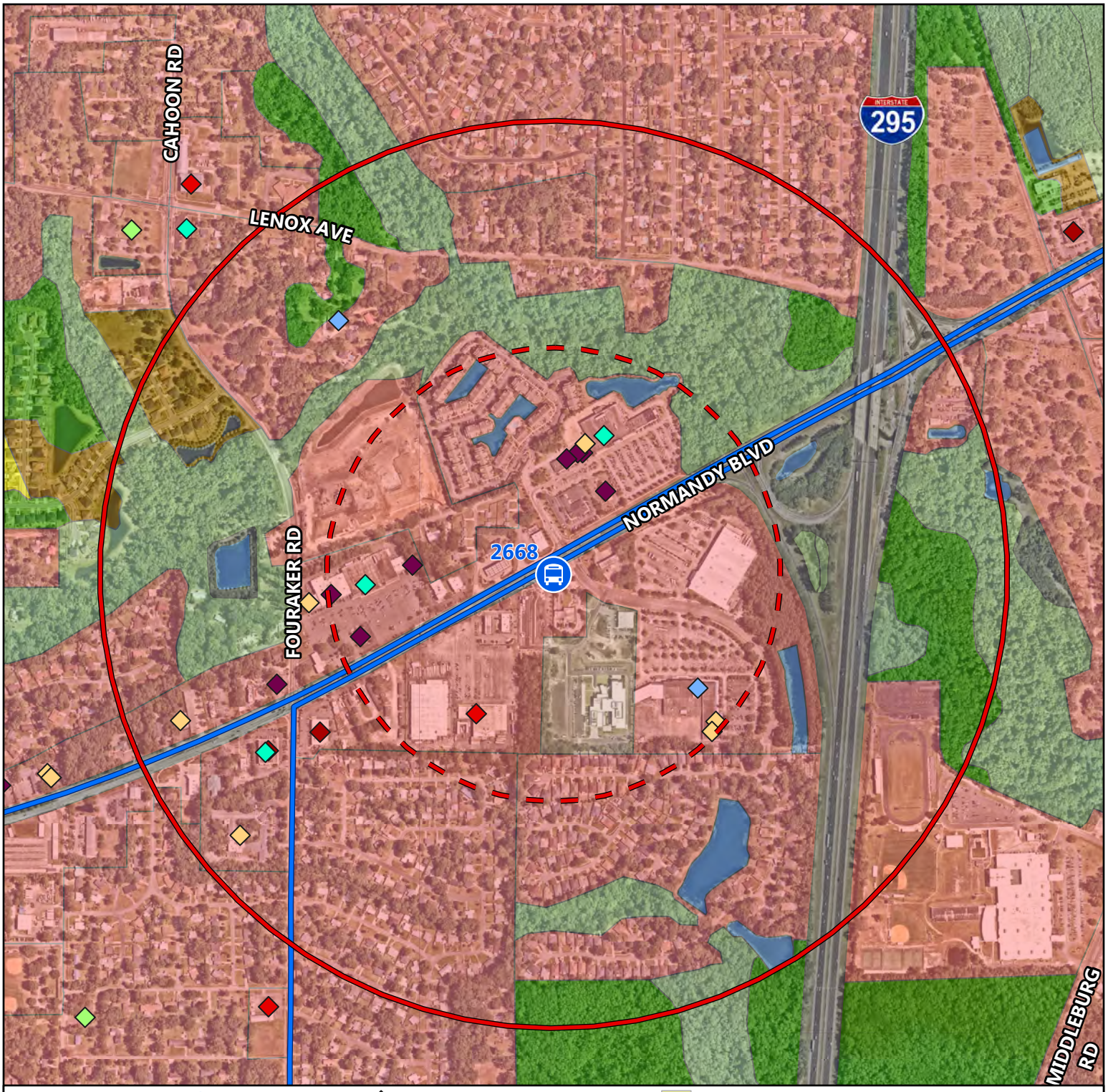

Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Agriculture
Barren Land
Rangeland
Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 2668

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

0 800 Feet

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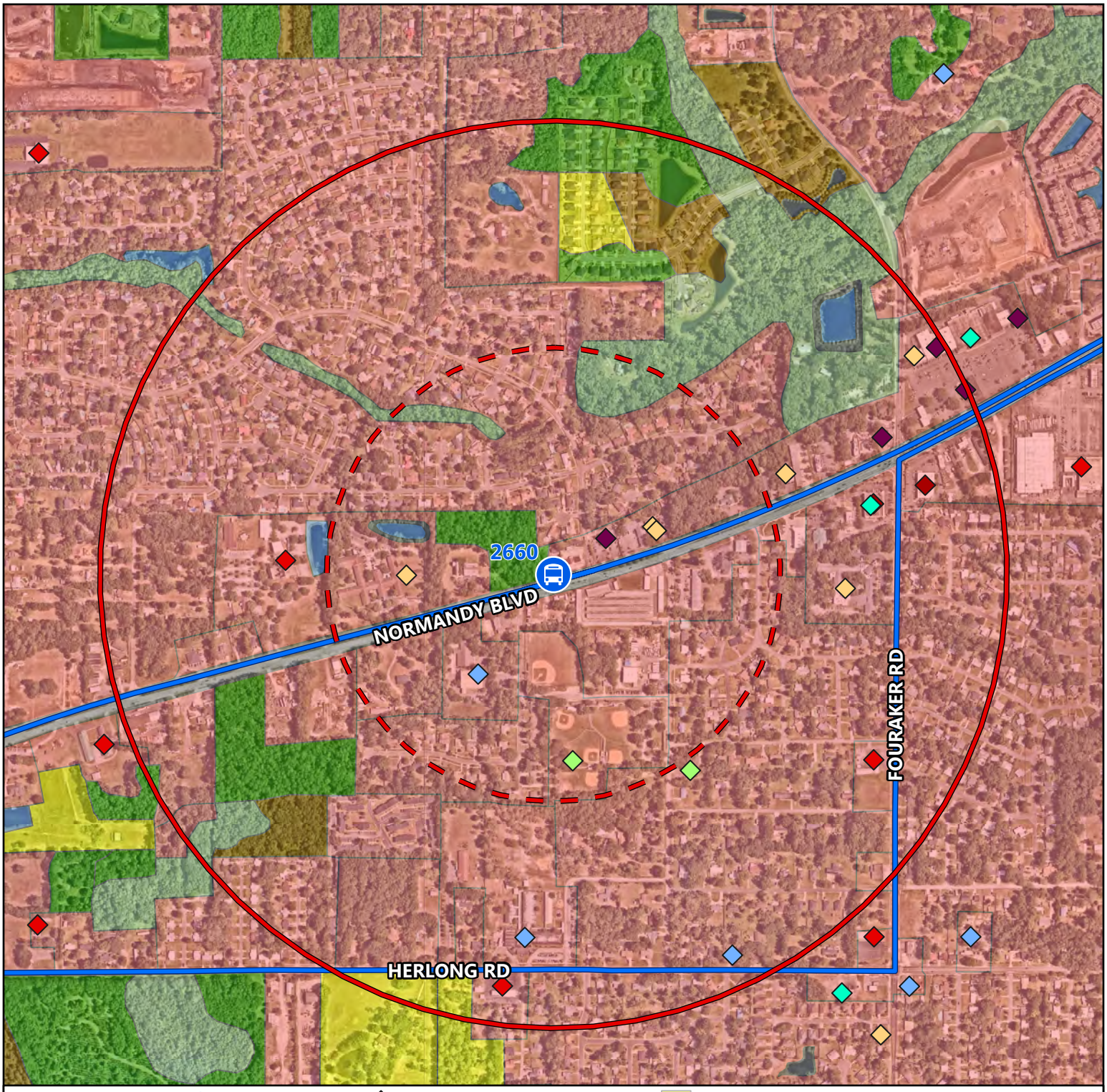

Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Agriculture
Rangeland
Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 2660

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

N

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Feet

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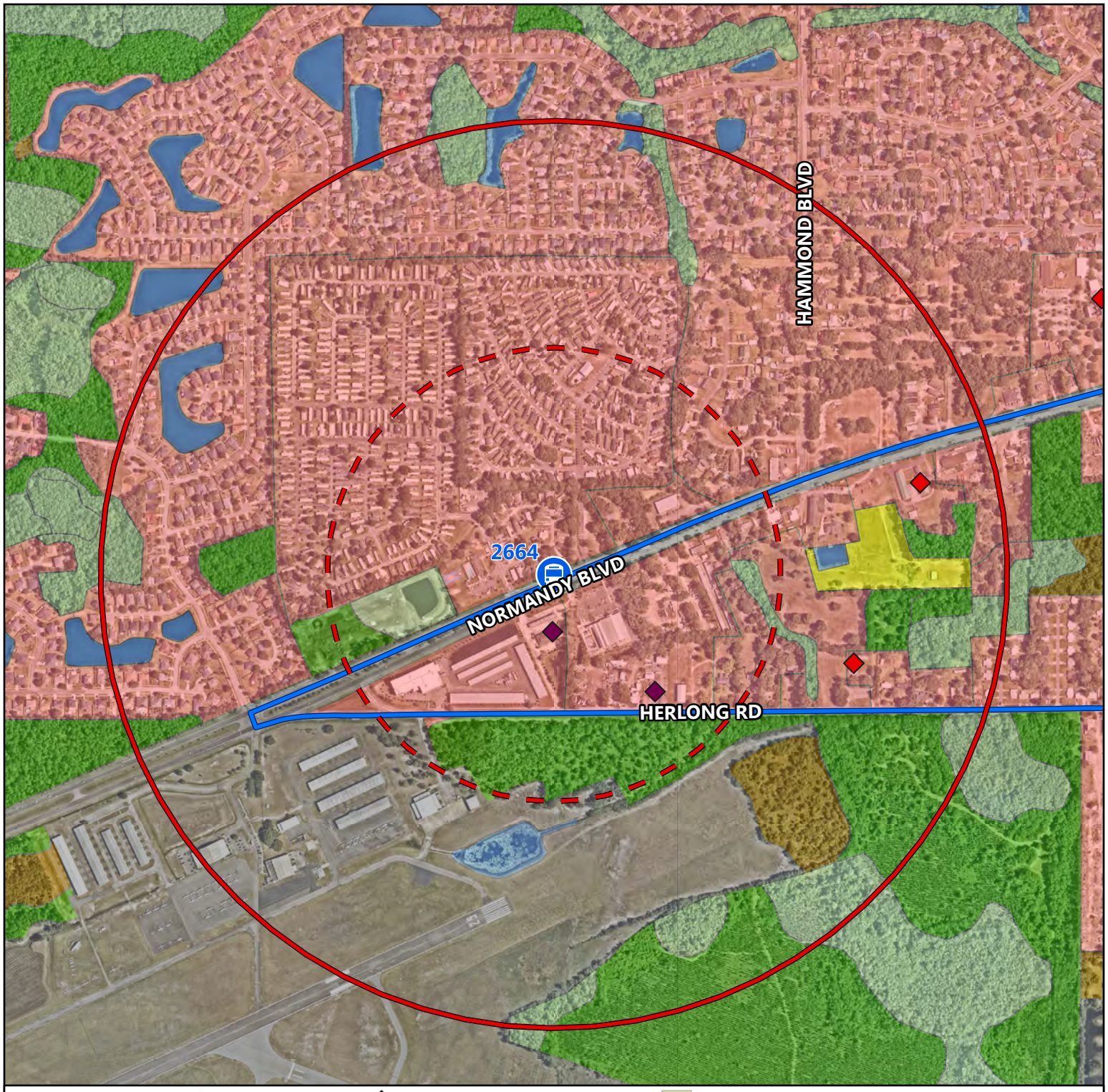

Bus Stops
Normandy Boulevard Route
1/4 Mile Walkshed
1/2 Mile Walkshed
Convention Centers

Restaurants and Other Eating Places
Childcare, Schools, Colleges, Professional Schools
Grocery Stores
Government buildings
Museums, Historical Sites, and Parks
Hospitals, Clinics, Urgent Care
Places of Worship
Pharmacy

Agriculture
Rangeland
Transportation, Communication, and Utilities
Upland Forest
Urban and Built-Up
Water
Wetlands

Major Trip Attractors

Bus Stop: 2664

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), SafeGraph (2024),FDEP (2024)

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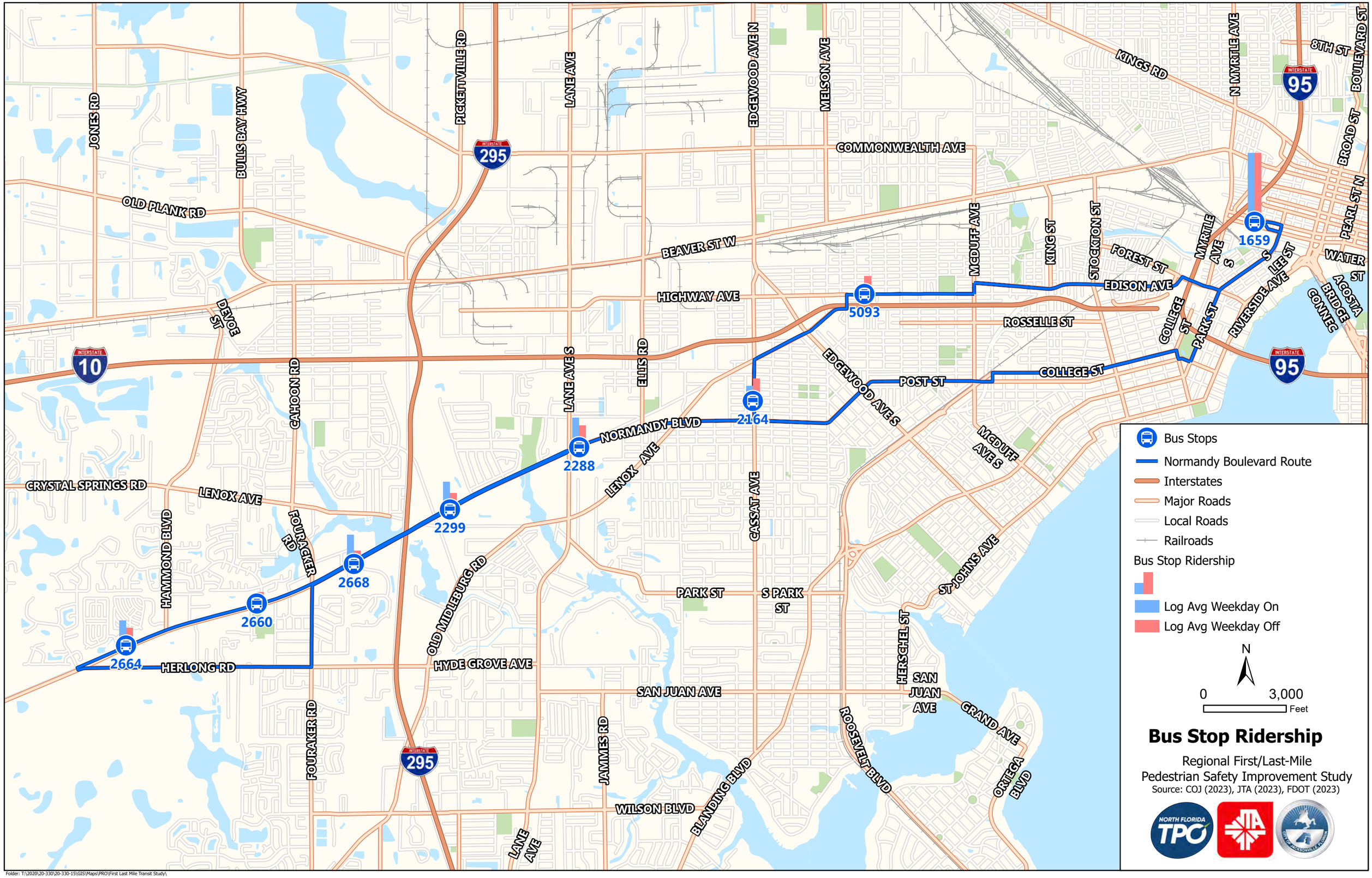
Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Bus Stop Ridership



Bus Stop Ridership

Regional First/Last-Mile
Pedestrian Safety Improvement Study

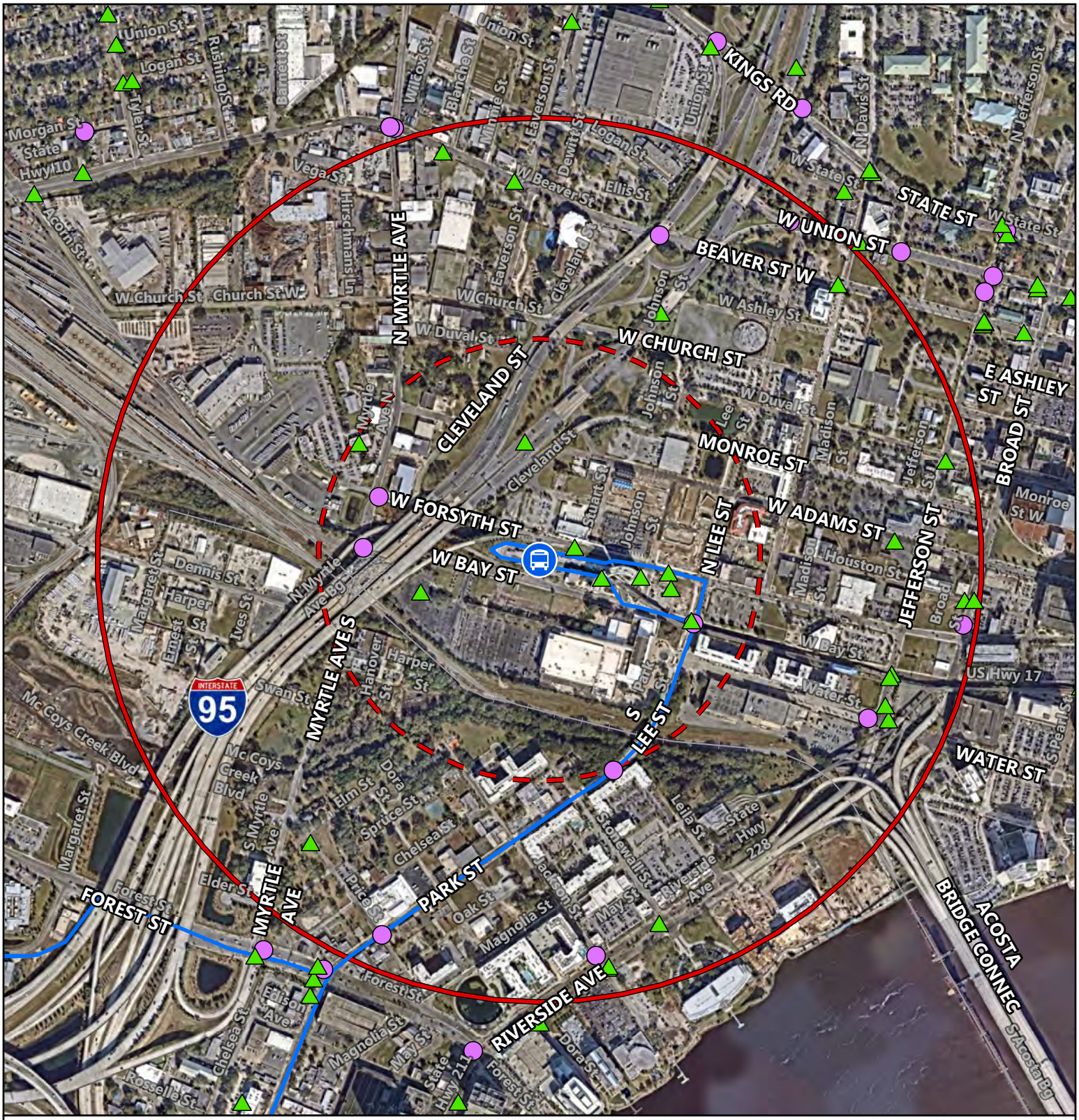
Source: COJ (2023), JTA (2023), FDOT (2023)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Bus Stop Ridership

Bus Stop ID	Bus Stop Name	Average Weekday ON Ridership	Average Weekday OFF Ridership	Average Weekday ON OFF Ridership
1659	JRTC at LaVilla Area	5815.74	6070.77	11886.51
5093	Lenox Avenue/Melba Street	2.92	9.77	12.68
2164	Cassat Avenue/Kerle Street	6.70	16.56	23.27
2288	Normandy Boulevard/Lane Avenue	42.35	15.50	57.86
2299	Normandy Boulevard/Memorial Park Road	33.74	7.89	41.63
2668	Normandy Boulevard/Normandy Village Parkway	40.10	5.33	45.43
2660	Normandy Boulevard/ Country Creek Boulevard	1.00	4.18	5.18
2664	Normandy Boulevard/Lamplighter Lane	24.18	9.48	33.66

Pedestrian and Bicycle Crashes



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 1659

Regional First/Last-Mile

Pedestrian Safety Improvement Study

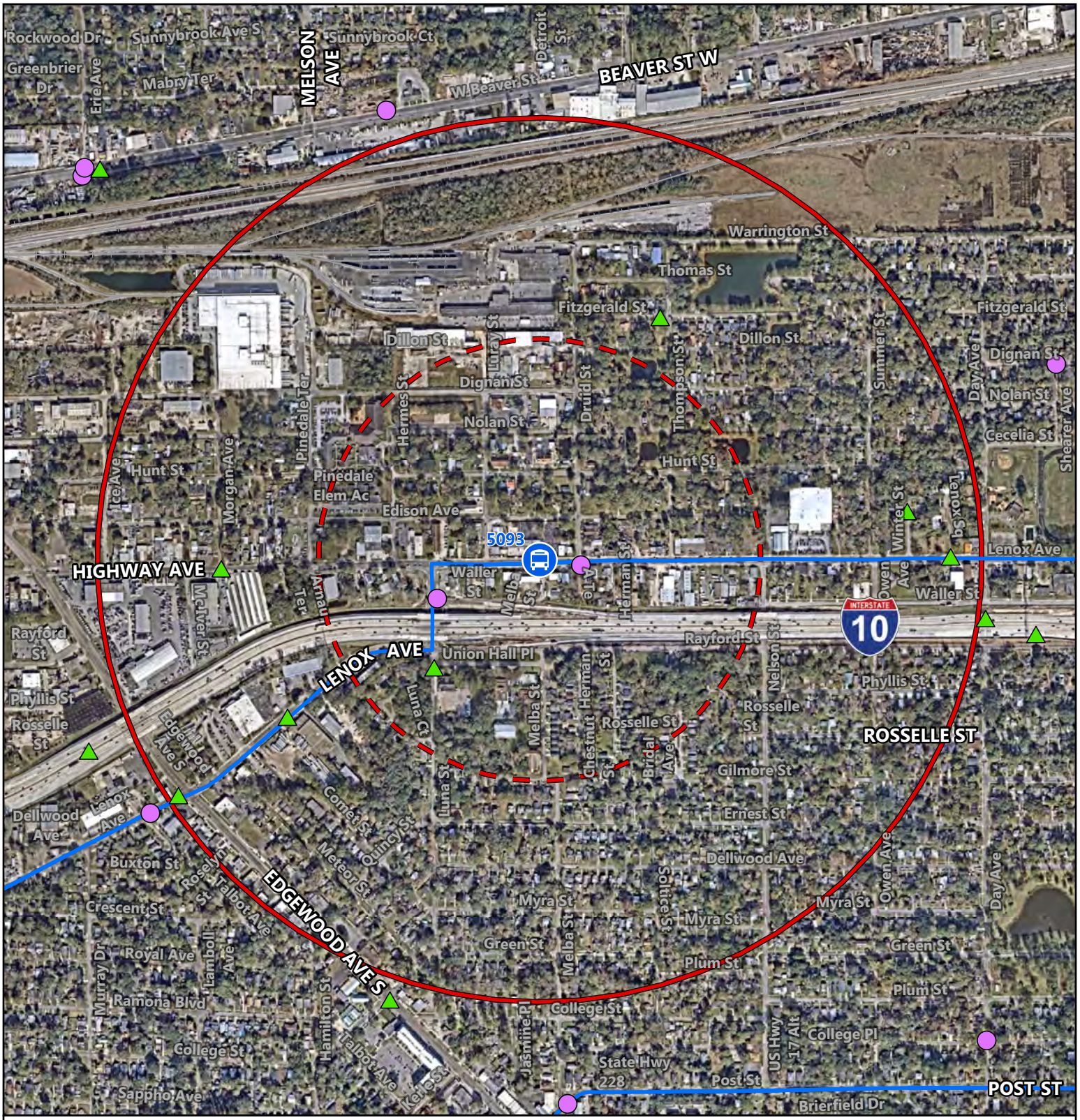
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Pedestrian and Bicycle Crashes

Bus Stop: 5093

Regional First/Last-Mile

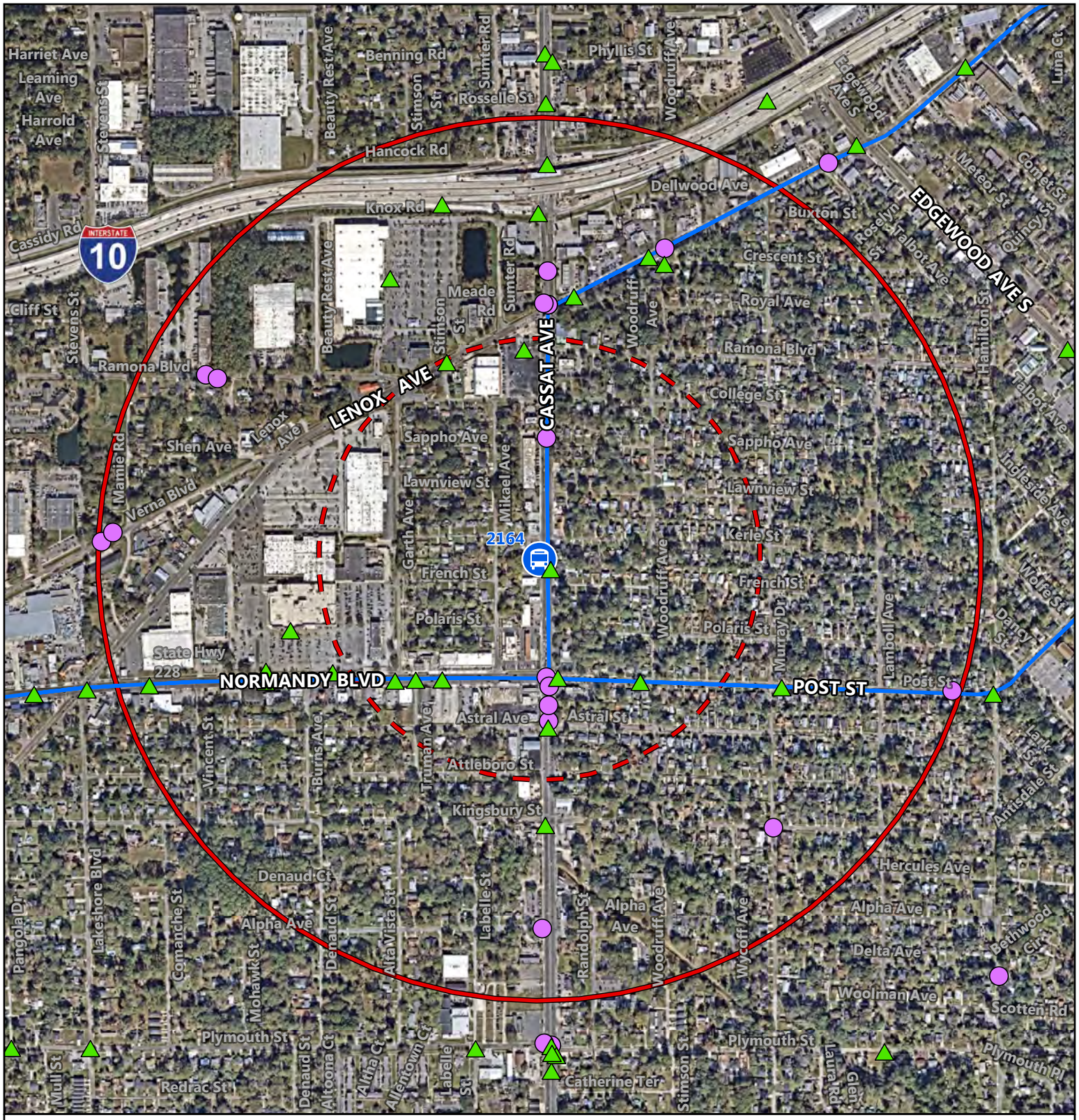
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 2164

Regional First/Last-Mile

Pedestrian Safety Improvement Study

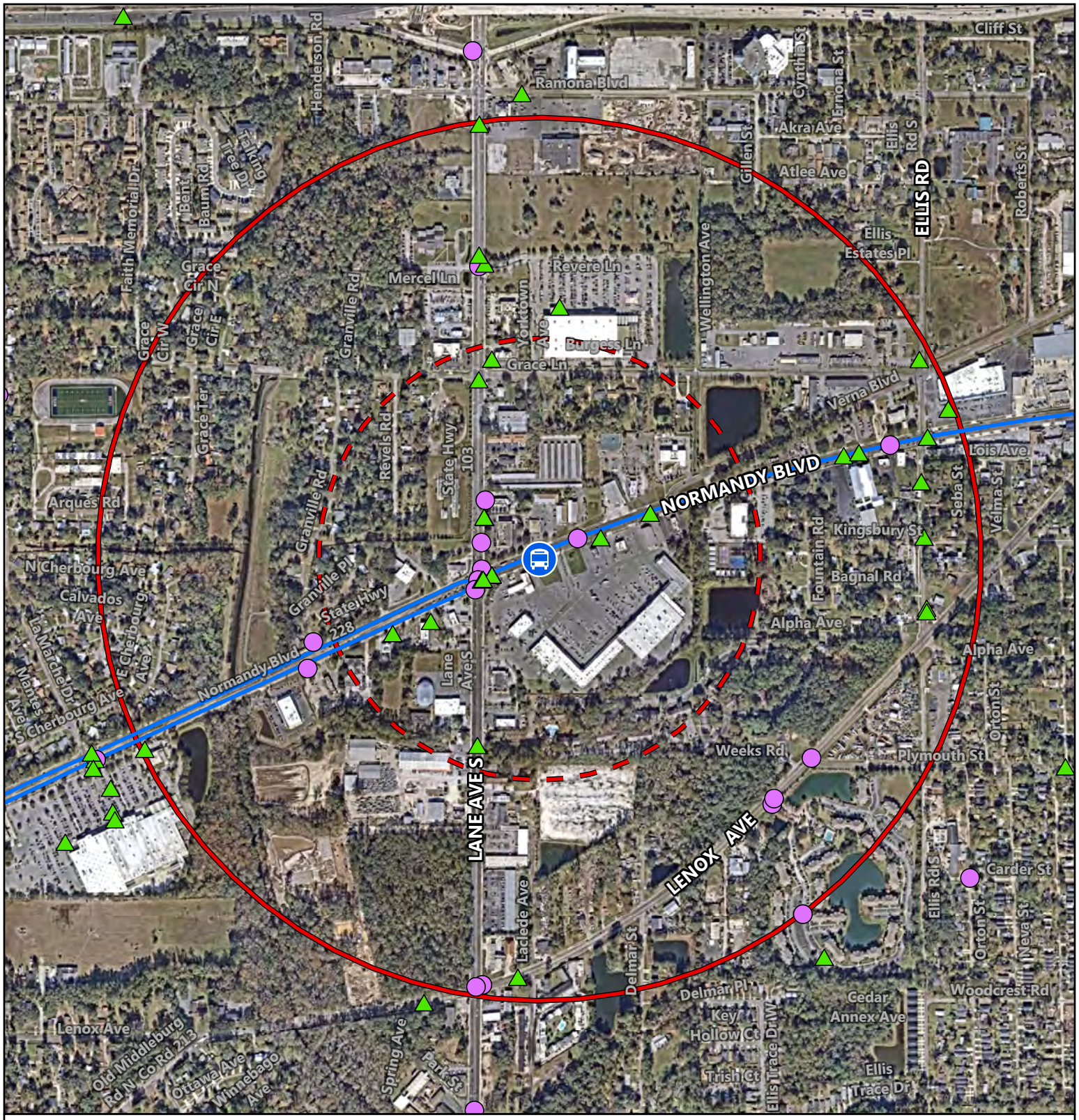
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 2288

Regional First/Last-Mile

Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

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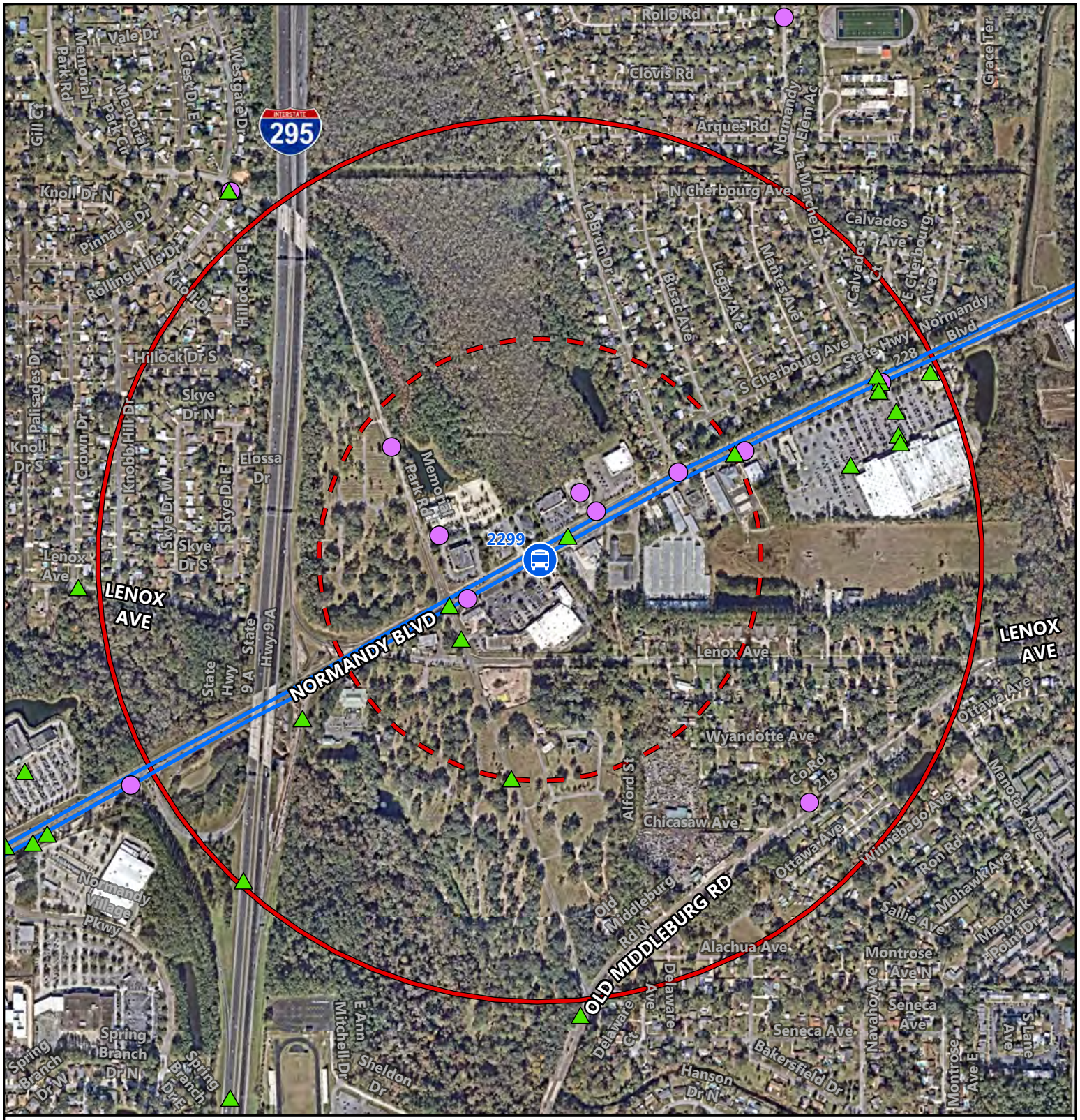


Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 2299

Regional First/Last-Mile

Pedestrian Safety Improvement Study

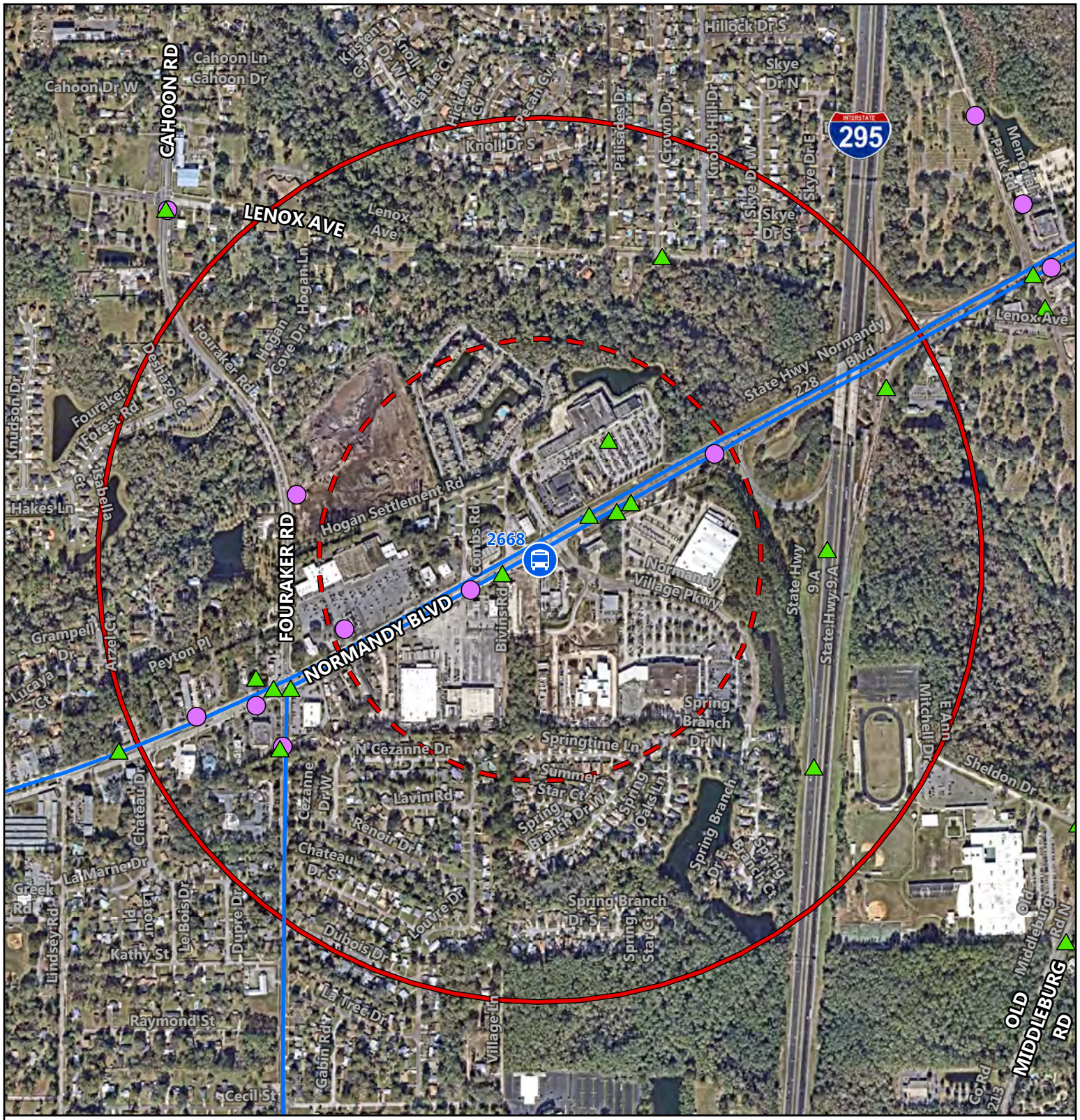
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 2668

Regional First/Last-Mile

Pedestrian Safety Improvement Study

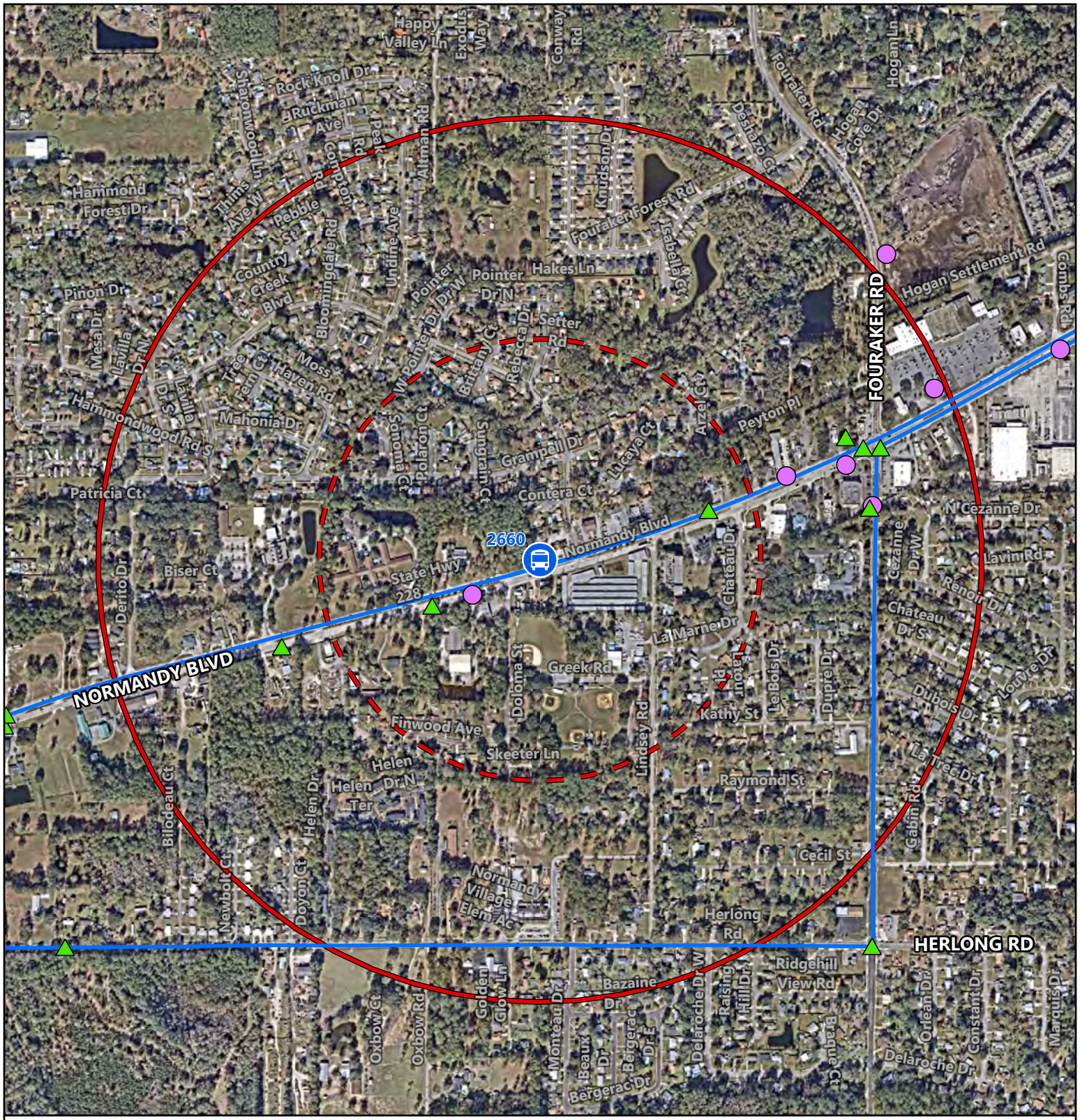
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 2660

Regional First/Last-Mile

Pedestrian Safety Improvement Study

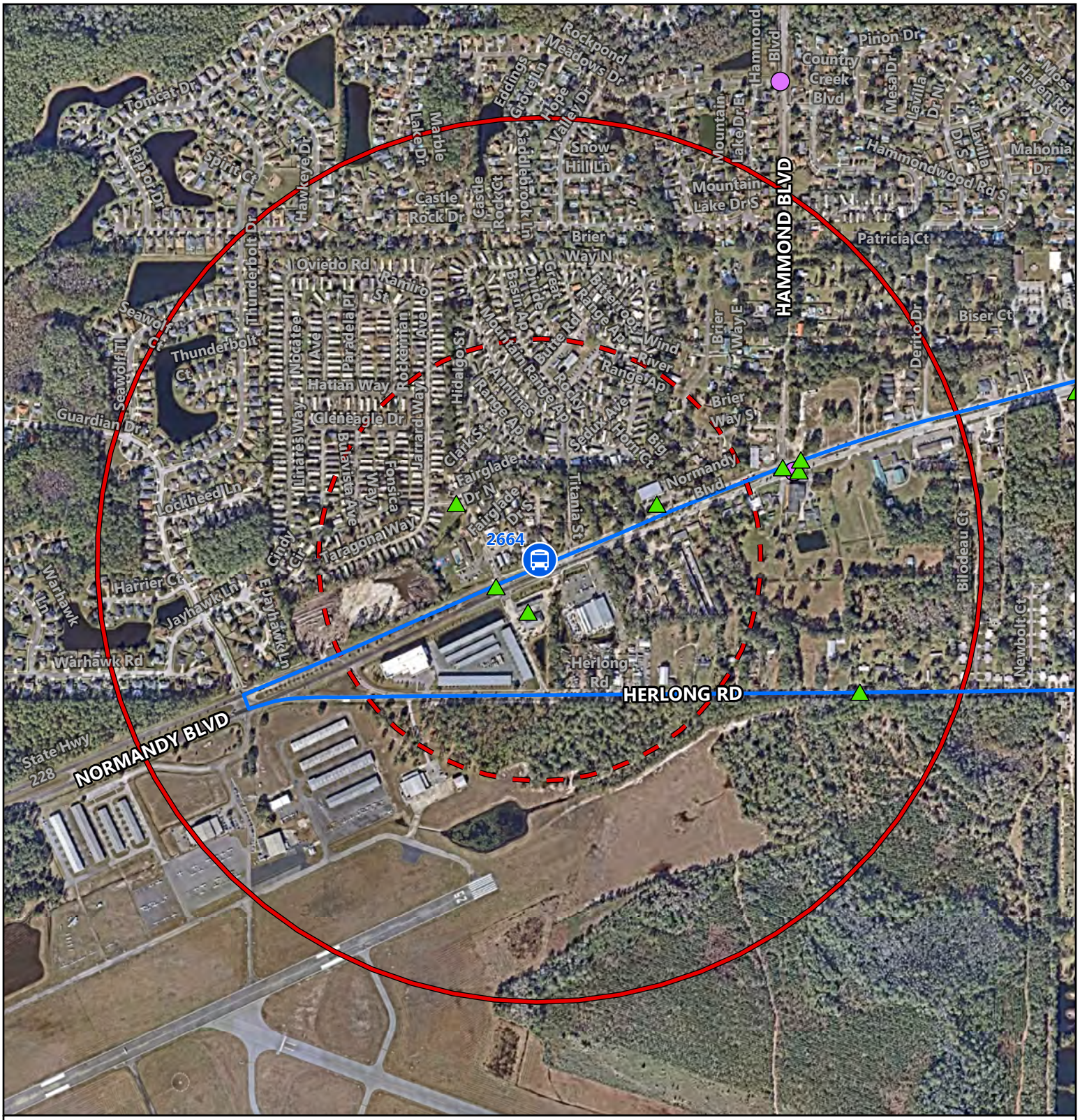
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

All Crashes in the last 5 years

Bicycle

Pedestrian

Pedestrian and Bicycle Crashes

Bus Stop: 2664

Regional First/Last-Mile

Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

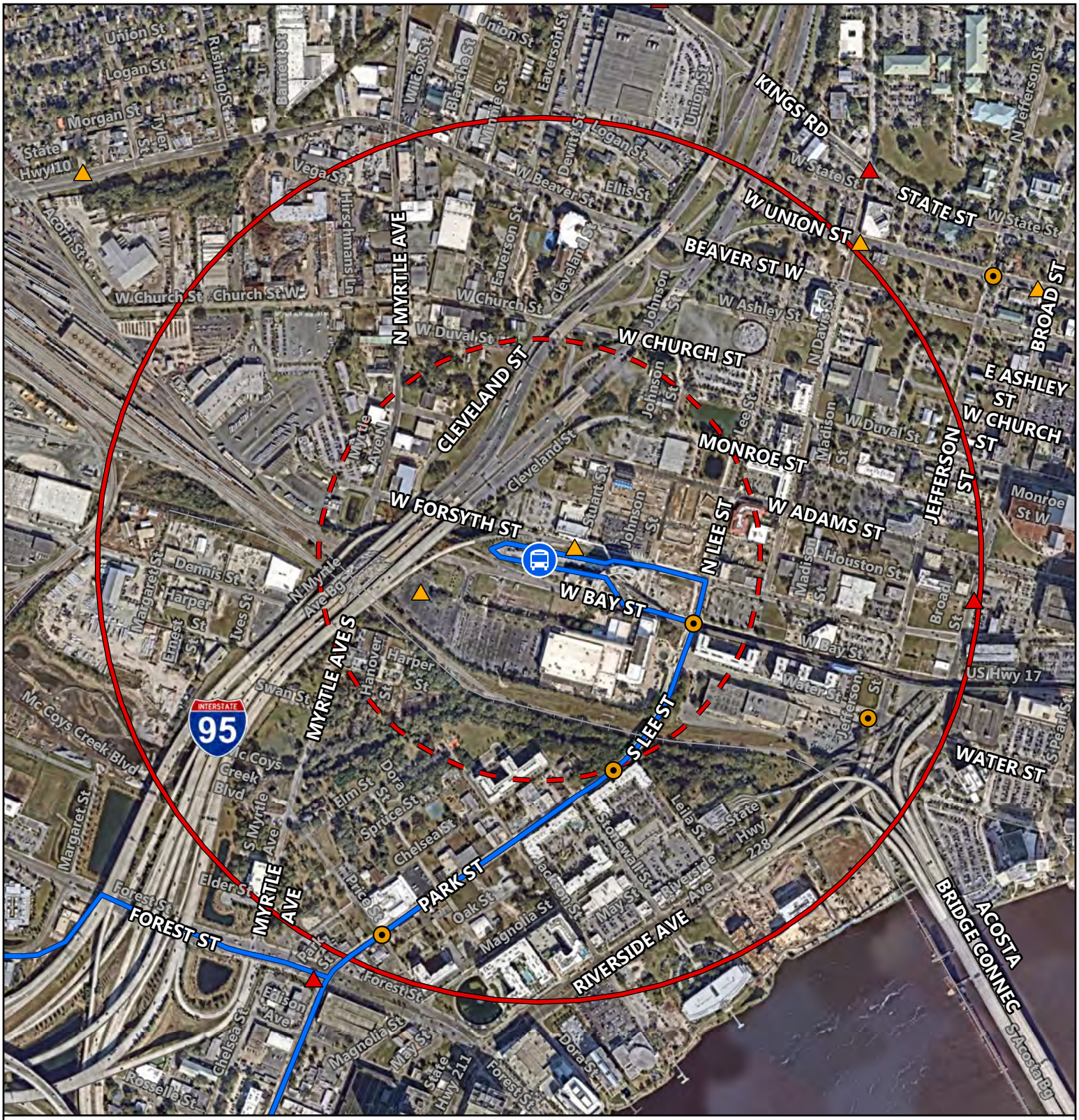
N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Pedestrian and Bicycle Crash Severity



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 1659

Regional First/Last-Mile

Pedestrian Safety Improvement Study

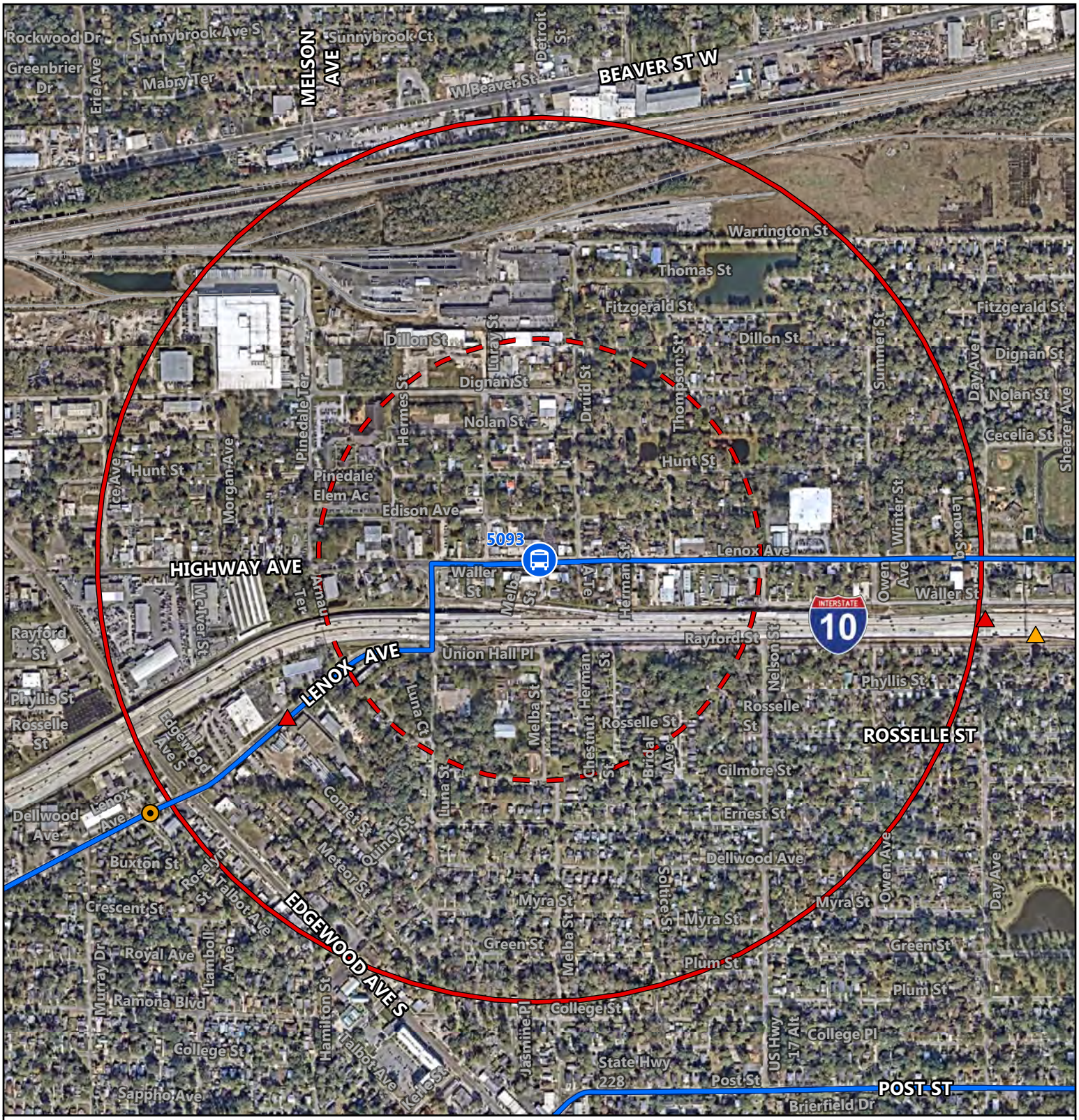
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 5093

Regional First/Last-Mile

Pedestrian Safety Improvement Study

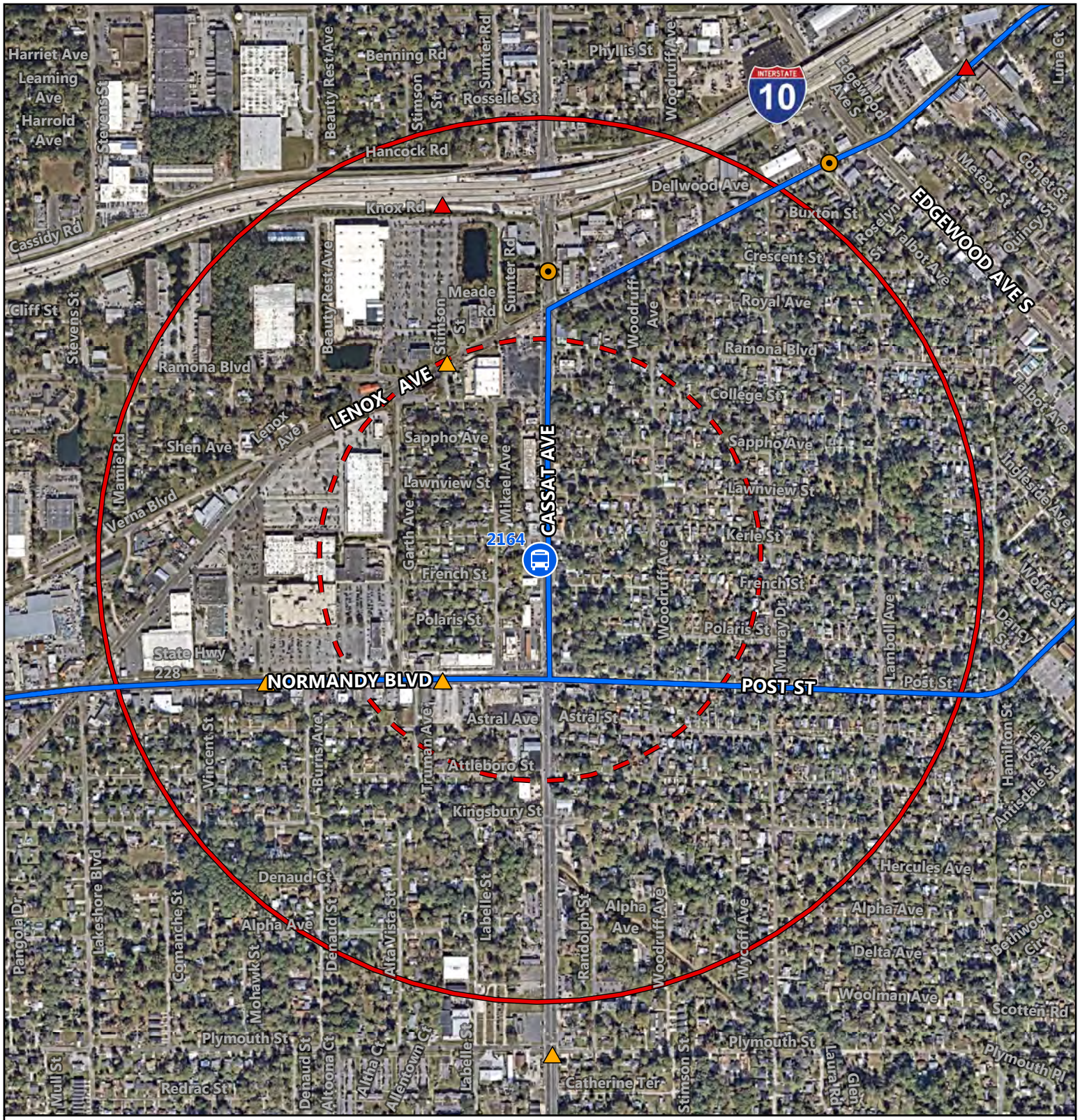
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 2164

Regional First/Last-Mile

Pedestrian Safety Improvement Study

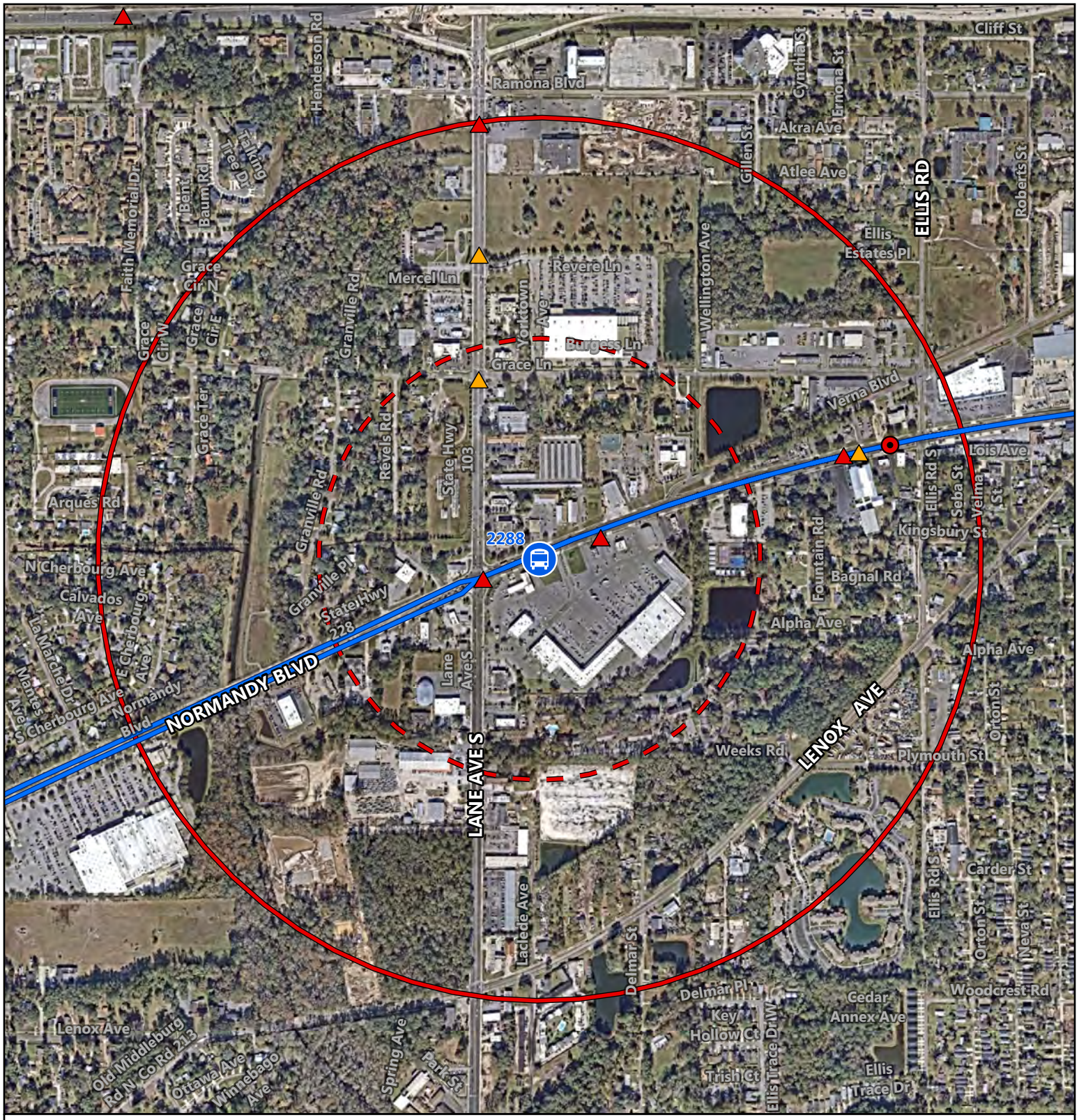
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 2288

Regional First/Last-Mile

Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

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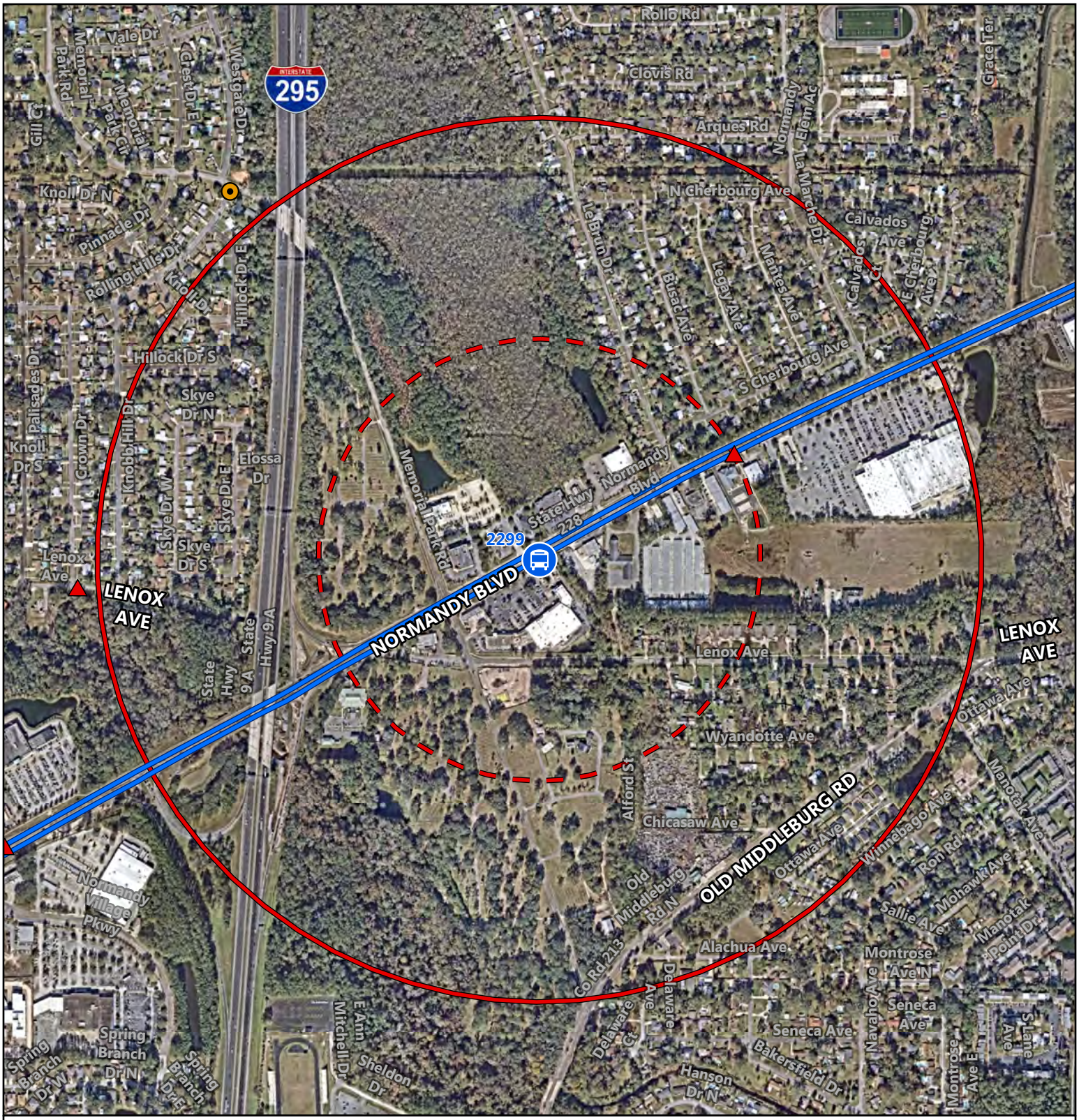


Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 2299

Regional First/Last-Mile

Pedestrian Safety Improvement Study

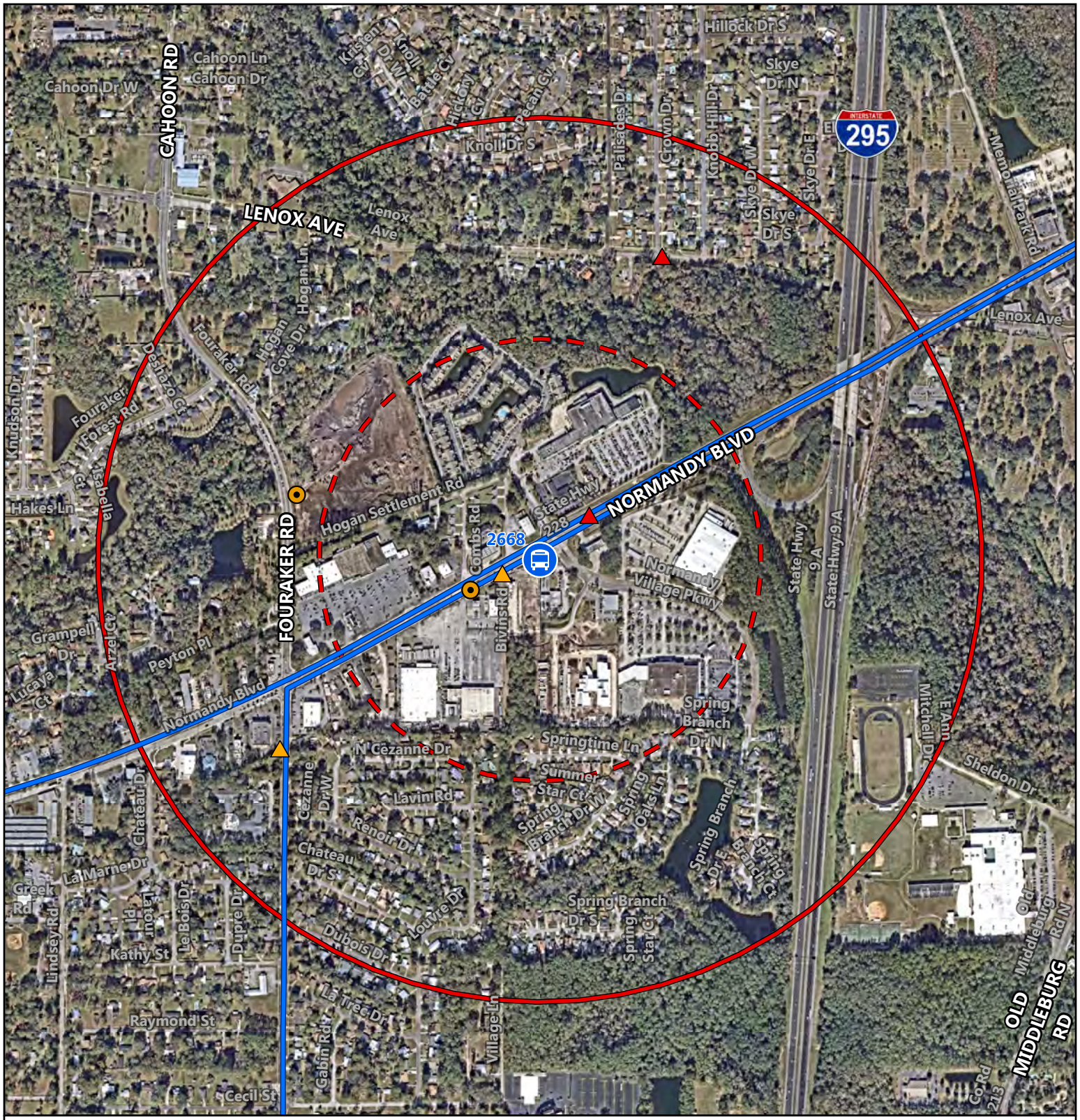
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 2668

Regional First/Last-Mile

Pedestrian Safety Improvement Study

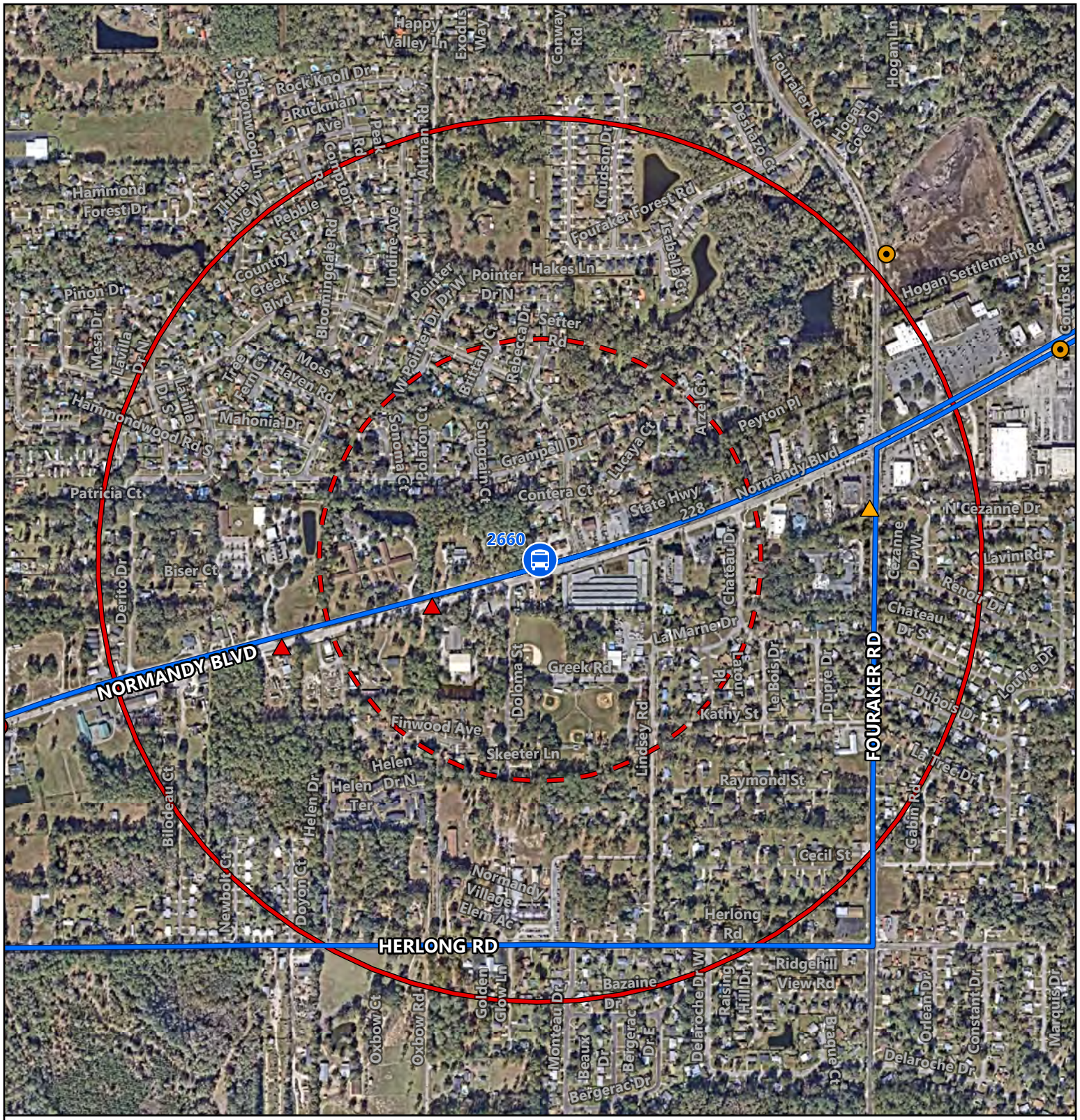
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Bus Stops

Normandy Boulevard Route

1/4 Mile Walkshed

1/2 Mile Walkshed

Severe Crashes in the last 5 years

Fatal Bicycle Crash

Fatal Pedestrian Crash

Incapacitating Bicycle Crash

Incapacitating Pedestrian Crash

Pedestrian and Bicycle Crash Severity

Bus Stop: 2660

Regional First/Last-Mile

Pedestrian Safety Improvement Study

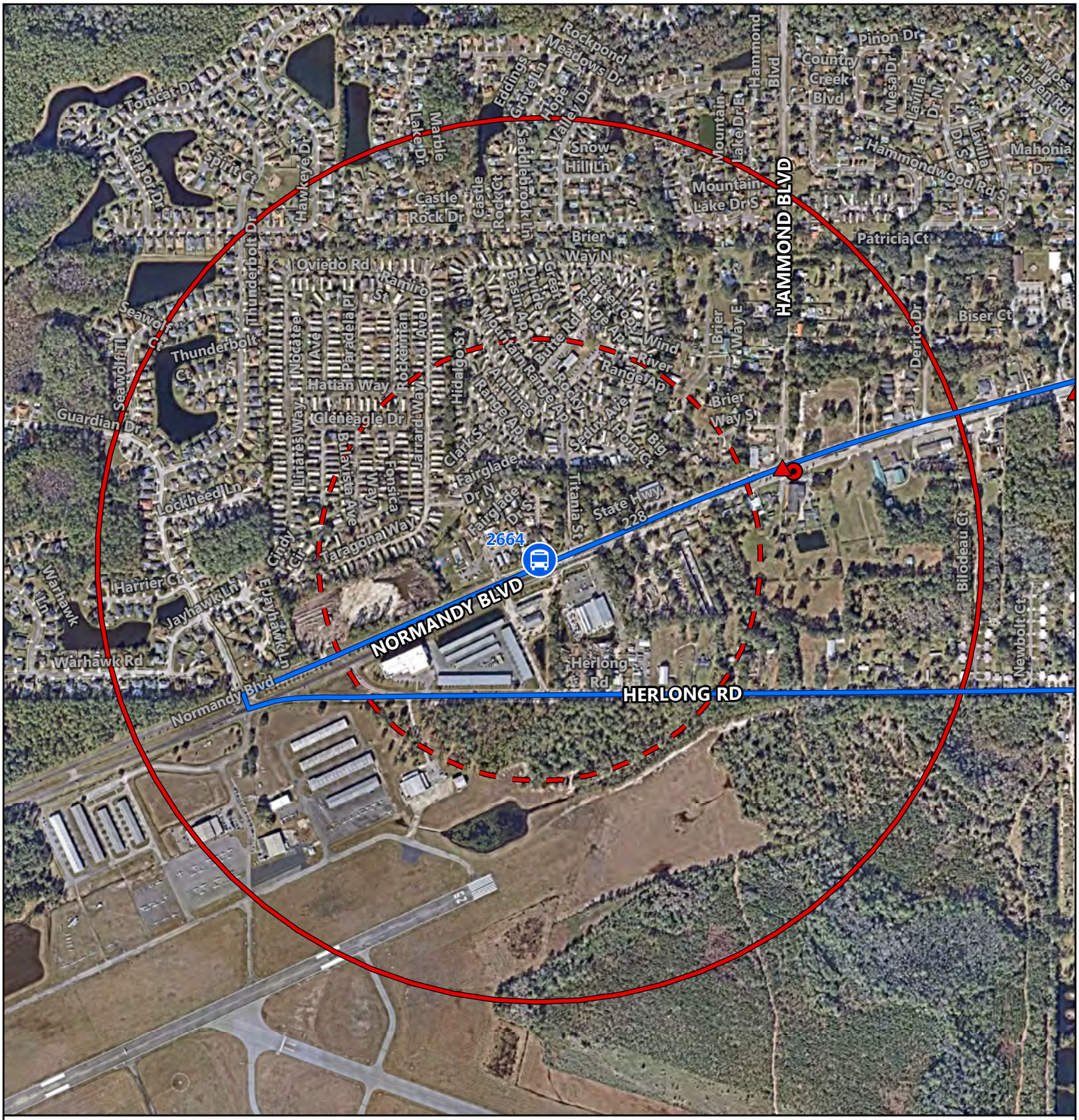
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800

Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\



Pedestrian and Bicycle Crash Severity

Bus Stop: 2664

Regional First/Last-Mile

Pedestrian Safety Improvement Study

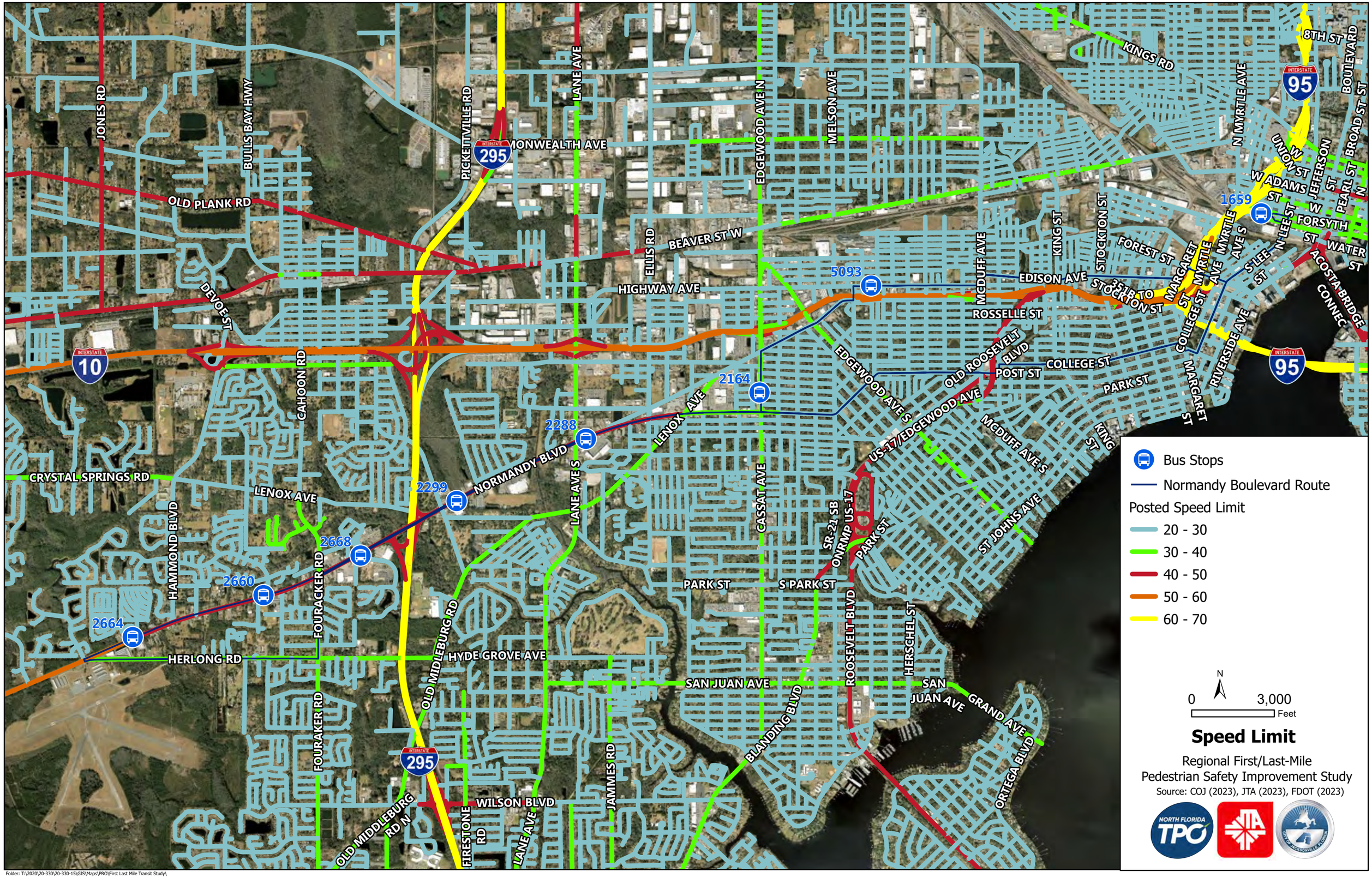
Source: COJ (2023), JTA (2023), Signal Four Analytics (2019-2024)

N

0 800 Feet

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Posted Speed Limit



Speed Limit

Regional First/Last-Mile Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FDOT (2023)

Folder: T:\2020\20-330\20-330-15\GIS\Maps\PRO\First Last Mile Transit Study\

Car Ownership

JONES RD
BULLS BAY HWY
PICKETTVILLE RD
LANE AVE
EDGEWOOD AVE N
MELSON AVE
KINGS RD
N MYRTLE AVE
8TH ST
BROAD ST
PEARL ST N
COMMONWEALTH AVE
OLD PLANK RD
BEAVER ST W
MCDUFF AVE
KING ST
STOCKTON ST
FOREST ST
MYRTLE AVE S
LEE ST
EDISON AVE
RIVERSIDE AVE
COLLEGE ST
PARK ST
ROSSELLE ST
HIGHWAY AVE
DEVOE ST
CAHOON RD
LANE AVE S
ELLIS RD
EDGEWOOD AVE S
POST ST
COLLEGE ST
NORMANDY BLVD
LENOX AVE
CASSAT AVE
MCDUFF AVE S
CRYSTAL SPRINGS RD
HAMMOND BLVD
FOURACKER RD
OLD MIDLEBURG RD
PARK ST
S PARK ST
ST JOHNS AVE
HERSCHEL ST
HERLONG RD
HYDE GROVE AVE
SAN JUAN AVE
SAN JUAN AVE
GRAND AVE
ROOSEVELT BLVD
ORTEGA BLVD
FOURAKER RD
JAMMES RD
BLANDING BLVD
WILSON BLVD
RICKER RD
FIRESTONE RD
LANE AVE

INTERSTATE 295
INTERSTATE 10
INTERSTATE 95

1659
5093
2164
2288
2299
2668
2660
2664

Bus Stops
Normandy Boulevard Route
Percent of households with no vehicles
0 - 7.15
7.15 - 14.22
14.22 - 66

N
0 3,000
Feet

Households with no Vehicles

Regional First/Last-Mile
Pedestrian Safety Improvement Study
Source: COJ (2023), JTA (2023), ACS (2019-2023)

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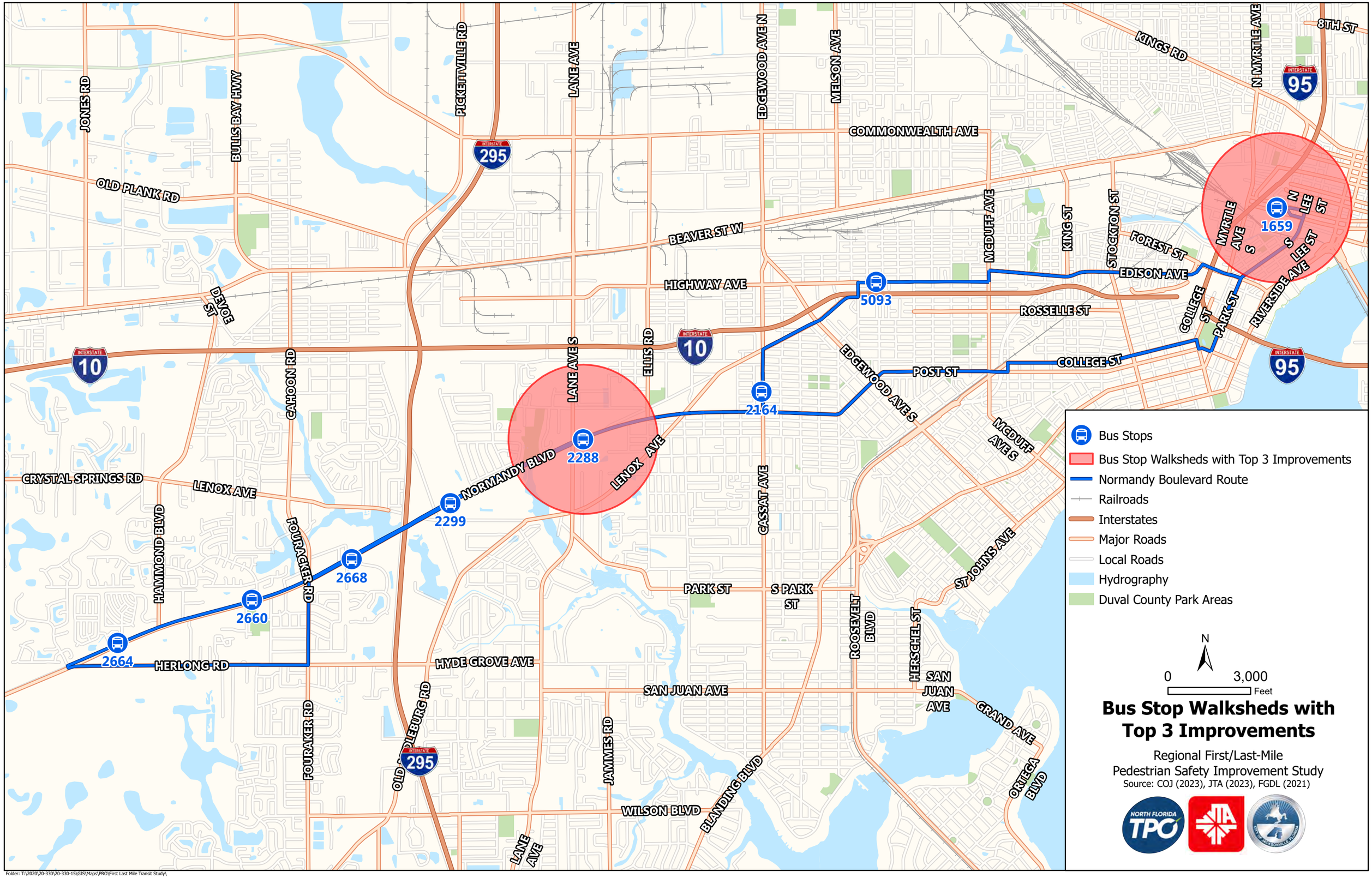
Recommended Improvements



Bus Stop Walksheds with Top 3 Improvements

Regional First/Last-Mile
Pedestrian Safety Improvement Study

Source: COJ (2023), JTA (2023), FGDL (2021)

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POTENTIAL IMPROVEMENTS

Bus Stop: 1659

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

10 Improvement ID

Railroads

Proposed Improvement by Priority	Cost Estimate
Low	$700,000
Med	$908,000
High	$4,381,000
	$5,989,000

Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

Population & Employment Density per Square Mile

0 - 4000

4000 - 9000

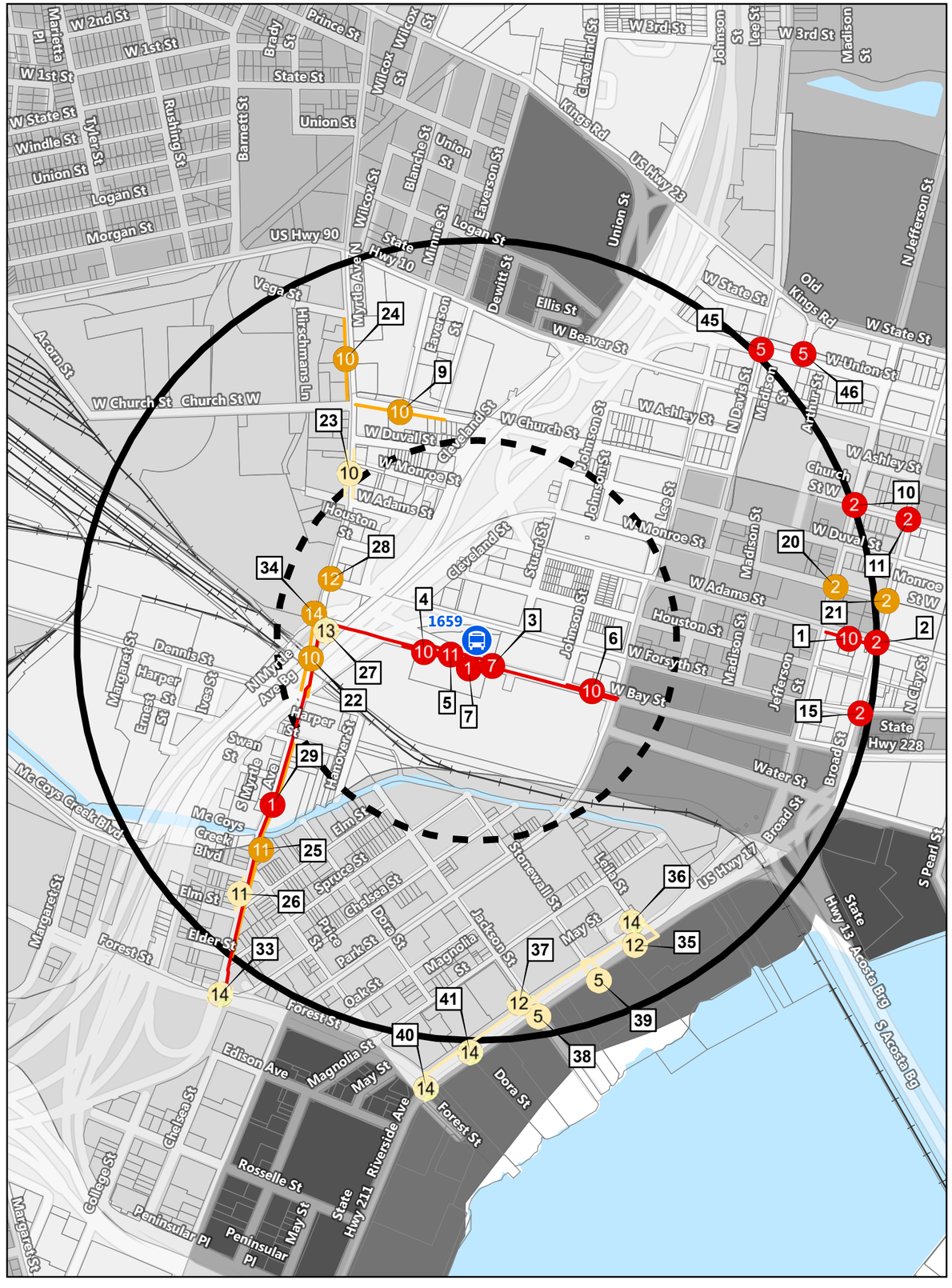
9000 - 17000

17000 - 37000

37000 - 78000

78000 - 160000

160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 5093

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority	Cost Estimate
Low	$872,000
Med	$238,000
High	$103,000
	$1,213,000

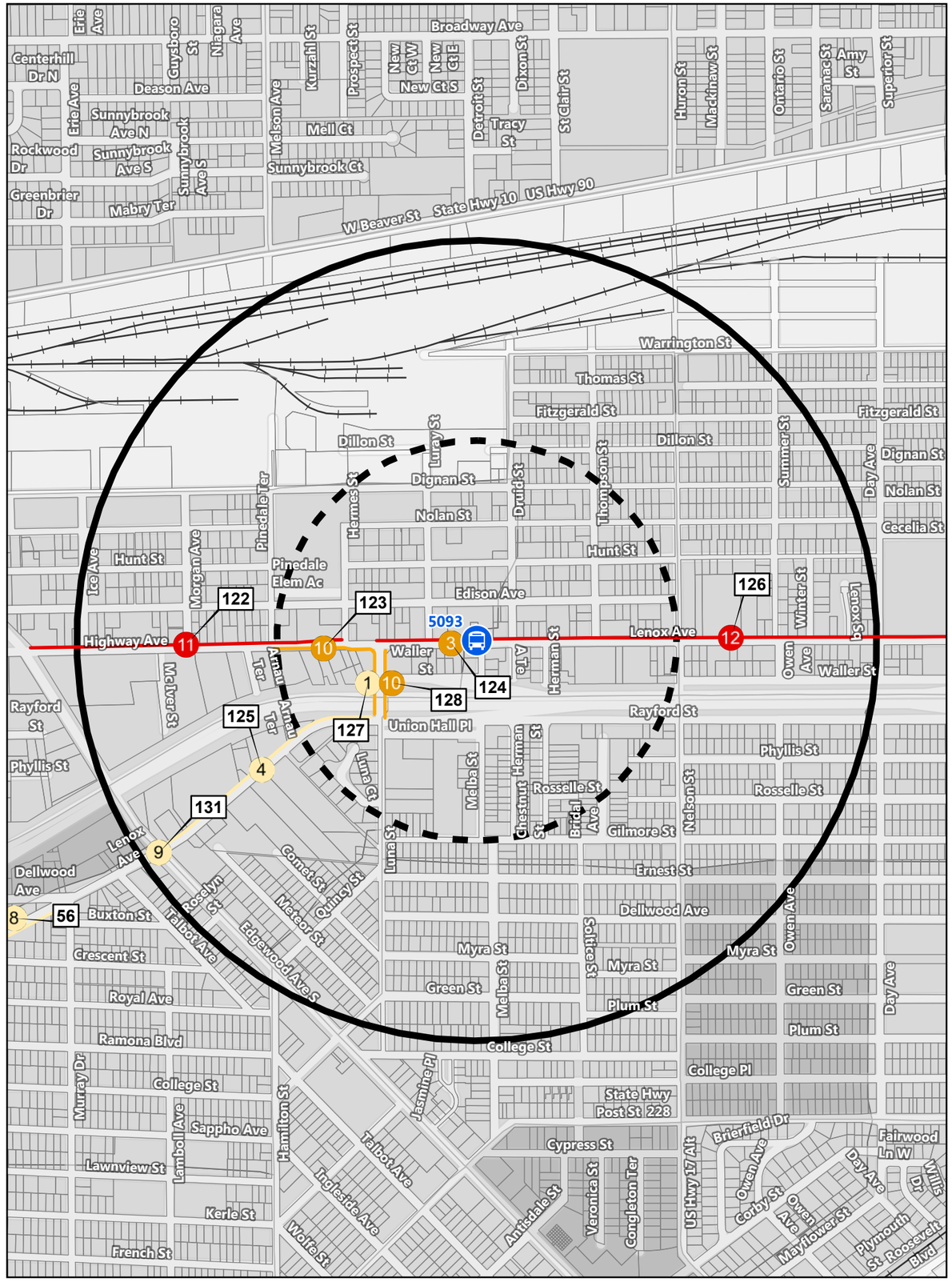
Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

Population & Employment Density per Square Mile

0 - 4000
4000 - 9000
9000 - 17000
17000 - 37000
37000 - 78000
78000 - 160000
160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 2164

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority	Cost Estimate
Low	$1,970,000
Med	$1,244,500
High	$3,445,000
	$6,659,500

Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

Population & Employment Density per Square Mile

0 - 4000

4000 - 9000

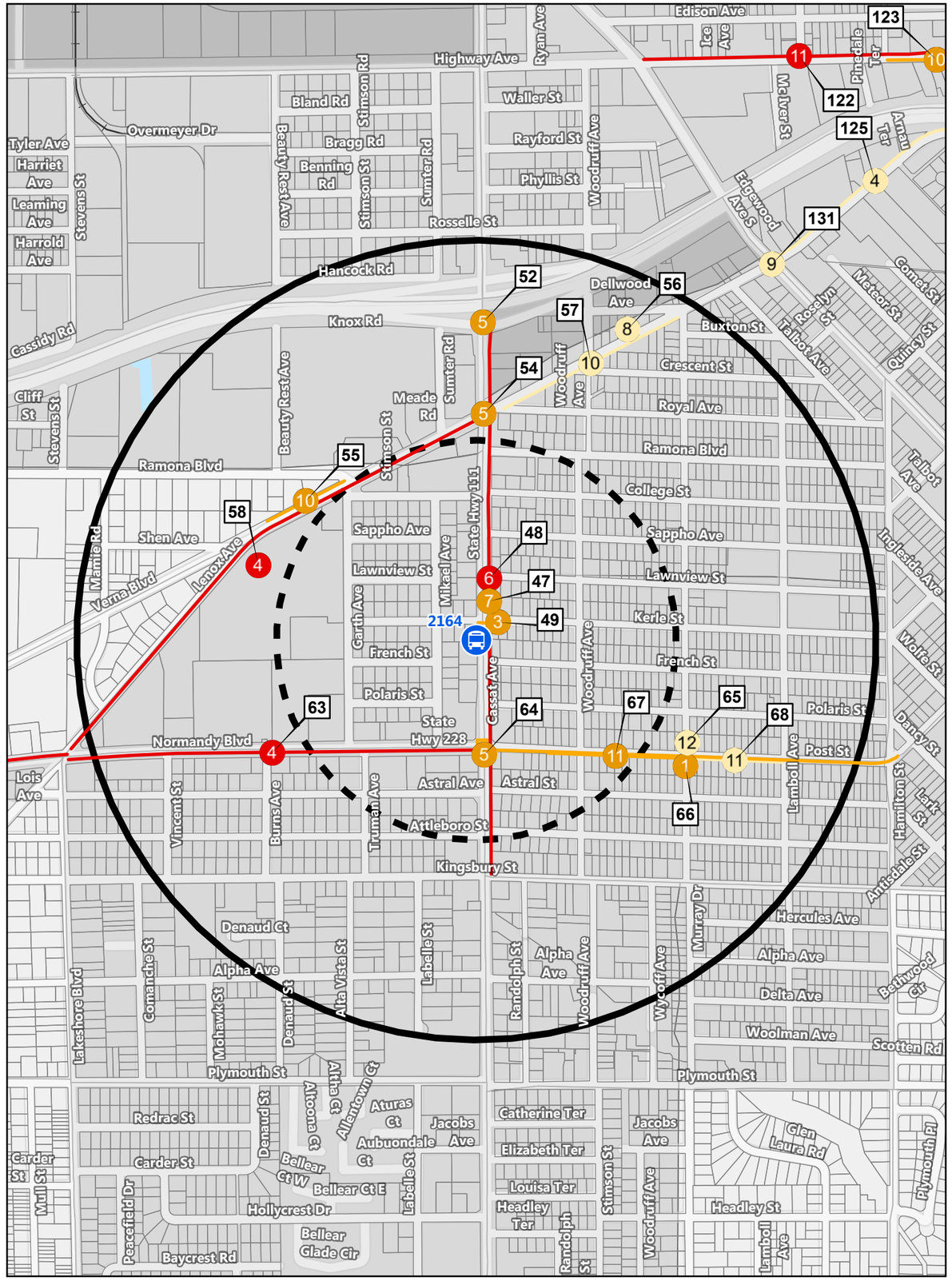
9000 - 17000

17000 - 37000

37000 - 78000

78000 - 160000

160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 2288

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority	Cost Estimate
Low	$1500
Med	$500
High	$2,401,700
	$2,403,700

Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

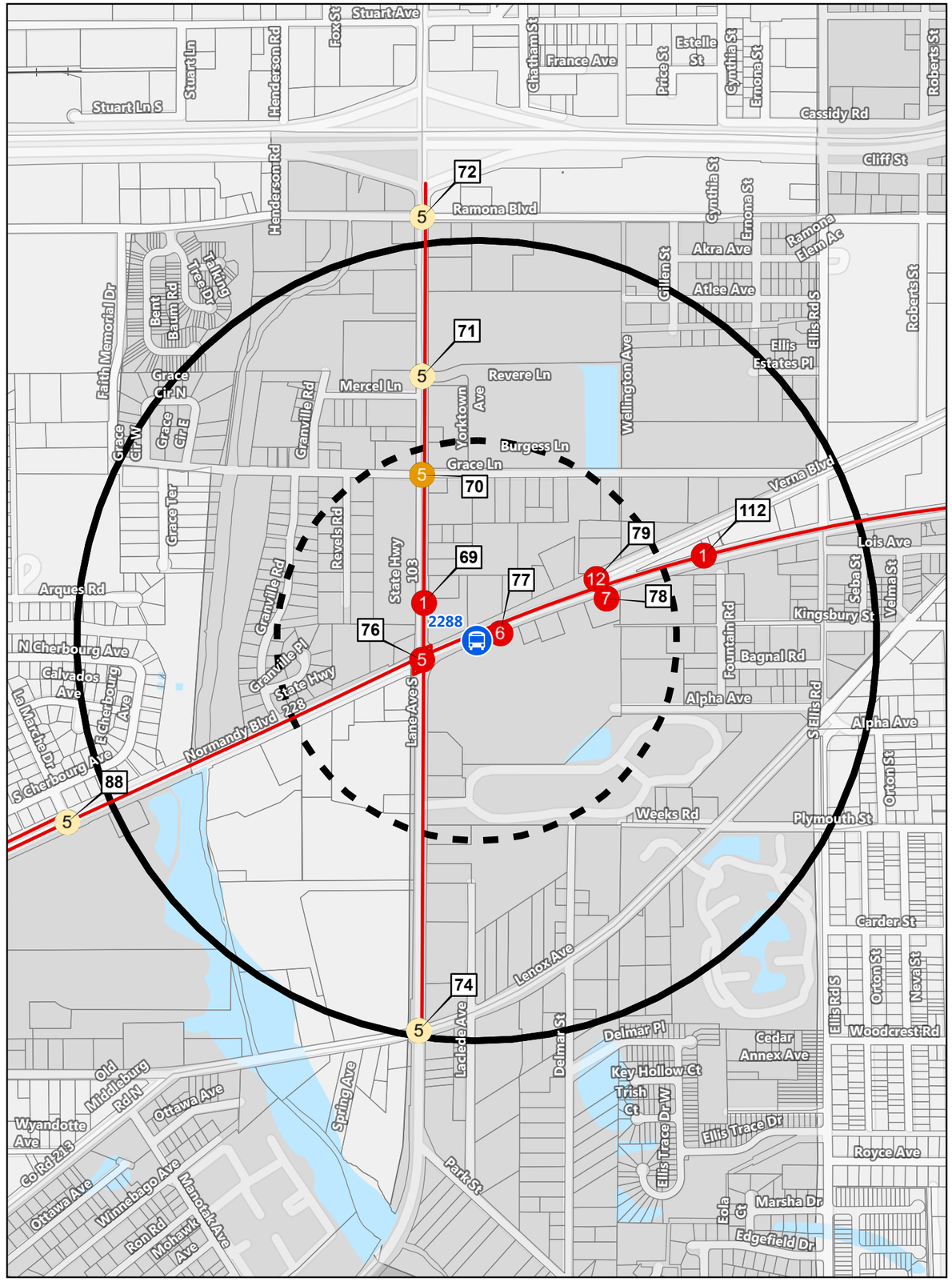
Population & Employment Density per Square Mile

- 0 - 4000
- 4000 - 9000
- 9000 - 17000
- 17000 - 37000
- 37000 - 78000
- 78000 - 160000
- 160000 - 340000

Walkshed_new

Walkshed Buffers

- 1/4 Mile Walkshed
- 1/2 Mile Walkshed



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 2299

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority — **Cost Estimate**

Low	$500
Med	$429,000
High	$3,570,500
	$4,000,000

Walshed Buffers

1/4 Mile Walshed

1/2 Mile Walshed

Population & Employment Density per Square Mile

0 - 4000

4000 - 9000

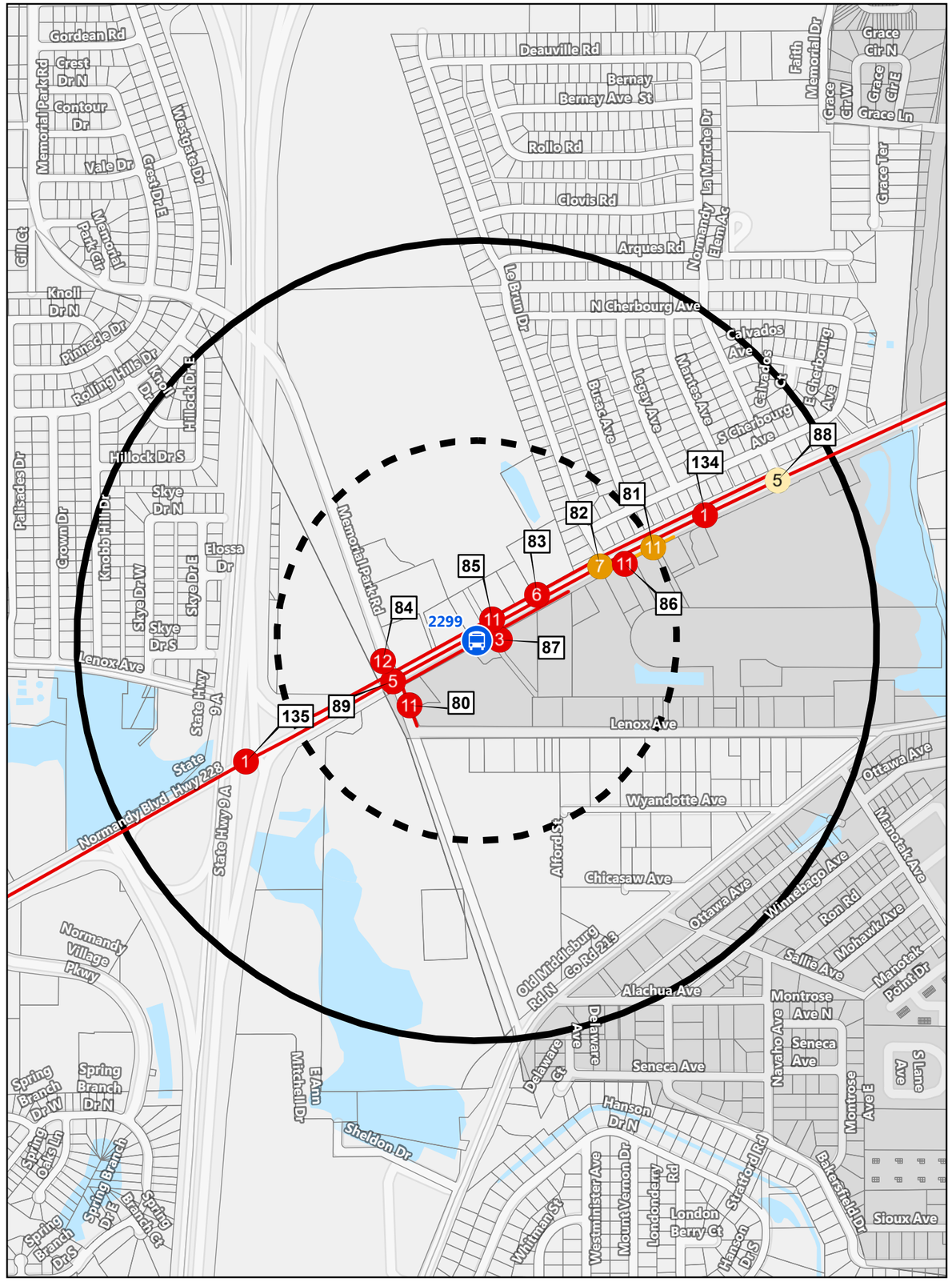
9000 - 17000

17000 - 37000

37000 - 78000

78000 - 160000

160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 2668

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority	Cost Estimate
Low	$11,000
Med	$85,500
High	$903,000
	$999,500

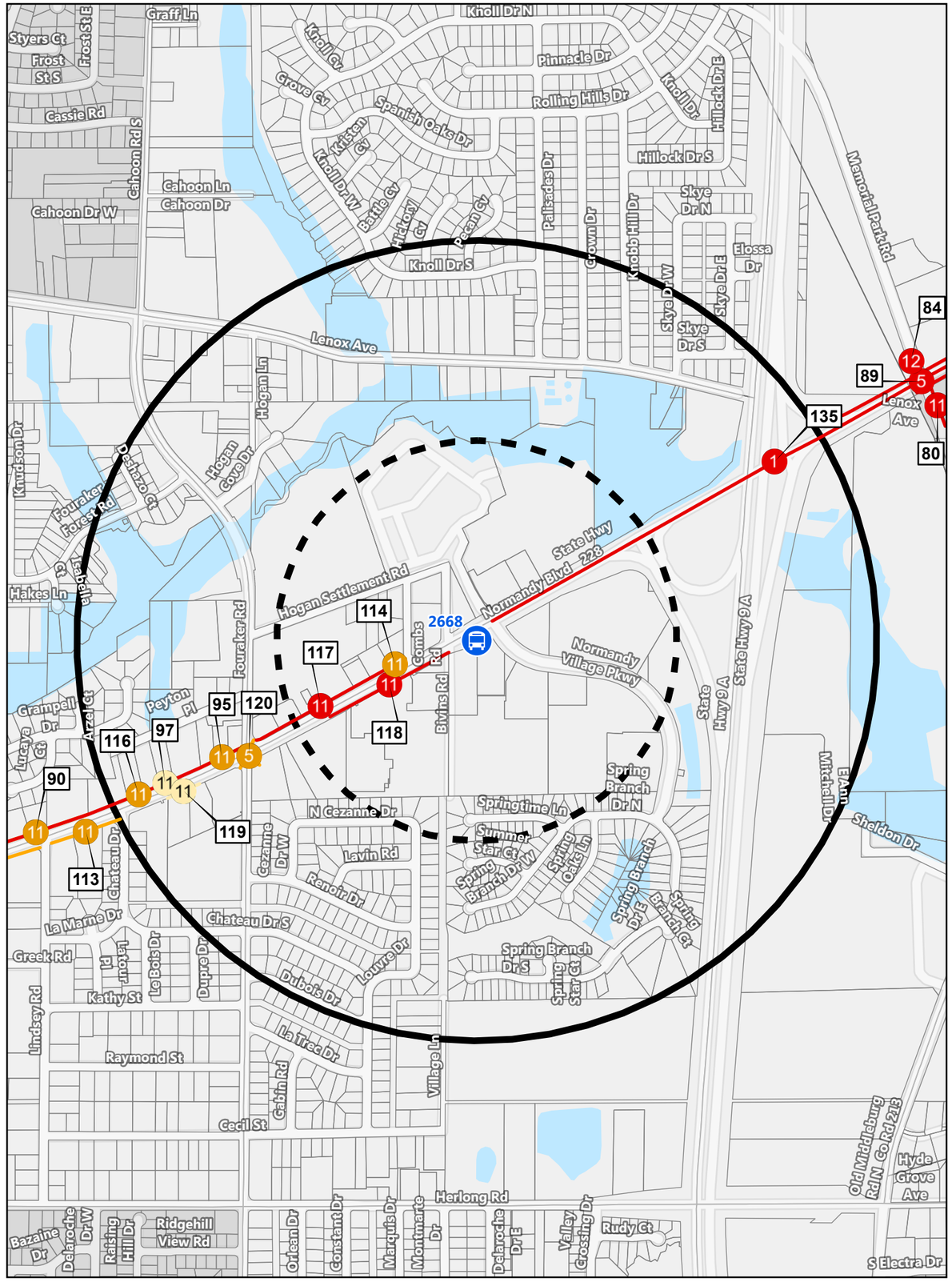
Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

Population & Employment Density per Square Mile

- 0 - 4000
- 4000 - 9000
- 9000 - 17000
- 17000 - 37000
- 37000 - 78000
- 78000 - 160000
- 160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 2660

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority	Cost Estimate
Low	$11,000
Med	$362,000
High	$887,000
	1,260,000

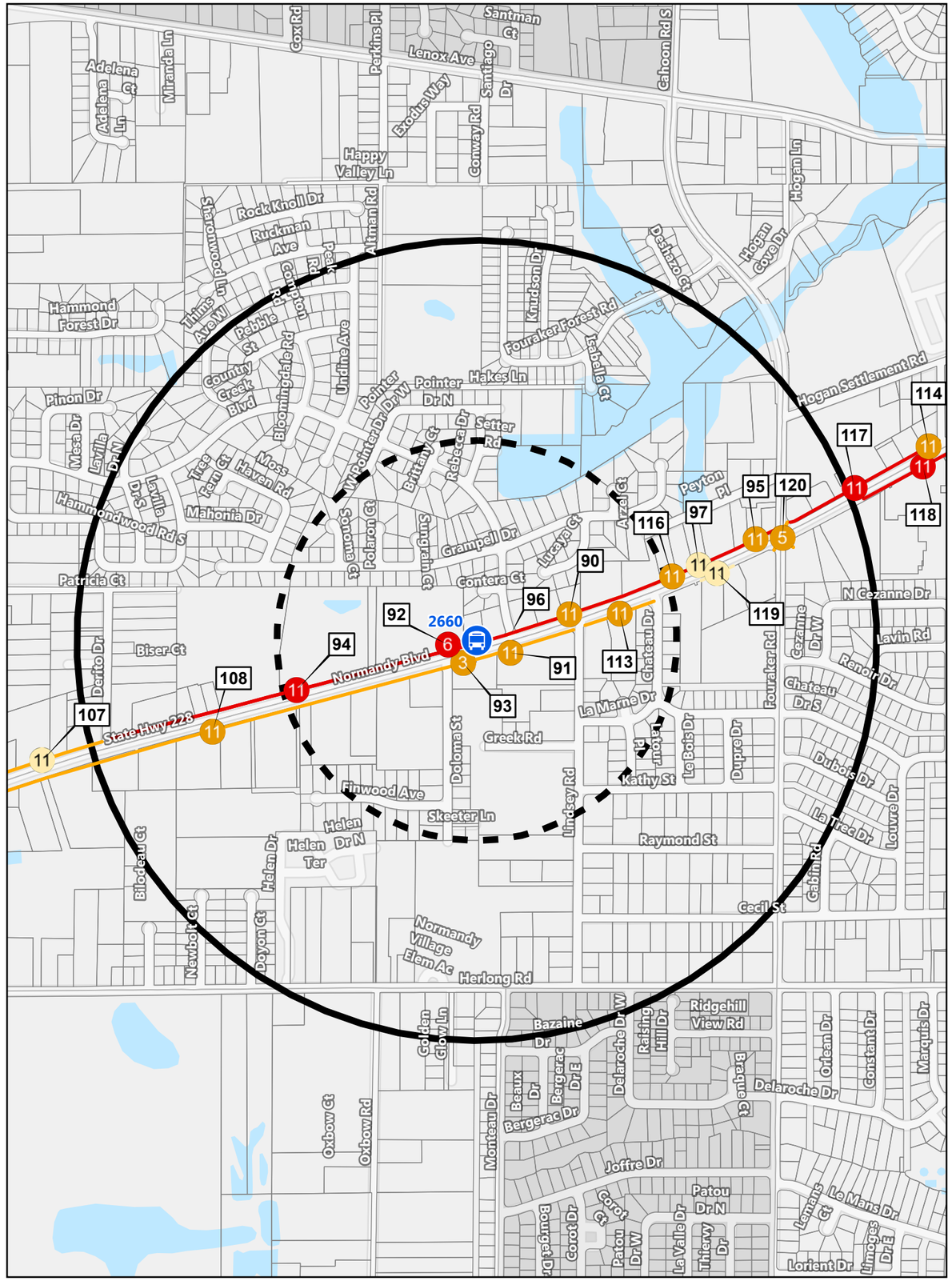
Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

Population & Employment Density per Square Mile

- 0 - 4000
- 4000 - 9000
- 9000 - 17000
- 17000 - 37000
- 37000 - 78000
- 78000 - 160000
- 160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

POTENTIAL IMPROVEMENTS

Bus Stop: 2664

Regional First/Last-Mile
Pedestrian Safety Improvement Study -
Normandy Boulevard Bus Route

Legend

Bus Stop

Railroads

10 Improvement ID

Proposed Improvement by Priority	Cost Estimate
Low	$631,000
Med	$857,000
High	$0
	$1,488,000

Walkshed Buffers

1/4 Mile Walkshed

1/2 Mile Walkshed

Population & Employment Density per Square Mile

0 - 4000

4000 - 9000

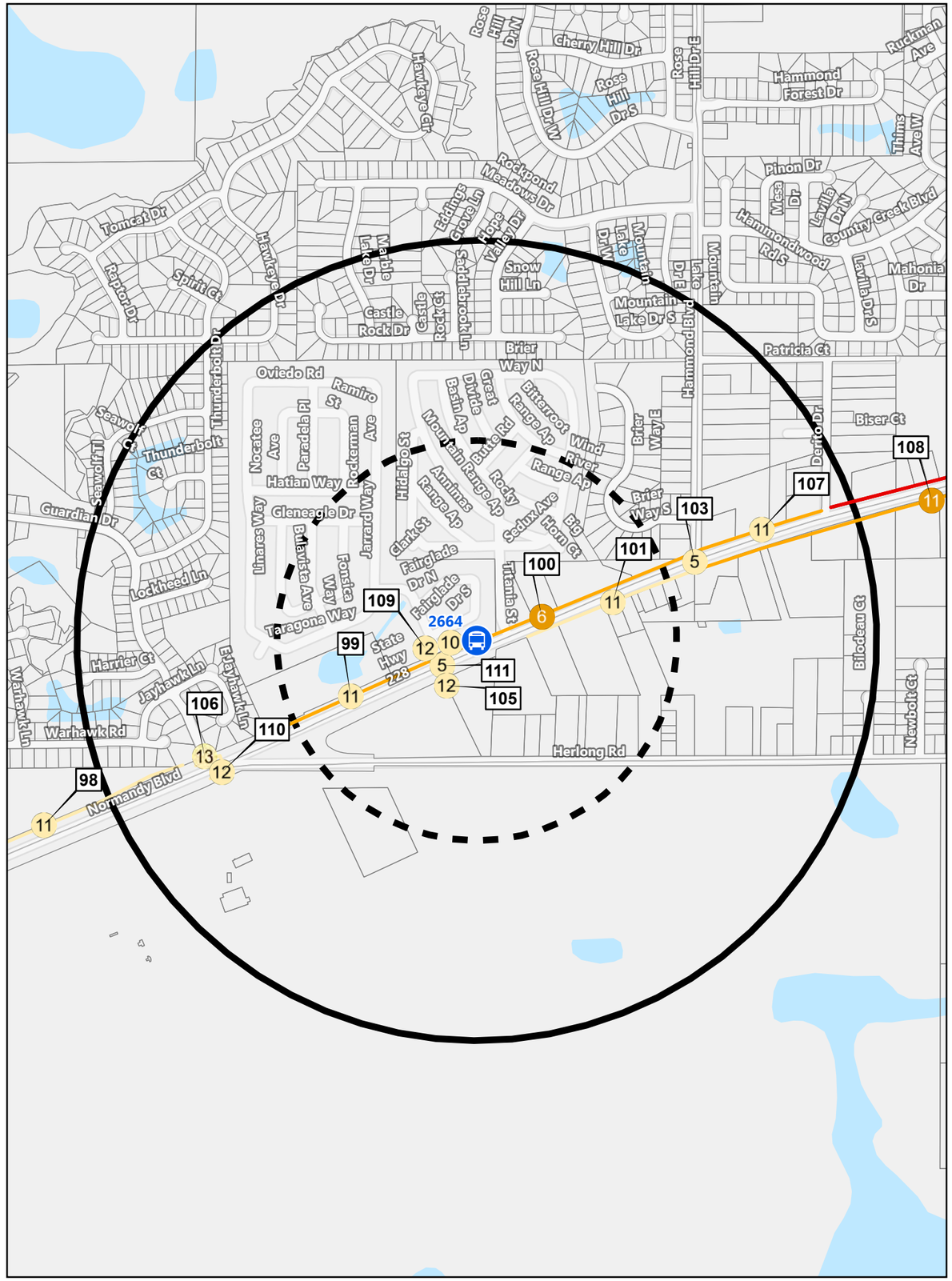
9000 - 17000

17000 - 37000

37000 - 78000

78000 - 160000

160000 - 340000



Potential Improvements

High	Med	Low	
1	1	1	Bike Lanes / Shared Use Path
2	2	2	Bulb-out
3	3	3	Bus Stop Improvement
4	4	4	Lane Repurposing
5	5	5	Leading Pedestrian Interval
6	6	6	Lighting Improvement
7	7	7	Mid-block Crossing
8	8	8	Pedestrian Refuge Island
9	9	9	Protected Intersection
10	10	10	Reconstruct Sidewalk
11	11	11	Sidewalk Gap (Construct Sidewalk)
12	12	12	Signing and Pavement Marking
13	13	13	Signalization Improvements
14	14	14	Left Turn & Right Turn Calming

N

0 800 1,600

Feet

Sources: COJ (2023), JTA (2023), Decennial Census (2020), ETM (2024)

Appendix B – Relevant Documents and Guidelines

Appendix B – Relevant Documents & Guidelines

City of Jacksonville Studies

- **Jacksonville's Vision Zero Action Plan (2025)**

  The Vision Zero Network recommends all Vision Zero cities to research and adopt a High Injury Network (HIN) to focus resources on the most hazardous corridors. Establishing an HIN helps identify high-crash areas, strengthens collaboration across departments, and allows for more effective allocation of limited funding. It also ensures decision-makers, including elected officials, understand where to invest resources to reduce fatalities and injuries. Cities like San Francisco, Denver, San Jose, Los Angeles, Chicago, Philadelphia, and Sacramento have incorporated the HIN into their Vision Zero initiatives. For these vision zero cities, HIN has been proven to be crucial for prioritizing resources across competing needs.

  The city of Jacksonville is also developing a vision zero action plan with the aim of creating a safer and more pedestrian friendly city. One of the major key components of Jacksonville's Vision Zero Action Plan (VZAP) is HIN Identification, which targets pinpointing corridors with the highest accident rates to prioritize safety interventions. Other key components include conducting comprehensive crash analysis, implementing innovative safety measures, developing practical policy recommendations, and accounting for traffic safety disparities and prioritized intervention in underserved communities.

  Following is a discussion of the identified high injury network within our study route:

  - **Bicycle HIN Segment & Intersections**: From the intersection of Normandy Boulevard and Lane Ave S to the intersection of Normandy Boulevard and Herlong road (Bus stop 2288, 2299, 2668, 2660 and 2664) has been identified as High Injury Network (HIN) segment for bicycles. Key HIN intersections for bicycles include:

    1. Normandy Blvd & Cassat Ave (bus stop 2164)
    2. Normandy Blvd & Lane Ave S (bus stop 2288)
    3. Normandy Blvd & La Marche Dr.
    4. Normandy Blvd & Hammond Blvd

  - **Pedestrian HIN Segment & Intersections** From the intersection of Normandy Boulevard and Cassat Avenue to the intersection of Normandy Boulevard and Herlong Road (Bus stop 2164, 2288, 2299, 2668, 2660 and 2664) has been identified as High Injury Network (HIN) segment for pedestrians. Key pedestrian HIN intersections include:

    1. Normandy Blvd & Ellis Rd S
    2. Normandy Blvd & Lane Ave S (bus stop 2288)
    3. Normandy Blvd & Normandy Village Pkwy (bus stop 2668)

4. Normandy Blvd & Lamplighter Ln (bus stop 2664)
5. Edgewood Ave S & Post St

- **Vehicle HIN Intersections**: Six intersections have been identified as HINs for vehicles:

  1. Lenox Ave & Cassat Ave
  2. Normandy Blvd & Lane Ave S (bus stop 2288)
  3. Normandy Blvd & La Marche Dr.
  4. Normandy Blvd & 295 South Ramp
  5. Normandy Blvd & Foraker Rd
  6. Normandy Blvd & Lamplighter Ln (bus stop 2664)

  Although there are no vehicle HIN segments within the study route, parts of the segment at the southwest intersection of Normandy Blvd & Herlong Rd (bus stop 2664) and north of I-10 from Cassat Ave (bus stop 2164) are considered HIN segments for vehicles.

- For this study, we reviewed the "**Bay Street from Myrtle Avenue to Lee Street Bike Lanes and Pavement Marking Changes" plan** (COJ Traffic Engineering Division, 2023) to inform our recommendations, particularly regarding the downtown bus stops. We considered the proposed pavement markings along the study route as part of this process.
- We also reviewed the **COJ Pedestrian and Bicycle Master Plan** (September 2017) and **COJ Targeted Roadway Improvements for Pedestrian Safety (TRIPS)** for this study.

JTA Studies

- **JTA Creating Safe Spaces Action Plan (2025) – Safety Analysis Technical Memorandum**

  The Jacksonville Transportation Authority's (JTA) Creating Safe Spaces Action Plan (CSSAP) follows the "Safe Systems Approach" and "Vision Zero" to eliminate traffic fatalities. The plan focuses on identifying safety hotspots, collaborating with partners to improve infrastructure, and investing in safety enhancements around JTA facilities and bus stops.

  The Jacksonville Transportation Authority (JTA) conducted a comprehensive safety analysis as part of the JTA Creating Safe Spaces Action Plan (CSSAP), examining crash trends by mode (pedestrian, bicycle, vehicle, and motorcycle) across its service area in Jacksonville, Duval County, and surrounding regions. The study area covers the JTA service area in Jacksonville, Duval County, including Flex, Express, and Clay County routes extending to nearby counties. The analysis identified high-severity crash locations and, through an equity and root cause analysis, highlighted key areas for intervention. The findings aimed to inform countermeasures to reduce fatal and serious injury crashes along JTA service routes and near transit stops. The study analyzed data on bike ped crashes (2018-2022), existing service area routes, active transit stops, JTA service area facilities,

ridership and service schedules, pedestrian and bicycle facilities, additional supporting data on context classification, equity areas, traffic volume, and planning districts etc.

For safety analysis, Crash data was mapped in ArcGIS and analyzed with JTA, roadway, and other relevant data, using a one-mile buffer around transit stops for screening. Crash trends were summarized by pedestrian/bicycle crashes (all severities), vehicle/motorcycle crashes (fatal and serious injuries), crashes near Mobility Hubs, Park and Ride areas, Skyway stations, ReadiRide Zones, Myrtle Avenue Operations Campus, Prudential locations, and those involving JTA fleet vehicles (all severities). High crash and high severity locations were identified within a one-mile buffer around JTA assets using the following methods: high crash frequency, high crash severity score, crash frequency normalized by ridership and/or transit frequency, and crash severity score normalized by ridership and/or transit frequency. On the identified high crash locations, an ordinal ranking was applied by mode to create Safety Lists. A final JTA CSSAP Safety List of "hot spots" was compiled by merging these lists and removing duplicates. Out of 2,473 JTA assets, 280 were included on the Safety List: 218 on the Pedestrian Safety List, 113 on the Bicycle Safety List, 10 on the Motorcycle Safety List, and 8 on the Vehicle Safety List. Disadvantaged Census tracts were identified using the USDOT Equitable Transportation Community (ETC) and Climate and Economic Justice Screening Tool (CEJST) tools and overlaid with the JTA CSSAP Safety List. Of the assets on the list, 136 were in CEJST Equity Areas, and 160 in ETC Equity Areas. A root cause analysis was conducted on the Safety List assets to identify crash trends, analyzing factors such as roadway characteristics, context classification, speed limits, number of lanes, undivided/divided, presence of roadway and lighting etc. The JTA CSSAP Safety List was used to identify up to 10 Top Safety List Locations in each CPAC area of Jacksonville and in counties with JTA service. These locations were ranked and analyzed to identify specific crash issues and potential countermeasures, with crash reports reviewed for detailed pedestrian and bicycle crash data to inform safety improvements.

- **JTA MOVE 2027 Five-Year Strategic Plan, FY2023-FY2027, Version 1.2**

  The Mobility Optimization through Vision and Excellence 2023-2027 (MOVE2027) Plan is JTA’s five-year strategy to address the evolving mobility needs of Northeast Florida. It aims to ensure seamless mobility solutions for all residents, supporting JTA's vision for a connected, thriving region.

  TRANSITWORKS is JTA’s initiative under the MOVE2027 plan to create a more flexible and responsive transit network. It offers affordable, efficient, and equitable travel options by integrating mobility services for complete trips. Key strategies include optimizing the bus network, enhancing bus stop infrastructure and accessibility, expanding microtransit, improving paratransit services, and prioritizing transit investments to promote equity. A key focus is integrating paratransit and on-demand services to allow shared resources between ReadiRide and Connexion, improving efficiency and providing better trip options for customers.

  ReadiRide is a JTA-initiated public transportation service offering an alternative to driving. It operates Monday through Saturday, from 6 a.m. to 7 p.m., in five zones: Beaches, Highlands, Northside, Southeast, and Southwest. The service accepts cash and mobile

payments only and trips must start and end within the same zone. ReadiRide provides affordable, on-call transportation to 14 Jacksonville communities, giving customers control over pickup and drop-off locations. Additionally, customers can enjoy free rides to and from eight grocery stores in the Northside zone.

In our study, certain parts of the route fall within ReadiRide zones:

- A section of the route, starting at the intersection of Lee Street N and Forsyth SW, covering Bay Street W, and ending at the intersection of Bay Street W and Lee Street N, is within the Northside ReadiRide Zone. Bus stops 1659 and its corresponding improvements (7, 8, and 10) are located within this zone.
- Another section of the route, starting at the intersection of Forest Street and Park Street, extending to Edison Avenue and connecting to Normandy Boulevard, and further south to the intersection of Normandy Boulevard and I-295, falls within the Woodstock ReadiRide Zone. Bus stops 5093, 2164, 2288, and 2299, along with their corresponding improvements (16-54), are within this zone.

North Florida TPO Studies

- **TPO Bicycle and Pedestrian Master Plan Update (2023)**

  The TPO Bicycle and Pedestrian Master Plan Update developed a list of future bicycle- and pedestrian-related studies to guide future bicycle and pedestrian planning efforts within the region. The recommendations may serve as a guide for any municipality or agency to conduct as funding becomes available.

  The following are some of the findings from the plan:

  - Improvement Priority: Survey respondents ranked multi-use paths, sidewalks, bicycle lanes and intersection crossing improvements the highest out of 10 options, when asked to rank in order of importance the type of bicycle and pedestrian improvements they would like to see prioritized over the next 10 years. The highest prioritized improvement was ‘Multi-use paths’ receiving 67% of the #1 ranked votes and with an average score of 9.36 out of 10. The next three highest prioritized improvements were ‘Sidewalks’ (7.94), ‘Bike lanes’ (7.85) and ‘Intersection crossing improvements’ (7.08).
  - Most Preferred Facility Type: Multi-Use Path’ was the preferred facility for almost half the survey respondents (47%), when asked to select their most preferred bicycle and pedestrian facility type. The second preferred facility type was ‘Separated Bike Lane’ (25%), followed by ‘Buffered Bike Lane’ (13%), ‘Sidewalks’ (12%) and ‘Traditional Bike Lane’ (3%).

  The following are some of the recommendations from the plan:

  - The plan recommended seven trail studies (all regional significance), 24 sub-area studies and four other studies.

- The following recommended studies may potentially intersect with one or more half-mile study areas for the eight bus stops studied as part of the First Last Mile Normandy Boulevard Study.
    - Midwest Sub-Area
    - Hyde Park Sub-Area

- **TPO Myrtle Avenue Complete Streets Final Study (Forest Street to Moncrief Road) (2024)**

  The North Florida TPO, in collaboration with the City of Jacksonville and the Jacksonville Transportation Authority, developed the Myrtle Avenue Complete Streets Study. The study focuses on evaluating the feasibility of adding bicycle facilities to ensure safe and comfortable travel for nonmotorized users of all ages and abilities. This includes addressing the passage under the Florida East Coast Railway viaduct (Myrtle Avenue Subway). The study has been reviewed in detail to guide our recommendations.

- **Transportation Improvement Program (FY 204/25-2028/29)**

  The Transportation Improvement Program (TIP) is a multi-year plan for transportation projects in the North Florida TPO area, covering a five-year period. It includes regionally significant projects funded by federal sources (Title 23 U.S.C. and 49 U.S.C Chapter 53) and those requiring approval from the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). The TIP also lists non-federally funded projects to support local governments' transportation planning. These projects align with the 2045 Long Range Transportation Plan and local comprehensive plans. Non-federally funded projects are included for informational purposes. For our study we reviewed the relevant projects under this improvement program to inform our improvement guidelines.

FDOT Studies

- As part of the transportation improvement program discussed in the previous section, we reviewed the "**FDOT I-295 and Normandy Boulevard Interchange Improvements**" and "**FDOT Normandy Boulevard Resurfacing Project from northeast of Lamplighter Lane to southwest of I-295" projects**. From these projects, we reviewed some interchange improvements and resurfacing improvements identified by FDOT along the Normandy boulevard and incorporated in our recommendations.

- **FDOT District 2: 2023 Bike Ped Gap Study Summary**

  The 2023 Bike/Ped Gap Study in District Two focuses on identifying gaps in the bicycle and pedestrian networks to support the creation of a safer, more connected multimodal transportation system. This study is an update to the 2021 bike/ped gap analysis and is aligned with FDOT's Complete Streets principles, which prioritize safety, mobility, and accessibility for all transportation system users, including pedestrians, cyclists, transit riders, motorists, and freight handlers. The goal is to improve connectivity and infrastructure for vulnerable road users, while also facilitating intergovernmental coordination and more cost-effective planning.

  The key components used to identify gaps in the bicycle and pedestrian network in District Two include an assessment of existing facilities, a Level of Traffic Stress (LTS) analysis to

evaluate safety and comfort, an analysis of current (2015) and future (2045) demand for facilities, and a review of bicycle and pedestrian crash locations to identify high-risk areas. These factors collectively guide the development of a safer and more connected multimodal transportation system.

To access existing pedestrian and bicycle facilities, the study defines pedestrian facilities as sidewalks or shared use paths on at least one side of the street, while bicycle facilities include bike lanes and paved shoulders at least four feet wide. Paved shoulders with lane departure warning devices, such as rumble strips, are excluded from the inventory due to potential impacts on bicycle use. Shared use paths must be at least eight feet wide, located at least five feet from the roadway edge, and include appropriate traffic control at intersections, within the apparent right-of-way of the road. The study also evaluates the change in bicycle and pedestrian facility miles by county since the previous District Two Bike/Ped Gap Study in 2021, based on the most current RCI data from 2022 and the previous RCI data from 2020. The study further investigates the bicycle lane miles across the district by type, including designated (unbuffered), buffered, colored, and sharrows. Designated bike lanes have a single stripe separating them from the adjacent travel lane, while buffered bike lanes are separated by a double stripe. Although both types may be colored green, there are no lanes that are both buffered and colored. Sharrows, which indicate a shared space for bicycles and vehicles, are used where a dedicated bike lane is impractical, often in areas with on-street parking or to fill short gaps. Sharrows are only allowed on streets with posted speeds of 35 mph or less.

To further access existing facilities, facility coverage is analyzed for both bicycle and pedestrian traffic. Bicycle facility coverage is defined as the percentage of non-limited access road miles on the SHS with designated bike lanes, paved shoulders at least four feet wide without lane departure warning devices, or shared use paths. Pedestrian facility coverage is the percentage of non-limited access road miles with sidewalks at least five feet wide or shared use paths in urban areas with populations of 5,000 or more.

This study uses a supply and demand method to identify areas with the greatest need for pedestrian and bicycle facilities. Unlike previous studies that used Bicycle and Pedestrian Level of Service (LOS), this study adopts the Level of Traffic Stress (LTS) approach from the 2023 Multimodal Quality/Level of Service Handbook. LTS evaluates the comfort of walking and bicycling based on facility type, width, continuity, vehicle speeds, volumes, and separation from traffic, categorizing comfort into four levels. Level 1 indicates low stress, suitable for most users, while Level 4 represents high stress, comfortable for only a few users. Bicycle Level of Traffic Stress (BLTS) rates road segments based on the level of stress imposed on bicyclists due to traffic, with four levels of comfort. BLTS 1 is suitable for most children, while BLTS 4 is only tolerated by highly confident cyclists or those with limited route options. BLTS assesses bicycle facilities based on factors such as facility type, width, posted speed, traffic separation, and annual average daily traffic (AADT) to evaluate cyclists' perceptions of the roadway environment. Similarly, the pedestrian Level of Traffic Stress (PLTS) measures the comfort and safety of pedestrians using a roadway, with levels ranging from 1 to 4. PLTS 1 represents a facility suitable for all users, while PLTS 4 indicates a facility that is difficult or impassable for users with mobility limitations. PLTS evaluates pedestrians' perceptions based on six factors: sidewalk existence, continuity, width, posted speed, separation from traffic, and vertical separation.

For bicycle and pedestrian demand analysis, the study estimates potential trip activity along corridors if facilities were built and conditions were ideal. Using a variation of the Latent Demand Score (LDS) method, the analysis evaluates potential demand based on the proximity of activity centers such as population, employment, and school enrollment.

Areas with higher densities of these factors are more likely to have higher bicycle and pedestrian demand, with data from the 2015 base year and 2045 horizon year used to represent current and future demand.

Bicycle and pedestrian crash data in District Two from 2018 to 2022 are analyzed using data from Signal Four Analytics, focusing on crash severity by county. The analysis also includes a breakdown of fatal crashes by year for each county. Additionally, temporal trends for both overall and fatal bicycle and pedestrian crashes are examined for District Two and the three counties with the highest number of crashes—Alachua, Duval, and St. Johns—covering a ten-year period starting in 2013.

Gap Prioritization Analysis

This study identified gaps in the bicycle and pedestrian network and conducted separate independent gap prioritization analysis. Gaps in the bicycle and pedestrian networks are defined as non-limited access SHS segments lacking necessary facilities, such as paved shoulders, bike lanes, or sidewalks. The prioritization of these gaps is based on three indicators: bicycle/pedestrian crashes and fatalities per mile, Level of Traffic Stress (LTS), and bike/pedestrian demand score. Separate prioritization analyses are conducted for bicycle and pedestrian gaps, considering bicycle crashes and fatalities with BLTS for bicycle gaps, and pedestrian crashes and fatalities with PLTS for pedestrian gaps. The bike/ped demand score is included in both analyses, with scores from all three indicators summed to determine a total score, which places each gap into one of five prioritization tiers. Gaps with the worst conditions, highest demand, and most crashes or fatalities are prioritized, with Tier 1 representing the highest priority and Tier 5 the lowest.

Based on the bicycle gap prioritization analysis from the gap study, the following prioritization has been identified for the road segments included in the current study:

1. A section of Normandy Boulevard, from the intersection with Edgewood Ave S, is categorized under Tier 2 prioritization.
2. A section of Normandy Boulevard at the Cassat Avenue intersection falls under Tier 4 prioritization.
3. The section of Normandy Boulevard from Cassat Avenue to Lane Avenue is prioritized under Tier 1.
4. A segment of Normandy Boulevard, west of the Cassat Avenue intersection, is classified under Tier 2.
5. The portion of Normandy Boulevard at the intersection with I-295 is assigned to Tier 3 prioritization.

Based on the pedestrian gap prioritization analysis from the gap study, the following prioritization has been identified for the road segments included in the current study:

1. A section of Normandy Boulevard, east of the Cassat Avenue intersection, falls under both Tier 1 and partially Tier 3 prioritization.
2. The segment of Normandy Boulevard at the intersection with I-295 is categorized under Tier 3 prioritization.
3. The remainder of Normandy Boulevard, westward to the intersection with Hammond Boulevard, is prioritized under Tier 2, with a partial Tier 4 prioritization.
4. The section of Normandy Boulevard from the intersection with Hammond Boulevard to the western edge of the study area is assigned to Tier 3 prioritization.

- We also reviewed the “Draft **Tentative Five-Year Work Program Public Hearing Summary Report – As of November 13, 2024 (July 1, 2025 through June 30, 2030) for Duval County”** o gather information on the funded projects that overlap with our study area.

Planning and Design Guidelines

The key planning and design guidelines applied in the study are listed in the following:

- COJ Context Sensitive Streets Guidelines
- FDOT Design Manual (FDM)
- FDOT 2023 Multimodal Quality/Level of Service Handbook

Additional guidelines/documents reviewed

Additionally, the following documents were reviewed to inform various aspects of the study and its detailed recommendations:

- FHWA STEP Guide for Improving Pedestrian Safety (Table 1. Application of pedestrian crash countermeasures by roadway feature and Table 2. Safety issues addressed per countermeasure)
- Don’t Give Up at the Intersection - Designing All Ages and Abilities, Bicycle Crossings (NACTO, May 2019)

Appendix C – Prioritization Criteria and Methodology

Appendix C- Prioritization Criteria and Methodology

The criteria and methodology for prioritizing potential multimodal enhancements are described below.

Demographic and Mobility Metrics

Population and Employment Density (calculated using GIS)

The population and employment density criterion represents potential demand for riders near the proposed improvements. Prioritization scoring was based on the density of residents and workers within ¼ mile of the improvements by sourcing population and employment zonal data from the Northeast Regional Planning Model (NERPM). Within ArcGIS, a single ¼ mile buffer was created around each improvement. Once this buffer was created, spatial join was utilized to calculate the population and job density within each buffer. This data was structured as TAZ zones, provided by the NERPM Model. To score each improvement, points were assigned using the Field Calculator, scaling the population and job density from 0 to 30 points, where the highest population and job density within the dataset (330430) was used as the upper threshold for 30 points.

Existing Ridership (manually calculated)

The second criterion, existing bus stop ridership, also measures demand near the improvements. Points were awarded based on the average number of riders moving on and off buses at each bus stop. The weekday on and weekday off ridership was combined to get this data. The ridership for each improvement was assigned based on the nearest bus stop within its ¼ mile buffer area. The ridership data was provided by JTA and represented the number of weekday riders. Bus stops with 50 or more riders were awarded 30 points, 21-49 riders were awarded 20 points, and less than 21 riders were awarded 0 points.

Equity (calculated using GIS)

The equity criterion focuses on enhancing resources for communities that have historically lacked equal access. Using data derived from the American Community Survey's (ACS) most recent 5-year data, improvements were awarded points based on percentages of low-income and minority residents nearby (Environmental Justice inputs). Spatial join was used in ArcGIS to select improvements ¼ mile buffer that fell in or have largest overlap with the different analysis areas (census block groups). If the percentage for both minority and low-income populations were higher than the county average, then 30 points were awarded. If the percentage of either low-income or minority population was higher than the county average, then 15 points were awarded. Improvements that were in areas where neither attribute was higher than the county average received 0 points.

Households with No Vehicles (calculated using GIS)

The vehicle availability criterion favors improvements located in areas with relatively more zero-car households. Using the most recent 5-year ACS data, improvements were awarded points based on percentages of zero-car households nearby. Spatial join was used in ArcGIS to select improvements ¼ mile buffer that fell in or have largest overlap with the different analysis areas (census block groups). Areas above 199% of county percentage zero-car households (14.22% to 66.00%) were awarded 30 points and areas above 100% to 199% of county percentage zero-car households (7.15 to 14.22%) were awarded 15 points. Improvements in areas below the county percentage for zero-car households (0% to 7.15%) received 0 points.

Accessibility and Connectivity

Bus Stop Distance (calculated using GIS)

Distance from the closest study bus stop, awarded points based on a straight-line distance between proposed improvements and the nearest study bus stop. The distance between each improvement to nearest bus stop was derived from ArcGIS through the near tool. Improvements within 1/8 miles received the maximum of 30 points, with points decreasing proportionally across the distance intervals, down to 0 points for improvements at or beyond 1/2 miles.

Access to nearby Destinations (calculated using GIS)

Access to nearby destinations, awarded points based on number of destinations within ⅛ mile of the improvement. Data on key destinations were: medical (hospitals, clinics, urgent care, dialysis), schools (elementary, middle and high schools), colleges and universities (including technical, trade and other specialized training schools), government buildings that receive a relatively high number of visitors (city hall, courthouses), senior/community centers and libraries (senior centers, community centers, libraries), parks, places of worship, commercial and retail (grocery stores, malls, supercenters), hotels/motels, civic and entertainment (Prime Osborn Convention Center, gardens, fine arts, landmarks, athletics facilities, museums) and JRTC/Greyhound.

The analysis assigned points to improvements based on proximity to key destinations. For key destinations, a 1/8-mile buffer was created in ArcGIS around each improvement location. Then a series of select by location was performed with the selecting feature being the previously made buffer and the targets being the key destinations. Points were then assigned based on the number of key destinations within the buffer and improvements with 5 or more key destinations within this buffer received a maximum of 30 points.

Access to nearby Bus Routes (calculated using GIS)

Access to nearby bus stops, awarded points based on number of bus routes within 250 ft of the improvement. Data of JTA bus routes were sourced from JTA.

For bus routes, a buffer was created, with ArcGIS, extending 250 ft away from each improvement location. Select by location was then used to isolate the bus routes present within each buffer zone. Points were assigned based on the number of nearby bus routes within 250 feet of improvement. Improvements with 3 or more bus routes nearby received a maximum of 30 points, with reduced points for locations that had fewer than 3 routes: for example, 20 points for 2 routes and 10 points for 1 route. The points for key destinations and bus routes were then combined for a total score.

Crash History

Pedestrian and Bicycle Crashes (calculated using GIS)

Number of nearby Bike/Ped crashes in a recent 5-year period was sourced from Signal4 Analytics. ArcGIS was used to analyze the number of bicycle- and pedestrian-related crashes within ¼-mile buffers around bus stops. Improvement area with 20+ crashes received 30 points, 10-19 crashes received 20 points, and 1-9 crashes received 10 points.

Pedestrian and Bicycle Fatal and Incapacitating Injury Crashes (calculated using GIS)

The number of Fatal and Incapacitating Injury crashes in a recent 5-year period was sourced from Signal4 Analytics. ArcGIS was used to analyze the number of bicycle- and pedestrian-related Fatalities and Incapacitating Injury crashes within ¼-mile buffers around bus stops. Improvement area with 5+ crashes received 25 points, 3-4 crashes received 15 to 20 points and 1-2 crashes received 5 to 10 points.

Systemic Safety

Pedestrian and Bicycle Level of Traffic Stress (manually calculated)

This study uses a supply and demand method to identify areas with the greatest need for pedestrian and bicycle facilities adopted from the FDOT District 2: 2023 Bike Ped Gap Study and the 2023 Multimodal Quality/Level of Service Handbook. LTS evaluates the comfort of walking and bicycling based on facility type, width, continuity, vehicle speeds, volumes, and separation from traffic, categorizing comfort into four levels. Level 1 indicates low stress, suitable for most users, while Level 4 represents high stress, comfortable for only a few users. Bicycle Level of Traffic Stress (BLTS) rates road segments based on the level of stress imposed on bicyclists due to traffic, with four levels of comfort. BLTS 1 is suitable for most children, while BLTS 4 is only tolerated by highly confident cyclists or those with limited route options. BLTS assesses bicycle facilities based on factors such as facility type, width, posted speed, traffic separation, and annual average daily traffic (AADT) to evaluate cyclists' perceptions of the roadway environment. Similarly, the pedestrian Level of Traffic Stress (PLTS) measures the comfort and safety of pedestrians using a roadway, with levels ranging from 1 to 4. PLTS 1 represents a facility suitable for all users, while PLTS 4 indicates a facility that is difficult or impassable for users with mobility limitations. PLTS evaluates pedestrians' perceptions based on six factors: sidewalk existence, continuity, width, posted speed, separation from traffic, and vertical separation.

Improvements with LTS 4, LTS 3 and LTS 2 received 30, 20 and 10 points respectively.

Lighting Presence (manually calculated)

Lighting conditions for each improvement were accessed through field visit and collected manually. Further the Lighting score was automatically calculated in GIS. Improvements with no lighting received 30 points, those with lighting on the far side but not the near side received 20 points, and those with lighting on only the near side received 10 points.

Total Score

Finally, a total score was calculated combining all the scores to prioritize improvements and develop recommendation guidelines.

Appendix D – Recommended Improvements

Appendix D1: High Priority Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
5	Bay Street	1128 W Bay Street	1116 W Bay Street	Sidewalk Gap	Fill sidewalk gap on northside of W. Bay St between the The Prime F. Osborn III Convention Center and the Jacksonville Regional Transportation Center	258	High	1659	COJ	Quarter Mile
7	Bay Street	Mrytle Avenue	Lee Street	Bike Lanes/Shared Use Path	Consider bike lanes on Bay Street btwn Myrtle Avenue and Lee Street	258	High	1659	COJ	Quarter Mile
76	Normandy Boulevard	Lane Avenue		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and Lane Ave	256	High	2288	FDOT	Quarter Mile
58	Lenox Avenue	Normandy Blvd	Cassat Avenue	Road Diet	Consider bike lanes on Lenox Ave btwn Normandy Blvd and Cassat Ave by way of Road Diet	251	High	2164	COJ	Half Mile
77	Normandy Boulevard	LaMarche Drive	Ellis Road	Lighting Improvement	Lighting Improvements: add lighting to the northside of Normandy Boulevard	251	High	2288	FDOT	Both
6	Bay Street	Johnson St (LaVilla Center Dr)	Lee Street	Reconstruct sidewalk	Reconstruction sidewalks in poor condition: north side of W Bay St, between Lee St and JRTC (connecting Emerald Trail to JRTC). Existing sidewalk is sloped and should be replaced with sidewalks that prioritize nonmotorized passage at-grade.	250	High	1659	COJ	Quarter Mile
3	Bay Street			Mid-Block Crossing	Mid-block pedestrian crossing surrounding the entrance to the The Prime F. Osborn III Convention Center	247	High	1659	COJ	Quarter Mile
69	Lane Avenue	Lenox Avenue	I-10 Interchange	Bike Lanes/Shared Use Path	Consider bike lanes on Lane Ave from Lenox Ave to Normandy Boulevard by way of road diet and a shared-use path from Normandy Boulevard to I-10 Interchange.	246	High	2288	FDOT	Both
48	Cassat Avenue	Kingsbury Street	I-10 Interchange	Lighting Improvement	Lighting improvements: Add lighting to the east side of Cassat Avenue	240	High	2164	FDOT	Both
10	Church Street	Jefferson Street		Bulb-Out	Install Bulb-Out on NE corner	239	High	1659	COJ	Half Mile
126	Lenox Avenue	Luna St	McDuff Ave	Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	237	High	5093	COJ	Both
87	Normandy Boulevard			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	235	High	2299	JTA	Quarter Mile
85	Normandy Boulevard	Memorial Park Road	7030 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from Memorial Park Road to 7030 Normandy Blvd	231	High	2299	FDOT	Quarter Mile
112	Normandy Boulevard	Lane Avenue	Lenox Avenue	Bike Lanes/Shared Use Path	Install a shared-use path on Normandy Blvd from Lane Avenue to Lenox Avenue	230	High	2288	FDOT	Both
80	Memorial Park Road	Lenox Avenue	Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Eastside of Memorial Park Rd from Lenox Avenue to Normandy Blvd	227	High	2299	COJ	Quarter Mile
4	Bay Street	1107 W Bay Street	1123 W Bay Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: S side of W Bay St near JTA station.	226	High	1659	COJ	Quarter Mile
45	Union Street	Davis St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Union St & Davis St	226	High	1659	FDOT/COJ	Half Mile
2	Adams Street	Broad Street		Bulb-Out	Install Bulb-Out on NW and SE corner	224	High	1659	COJ	Half Mile
1	Adams Street	Jefferson Street	Broad Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W Adams St between Jefferson St and Broad St.	223	High	1659	COJ	Half Mile
79	Normandy Boulevard	Verna Blvd		Signing and Pavement Marking	Normandy Blvd & Verna Blvd: paint crosswalk striping across Verna Blvd	223	High	2288	FDOT/COJ	Quarter Mile
134	Normandy Boulevard	Memorial Park Road	Lane Avenue	Bike Lanes/Shared Use Path	Install bike lanes on Normandy Boulevard from Memorial Park Road to Lane Avenue by way of resurfacing. Bike lanes shall utilize green-colored pavement markings where applicable	223	High	2299	FDOT	Both
78	Normandy Boulevard	surrounding Verna Blvd		Mid-Block Crossing	Mid-Block pedestrian crossing surrounding the intersection of Normandy Boulevard and Verna Boulevard	222	High	2288	FDOT	Quarter Mile
92	Normandy Boulevard	Derito Drive	Fouraker Road	Lighting Improvement	Lighting Improvements: Add lighting to the northside of Normandy Boulevard	221	High	2660	FDOT	Both

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
63	Normandy Boulevard	Cassat Avenue	Lenox Avenue	Road Diet	Consider bike lanes on Normandy Blvd btwn Cassat Ave and Lenox Ave by way of Road Diet	220	High	2164	FDOT	Both
83	Normandy Boulevard	I-295 SB On-Ramp	LaMarche Drive	Lighting Improvement	Lighting Improvements: add lighting to the northside of Normandy Boulevard	220	High	2299	FDOT	Both
89	Normandy Boulevard	Memorial Park Rd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Memorial Park Rd	217	High	2299	FDOT/COJ	Quarter Mile
15	Forsyth Street	Broad Street		Bulb-Out	Install Bulb-Out on all corners except NW	215	High	1659	COJ	Half Mile
29	Myrtle Avenue	Forest St	Kings Road	Bike Lanes/Shared Use Path	Construct a Cycle Track between Forest Street and Kings Street. See Myrtle Avenue Corridor Study.	214	High	1659	COJ	Both
46	Union Street	Madison St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Union St & Madison St	211	High	1659	FDOT/COJ	Half Mile
135	Normandy Boulevard	Normandy Village Parkway	Memorial Park Road	Bike Lanes/Shared Use Path	Install a shared-use path on the southside of Normandy Boulevard between Normandy Village Parkway and Memorial Park Road	207	High	2668	FDOT	Both
94	Normandy Boulevard	Derito Drive	8289 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Derito Drive to 8289 Normandy Blvd	206	High	2660	FDOT	Both
117	Normandy Boulevard	Fouraker Road	7885 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Fouraker Rd to 7885 Normandy Blvd	206	High	2668	FDOT	Both
118	Normandy Boulevard	7952 Normandy Boulevard	7812 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 7952 Normandy Blvd to 7812 Normandy Blvd	203	High	2668	FDOT	Quarter Mile
86	Normandy Boulevard	7020 Normandy Boulevard	7002 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from7020 to 7002 Normandy Blvd	202	High	2299	FDOT	Quarter Mile
11	Church Street	Broad Street		Bulb-Out	Install Bulb-Out on all corners	199	High	1659	COJ	Half Mile
122	Highway Avenue	Edgewood Avenue	Luna Street	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Highway Ave from Edgewood Ave to Luna St	198	High	5093	COJ	Both
84	Normandy Boulevard	Memorial Park Road		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Normandy Blvd & Memorial Park Rd	197	High	2299	FDOT	Quarter Mile

Appendix D2: Medium Priority Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
66	Post Street	Cassat Avenue	Hamilton Street	Bike Lanes/Shared Use Path	Consider bike lanes on Post Street btwn Cassat Avenue and Hamilton Street.	196	Medium	2164	FDOT	Both
114	Normandy Boulevard	7885 Normandy Boulevard	Combs Road	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 7885 Normandy Blvd to Combs Rd	194	Medium	2668	FDOT	Quarter Mile
90	Normandy Boulevard	Country Creek Blvd	8101 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Country Creek Blvd to 8101 Normandy Blvd	192	Medium	2660	FDOT	Quarter Mile
108	Normandy Boulevard	Hammond Boulevard	Doloma Street	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Hammond Blvd to Doloma St	192	Medium	2664	FDOT	Both
100	Normandy Boulevard	Herlong Road	Derito Drive	Lighting Improvement	Lighting Improvements: Add lighting to the northside of Normandy Boulevard	191	Medium	2664	FDOT	Both
54	Lenox Avenue	Cassat Avenue		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lenox Avenue and Cassat Avenue	190	Medium	2164	FDOT/COJ	Half Mile
22	Myrtle Avenue	77 Myrtle Avenue	63 Myrtle Avenue	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Myrtle Ave near I-95 on both sides of roadway	189	Medium	1659	COJ	Quarter Mile
81	Normandy Boulevard	6980 Normandy Boulevard	6830 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from 6980 to 6830 Normandy Blvd	188	Medium	2299	FDOT	Both
49	Cassat Avenue			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	186	Medium	2164	JTA	Quarter Mile
55	Lenox Avenue	5260 Ramona Blvd		Maintenance	N side of Lenox Ave W of Cassat Ave (overgrown, abandoned property before Verna Blvd spur)	186	Medium	2164	COJ	Half Mile
9	Church Street	Myrtle Avenue	Florida C. Dwight Memorial Playgroun	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W Church St from N Myrtle Ave to Dwight Park.	185	Medium	1659	COJ	Half Mile
34	Myrtle Avenue	Bay	Bay	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Myrtle & Bay	184	Medium	1659	FDOT/COJ	Quarter Mile
47	Cassat Avenue	surrounding Kerle Street		Mid-Block Crossing	Mid-block Crossing on Cassat Avenue surrounding the Kerle St intersection	184	Medium	2164	FDOT	Quarter Mile
120	Normandy Boulevard	Fouraker Rd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Fouraker Rd	184	Medium	2668	FDOT/COJ	Half Mile
95	Normandy Boulevard	8007 Normandy Boulevard		Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard at 8007 Normandy Blvd	183	Medium	2660	FDOT	Half Mile
21	Monroe Street	Broad Street		Bulb-Out	Install Bulb-Out on NW and SW corner	180	Medium	1659	COJ	Half Mile
64	Normandy Boulevard	Cassat Ave		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Cassat Ave	177	Medium	2164	FDOT	Quarter Mile
52	Cassat Avenue	I-10 Off-Ramps		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & I-95 Off-Ramps	176	Medium	2164	FDOT	Half Mile
93	Normandy Boulevard			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	176	Medium	2660	JTA	Quarter Mile
25	Myrtle Avenue	Forest Street	Harper Street	Sidewalk Gap	Fill sidewalk gap on east side of Myrtle Ave N from Forest St to Harper St	174	Medium	1659	COJ	Half Mile
67	Post Street	4826 Post Street	Murray Drive	Sidewalk Gap	Fill Sidewalk Gap: Southside of Post St from 4826 Post St to Murray Drive	174	Medium	2164	FDOT	Both
70	Lane Avenue	Grace Lane		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Grace Lane	174	Medium	2288	FDOT/COJ	Quarter Mile
96	Normandy Boulevard	Country Creek Blvd		Signalization Improvements	Add pedestrian signals for crossings and add high emphasis crosswalk striping at the intersection of Normandy Boulevard and Country Creek Boulevard	173	Medium	2660	FDOT/COJ	Quarter Mile
20	Monroe Street	Jefferson Street		Bulb-Out	Install Bulb-Out on NE and SE corner	172	Medium	1659	COJ	Half Mile
24	Myrtle Avenue	501 Myrtle Avenue	583 Myrtle Avenue	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W side of N Myrtle Ave north of Church St.	172	Medium	1659	COJ	Half Mile
82	Normandy Boulevard	surrounding LeBrun Drive		Mid-Block Crossing	Mid-Block pedestrian crossing surrounding the intersection of Normandy Boulevard and LeBrun Drive	172	Medium	2299	FDOT	Quarter Mile

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
116	Normandy Boulevard	8101 Normandy Boulevard	8093 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 8101 Normandy Blvd to 8093 Normandy Blvd	172	Medium	2668	FDOT	Both
128	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Westside of Luna Street from Highway Avenue/Lenox Avenue to Rayford Street/Lenox Avenue	172	Medium	5093	COJ	Quarter Mile
123	Highway Avenue	Pinedale Terrace	Luna Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Southside of Highway Ave from Pinedale Terrace to Luna Street	171	Medium	5093	COJ	Both
124	Highway Avenue			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	171	Medium	5093	JTA	Quarter Mile
113	Normandy Boulevard	Lindsey Road	Chateau Drive	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Lindsey Rd to Chateau Dr	170	Medium	2668	FDOT	Quarter Mile
28	Myrtle Avenue	W Forsyth St		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: W Forsyth St & Myrtle Ave N.	169	Medium	1659	COJ	Quarter Mile
91	Normandy Boulevard	Doloma Street	Lindsey Road	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Doloma St to Lindsey Rd	169	Medium	2660	FDOT	Quarter Mile

Appendix D3: Low Priority Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
27	Myrtle Avenue	W Bay St		Signalization Improvements	Install pedestrian signals across Mrytle Avenue and Upgrade paint to high-emphasis crosswalks: W Bay St & Myrtle Ave N.	165	Low	1659	COJ	Quarter Mile
57	Lenox Avenue	Royal Avenue	Murray Drive	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Southside of Lenox Ave between Royal Ave and Murray Dr	159	Low	2164	COJ	Half Mile
88	Normandy Boulevard	LaMarche Drive		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and LaMarche Drive	159	Low	2299	FDOT/COJ	Half Mile
74	Lenox Avenue	Lane Ave		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lenox Ave & Lane Ave	157	Low	2288	FDOT/COJ	Half Mile
101	Normandy Boulevard	8940 Normandy Boulevard	Hammond Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 8940 Normandy Blvd to Hammond Blvd	156	Low	2664	FDOT	Both
37	Riverside Avenue	Leila St	Forest St	Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	153	Low	1659	COJ	Half Mile
23	Myrtle Avenue	Adams Street	Church Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: N Myrtle Ave from W Adams St to W Church St on both sides of roadway.	152	Low	1659	COJ	Both
127	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Bike Lanes/Shared Use Path	A shared-use path should be constructed underneath I-10 on the east side using the 39' of sidewalk being constructed with the I-10 widening and then the bike lanes should be transitioned onto the pavement north of the overpass and narrow the lanes.	151	Low	5093	FDOT/COJ	Quarter Mile
26	Myrtle Avenue	Elm Street	Price St./McCoy Creek Blvd	Sidewalk Gap	Fill sidewalk gap on west side of Myrtle Ave between Elm St. and Price St./McCoy Creek Blvd	149	Low	1659	COJ	Half Mile
41	Riverside Avenue	Dora	Dora	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside & Dora	148	Low	1659	COJ	Half Mile
71	Lane Avenue	Home Depot Entrance		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Home Depot Entrance	147	Low	2288	FDOT	Half Mile
99	Normandy Boulevard	400' east of Guardian Drive	Lamplighter Lane	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 400' east of Guardian Drive to Lamplighter Lane	146	Low	2664	FDOT	Both
33	Myrtle Avenue	Forest	Forest	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Myrtle & Forest	145	Low	1659	FDOT/COJ	Both
97	Normandy Boulevard	8081 Normandy Boulevard		Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard at 8081 Normandy Blvd	145	Low	2660	FDOT	Half Mile
107	Normandy Boulevard	Hammond Boulevard	Derito Drive	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Hammond Blvd to Derito Drive	144	Low	2664	FDOT	Half Mile
38	Riverside Avenue	Jackson St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Riverside Ave & Jackson St	140	Low	1659	COJ	Half Mile
40	Riverside Avenue	Forest	Forest	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside & Forest	138	Low	1659	COJ	Half Mile
109	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	138	Low	2664	FDOT/COJ	Quarter Mile
105	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Normandy Blvd & Lamplighter Ln	137	Low	2664	FDOT/COJ	Quarter Mile
111	Normandy Boulevard	Lamplighter Ln		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Lamplighter Ln	137	Low	2664	FDOT/COJ	Quarter Mile
72	Lane Avenue	Ramona Blvd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Ramona Ave	136	Low	2288	FDOT/COJ	Half Mile
65	Post Street	Murray Drive		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Murray Dr & Post St	135	Low	2164	FDOT/COJ	Half Mile
68	Post Street	Murray Drive	Lamboll Avenue	Sidewalk Gap	Fill Sidewalk Gap: Southside of Post St from Murray Drive to Lamboll Avenue	134	Low	2164	FDOT	Half Mile

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
119	Normandy Boulevard	8048 Normandy Boulevard	8040 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 8048 Normandy Blvd to 8040 Normandy Blvd	134	Low	2668	FDOT	Half Mile
102	Normandy Boulevard	200' east of Lamplighter Lane		Maintenance	Sidewalk Repair: Sidewalk is being washed out beneath which will cause significant failures 200' east of Lamplighter Lane	131	Low	2664	COJ	Quarter Mile
125	Lenox Avenue	Edgewood Avenue	Luna Street	Road Diet	Consider bike lanes on Lenox Ave btwn Luna St and Edgewood Ave by way of Road Diet	128	Low	5093	COJ	Both
36	Riverside Avenue	Leila St		Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside Ave and Leila St.	124	Low	1659	FDOT/COJ	Half Mile
35	Riverside Avenue	Leila St		Signing and Pavement Marking	Consider signage on southeast side of Riverside Ave at Leila St to direct pedestrians/cyclist to northwest side of Riverside Ave (Emerald Trail crossing of the bridge).	118	Low	1659	COJ	Half Mile
39	Riverside Avenue	Stonewall St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Riverside Ave & Stonewall St	118	Low	1659	COJ	Half Mile
110	Normandy Boulevard	Guardian Drive		Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	112	Low	2664	FDOT/COJ	Half Mile
106	Normandy Boulevard	Guardian Drive		Signalization Improvements	Add pedestrian signals for crossing and upgrade paint to high-emphasis crosswalks: Normandy Blvd & Guardian Dr	111	Low	2664	COJ	Half Mile
98	Normandy Boulevard	Carter Landing Boulevard	Guardian Drive	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Carter Landing Blvd to Guardian Drive	110	Low	2664	FDOT	Half Mile
131	Lenox Avenue	Edgewood	Edgewood	Protected Intersection	Install protected intersection treatments at intersection of Lenox & Edgewood	93	Low	2164	COJ	Half Mile
56	Lenox Avenue	Woodruff Avenue	Murray Drive	Pedestrian Refuge Island	Consider adding a pedestrian refuge island at the existing pedestrian marked crosswalk on Lenox Ave between Woodruff Avenue and Murray Drive	84	Low	2164	COJ	Half Mile
103	Normandy Boulevard	Hammond Boulevard		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and Hammond Blvd	70	Low	2664	COJ	Half Mile

Appendix D4: Bus Stop 1659 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
5	Bay Street	1128 W Bay Street	1116 W Bay Street	Sidewalk Gap	Fill sidewalk gap on northside of W. Bay St between the The Prime F. Osborn III Convention Center and the Jacksonville Regional Transportation Center	258	High	1659	COJ	Quarter Mile
7	Bay Street	Mrytle Avenue	Lee Street	Bike Lanes/Shared Use Path	Consider bike lanes on Bay Street btwn Myrtle Avenue and Lee Street	258	High	1659	COJ	Quarter Mile
6	Bay Street	Johnson St (LaVilla Center Dr)	Lee Street	Reconstruct sidewalk	Reconstruction sidewalks in poor condition: north side of W Bay St, between Lee St and JRTC (connecting Emerald Trail to JRTC). Existing sidewalk is sloped and should be replaced with sidewalks that prioritize nonmotorized passage at-grade.	250	High	1659	COJ	Quarter Mile
3	Bay Street			Mid-Block Crossing	Mid-block pedestrian crossing surrounding the entrance to the The Prime F. Osborn III Convention Center	247	High	1659	COJ	Quarter Mile
10	Church Street	Jefferson Street		Bulb-Out	Install Bulb-Out on NE corner	239	High	1659	COJ	Half Mile
4	Bay Street	1107 W Bay Street	1123 W Bay Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: S side of W Bay St near JTA station.	226	High	1659	COJ	Quarter Mile
45	Union Street	Davis St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Union St & Davis St	226	High	1659	FDOT/COJ	Half Mile
2	Adams Street	Broad Street		Bulb-Out	Install Bulb-Out on NW and SE corner	224	High	1659	COJ	Half Mile
1	Adams Street	Jefferson Street	Broad Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W Adams St between Jefferson St and Broad St.	223	High	1659	COJ	Half Mile
15	Forsyth Street	Broad Street		Bulb-Out	Install Bulb-Out on all corners except NW	215	High	1659	COJ	Half Mile
29	Myrtle Avenue	Forest St	Kings Road	Bike Lanes/Shared Use Path	Construct a Cycle Track between Forest Street and Kings Street. See Myrtle Avenue Corridor Study.	214	High	1659	COJ	Both
46	Union Street	Madison St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Union St & Madison St	211	High	1659	FDOT/COJ	Half Mile
11	Church Street	Broad Street		Bulb-Out	Install Bulb-Out on all corners	199	High	1659	COJ	Half Mile
22	Myrtle Avenue	77 Myrtle Avenue	63 Myrtle Avenue	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Myrtle Ave near I-95 on both sides of roadway	189	Medium	1659	COJ	Quarter Mile
9	Church Street	Myrtle Avenue	Florida C. Dwight Memorial Playgroun	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W Church St from N Myrtle Ave to Dwight Park.	185	Medium	1659	COJ	Half Mile
34	Myrtle Avenue	Bay	Bay	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Myrtle & Bay	184	Medium	1659	FDOT/COJ	Quarter Mile
21	Monroe Street	Broad Street		Bulb-Out	Install Bulb-Out on NW and SW corner	180	Medium	1659	COJ	Half Mile
25	Myrtle Avenue	Forest Street	Harper Street	Sidewalk Gap	Fill sidewalk gap on east side of Myrtle Ave N from Forest St to Harper St	174	Medium	1659	COJ	Half Mile
20	Monroe Street	Jefferson Street		Bulb-Out	Install Bulb-Out on NE and SE corner	172	Medium	1659	COJ	Half Mile
24	Myrtle Avenue	501 Myrtle Avenue	583 Myrtle Avenue	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W side of N Myrtle Ave north of Church St.	172	Medium	1659	COJ	Half Mile
28	Myrtle Avenue	W Forsyth St		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: W Forsyth St & Myrtle Ave N.	169	Medium	1659	COJ	Quarter Mile
27	Myrtle Avenue	W Bay St		Signalization Improvements	Install pedestrian signals across Mrytle Avenue and Upgrade paint to high-emphasis crosswalks: W Bay St & Myrtle Ave N.	165	Low	1659	COJ	Quarter Mile
37	Riverside Avenue	Leila St	Forest St	Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	153	Low	1659	COJ	Half Mile
23	Myrtle Avenue	Adams Street	Church Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: N Myrtle Ave from W Adams St to W Church St on both sides of roadway.	152	Low	1659	COJ	Both
26	Myrtle Avenue	Elm Street	Price St./McCoy Creek Blvd	Sidewalk Gap	Fill sidewalk gap on west side of Myrtle Ave between Elm St. and Price St./McCoy Creek Blvd	149	Low	1659	COJ	Half Mile
41	Riverside Avenue	Dora	Dora	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside & Dora	148	Low	1659	COJ	Half Mile

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
33	Myrtle Avenue	Forest	Forest	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Myrtle & Forest	145	Low	1659	FDOT/COJ	Both
38	Riverside Avenue	Jackson St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Riverside Ave & Jackson St	140	Low	1659	COJ	Half Mile
40	Riverside Avenue	Forest	Forest	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside & Forest	138	Low	1659	COJ	Half Mile
36	Riverside Avenue	Leila St		Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside Ave and Leila St.	124	Low	1659	FDOT/COJ	Half Mile
35	Riverside Avenue	Leila St		Signing and Pavement Marking	Consider signage on southeast side of Riverside Ave at Leila St to direct pedestrians/cyclist to northwest side of Riverside Ave (Emerald Trail crossing of the bridge).	118	Low	1659	COJ	Half Mile
39	Riverside Avenue	Stonewall St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Riverside Ave & Stonewall St	118	Low	1659	COJ	Half Mile

Appendix D5: Bus Stop 5093 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
126	Lenox Avenue	Luna St	McDuff Ave	Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	237	High	5093	COJ	Both
122	Highway Avenue	Edgewood Avenue	Luna Street	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Highway Ave from Edgewood Ave to Luna St	198	High	5093	COJ	Both
128	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Westside of Luna Street from Highway Avenue/Lenox Avenue to Rayford Street/Lenox Avenue	172	Medium	5093	COJ	Quarter Mile
123	Highway Avenue	Pinedale Terrace	Luna Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Southside of Highway Ave from Pinedale Terrace to Luna Street	171	Medium	5093	COJ	Both
124	Highway Avenue			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	171	Medium	5093	JTA	Quarter Mile
127	Luna Street	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Bike Lanes/Shared Use Path	A shared-use path should be constructed underneath I-10 on the east side using the 39' of sidewalk being constructed with the I-10 widening and then the bike lanes should be transitioned onto the pavement north of the overpass and narrow the lanes.	151	Low	5093	FDOT/COJ	Quarter Mile
125	Lenox Avenue	Edgewood Avenue	Luna Street	Road Diet	Consider bike lanes on Lenox Ave btwn Luna St and Edgewood Ave by way of Road Diet	128	Low	5093	COJ	Both

Appendix D6: Bus Stop 2164 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
58	Lenox Avenue	Normandy Blvd	Cassat Avenue	Road Diet	Consider bike lanes on Lenox Ave btwn Normandy Blvd and Cassat Ave by way of Road Diet	251	High	2164	COJ	Half Mile
48	Cassat Avenue	Kingsbury Street	I-10 Interchange	Lighting Improvement	Lighting improvements: Add lighting to the east side of Cassat Avenue	240	High	2164	FDOT	Both
63	Normandy Boulevard	Cassat Avenue	Lenox Avenue	Road Diet	Consider bike lanes on Normandy Blvd btwn Cassat Ave and Lenox Ave by way of Road Diet	220	High	2164	FDOT	Both
66	Post Street	Cassat Avenue	Hamilton Street	Bike Lanes/Shared Use Path	Consider bike lanes on Post Street btwn Cassat Avenue and Hamilton Street.	196	Medium	2164	FDOT	Both
54	Lenox Avenue	Cassat Avenue		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lenox Avenue and Cassat Avenue	190	Medium	2164	FDOT/COJ	Half Mile
49	Cassat Avenue			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	186	Medium	2164	JTA	Quarter Mile
55	Lenox Avenue	5260 Ramona Blvd		Maintenance	N side of Lenox Ave W of Cassat Ave (overgrown, abandoned property before Verna Blvd spur)	186	Medium	2164	COJ	Half Mile
47	Cassat Avenue	surrounding Kerle Street		Mid-Block Crossing	Mid-block Crossing on Cassat Avenue surrounding the Kerle St intersection	184	Medium	2164	FDOT	Quarter Mile
64	Normandy Boulevard	Cassat Ave		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Cassat Ave	177	Medium	2164	FDOT	Quarter Mile
52	Cassat Avenue	I-10 Off-Ramps		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & I-95 Off-Ramps	176	Medium	2164	FDOT	Half Mile
67	Post Street	4826 Post Street	Murray Drive	Sidewalk Gap	Fill Sidewalk Gap: Southside of Post St from 4826 Post St to Murray Drive	174	Medium	2164	FDOT	Both
57	Lenox Avenue	Royal Avenue	Murray Drive	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Southside of Lenox Ave between Royal Ave and Murray Dr	159	Low	2164	COJ	Half Mile
65	Post Street	Murray Drive		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Murray Dr & Post St	135	Low	2164	FDOT/COJ	Half Mile
68	Post Street	Murray Drive	Lamboll Avenue	Sidewalk Gap	Fill Sidewalk Gap: Southside of Post St from Murray Drive to Lamboll Avenue	134	Low	2164	FDOT	Half Mile
131	Lenox Avenue	Edgewood	Edgewood	Protected Intersection	Install protected intersection treatments at intersection of Lenox & Edgewood	93	Low	2164	COJ	Half Mile
56	Lenox Avenue	Woodruff Avenue	Murray Drive	Pedestrian Refuge Island	Consider adding a pedestrian refuge island at the existing pedestrian marked crosswalk on Lenox Ave between Woodruff Avenue and Murray Drive	84	Low	2164	COJ	Half Mile

Appendix D7: Bus Stop 2288 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
76	Normandy Boulevard	Lane Avenue		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and Lane Ave	256	High	2288	FDOT	Quarter Mile
77	Normandy Boulevard	LaMarche Drive	Ellis Road	Lighting Improvement	Lighting Improvements: add lighting to the northside of Normandy Boulevard	251	High	2288	FDOT	Both
69	Lane Avenue	Lenox Avenue	I-10 Interchange	Bike Lanes/Shared Use Path	Consider bike lanes on Lane Ave from Lenox Ave to Normandy Boulevard by way of road diet and a shared-use path from Normandy Boulevard to I-10 Interchange.	246	High	2288	FDOT	Both
112	Normandy Boulevard	Lane Avenue	Lenox Avenue	Bike Lanes/Shared Use Path	Install a shared-use path on Normandy Blvd from Lane Avenue to Lenox Avenue	230	High	2288	FDOT	Both
79	Normandy Boulevard	Verna Blvd		Signing and Pavement Marking	Normandy Blvd & Verna Blvd: paint crosswalk striping across Verna Blvd	223	High	2288	FDOT/COJ	Quarter Mile
78	Normandy Boulevard	surrounding Verna Blvd		Mid-Block Crossing	Mid-Block pedestrian crossing surrounding the intersection of Normandy Boulevard and Verna Boulevard	222	High	2288	FDOT	Quarter Mile
70	Lane Avenue	Grace Lane		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Grace Lane	174	Medium	2288	FDOT/COJ	Quarter Mile
74	Lenox Avenue	Lane Ave		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lenox Ave & Lane Ave	157	Low	2288	FDOT/COJ	Half Mile
71	Lane Avenue	Home Depot Entrance		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Home Depot Entrance	147	Low	2288	FDOT	Half Mile
72	Lane Avenue	Ramona Blvd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Ramona Ave	136	Low	2288	FDOT/COJ	Half Mile

Appendix D8: Bus Stop 2299 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
87	Normandy Boulevard			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	235	High	2299	JTA	Quarter Mile
85	Normandy Boulevard	Memorial Park Road	7030 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from Memorial Park Road to 7030 Normandy Blvd	231	High	2299	FDOT	Quarter Mile
80	Memorial Park Road	Lenox Avenue	Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Eastside of Memorial Park Rd from Lenox Avenue to Normandy Blvd	227	High	2299	COJ	Quarter Mile
134	Normandy Boulevard	Memorial Park Road	Lane Avenue	Bike Lanes/Shared Use Path	Install bike lanes on Normandy Boulevard from Memorial Park Road to Lane Avenue by way of resurfacing. Bike lanes shall utilize green-colored pavement markings where applicable	223	High	2299	FDOT	Both
83	Normandy Boulevard	I-295 SB On-Ramp	LaMarche Drive	Lighting Improvement	Lighting Improvements: add lighting to the northside of Normandy Boulevard	220	High	2299	FDOT	Both
89	Normandy Boulevard	Memorial Park Rd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Memorial Park Rd	217	High	2299	FDOT/COJ	Quarter Mile
86	Normandy Boulevard	7020 Normandy Boulevard	7002 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from7020 to 7002 Normandy Blvd	202	High	2299	FDOT	Quarter Mile
84	Normandy Boulevard	Memorial Park Road		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Normandy Blvd & Memorial Park Rd	197	High	2299	FDOT	Quarter Mile
81	Normandy Boulevard	6980 Normandy Boulevard	6830 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from 6980 to 6830 Normandy Blvd	188	Medium	2299	FDOT	Both
82	Normandy Boulevard	surrounding LeBrun Drive		Mid-Block Crossing	Mid-Block pedestrian crossing surrounding the intersection of Normandy Boulevard and LeBrun Drive	172	Medium	2299	FDOT	Quarter Mile
88	Normandy Boulevard	LaMarche Drive		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and LaMarche Drive	159	Low	2299	FDOT/COJ	Half Mile

Appendix D9: Bus Stop 2668 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
135	Normandy Boulevard	Normandy Village Parkway	Memorial Park Road	Bike Lanes/Shared Use Path	Install a shared-use path on the southside of Normandy Boulevard between Normandy Village Parkway and Memorial Park Road	207	High	2668	FDOT	Both
117	Normandy Boulevard	Fouraker Road	7885 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Fouraker Rd to 7885 Normandy Blvd	206	High	2668	FDOT	Both
118	Normandy Boulevard	7952 Normandy Boulevard	7812 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 7952 Normandy Blvd to 7812 Normandy Blvd	203	High	2668	FDOT	Quarter Mile
114	Normandy Boulevard	7885 Normandy Boulevard	Combs Road	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 7885 Normandy Blvd to Combs Rd	194	Medium	2668	FDOT	Quarter Mile
120	Normandy Boulevard	Fouraker Rd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Fouraker Rd	184	Medium	2668	FDOT/COJ	Half Mile
116	Normandy Boulevard	8101 Normandy Boulevard	8093 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 8101 Normandy Blvd to 8093 Normandy Blvd	172	Medium	2668	FDOT	Both
113	Normandy Boulevard	Lindsey Road	Chateau Drive	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Lindsey Rd to Chateau Dr	170	Medium	2668	FDOT	Quarter Mile
119	Normandy Boulevard	8048 Normandy Boulevard	8040 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 8048 Normandy Blvd to 8040 Normandy Blvd	134	Low	2668	FDOT	Half Mile

Appendix D10: Bus Stop 2660 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
92	Normandy Boulevard	Derito Drive	Fouraker Road	Lighting Improvement	Lighting Improvements: Add lighting to the northside of Normandy Boulevard	221	High	2660	FDOT	Both
94	Normandy Boulevard	Derito Drive	8289 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Derito Drive to 8289 Normandy Blvd	206	High	2660	FDOT	Both
90	Normandy Boulevard	Country Creek Blvd	8101 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Country Creek Blvd to 8101 Normandy Blvd	192	Medium	2660	FDOT	Quarter Mile
95	Normandy Boulevard	8007 Normandy Boulevard		Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard at 8007 Normandy Blvd	183	Medium	2660	FDOT	Half Mile
93	Normandy Boulevard			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	176	Medium	2660	JTA	Quarter Mile
96	Normandy Boulevard	Country Creek Blvd		Signalization Improvements	Add pedestrian signals for crossings and add high emphasis crosswalk striping at the intersection of Normandy Boulevard and Country Creek Boulevard	173	Medium	2660	FDOT/COJ	Quarter Mile
91	Normandy Boulevard	Doloma Street	Lindsey Road	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Doloma St to Lindsey Rd	169	Medium	2660	FDOT	Quarter Mile
97	Normandy Boulevard	8081 Normandy Boulevard		Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard at 8081 Normandy Blvd	145	Low	2660	FDOT	Half Mile

Appendix D11: Bus Stop 2664 Improvements

ID	Main Road	From	To	Potential Improvement	Description	Total Score	Priority	Bus Stop	Agency	Bus Stop Area (Radius)
108	Normandy Boulevard	Hammond Boulevard	Doloma Street	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Hammond Blvd to Doloma St	192	Medium	2664	FDOT	Both
100	Normandy Boulevard	Herlong Road	Derito Drive	Lighting Improvement	Lighting Improvements: Add lighting to the northside of Normandy Boulevard	191	Medium	2664	FDOT	Both
101	Normandy Boulevard	8940 Normandy Boulevard	Hammond Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 8940 Normandy Blvd to Hammond Blvd	156	Low	2664	FDOT	Both
99	Normandy Boulevard	400' east of Guardian Drive	Lamplighter Lane	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 400' east of Guardian Drive to Lamplighter Lane	146	Low	2664	FDOT	Both
107	Normandy Boulevard	Hammond Boulevard	Derito Drive	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Hammond Blvd to Derito Drive	144	Low	2664	FDOT	Half Mile
109	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	138	Low	2664	FDOT/COJ	Quarter Mile
105	Normandy Boulevard	Lamplighter Lane		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Normandy Blvd & Lamplighter Ln	137	Low	2664	FDOT/COJ	Quarter Mile
111	Normandy Boulevard	Lamplighter Ln		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Lamplighter Ln	137	Low	2664	FDOT/COJ	Quarter Mile
102	Normandy Boulevard	200' east of Lamplighter Lane		Maintenance	Sidewalk Repair: Sidewalk is being washed out beneath which will cause significant failures 200' east of Lamplighter Lane	131	Low	2664	COJ	Quarter Mile
110	Normandy Boulevard	Guardian Drive		Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	112	Low	2664	FDOT/COJ	Half Mile
106	Normandy Boulevard	Guardian Drive		Signalization Improvements	Add pedestrian signals for crossing and upgrade paint to high-emphasis crosswalks: Normandy Blvd & Guardian Dr	111	Low	2664	COJ	Half Mile
98	Normandy Boulevard	Carter Landing Boulevard	Guardian Drive	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Carter Landing Blvd to Guardian Drive	110	Low	2664	FDOT	Half Mile
103	Normandy Boulevard	Hammond Boulevard		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and Hammond Blvd	70	Low	2664	COJ	Half Mile

Appendix E – Cost Estimation Details

Topic	FDOT Cost Per Mile		Construction Cost	Design Cost (25%)	CEI Cost (15%)	TOTAL COST	Five-Year Cost ($) (10%/year)
Bike Lane / Shared Use Path	Two Directional, 12' Shared Use Path		$681,822.62	$170,455.66	$102,273.39	$954,551.67	$1,537,315.01
Sidewalk Gap	Sidewalk construction; 5' one side, 4-inch depth: O03		$349,251.29	$87,312.82	$52,387.69	$488,951.81	$787,461.77
Mid-Block Crossing	Mid-Block Crossing: O05		$285,450.86	$71,362.72	$42,817.63	$399,631.20	$643,610.05
Resurfacing	Rural	Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$799,143.09	$199,785.77	$119,871.46	$1,118,800.33	$1,801,839.11
		Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,108,282.20	$277,070.55	$166,242.33	$1,551,595.08	$2,498,859.39
		Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,718,857.28	$429,714.32	$257,828.59	$2,406,400.19	$3,875,531.57
		Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,810,288.74	$452,572.19	$271,543.31	$2,534,404.24	$4,081,683.37
		Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$2,168,129.73	$542,032.43	$325,219.46	$3,035,381.62	$4,888,512.46
		Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$2,076,827.91	$519,206.98	$311,524.19	$2,907,559.07	$4,682,652.96
		Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,592,985.71	$648,246.43	$388,947.86	$3,630,179.99	$5,846,441.18
		Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$3,102,601.84	$775,650.46	$465,390.28	$4,343,642.58	$6,995,479.81
	Urban	Mill and Resurface 2 Lane Urban Road with 4' Bike Lanes: U12	$911,865.84	$227,966.46	$136,779.88	$1,276,612.18	$2,055,996.68
		Mill and Resurface 3 Lane Urban Road with Center Turn Lane and 4' Bike Lanes: U13	$1,186,248.73	$296,562.18	$177,937.31	$1,660,748.22	$2,674,651.62
		Mill and Resurface 4 Lane Undivided Urban Roadway with 4' Bike Lanes: U14	$1,606,864.17	$401,716.04	$241,029.63	$2,249,609.84	$3,623,019.14
		Mill and Resurface 4 Lane Divided Urban Roadway with 4' Bike Lanes: U15	$1,882,576.27	$470,644.07	$282,386.44	$2,635,606.78	$4,244,671.07
		Mill and Resurface 5 Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes: U16	$1,888,808.08	$472,202.02	$283,321.21	$2,644,331.31	$4,258,722.02
		Mill and Resurface 6 Lane Divided Urban Arterial with 4' Bike Lanes: U17	$2,736,124.28	$684,031.07	$410,418.64	$3,830,573.99	$6,169,177.72
Bulb-Out	See Cost Estimates					$88,495.20	$142,522.41
Bus Stop Improvement: Bus Shelter						$64,900.00	$104,522.10
Leading Pedestrian Interval						$500.00	$805.26
Lighting Improvement	This is for all new lighting. If the existing roadway has lighting on one side the multiplier of .6% should be used					$1,243,822.89	$2,003,189.20
Pedestrian Refuge Island	See Cost Estimates					$67,885.73	$109,330.64
Protected Intersection	See Cost Estimates					$1,621,586.40	$2,611,581.11
Reconstruct Sidewalk	See Cost Estimates					$1,010,495.63	$1,627,413.32
Special Emphasis Crosswalk Striping	See Cost Estimates					$4,994.40	$8,043.53
Signalization Improvements	Pedestrian crossings for two approaches					$114,452.65	$184,327.14
Green Bike Lane Markings	Per right-turn conflict					$20,661.48	$33,275.52
Left Turn & Right Turn Calming	See Cost Estimates					$28,492.47	$45,887.40
Bike Lane / Shared Use Path Resurfacing	See Resurfacing						
Lane Repurposing	See Resurfacing						

** Does not include R/W Acquisitions, Utilily Relocation, Permits, Survey, and Wetland Mitigation*

ENGINEER'S OPINION OF PROBABLE COST

Bulb-Out

(per corner)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	0	AC	$56,309.92	$59,125.42	$1,182.51
0110 4 10	REMOVAL OF EXISTING CONCRETE	40	SY	$47.87	$50.26	$2,010.54
0425 1711	INLETS, GUTTER, TYPE V, <10'	1	EA	$10,066.95	$10,570.30	$10,570.30
0425 2 71	MANHOLES, J-7, <10'	1	EA	$15,951.03	$16,748.58	$16,748.58
0430175124	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD	10	LF	$171.15	$179.71	$1,797.08
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	100	LF	$45.84	$48.13	$4,813.20
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	20	SY	$98.40	$103.32	$2,066.40
0527 2	DETECTABLE WARNINGS	10	SF	$40.96	$43.01	$430.08
0570 1 1	PERFORMANCE TURF	70	SY	$1.93	$2.03	$141.86
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	20	LF	$17.23	$18.09	$361.83
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	2	EA	$1,631.51	$1,713.09	$3,426.17
0646 1 40	ALUMINUM SIGNALS POLE, RELOCATE	1	EA	$2,770.96	$2,909.51	$2,909.51
0700 1 50	SINGLE POST SIGN, RELOCATE	1	AS	$347.44	$364.81	$364.81
					SUBTOTAL I	**$46,822.86**
					MOBILIZATION (10%)	**$4,682.29**
					TEMPORARY TRAFFIC CONTROL (15%)	**$7,023.43**
					CONTINGENCY (10%)	**$4,682.29**
					CONSTRUCTION TOTAL	**$63,210.86**
					ENGINEERING (25%)	**$15,802.71**
					CEI (15%)	**$9,481.63**
					P.E.C.E.I. Total	**$25,284.34**
					GRAND TOTAL	**$88,495.20**

ENGINEER'S OPINION OF PROBABLE COST

Pedestrian Refuge Island

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	0.1	AC	$56,309.92	$59,125.42	$5,912.54
0110 4 10	REMOVAL OF EXISTING CONCRETE	100	SY	$47.87	$50.26	$5,026.00
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	200	LF	$45.84	$48.13	$9,626.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	120	SY	$98.40	$103.32	$12,398.40
0527 2	DETECTABLE WARNINGS	40	SF	$40.96	$43.01	$1,720.40
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	0.1	GM	$5,674.08	$5,957.78	$595.78
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.1	GM	$6,088.13	$6,392.54	$639.25
					SUBTOTAL I	**$35,918.37**
					MOBILIZATION (10%)	**$3,591.84**
					TEMPORARY TRAFFIC CONTROL (15%)	**$5,387.76**
					CONTINGENCY (10%)	**$3,591.84**
					CONSTRUCTION TOTAL	**$48,489.80**
					ENGINEERING (25%)	**$12,122.45**
					CEI (15%)	**$7,273.47**
					P.E.C.E.I. Total	**$19,395.92**
					GRAND TOTAL	**$67,885.73**

ENGINEER'S OPINION OF PROBABLE COST

Protected Intersection

Lenox Avenue and Edgewood Avenue Concept

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	0.15	AC	$56,309.92	$59,125.42	$8,868.81
0110 4 10	REMOVAL OF EXISTING CONCRETE	150	SY	$47.87	$50.26	$7,539.00
0327 70 1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	7,000	SY	$2.94	$3.09	$21,630.00
0337 7 83	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-12.5, PG 76-22	370	TN	$178.36	$187.28	$69,293.60
0520 2 1	CONCRETE CURB, TYPE A	200	LF	$37.84	$39.73	$7,946.00
0520 5 11	TRAFFIC SEPARATOR CONCRETE-TYPE I, 4' WIDE	1,000	LF	$91.48	$96.05	$96,050.00
0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	715	SY	$98.40	$103.32	$73,873.80
0526 1 1	PAVERS, ARCHITECTURAL, ROADWAY	60	SY	$284.46	$298.68	$17,920.80
0527 2	DETECTABLE WARNINGS	80	SF	$40.96	$43.01	$3,440.80
0570 1 2	PERFORMANCE TURF, SOD	500	SY	$4.31	$4.53	$2,265.00
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	500	LF	$17.23	$18.09	$9,045.00
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	1,000	LF	$41.75	$43.84	$43,840.00
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	1	PI	$12,700.55	$13,335.58	$13,335.58
0632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	1	PI	$1,779.65	$1,868.63	$1,868.63
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	25	EA	$1,631.51	$1,713.09	$42,827.25
0639 1122	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER PURCHASED BY CONTRACTOR	1	AS	$5,404.92	$5,675.17	$5,675.17
0639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	100	LF	$10.31	$10.83	$1,083.00
0641 2 18	PRESTRESSED CONCRETE POLE, F&I, TYPE P-VIII	4	EA	$31,170.63	$32,729.16	$130,916.64
0641 2 80	PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- POLE 30' AND GREATER	4	EA	$8,576.49	$9,005.31	$36,021.24
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	8	EA	$3,019.23	$3,170.19	$25,361.52
0646 1 60	ALUMINUM SIGNALS POLE, REMOVE	3	EA	$675.87	$709.66	$2,128.98
0650 1 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	8	AS	$1,972.79	$2,071.43	$16,571.44
0650 1 16	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY	1	AS	$2,374.21	$2,492.92	$2,492.92
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	8	AS	$1,156.81	$1,214.65	$9,717.20
0660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	1	EA	$15,514.54	$16,290.27	$16,290.27
0660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	2	EA	$7,410.27	$7,780.78	$15,561.56
0665 1 11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	8	EA	$470.03	$493.53	$3,948.24
0670 5111	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION	1	AS	$56,127.31	$58,933.68	$58,933.68
0676 1600	TRAFFIC SIGNAL CONTROLLER CABINET, REMOVE	1	EA	$1,500.09	$1,575.09	$1,575.09
0682 1133	ITS CCTV CAMERA, F&I, DOME ENCLOSURE - NON-PRESSURIZED, IP, HIGH DEFINITION	1	EA	$6,926.01	$7,272.31	$7,272.31
0684 1 1	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL	1	EA	$6,234.25	$6,545.96	$6,545.96
0684 2 1	DEVICE SERVER, FURNISH & INSTALL	1	EA	$1,362.42	$1,430.54	$1,430.54
0685 1 14	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, ONLINE/DOUBLE CONVERSION WI	1	EA	$14,652.51	$15,385.14	$15,385.14
0700 1111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	5	EA	$527.88	$554.27	$2,771.35
0700 1500	SINGLE COLUMN GROUND SIGN ASSEMBLY, RELOCATE	5	EA	$307.64	$323.02	$1,615.10
0700 5 21	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	4	EA	$5,935.01	$6,231.76	$24,927.04
0706 1 3	RAISED PAVEMENT MARKER, TYPE B	200	EA	$4.99	$5.24	$1,048.00
0711 11102	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND	0.04	GM	$8,748.38	$9,185.80	$347.95
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	500	LF	$4.11	$4.32	$2,160.00
0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	200	LF	$6.00	$6.30	$1,260.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	400	LF	$7.86	$8.25	$3,300.00
0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	8	EA	$239.20	$251.16	$2,009.28
0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	12	EA	$95.32	$100.09	$1,201.08
0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	0.27	GM	$5,674.08	$5,957.78	$1,579.71
0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	0.38	GM	$6,088.13	$6,392.54	$2,421.42
0714 10	GREEN-COLORED PAVEMENT MARKINGS, BIKE LANE	1,700	SF	$8.68	$9.11	$15,487.00
0715 5 31	LUMINAIRE & BRACKET ARM- ALUMINUM, FURNISH & INSTALL NEW LUMINAIRE AND ARM ON NE	4	EA	$5,047.41	$5,299.78	$21,199.12
					SUBTOTAL I	**$857,982.22**
					MOBILIZATION (10%)	**$85,798.22**
					TEMPORARY TRAFFIC CONTROL (15%)	**$128,697.33**
					CONTINGENCY (10%)	**$85,798.22**
					CONSTRUCTION TOTAL	**$1,158,276.00**
					ENGINEERING (25%)	**$289,569.00**
					CEI (15%)	**$173,741.40**
					P.E.C.E.I. Total	**$463,310.40**
					GRAND TOTAL	**$1,621,586.40**

ENGINEER'S OPINION OF PROBABLE COST

Reconstruct Sidewalk

(1 Mile)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0110 1 1	CLEARING & GRUBBING	1.25	AC	$56,309.92	$59,125.42	$73,906.78
0110 4 10	REMOVAL OF EXISTING CONCRETE	3,520	SY	$47.87	$50.26	$176,915.20
0120 1	REGULAR EXCAVATION	100	CY	$14.89	$15.63	$1,563.00
0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	3,520	SY	$74.44	$78.16	$275,123.20
0570 1 1	PERFORMANCE TURF	3,520	SY	$1.93	$2.03	$7,145.60
					SUBTOTAL I	**$534,653.78**
					MOBILIZATION (10%)	**$53,465.38**
					TEMPORARY TRAFFIC CONTROL (15%)	**$80,198.07**
					CONTINGENCY (10%)	**$53,465.38**
					CONSTRUCTION TOTAL	**$721,782.60**
					ENGINEERING (25%)	**$180,445.65**
					CEI (15%)	**$108,267.39**
					P.E.C.E.I. Total	**$288,713.04**
					GRAND TOTAL	**$1,010,495.63**

ENGINEER'S OPINION OF PROBABLE COST

Crosswalk Striping Replacement

(per 100 foot of crosswalk)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	200	LF	$4.11	$4.32	$864.00
0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	190	LF	$7.86	$8.25	$1,567.50
0711 17 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO R	200	SF	$3.29	$3.45	$690.00
					SUBTOTAL I	**$3,121.50**
					MOBILIZATION (10%)	**$624.30**
					TEMPORARY TRAFFIC CONTROL (15%)	**$624.30**
					CONTINGENCY (10%)	**$624.30**
					CONSTRUCTION TOTAL	**$4,994.40**

ENGINEER'S OPINION OF PROBABLE COST

Signalization Improvements

(pedestrian crossing for two approaches)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	100	LF	$17.23	$18.09	$1,809.00
0630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	200	LF	$41.75	$43.84	$8,768.00
0632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	1	PI	$12,700.55	$13,335.58	$13,335.58
0635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	10	EA	$1,631.51	$1,713.09	$17,130.90
0646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	4	EA	$3,019.23	$3,170.19	$12,680.76
0653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	4	AS	$1,156.81	$1,214.65	$4,858.60
0665 1 11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	4	EA	$470.03	$493.53	$1,974.12
					SUBTOTAL I	**$60,556.96**
					MOBILIZATION (10%)	**$6,055.70**
					TEMPORARY TRAFFIC CONTROL (15%)	**$9,083.54**
					CONTINGENCY (10%)	**$6,055.70**
					CONSTRUCTION TOTAL	**$81,751.90**
					ENGINEERING (25%)	**$20,437.97**
					CEI (15%)	**$12,262.78**
					P.E.C.E.I. Total	**$32,700.76**
					GRAND TOTAL	**$114,452.65**

ENGINEER'S OPINION OF PROBABLE COST

Green Bike Lane Markings

(per right-turn conflict)

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0714 10	GREEN-COLORED PAVEMENT MARKINGS, BIKE LANE	1,200	SF	$8.68	$9.11	$10,932.00
					SUBTOTAL I	**$10,932.00**
					MOBILIZATION (10%)	**$1,093.20**
					TEMPORARY TRAFFIC CONTROL (15%)	**$1,639.80**
					CONTINGENCY (10%)	**$1,093.20**
					CONSTRUCTION TOTAL	**$14,758.20**
					ENGINEERING (25%)	**$3,689.55**
					CEI (15%)	**$2,213.73**
					P.E.C.E.I. Total	**$5,903.28**
					GRAND TOTAL	**$20,661.48**

ENGINEER'S OPINION OF PROBABLE COST

Left Turn & Right Turn Calming

PAY ITEM	PAY ITEM DESCRIPTION	QUANTITY	UNIT	FDOT UNIT COST From 2024/01/01 to 2024/12/31 STATEWIDE	PROBABLE UNIT COST (5% INCREASE)	TOTAL
0705 11 1	DELINEATOR, FLEXIBLE TUBULAR	80	EA	$103.53	$108.71	$8,696.80
0711 11102	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND	0.1	GM	$8,748.38	$9,185.80	$918.58
0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	200	LF	$6.00	$6.30	$1,260.00
	SPEED BUMP– 6', RUBBER	8	EA	$500.00	$525.00	$4,200.00
					SUBTOTAL I	**$15,075.38**
					MOBILIZATION (10%)	**$1,507.54**
					TEMPORARY TRAFFIC CONTROL (15%)	**$2,261.31**
					CONTINGENCY (10%)	**$1,507.54**
					CONSTRUCTION TOTAL	**$20,351.76**
					ENGINEERING (25%)	**$5,087.94**
					CEI (15%)	**$3,052.76**
					P.E.C.E.I. Total	**$8,140.71**
					GRAND TOTAL	**$28,492.47**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: SHRUSE-O-01-BB | **Letting Date:** 01/2099

Description: Two Directional, 12' Shared Use Path

District: 09 | **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 18 Project Grand Total **$681,822.62**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	6.00			$33,414.49
101-1	MOBILIZATION	10.00			$59,032.26
110-1-1	CLEARING & GRUBBING	3.90	AC	$56,000.00	$218,400.00
160-4	TYPE B STABILIZATION	9,386.67	SY	$7.80	$73,216.03
285-701	OPTIONAL BASE,BASE GROUP 01	7,040.00	SY	$25.00	$176,000.00
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	528.00	TN	$150.00	$79,200.00
570-1-2	PERFORMANCE TURF, SOD	2,347.00	SY	$4.30	$10,092.10
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$32,467.74	$32,467.74
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 18 Project Grand Total					**$681,822.62**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: SIDEWK-O-03-BB | **Letting Date:** 01/2099

Description: Sidewalk construction; 5' one side, 4 inch depth

District: 09 | **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-per-Mile Model/Template

Version 18 Project Grand Total **$349,251.29**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	2.00			$5,929.06
101-1	MOBILIZATION	10.00			$30,238.21
110-1-1	CLEARING & GRUBBING	1.25	AC	$56,000.00	$70,000.00
120-1	REGULAR EXCAVATION	322.66	CY	$14.00	$4,517.24
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	2,933.33	SY	$73.00	$214,133.09
570-1-1	PERFORMANCE TURF	3,121.07	SY	$2.50	$7,802.68
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$16,631.01	$16,631.01
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 18 Project Grand Total					**$349,251.29**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: MIDXWK-O-05-BB **Letting Date:** 01/2099

Description: Signalized Mid-Block Crossing with four lanes and middle turnlane with parking on both sides

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost Model

Version 19 Project Grand Total **$285,450.86**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$22,467.60
101-1	MOBILIZATION	10.00			$24,714.36
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	10.00	SY	$73.00	$730.00
527-2	DETECTABLE WARNINGS	16.00	SF	$43.00	$688.00
630-2-11	CONDUIT, F& I, OPEN TRENCH	45.00	LF	$17.00	$765.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	505.00	LF	$40.00	$20,200.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$14,000.00	$14,000.00
633-4-11	TELEPHONE CABLE, F&I	436.00	LF	$4.50	$1,962.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	4.00	EA	$1,600.00	$6,400.00
635-2-13	PULL & SPLICE BOX, F&I, 30" X 60" OR 36"	1.00	EA	$5,400.00	$5,400.00
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	1.00	AS	$5,600.00	$5,600.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	252.00	LF	$13.00	$3,276.00
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	1.00	EA	$2,900.00	$2,900.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	1.00	EA	$98,000.00	$98,000.00
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	4.00	AS	$2,200.00	$8,800.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	2.00	AS	$1,200.00	$2,400.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	2.00	EA	$480.00	$960.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$48,000.00	$48,000.00
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	4.00	EA	$570.00	$2,280.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	2.00	EA	$260.00	$520.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: MIDXWK-O-05-BB				**Letting Date:** 01/2099	
Description: Signalized Mid-Block Crossing with four lanes and middle turnlane with parking on both sides					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost Model					
Version 19 Project Grand Total					**$285,450.86**
Description: October 2024 Update					
706-1-3	RAISED PAVMT MARK, TYPE B	10.00	EA	$4.90	$49.00
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	200.00	LF	$4.20	$840.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	72.00	LF	$7.50	$540.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.04	GM	$5,700.00	$228.00
711-17-1	THERMOPLASTIC, REMOVE	69.00	SF	$2.00	$138.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$13,592.90	$13,592.90
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$285,450.86**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU2LN-U-12-BB **Letting Date:** 01/2099

Description: Mill & Resurface 2 Lane Urban/Suburban Road with 4' Bike Lanes

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$911,865.84**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$71,772.20
101-1	MOBILIZATION	10.00			$78,949.42
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	18,773.33	SY	$3.90	$73,215.99
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	293.33	TN	$150.00	$43,999.50
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,032.53	TN	$170.00	$175,530.10
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	234.67	TN	$190.00	$44,587.30
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,501.87	TN	$180.00	$270,336.60
570-1-2	PERFORMANCE TURF, SOD	3,132.80	SY	$4.30	$13,471.04
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	135.00	EA	$4.90	$661.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.00	GM	$1,400.00	$5,600.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.00	GM	$720.00	$1,440.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	$6,800.00	$13,600.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	$2,300.00	$2,300.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU2LN-U-12-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 2 Lane Urban/Suburban Road with 4' Bike Lanes					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$911,865.84**
Description: October 2024 Update					
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$43,422.18	$43,422.18
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$911,865.84**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU3LN-U-13-BB **Letting Date:** 01/2099

Description: Mill & Resurface 3 Lane Urban/Suburban Road with Center Turn Lane and 4' Bike Lanes

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,186,248.73**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$93,904.85
101-1	MOBILIZATION	10.00			$103,295.34
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	25,813.33	SY	$3.90	$100,671.99
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	293.33	TN	$150.00	$43,999.50
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,419.73	TN	$170.00	$241,354.10
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	234.67	TN	$190.00	$44,587.30
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,065.07	TN	$180.00	$371,712.60
570-1-2	PERFORMANCE TURF, SOD	3,132.80	SY	$4.30	$13,471.04
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	540.00	EA	$4.90	$2,646.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.00	GM	$720.00	$2,880.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	18.00	EA	$97.00	$1,746.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU3LN-U-13-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 3 Lane Urban/Suburban Road with Center Turn Lane and 4' Bike Lanes					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,186,248.73**
Description: October 2024 Update					
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	$2,300.00	$4,600.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,186,248.73**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU4LN-U-14-BB **Letting Date:** 01/2099

Description: Mill & Resurface 4 Lane Undivided Urban/Suburban Roadway with 4' Bike Lanes

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,606,864.17**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$128,666.46
101-1	MOBILIZATION	10.00			$141,533.11
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	32,853.33	SY	$3.80	$124,842.65
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	293.33	TN	$150.00	$43,999.50
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,710.40	TN	$170.00	$460,768.00
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	234.67	TN	$190.00	$44,587.30
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,628.27	TN	$180.00	$473,088.60
570-1-2	PERFORMANCE TURF, SOD	3,132.80	SY	$4.30	$13,471.04
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	675.00	EA	$4.90	$3,307.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.00	GM	$720.00	$4,320.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.00	GM	$2,300.00	$6,900.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU4LN-U-14-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 4 Lane Undivided Urban/Suburban Roadway with 4' Bike Lanes					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,606,864.17**
Description: October 2024 Update					
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,606,864.17**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSD4LN-U-15-BB **Letting Date:** 01/2099

Description: Milling & Resurfacing 4 Lanes Divided Urban Arterial with 4' Bike Lanes

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,882,576.27**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$151,452.58
101-1	MOBILIZATION	10.00			$166,597.84
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	16,426.66	SY	$3.00	$49,279.98
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	32,853.33	SY	$3.80	$124,842.65
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	903.46	TN	$150.00	$135,519.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,710.40	TN	$170.00	$460,768.00
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	657.06	TN	$190.00	$124,841.40
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,628.27	TN	$180.00	$473,088.60
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,479.47	SY	$4.30	$23,561.72
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	20.00	EA	$570.00	$11,400.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	18.00	EA	$2,000.00	$36,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	16.00	EA	$70.00	$1,120.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	405.00	EA	$4.90	$1,984.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.00	GM	$720.00	$2,880.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSD4LN-U-15-BB					**Letting Date:** 01/2099
Description: Milling & Resurfacing 4 Lanes Divided Urban Arterial with 4' Bike Lanes					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,882,576.27**
Description: October 2024 Update					
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	$2,300.00	$4,600.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,882,576.27**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU5LN-U-16-BB **Letting Date:** 01/2099

Description: Mill & Resurface 5 Lane Urban/Suburban Roadway with Center Turn Lane and 4' Bike Lanes

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,888,808.08**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$151,967.61
101-1	MOBILIZATION	10.00			$167,164.37
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	39,893.33	SY	$3.80	$151,594.65
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	293.33	TN	$150.00	$43,999.50
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	3,291.20	TN	$170.00	$559,504.00
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	234.67	TN	$190.00	$44,587.30
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	3,191.47	TN	$180.00	$574,464.60
570-1-2	PERFORMANCE TURF, SOD	3,132.80	SY	$4.30	$13,471.04
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	810.00	EA	$4.90	$3,969.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.00	GM	$720.00	$5,760.00
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	18.00	EA	$97.00	$1,746.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU5LN-U-16-BB				**Letting Date:** 01/2099	
Description: Mill & Resurface 5 Lane Urban/Suburban Roadway with Center Turn Lane and 4' Bike Lanes					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,888,808.08**
Description: October 2024 Update					
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.00	GM	$2,300.00	$9,200.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,888,808.08**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSD6LN-U-17-BB **Letting Date:** 01/2099

Description: Milling & Resurfacing 6 Lanes Divided Urban Arterial with 10' Paved Shoulders and 10' Paved Median Shoulders

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$2,736,124.28**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$221,993.74
101-1	MOBILIZATION	10.00			$244,193.12
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	16,426.66	SY	$3.00	$49,279.98
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	46,933.33	SY	$4.30	$201,813.32
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	903.46	TN	$150.00	$135,519.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	5,162.67	TN	$170.00	$877,653.90
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	657.06	TN	$190.00	$124,841.40
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	3,754.67	TN	$180.00	$675,840.60
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,479.47	SY	$4.30	$23,561.72
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	20.00	EA	$570.00	$11,400.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	18.00	EA	$2,000.00	$36,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	16.00	EA	$70.00	$1,120.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	675.00	EA	$4.90	$3,307.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.00	GM	$720.00	$5,760.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSD6LN-U-17-BB					**Letting Date:** 01/2099
Description: Milling & Resurfacing 6 Lanes Divided Urban Arterial with 10' Paved Shoulders and 10' Paved Median Shoulders					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$2,736,124.28**
Description: October 2024 Update					
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.00	GM	$2,300.00	$9,200.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$2,736,124.28**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSUAXL-U-18-BB **Letting Date:** 01/2099

Description: Mill & Resurface 1 Lane Urban Arterial

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$448,024.86**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$35,263.66
101-1	MOBILIZATION	10.00			$38,790.03
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-4	MILLING EXIST ASPH PAVT, 3" AVG DEPTH	7,040.00	SY	$3.80	$26,752.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	293.33	TN	$150.00	$43,999.50
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	580.80	TN	$170.00	$98,736.00
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	234.67	TN	$190.00	$44,587.30
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	580.80	TN	$180.00	$104,544.00
570-1-2	PERFORMANCE TURF, SOD	3,132.80	SY	$4.30	$13,471.04
706-1-3	RAISED PAVMT MARK, TYPE B	132.00	EA	$4.90	$646.80
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	$2,300.00	$2,300.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$21,334.52	$21,334.52
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$448,024.86**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU2LN-R-11-BB **Letting Date:** 01/2099

Description: Milling and Resurfacing 2 Lane Rural Road with 5' Paved Shoulders

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19-P Project Grand Total **$799,143.09**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$62,899.89
101-1	MOBILIZATION	10.00			$69,189.88
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	1.20	AC	$48.00	$57.60
107-2	MOWING	1.20	AC	$63.00	$75.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	14,080.00	SY	$3.60	$50,688.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,871.47	TN	$170.00	$318,149.90
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	594.18	TN	$220.00	$130,719.60
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,866.67	SY	$4.30	$25,226.68
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	135.00	EA	$4.90	$661.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.00	GM	$1,400.00	$5,600.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.00	GM	$720.00	$1,440.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU2LN-R-11-BB					**Letting Date:** 01/2099
Description: Milling and Resurfacing 2 Lane Rural Road with 5' Paved Shoulders					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19-P Project Grand Total					**$799,143.09**
Description: October 2024 Update					
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	$6,800.00	$13,600.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	$2,300.00	$2,300.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$38,054.43	$38,054.43
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19-P Project Grand Total					**$799,143.09**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU3LN-R-12-BB **Letting Date:** 01/2099

Description: Milling and Resurfacing 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,108,282.20**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$87,461.34
101-1	MOBILIZATION	10.00			$96,207.47
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	1.20	AC	$48.00	$57.60
107-2	MOWING	1.20	AC	$63.00	$75.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	21,120.00	SY	$3.60	$76,032.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,645.87	TN	$170.00	$449,797.90
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	875.78	TN	$220.00	$192,671.60
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,866.67	SY	$4.30	$25,226.68
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	540.00	EA	$4.90	$2,646.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.00	GM	$720.00	$2,880.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU3LN-R-12-BB					**Letting Date:** 01/2099
Description: Milling and Resurfacing 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,108,282.20**
Description: October 2024 Update					
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	18.00	EA	$97.00	$1,746.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	$2,300.00	$4,600.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,108,282.20**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU4LN-R-13-BB **Letting Date:** 01/2099

Description: Milling and Resurfacing 4 Lane Rural Road with 5' Paved Shoulders

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,718,857.28**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$137,922.09
101-1	MOBILIZATION	10.00			$151,714.30
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	1.20	AC	$48.00	$57.60
107-2	MOWING	1.20	AC	$63.00	$75.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	28,160.00	SY	$4.30	$121,088.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	4,969.07	TN	$170.00	$844,741.90
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,157.38	TN	$220.00	$254,623.60
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,866.67	SY	$4.30	$25,226.68
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	675.00	EA	$4.90	$3,307.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.00	GM	$720.00	$4,320.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU4LN-R-13-BB					**Letting Date:** 01/2099
Description: Milling and Resurfacing 4 Lane Rural Road with 5' Paved Shoulders					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,718,857.28**
Description: October 2024 Update					
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.00	GM	$2,300.00	$6,900.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,718,857.28**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSDA4L-R-14-BB **Letting Date:** 01/2099

Description: Mill & Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$1,810,288.74**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$145,478.41
101-1	MOBILIZATION	10.00			$160,026.25
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	3.20	AC	$48.00	$153.60
107-2	MOWING	3.20	AC	$63.00	$201.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	8,213.34	SY	$3.00	$24,640.02
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	28,160.00	SY	$4.30	$121,088.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	5,098.14	TN	$170.00	$866,683.80
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,188.36	TN	$220.00	$261,439.20
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$2,700.00	$10,800.00
570-1-2	PERFORMANCE TURF, SOD	11,733.34	SY	$4.30	$50,453.36
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	20.00	EA	$570.00	$11,400.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	18.00	EA	$2,000.00	$36,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	16.00	EA	$70.00	$1,120.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	405.00	EA	$4.90	$1,984.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.00	GM	$720.00	$2,880.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSDA4L-R-14-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$1,810,288.74**
Description: October 2024 Update					
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	$2,300.00	$4,600.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$1,810,288.74**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSDI4L-R-15-BB **Letting Date:** 01/2099

Description: Mill & Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$2,168,129.73**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$175,052.04
101-1	MOBILIZATION	10.00			$192,557.25
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	3.20	AC	$48.00	$153.60
107-2	MOWING	3.20	AC	$63.00	$201.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	16,426.66	SY	$3.00	$49,279.98
327-70-7	MILLING EXIST ASPH PAVT, 4" AVG DEPTH	28,160.00	SY	$4.60	$129,536.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	903.46	TN	$170.00	$153,588.20
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	5,420.80	TN	$180.00	$975,744.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,188.36	TN	$220.00	$261,439.20
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$2,700.00	$10,800.00
570-1-2	PERFORMANCE TURF, SOD	11,733.34	SY	$4.30	$50,453.36
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	20.00	EA	$570.00	$11,400.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	18.00	EA	$2,000.00	$36,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	16.00	EA	$70.00	$1,120.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	405.00	EA	$4.90	$1,984.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSDI4L-R-15-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$2,168,129.73**
Description: October 2024 Update					
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	4.00	GM	$720.00	$2,880.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	$2,300.00	$4,600.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$2,168,129.73**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSU5LN-R-16-BB **Letting Date:** 01/2099

Description: Milling and Resurfacing 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$2,076,827.91**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$167,506.44
101-1	MOBILIZATION	10.00			$184,257.08
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	1.20	AC	$48.00	$57.60
107-2	MOWING	1.20	AC	$63.00	$75.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$3.00	$17,600.01
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	35,200.00	SY	$4.30	$151,360.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	6,130.67	TN	$170.00	$1,042,213.90
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,438.98	TN	$220.00	$316,575.60
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,866.67	SY	$4.30	$25,226.68
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	10.00	EA	$570.00	$5,700.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	14.00	EA	$2,000.00	$28,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	12.00	EA	$70.00	$840.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	810.00	EA	$4.90	$3,969.00
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.00	GM	$720.00	$5,760.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSU5LN-R-16-BB					**Letting Date:** 01/2099
Description: Milling and Resurfacing 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$2,076,827.91**
Description: October 2024 Update					
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	18.00	EA	$97.00	$1,746.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.00	GM	$2,300.00	$9,200.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$2,076,827.91**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSDA6L-R-17-BB **Letting Date:** 01/2099

Description: Mill & Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$2,592,985.71**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$210,164.11
101-1	MOBILIZATION	10.00			$231,180.52
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	3.20	AC	$48.00	$153.60
107-2	MOWING	3.20	AC	$63.00	$201.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	11,733.34	SY	$3.00	$35,200.02
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	42,240.00	SY	$4.30	$181,632.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	7,614.94	TN	$170.00	$1,294,539.80
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,751.56	TN	$220.00	$385,343.20
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$2,700.00	$10,800.00
570-1-2	PERFORMANCE TURF, SOD	11,733.34	SY	$4.30	$50,453.36
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	20.00	EA	$570.00	$11,400.00
700-1-113	SINGLE COL GRND SIGN AS, F&I GM, 20.1-30	18.00	EA	$2,700.00	$48,600.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	53.00	EA	$70.00	$3,710.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	675.00	EA	$4.90	$3,307.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.00	GM	$720.00	$5,760.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSDA6L-R-17-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$2,592,985.71**
Description: October 2024 Update					
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.00	GM	$2,300.00	$9,200.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$2,592,985.71**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSDI6L-R-18-BB **Letting Date:** 01/2099

Description: Mill & Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$3,102,601.84**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$252,281.14
101-1	MOBILIZATION	10.00			$277,509.26
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$11.00	$1,100.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$10.00	$1,000.00
107-1	LITTER REMOVAL	3.20	AC	$48.00	$153.60
107-2	MOWING	3.20	AC	$63.00	$201.60
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	23,466.66	SY	$3.00	$70,399.98
327-70-7	MILLING EXIST ASPH PAVT, 4" AVG DEPTH	42,240.00	SY	$4.60	$194,304.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,290.66	TN	$170.00	$219,412.20
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	8,131.20	TN	$180.00	$1,463,616.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	1,751.56	TN	$220.00	$385,343.20
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$2,700.00	$10,800.00
570-1-2	PERFORMANCE TURF, SOD	11,733.34	SY	$4.30	$50,453.36
700-1-111	SINGLE COL GRND SIGN AS, F&I GM,	20.00	EA	$570.00	$11,400.00
700-1-112	SINGLE COL GRND SIGN AS, F&I GM, 12-20	18.00	EA	$2,000.00	$36,000.00
700-1-500	SINGLE COL GRND SIGN AS, RELOCATE	2.00	EA	$320.00	$640.00
700-1-600	SINGLE COL GRND SIGN AS, REMOVE	16.00	EA	$70.00	$1,120.00
700-2-114	MULTI- COLUMN SIGN, F&I GM, 30.1-50 SF	2.00	EA	$8,800.00	$17,600.00
700-2-600	MULTI- COLUMN GROUND SIGN, REMOVE	2.00	EA	$1,300.00	$2,600.00
706-1-3	RAISED PAVMT MARK, TYPE B	675.00	EA	$4.90	$3,307.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	8.00	GM	$1,400.00	$11,200.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: RSDI6L-R-18-BB					**Letting Date:** 01/2099
Description: Mill & Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					**$3,102,601.84**
Description: October 2024 Update					
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	8.00	GM	$720.00	$5,760.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$6,800.00	$27,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	4.00	GM	$2,300.00	$9,200.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$3,102,601.84**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSDIXL-R-19-BB **Letting Date:** 01/2099

Description: Mill & Resurface Outside Lanes Rural Interstate

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19-P Project Grand Total **$511,792.17**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$40,282.74
101-1	MOBILIZATION	10.00			$44,311.01
107-1	LITTER REMOVAL	3.20	AC	$48.00	$153.60
107-2	MOWING	3.20	AC	$63.00	$201.60
327-70-7	MILLING EXIST ASPH PAVT, 4" AVG DEPTH	7,040.00	SY	$4.60	$32,384.00
334-1-55	SUPERPAVE ASPH CONC, TRAF E, PG76-22	1,355.20	TN	$180.00	$243,936.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	281.60	TN	$220.00	$61,952.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	4.00	GM	$2,700.00	$10,800.00
570-1-2	PERFORMANCE TURF, SOD	11,733.34	SY	$4.30	$50,453.36
706-1-3	RAISED PAVMT MARK, TYPE B	132.00	EA	$4.90	$646.80
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	$2,300.00	$2,300.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$24,371.06	$24,371.06
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19-P Project Grand Total					**$511,792.17**

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: RSUAXL-R-20-BB | **Letting Date:** 01/2099

Description: Mill & Resurface 1 Lane Rural Arterial

District: 09 | **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 19 Project Grand Total **$410,713.87**

Description: October 2024 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$32,326.95
101-1	MOBILIZATION	10.00			$35,559.64
327-70-2	MILLING EXIST ASPH PAVT,3 1/2" AVG DEPTH	7,040.00	SY	$4.30	$30,272.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,161.60	TN	$170.00	$197,472.00
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	281.60	TN	$220.00	$61,952.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$2,700.00	$5,400.00
570-1-2	PERFORMANCE TURF, SOD	5,866.67	SY	$4.30	$25,226.68
706-1-3	RAISED PAVMT MARK, TYPE B	132.00	EA	$4.90	$646.80
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	$2,300.00	$2,300.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$19,557.80	$19,557.80
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 19 Project Grand Total					**$410,713.87**

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
1	Jefferson Street	Broad Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W Adams St between Jefferson St and Broad St.	1659	$61,112	$98,422
2	Broad Street		Bulb-Out	Install Bulb-Out on NW and SE corner	1659	$176,990	$285,044
3			Mid-Block Crossing	Mid-block pedestrian crossing surrounding the entrance to the The Prime F. Osborn III Convention Center	1659	$399,631	$643,610
4	1107 W Bay Street	1123 W Bay Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: S side of W Bay St near JTA station.	1659	$54,774	$88,214
5	1128 W Bay Street	1116 W Bay Street	Sidewalk Gap	Fill sidewalk gap on northside of W. Bay St between the The Prime F. Osborn III Convention Center and the Jacksonville Regional Transportation Center	1659	$44,581	$71,798
6	Johnson St (LaVilla Center Dr)	Lee Street	Reconstruct sidewalk	Reconstruction sidewalks in poor condition: north side of W Bay St, between Lee St and JRTC (connecting Emerald Trail to JRTC). Existing sidewalk is sloped and should be replaced with sidewalks that prioritize nonmotorized passage at-grade.	1659	$66,081	$106,424
7	Mrytle Avenue	Lee Street	Bike Lanes/Shared Use Path	Consider bike lanes on Bay Street btwn Myrtle Avenue and Lee Street	1659	$660,525	$1,063,782
9	Myrtle Avenue	Florida C. Dwight Memorial Playground	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W Church St from N Myrtle Ave to Dwight Park.	1659	$113,911	$183,455
10	Jefferson Street		Bulb-Out	Install Bulb-Out on NE corner	1659	$88,495	$142,522
11	Broad Street		Bulb-Out	Install Bulb-Out on all corners	1659	$353,980	$570,089
15	Broad Street		Bulb-Out	Install Bulb-Out on all corners except NW	1659	$265,485	$427,567
20	Jefferson Street		Bulb-Out	Install Bulb-Out on NE and SE corner	1659	$176,990	$285,044
21	Broad Street		Bulb-Out	Install Bulb-Out on NW and SW corner	1659	$176,990	$285,044
22	77 Myrtle Avenue	63 Myrtle Avenue	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Myrtle Ave near I-95 on both sides of roadway	1659	$181,280	$291,953

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
23	Adams Street	Church Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: N Myrtle Ave from W Adams St to W Church St on both sides of roadway.	1659	$118,492	$190,832
24	501 Myrtle Avenue	583 Myrtle Avenue	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: W side of N Myrtle Ave north of Church St.	1659	$102,099	$164,431
25	Forest Street	Harper Street	Sidewalk Gap	Fill sidewalk gap on east side of Myrtle Ave N from Forest St to Harper St	1659	$124,885	$201,128
26	Elm Street	Price St./McCoy Creek Blvd	Sidewalk Gap	Fill sidewalk gap on west side of Myrtle Ave between Elm St. and Price St./McCoy Creek Blvd	1659	$21,400	$34,465
27	W Bay St		Signalization Improvements	Install pedestrian signals across Mrytle Avenue and Upgrade paint to high-emphasis crosswalks: W Bay St & Myrtle Ave N.	1659	$414,117	$666,939
28	W Forsyth St		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: W Forsyth St & Myrtle Ave N.	1659	$4,994	$8,044
29	Forest St	Kings Road	Bike Lanes/Shared Use Path	Construct a Cycle Track between Forest Street and Kings Street. See Myrtle Avenue Corridor Study.	1659	$2,203,646	$3,548,994
33	Forest	Forest	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Myrtle & Forest	1659	$24,121	$38,846
34	Bay	Bay	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Myrtle & Bay	1659	$24,121	$38,846
35	Leila St		Signing and Pavement Marking	Consider signage on southeast side of Riverside Ave at Leila St to direct pedestrians/cyclist to northwest side of Riverside Ave (Emerald Trail crossing of the bridge).	1659	$1,000	$1,611
36	Leila St		Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside Ave and Leila St.	1659	$24,121	$38,846

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
37	Leila St	Forest St	Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	1659	$41,323	$66,551
38	Jackson St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Riverside Ave & Jackson St	1659	$500	$805
39	Stonewall St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Riverside Ave & Stonewall St	1659	$500	$805
40	Forest	Forest	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside & Forest	1659	$24,121	$38,846
41	Dora	Dora	Left Turn & Right Turn Calming	Install Left Turn & Right Turn Calming intersection treatments at intersection of Riverside & Dora	1659	$24,121	$38,846
45	Davis St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Union St & Davis St	1659	$500	$805
46	Madison St		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Union St & Madison St	1659	$500	$805
47	surrounding Kerle Street		Mid-Block Crossing	Mid-block Crossing on Cassat Avenue surrounding the Kerle St intersection	2164	$399,631	$643,610
48	Kingsbury Street	I-10 Interchange	Lighting Improvement	Lighting improvements: Add lighting to the east side of Cassat Avenue	2164	$507,605	$817,502
49			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	2164	$64,900	$104,522
52	I-10 Off-Ramps		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & I-95 Off-Ramps	2164	$500	$805
54	Cassat Avenue		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lenox Avenue and Cassat Avenue	2164	$500	$805
55	5260 Ramona Blvd		Maintenance	N side of Lenox Ave W of Cassat Ave (overgrown, abandoned property before Verna Blvd spur)	2164	$0	$0

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
56	Woodruff Avenue	Murray Drive	Pedestrian Refuge Island	Consider adding a pedestrian refuge island at the existing pedestrian marked crosswalk on Lenox Ave between Woodruff Avenue and Murray Drive	2164	$67,886	$109,331
57	Royal Avenue	Murray Drive	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Southside of Lenox Ave between Royal Ave and Murray Dr	2164	$247,907	$399,257
58	Normandy Blvd	Cassat Avenue	Road Diet	Consider bike lanes on Lenox Ave btwn Normandy Blvd and Cassat Ave by way of Road Diet	2164	$1,533,825	$2,470,240
63	Cassat Avenue	Lenox Avenue	Road Diet	Consider bike lanes on Normandy Blvd btwn Cassat Ave and Lenox Ave by way of Road Diet	2164	$1,402,297	$2,258,413
64	Cassat Ave		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Cassat Ave	2164	$500	$805
65	Murray Drive		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Murray Dr & Post St	2164	$9,989	$16,087
66	Cassat Avenue	Hamilton Street	Bike Lanes/Shared Use Path	Consider bike lanes on Post Street btwn Cassat Avenue and Hamilton Street.	2164	$652,813	$1,051,362
67	4826 Post Street	Murray Drive	Sidewalk Gap	Fill Sidewalk Gap: Southside of Post St from 4826 Post St to Murray Drive	2164	$124,885	$201,128
68	Murray Drive	Lamboll Avenue	Sidewalk Gap	Fill Sidewalk Gap: Southside of Post St from Murray Drive to Lamboll Avenue	2164	$21,400	$34,465
69	Lenox Avenue	I-10 Interchange	Bike Lanes/Shared Use Path	Consider bike lanes on Lane Ave from Lenox Ave to Normandy Boulevard by way of road diet and a shared-use path from Normandy Boulevard to I-10 Interchange.	2288	$1,252,051	$2,016,440
70	Grace Lane		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Grace Lane	2288	$500	$805
71	Home Depot Entrance		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Home Depot Entrance	2288	$500	$805

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
72	Ramona Blvd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lane Ave & Ramona Ave	2288	$500	$805
74	Lane Ave		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Lenox Ave & Lane Ave	2288	$500	$805
76	Lane Avenue		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and Lane Ave	2288	$500	$805
77	LaMarche Drive	Ellis Road	Lighting Improvement	Lighting Improvements: add lighting to the northside of Normandy Boulevard	2288	$124	$200
78	surrounding Verna Blvd		Mid-Block Crossing	Mid-Block pedestrian crossing surrounding the intersection of Normandy Boulevard and Verna Boulevard	2288	$399,631	$643,610
79	Verna Blvd		Signing and Pavement Marking	Normandy Blvd & Verna Blvd: paint crosswalk striping across Verna Blvd	2288	$5,993	$9,652
80	Lenox Avenue	Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Eastside of Memorial Park Rd from Lenox Avenue to Normandy Blvd	2299	$27,052	$43,567
81	6980 Normandy Boulevard	6830 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from 6980 to 6830 Normandy Blvd	2299	$28,129	$45,303
82	surrounding LeBrun Drive		Mid-Block Crossing	Mid-Block pedestrian crossing surrounding the intersection of Normandy Boulevard and LeBrun Drive	2299	$399,631	$643,610
83	I-295 SB On-Ramp	LaMarche Drive	Lighting Improvement	Lighting Improvements: add lighting to the northside of Normandy Boulevard	2299	$490,830	$790,487
84	Memorial Park Road		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Normandy Blvd & Memorial Park Rd	2299	$20,976	$33,783
85	Memorial Park Road	7030 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from Memorial Park Road to 7030 Normandy Blvd	2299	$110,754	$178,371

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
86	7020 Normandy Boulevard	7002 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gap: Southside of Normandy Boulevard from7020 to 7002 Normandy Blvd	2299	$20,941	$33,725
87			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	2299	$64,900	$104,522
88	LaMarche Drive		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and LaMarche Drive	2299	$500	$805
89	Memorial Park Rd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Memorial Park Rd	2299	$500	$805
90	Country Creek Blvd	8101 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Country Creek Blvd to 8101 Normandy Blvd	2660	$68,159	$109,771
91	Doloma Street	Lindsey Road	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Doloma St to Lindsey Rd	2660	$80,486	$129,624
92	Derito Drive	Fouraker Road	Lighting Improvement	Lighting Improvements: Add lighting to the northside of Normandy Boulevard	2660	$652,123	$1,050,251
93			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	2660	$64,900	$104,522
94	Derito Drive	8289 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Derito Drive to 8289 Normandy Blvd	2660	$233,785	$376,513
95	8007 Normandy Boulevard		Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard at 8007 Normandy Blvd	2660	$29,136	$46,924
96	Country Creek Blvd		Signalization Improvements	Add pedestrian signals for crossings and add high emphasis crosswalk striping at the intersection of Normandy Boulevard and Country Creek Boulevard	2660	$116,950	$188,349
97	8081 Normandy Boulevard		Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard at 8081 Normandy Blvd	2660	$10,400	$16,749

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
98	Carter Landing Boulevard	Guardian Drive	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Carter Landing Blvd to Guardian Drive	2664	$185,303	$298,432
99	400' east of Guardian Drive	Lamplighter Lane	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 400' east of Guardian Drive to Lamplighter Lane	2664	$112,808	$181,678
100	Herlong Road	Derito Drive	Lighting Improvement	Lighting Improvements: Add lighting to the northside of Normandy Boulevard	2664	$558,690	$899,775
101	8940 Normandy Boulevard	Hammond Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 8940 Normandy Blvd to Hammond Blvd	2664	$111,967	$180,323
102	200' east of Lamplighter Lane		Maintenance	Sidewalk Repair: Sidewalk is being washed out beneath which will cause significant failures 200' east of Lamplighter Lane	2664	$0	$0
103	Hammond Boulevard		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd and Hammond Blvd	2664	$500	$805
105	Lamplighter Lane		Signing and Pavement Marking	Upgrade paint to high-emphasis crosswalks: Normandy Blvd & Lamplighter Ln	2664	$19,978	$32,174
106	Guardian Drive		Signalization Improvements	Add pedestrian signals for crossing and upgrade paint to high-emphasis crosswalks: Normandy Blvd & Guardian Dr	2664	$59,724	$96,185
107	Hammond Boulevard	Derito Drive	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Hammond Blvd to Derito Drive	2664	$76,667	$123,472
108	Hammond Boulevard	Doloma Street	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Hammond Blvd to Doloma St	2664	$297,763	$479,550
109	Lamplighter Lane		Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	2664	$14,463	$23,293

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
110	Guardian Drive		Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	2664	$46,488	$74,870
111	Lamplighter Ln		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Lamplighter Ln	2664	$500	$805
112	Lane Avenue	Lenox Avenue	Bike Lanes/Shared Use Path	Install a shared-use path on Normandy Blvd from Lane Avenue to Lenox Avenue	2288	$741,224	$1,193,748
113	Lindsey Road	Chateau Drive	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from Lindsey Rd to Chateau Dr	2668	$44,714	$72,012
114	7885 Normandy Boulevard	Combs Road	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 7885 Normandy Blvd to Combs Rd	2668	$14,612	$23,533
116	8101 Normandy Boulevard	8093 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from 8101 Normandy Blvd to 8093 Normandy Blvd	2668	$24,922	$40,137
117	Fouraker Road	7885 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Normandy Boulevard from Fouraker Rd to 7885 Normandy Blvd	2668	$89,358	$143,912
118	7952 Normandy Boulevard	7812 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 7952 Normandy Blvd to 7812 Normandy Blvd	2668	$82,648	$133,105
119	8048 Normandy Boulevard	8040 Normandy Boulevard	Sidewalk Gap	Fill Sidewalk Gaps: Southside of Normandy Boulevard from 8048 Normandy Blvd to 8040 Normandy Blvd	2668	$10,910	$17,570
120	Fouraker Rd		Leading Pedestrian Interval	Install Leading Pedestrian Interval at the signalized intersection of Normandy Blvd & Fouraker Rd	2668	$500	$805
122	Edgewood Avenue	Luna Street	Sidewalk Gap	Fill Sidewalk Gaps: Northside of Highway Ave from Edgewood Ave to Luna St	5093	$60,333	$97,167
123	Pinedale Terrace	Luna Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Southside of Highway Ave from Pinedale Terrace to Luna Street	5093	$5,741	$9,247
124			Bus Stop Improvement	Bus Stop Improvements: Bus Shelter	5093	$64,900	$104,522

ID	From	To	Topic	Description	Bus Stop Number	Cost	Five-Year Cost (10%/year)
125	Edgewood Avenue	Luna Street	Road Diet	Consider bike lanes on Lenox Ave btwn Luna St and Edgewood Ave by way of Road Diet	5093	$766,912	$1,235,120
126	Luna St	McDuff Ave	Signing and Pavement Marking	Upgrade existing bike lanes to green-colored bike lanes at intersections	5093	$41,323	$66,551
127	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Bike Lanes/Shared Use Path	A shared-use path should be constructed underneath I-10 on the east side using the 39' of sidewalk being constructed with the I-10 widening and then the bike lanes should be transitioned onto the pavement north of the overpass and narrow the lanes.	5093	$104,361	$168,074
128	Highway Avenue/Lenox Avenue	Lenox Avenue/Rayford Street	Reconstruct sidewalk	Reconstruct sidewalks in poor condition: Westside of Luna Street from Highway Avenue/Lenox Avenue to Rayford Street/Lenox Avenue	5093	$166,147	$267,581
131	Edgewood	Edgewood	Protected Intersection	Install protected intersection treatments at intersection of Lenox & Edgewood	2164	$1,621,586	$2,611,581
134	Memorial Park Road	Lane Avenue	Bike Lanes/Shared Use Path	Install bike lanes on Normandy Boulevard from Memorial Park Road to Lane Avenue by way of resurfacing. Bike lanes shall utilize green-colored pavement markings where applicable	2299	$2,832,750	$4,562,173
135	Normandy Village Parkway	Memorial Park Road	Bike Lanes/Shared Use Path	Install a shared-use path on the southside of Normandy Boulevard between Normandy Village Parkway and Memorial Park Road	2668	$729,126	$1,174,265

Appendix F– Funding Sources

Appendix F: Funding Sources

This appendix describes potential funding sources and grants to help fund multimodal transportation infrastructure.

FEDERAL PROGRAMS AND GRANTS

Signed into law November 2021, the **Infrastructure Investment & Jobs Act (IIJA)**, commonly referred to as the **Bipartisan Infrastructure Law (BIL)**, expands funding opportunities for communities, including, but not limited to, opportunities to fund bicycle and pedestrian, trails and complete street related infrastructure improvements. BIL funding is distributed to eligible entities (such as states, metropolitan planning organizations and local governments) and is also available through a wide range of competitive grants.

Transportation Alternatives (TA): TA Set-Aside in the Surface Transportation Block Grant, commonly known as the Transportation Alternatives Program (and previously Transportation Enhancements), is the nation's largest dedicated source of funding for trail and active transportation projects. The U.S. Department of Transportation (USDOT) Federal Highway Administration (FHWA) allocates funding to states where state departments of transportation and metropolitan planning organizations (MPO) administer their own competitive process and deal directly with applicants. Additional aspects of TA funding are listed below.

- Top funding source for active transportation nationally
- Grants awarded by states/regions
- Increased focus on equitable access
- Florida administers this federal funding through a competitive process
- Eligible sponsors/applicants: local governments, regional transportation authorities, transit agencies, tribal governments, other local or regional government entities and nonprofit entities (can partner with any eligible entity)
- Eligible project types: pedestrian and bicycle facilities, safe routes for non-drivers, conversion of abandoned railway corridors to trails, scenic turnouts and overlooks, outdoor advertising management, historic preservation and rehab of historic transportation facilities, vegetation management, archaeological activities, stormwater mitigation and wildlife management

Surface Transportation Block Grant Program (STBG): A federal-aid transportation program, administered by the FHWA, which provides funding used by states and local communities for transportation improvement projects. The STBG program provides flexible funding to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Additional aspects of the program are listed below.

- Funds are available for a variety of projects.
- New eligible activities (under the BIL) include but are not limited to projects to enhance travel and tourism; maintenance and restoration of existing recreational trails; protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility; planning and construction of projects that facilitate intermodal connections between emerging transportation technologies; installation and deployment of current and emerging intelligent

transportation technologies; and privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary to provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system.

Congestion Mitigation & Air Quality Improvement Program (CMAQ): Since 1991, the CMAQ formula program has been a key funding mechanism for helping urban areas meet air quality goals and supporting investments that encourage alternatives to driving alone and improve traffic flow. The BIL continues the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the air quality standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies. Additional aspects of the CMAQ program are below.

- Theme(s): Climate/Resilience, safety, equity
- Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more.
- Funded transportation projects or programs should have a high level of effectiveness in reducing air pollution and be included in the MPO's current transportation plan and transportation improvement program or the current state transportation improvement program in areas without an MPO.

Recreational Trails Program (RTP): The Recreational Trails Program (RTP) is dedicated to the construction, restoration and maintenance of nonmotorized and motorized recreational trails (paved and unpaved) and trail-related facilities. The USDOT FHWA allocates funding to states. States must use 30% of their funding for motorized trail uses, 30% for nonmotorized use trails, and 40% for diverse trail uses. Additional aspects of RTP funding are listed below.

- Competitive grant program
- Themes: climate, safety, equity
- Non-motorized and motorized trails
- Funds construction and maintenance
- Eligible sponsors/applicants: county governments, municipal governments and non-profit agencies
- Eligible project types: maintenance of existing trails, development and rehabilitation of trailside and trailhead facilities, construction of new trails, acquisition of easements or property for trail usage, accessibility and maintenance assessments of trail conditions, developing and disseminating publications and operation of educational programs for safety and environmental protection and administrative costs (up to 7% of funds)

Safe Streets and Roads for All (SS4A)/Highway Safety Improvement Program (HSIP): The SS4A and HSIP programs focus on preventing and/or reducing traffic deaths and serious injuries. The Highway Safety Improvement Program (HSIP) is a core formula, Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads. The BIL continued the HSIP with several new requirements and increased funding levels. Each State's HSIP apportionment is calculated based on a percentage specified in law.

The SS4A competitive grant program is newly established under the BIL and funds a range of initiatives to prevent death and serious injuries on multimodal roads and streets involving all roadway users. The SS4A program provides funding directly to local governments to support efforts to advance vision zero plans and other improvements, especially for cyclists and pedestrians. The SS4A program provides financial support for planning, infrastructure, behavioral, and operational initiatives.

Additional aspects of the SS4A grant program are below.

- Theme(s): Safety
- Transportation types: Bike/Ped, Transit, Roadway
- Funds two grant types: 1) Planning and demonstration and 2) Implementation
- Eligible Applicants include but are not limited to political subdivisions of a state or territory (e.g., cities, towns, counties, special districts, and similar units of local government under state law); MPOs; and transit authorities.
- Eligible Activities: Planning; construction; equipment and materials; operations and maintenance; technology demonstrations and deployment; technical assistance, workforce development, and training/education; accessibility.
- Contact SS4A@dot.gov

Safe Routes to School (SRTS) Program: Established in 2005, the purpose of the federal SRTS program is to 1) enable and encourage children, including those with disabilities, to walk and bicycle to school; 2) to make bicycle and walking to school safer and more appealing, thereby encouraging a healthy and active lifestyle from an early age; and 3) to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Additional aspects of the federal SRTS grant program are below.

- Theme(s): Safety
- The BIL expanded eligible grades to kindergarten through 12th grade
- SRTS projects are eligible for funds under the TA Set-Aside, STBG and HSIP program's
- Eligible types of infrastructure related projects include sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
- Eligible types of non-infrastructure related projects include activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student

sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.

Active Transportation Infrastructure Investment Program (ATIIP): The ATIIP proposes to help communities invest in projects that connect active transportation networks, create safe and convenient walking and biking routes to everyday destinations, improve connectivity between active transportation modes and public transportation and fill gaps in trails between communities. A FY 2023 Omnibus Appropriations bill that passed on December 23, 2022, included $45 million of initial funding to launch the ATIIP competitive grant program. In March 2024, FHWA released a Notice of Funding Opportunity, with an amended closing date of July 17, 2024. Awards will range from $100,000 to $15 million. Additional information about the ATIIP is below.

- Themes: safety, efficiency, equity and reliability of active transportation networks and communities
- Funding beyond FY2023 is subject to the availability of appropriations.
- Eligible applicants: Local or regional governmental organizations; multicounty special districts; states; multistate groups of government or an Indian Tribe.
- Provides grants to develop plans for active transportation networks and spines, and to construct safe and connected active transportation facilities in an active transportation network or spine
- For more information: Contact Kenan Hall, Agreement Specialist 202-366-1533; ATIIP@dot.gov.

Carbon Reduction Program (CRP): Established by the BIL, CRP funding is a new formula funding program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. The CRP requires that states in consultation with MPOs develop a carbon reduction strategy and update the strategy at least every four years. Additional aspects of the CRP program are below.

- Theme(s): Climate/Resilience
- Eligible projects include but are not limited to the construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other nonmotorized forms of transportation; a project to replace street lighting and traffic control devices with energy-efficient alternatives; an eligible public transportation project; traffic management; alternative fuels; port electrification; and other eligible projects, if a reduction in transportation emissions is demonstrated.
- In Florida, formula funds are distributed to the FDOT
- Contact April Combs, Statewide Planning Coordinator April.Combs@dot.state.fl.us

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: A new funding program under the BIL that provides both formula funding to states and competitive grants to eligible entities to increase transportation system resilience. Supports planning and construction projects that improve surface transportation and community resilience to natural disasters. This includes making existing infrastructure more resilient, efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters, coastal resilience or evacuation routes. Additional aspects of the PROTECT program are below.

- Theme(s): Climate/Resilience
- Transportation types: Bike/Ped, Transit, Roadway, Maritime
- Eligible Applicants: State governments; local governments; federally recognized tribes and affiliated groups; planning and project organizations (including MPOs; U.S. territories
- Eligible Activities: Planning; construction; operations and maintenance; technology demonstrations and deployment; climate and sustainability; accessibility; security
- Eligible Uses include highway, transit, and certain port projects that include resilience planning, strengthening and protecting evacuation routes, enabling communities to address vulnerabilities and increasing the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
- Contact PROTECTdiscretionary@dot.gov (for the competitive grant program)

Reconnecting Communities Pilot (RCP) Program: The RCP program is a planning and construction funding opportunity focused on removing barriers to connectivity with a preference for economically disadvantaged communities. RCP is a competitive program that provides dedicated funding to state, local and tribal governments and MPOs for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure. The program aims to reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The RCP program also aims to prioritize disadvantaged communities; improve access to daily needs such as jobs, education, healthcare, food and recreation; and foster equitable development and restoration. Additional aspects of the RCP program are listed below.

- Theme(s): Equity and other federal transportation priorities
- Transportation types: Bike/Ped, Transit, Roadway, Bridge, Railway
- Provides funding for two types of grants: 1) Community Planning Grants and 2) Capital Construction Grants
- Eligible applicants:
    - RCP Community Planning Grants include states, local governments, an MPO or a non-profit organization.
    - RCP Capital Construction Grants include either the owner(s) of the eligible facility proposed in the project or a partnership between a facility owner and any eligible RCP planning grant applicant.
- Contact ReconnectingCommunities@dot.gov

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (formerly TIGER/BUILD): RAISE is a competitive grant program that supports capital investments for surface transportation projects of local and/or regional significance. Applications are evaluated on several criteria including but not limited to safety, environmental sustainability, mobility and community connectivity, and quality of life. Additional aspects of RAISE program funding are listed below.

- Themes: climate, safety, equity

- Transportation types: Bike/Ped, Transit, Roadway, Bridge, Railway, Air, Maritime
- Eligible applicants: State and local Governments; Federally Recognized Tribes and Affiliated Groups; Transportation Providers and Operators; U.S. Territories. Eligible applicants include but are not limited to a special purpose district or public authority with a transportation function, including a port authority; a transit agency and a multi-state or multijurisdictional group of entities that are separately eligible.
- Eligible uses include capital projects and planning projects.
- Contact RAISEgrants@dot.gov

Federal Transit Administration (FTA) Urbanized Area Formula Grant (5307): The FTA Urbanized Formula Funding program makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. Walking-related projects and programs were eligible under MAP-21 and FAST-ACT (previous surface transportation legislation) as "associated transit improvements" (ATIs) and recipients had to spend at least 1% of received funds on ATIs. According to the statute, ATIs are projects "designed to enhance public transportation service or use and that are physically or functionally related to transit facilities."

MAP-21 tightened which projects are eligible as ATIs, but they included:

- Bus shelters
- Landscaping and streetscaping
- Pedestrian Access and walkways
- Signage
- Enhanced access for persons with disabilities

Sidewalk projects that support walking to transit and bus shelter relocations that improve access for people with disabilities are potential candidates for such funding. Pursuing FTA funds may require a partnership with the Jacksonville Transportation Authority (JTA).

All Stations Accessibility Program (ASAP): The All Stations Accessibility Program (ASAP) is a federal competitive grant program established by the Bipartisan Infrastructure Law (BIL) to improve accessibility at legacy rail fixed guideway public transportation systems. Administered by the Federal Transit Administration (FTA), the program provides funding for capital projects that retrofit, repair, modify, or relocate station infrastructure to make all public areas of transit stations fully accessible to people with disabilities, including individuals who use wheelchairs.

ASAP is specifically targeted at legacy rail systems—those built before the Americans with Disabilities Act (ADA) of 1990)—where many stations remain partially or wholly inaccessible. The program aims to increase the number of stations that meet or exceed current ADA new construction standards (Title II), helping to ensure equitable transit access for all users.

Eligible activities under ASAP include:

- Capital projects that repair, improve, retrofit, or relocate infrastructure of existing stations or facilities for passenger use;
- Structural upgrades, including work on load-bearing members that are an essential part of the station's structural frame;

- Planning efforts, such as developing or modifying a plan to pursue public transportation accessibility projects, conducting assessments of accessibility, or evaluating planned modifications to stations or facilities or a program of projects in an eligible area.

Funding may not be used to upgrade stations or facilities that already meet ADA new construction accessibility standards. Only stations currently inaccessible are eligible. Eligible recipients include states, U.S. territories (including Washington, D.C.), and local government authorities that operate legacy rail fixed guideway public transportation systems. The federal share for eligible capital expenses is not to exceed 80% of the net project cost, with a required 20% local match.

ASAP is funded at $350 million per year from FY 2022 through FY 2026, for a total of $1.75 billion. Program-specific guidance and eligibility requirements are published annually through a Notice of Funding Opportunity (NOFO) issued by FTA.

Themes: Accessibility, equity, transit modernization
Transportation Types: Rail (legacy fixed guideway systems)
Eligible Applicants: States, territories, local government authorities operating legacy rail systems
Eligible Activities: Capital improvements (including structural), relocation, accessibility planning, and assessments
Statutory Reference: Infrastructure Investment and Jobs Act (IIJA), Division J
Annual Funding: $350 million (FY2022–FY2026)
Contact and More Information: Visit https://www.transit.dot.gov for program updates and NOFOs.

FTA Enhanced Mobility Of Seniors and Individuals with Disabilities (5310): The BIL continues, without change, a formula grant program formerly known as the "New Freedom Initiative" that provides capital and operating costs to provide transportation services and facility improvements that exceed those required by the Americans with Disabilities Act. Examples of pedestrian/accessibility projects funded in other communities through the New Freedom Initiative include installing Accessible Pedestrian Signals (APS), enhancing transit stops to improve accessibility, and establishing a mobility coordinator position. Pursuing FTA funds may require a partnership with JTA.

Additional Federal Funding: Federal funding opportunities for pedestrian programs and projects are always changing. In addition to USDOT, several federal agencies, including but not limited to the Department of Health and Human Services, the Department of Energy, and the Environmental Protection Agency may offer grant programs amenable to pedestrian planning and implementation.

STATE PROGRAMS AND GRANTS

FDOT Shared-Use Nonmotorized (SUN) Trails Program: The SUN Trails program is for Florida's statewide system of high-priority (strategic) paved trail corridors for bicyclists and pedestrians. The SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails and is a refined version of the Florida Greenways and Trails System (FGTS) Plan's Land Trails Priority Network. The FGTS is developed and overseen by the Florida Department of Environmental Protection. Although not all trails are within the SUN Trail network, implementing projects in the SUN Trail network increases the reliability of Florida's transportation system. Additional aspects of the SUN Trails program are below.

- SUN Trail funding is limited to geographic areas within the SUN Trail network.
- Funding is for the transportation element of a standard 12-foot-wide paved asphalt multi-use trail (decking on bridges allows for concrete and "diamond grind" design standard finish).

- SUN Trail eligibility criteria are 1) paved multi-use trail within the SUN Trail network; 2) priority of applicable jurisdiction (i.e., MPO or county priority); 3) long-term trail manager (with a formal commitment to the operation and maintenance of the construction project); and 4) project concurrency (consistent with applicable comprehensive plan(s), transportation plan(s), long-term management plan(s) or bicycle and pedestrian safety action plan(s)).
- There are several selection criteria (such as enhances safety, measurable public support, regional/state/national importance, construction readiness, cost savings, system gap closure, etc.).
- Ineligible expenditures include but are not limited to trail furniture, bicycle racks or lockers, buildings or enclosed structures, kiosks, landscaping, parking areas, trailheads or camping areas, playgrounds or playing fields, sculptures, art, water fountains, and promotional, marketing or educational materials.
- The SUN Trail solicitation process will solicit proposals for inclusion in the Tentative Five-Year Work Program development cycle. Applicants must submit a request for funding through the Grant Application Process online system (GAP) during an open solicitation period.
- Contact Robin Birdsong, FDOT Systems Implementation Office (robin.birdsong@dot.state.fl.us) or Amy Roberson in District Two (amy.roberson@dot.state.fl.us).

Florida's Safe Routes to School (SRTS) Program: Florida's SRTS program is a statewide program, funded by the FDOT, whose goal is to make it safer for children to walk and bicycle to school. With a long and successful history, the Florida SRTS program began in the late 1990's before the federal SRTS program was established. Then in 2015, a few years after the federal SRTS program was consolidated into the Transportation Alternatives Program, the FDOT created a stand-alone SRTS program for Florida. Florida funds 100 percent of the costs of SRTS projects due to state highway toll revenue (which replaced the local match requirement).

- Theme(s): Safety, climate/resiliency, health/quality of life
- Florida SRTS funds projects that address unsafe or lack of infrastructure, as well as programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.
- Between 2007 and 2018, the Florida SRTS program dedicated over $130 million to projects that improve student safety, assisting approximately 52 of Florida's 67 counties that participated in 324 SRTS projects, impacting 665 different schools.
- Contact FDOT District Two, Nick.Hope@dot.state.fl.us

LOCAL FUNDING SOURCES AND STRATEGIES

State and local governments can use local taxes and fees to help fund pedestrian-bicycle infrastructure. Examples described below include gas tax, property tax, sales tax, developer contributions, special assessments, tax increment financing, community redevelopment agency, user fees, parking fees and local partnerships.

Highway Fuel Tax: In Florida, highway fuel taxes for local government use consist of state taxes distributed to local governments and local taxes levied by counties.

The Florida Department of Transportation uses the State Transportation Trust Fund (STTF) toward maintenance and development of the state highway system and other transportation related projects. One of the STTF's primary revenue sources from state taxes and fees is fuel taxes. State fuel taxes that are distributed to local governments include those for either acquisition, construction and maintenance of roads (Constitutional Fuel Tax) or any legitimate county or municipal transportation purpose (County Fuel Tax and Municipal Fuel Tax, respectively).

In addition to the state's excise tax on highway fuel, local taxes charged by counties include the Local Option Fuel Tax (a 1-5 cent Fuel Tax and a 1-6 cent Fuel Tax) and the Ninth-Cent Fuel Tax (1 cent). The Local Option Fuel Tax is generally used for local transportation purposes (small counties may also use these funds for other infrastructure needs), while the Ninth-Cent Fuel Tax is used for any legitimate county or municipal transportation purpose. As of January 1, 2025, Duval County charges all twelve cents per gallon of motor fuel.

Property/Ad Valorem Tax: An ad valorem tax (or property tax) is a tax based on the assessed value of property. In Florida, local governments are responsible for administering property tax.

Sales Tax: A sales tax is generally added to the price of taxable goods or services and collected from the purchaser at the time of sale. Each sale, admission, storage, or rental in Florida is taxable, unless the transaction is exempt. Florida's general state sales tax rate is 6% with a few exceptions.

Discretionary Sales Surtax: Florida counties may charge discretionary sales surtaxes (also called local option county sales taxes), on top of the state sales and use tax rate, as potential revenue sources for county, municipal governments and school districts to pay for local authorized projects. The discretionary sales surtax currently varies from .5% to 1.5%, depending on the county. Some counties do not impose sales surtax. Currently, there are nine statutorily-authorized local option sales surtaxes. Of the nine, only three surtaxes, the Local Government Infrastructure Surtax, the Small County Surtax, and the Emergency Fire Rescue Services and Facilities Surtax, require the proceeds to be shared with municipalities. The two most utilized surtaxes are the Local Government Infrastructure Surtax with 27 counties levying and the Small County Surtax with 30 counties levying.

Duval County imposes three separate .5% [.5 cent] discretionary sales surtaxes, for a total of 1.5%. One surtax does not have an expiration date. The other two surtaxes expire in the years 2030 and 2035, respectively.

Value Capture Strategies - The following funding approaches can be categorized as value capture strategies, a set of funding mechanisms and tools that capture additional revenue from public investments, such as transportation improvements. These techniques generally take a share of increases in property tax revenues, economic activity, and growth linked to infrastructure investments to help fund current or future improvements.

Mobility Fee: A mobility fee, a type of development fee, is a one-time, up-front payment by the developer to pay for capital costs needed to serve new development. The fees help municipalities recover growth-related infrastructure and public service costs. Mobility fees may be utilized for multimodal enhancements only when there is a direct benefit.

Like impact fees, mobility fees can be used to pay for off-site services and must meet the requirements of a Dual Rationale Nexus Test. The rational nexus test demonstrates a rational link between the new services (i.e., the multimodal transportation projects) and the fees that developers are asked to pay.

Over the last 13 years the Florida Legislature has made transportation concurrency optional for local governments, encouraged local governments to adopt alternative mobility funding systems, such as mobility fees based on a plan of improvements, and required mobility fees to follow the same statutory process requirements as impact fees. Florida legislation for mobility fees is Florida Statute Sections 163.3180 and 163.31801, along with Florida Statute Chapter 380.

Negotiated Exaction: Another type of developer contribution is when a developer makes a direct payment to a local government that can be used to offset development investment costs. Negotiated exactions may be necessary condition(s) before a development is approved (as part of the development approval process) and determined on a project-by-project basis.

Special Assessments: Generally, a special assessment is when a local government or jurisdiction (district or authority) collectively decides to fund an improvement that mutually benefits everyone within the area. The local jurisdiction can create a special assessment district around transportation improvement projects and impose new fees or tax increases on project owners in the area. The special assessment or new revenue can be based on property tax value, sales, special business fees or other measures of value and is generally levied annually to the property owner in the district.

Tax Increment Finance District (TIF): A TIF allows a local jurisdiction (district) to use the incremental increase in property tax revenues and economic activities within defined areas to fund infrastructure improvements. The approach is that all revenue over a capped amount is directed into the TIF fund. No new taxes are requested, and no existing taxes are used to pay for the project. Communities may want to consider using TIF to incentivize property development/redevelopment in distressed areas as TIF generally allows municipalities to pledge a potion of the property tax increment that results from project investment to reimburse the project developer for certain eligible project costs.

Community Redevelopment Areas (CRA): CRAs help foster and support redevelopment of a targeted area. Under Florida law (Chapter 163, Part III), local governments can designate areas as CRA when certain conditions exist. Since the monies used to finance CRA activities are locally generated, CRAs are not overseen by the state. However, redevelopment plans must be consistent with local government comprehensive plans. Examples of conditions that can support the creation of a CRA include but are not limited to the presence of substandard or inadequate structures, a shortage of affordable housing, inadequate infrastructure, insufficient roadways, and inadequate parking[1].

Special Transportation Utility Fees: Transportation utility fees are periodic fees paid by a property owner or a building occupant to a municipality based on use of the local transportation system (i.e., local streets and bridges, arterials, sidewalks, bike lanes, and other public paths). The fees are generally assessed annually on a property based on the number of trips that property would generate. The charge is generally used for recovering operating and/or maintenance expenses. A community may consider using the fee as local matching share to federal and state grants. Other terms for transportation utility fees may include street maintenance fees, road use fees, street restoration and maintenance fees, etc. The fees are often collected with other municipal utility fees, including water, thus minimizing administration costs.

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[1] City of Jacksonville, Office of Economic Development, Community Redevelopment Agencies https://www.jacksonville.gov/departments/office-of-economic-development/community-redevelopment-agency-(cra).aspx

Transportation utility fees are primarily used to preserve streets. Some municipalities use the fees to upgrade sidewalks and add or improve pedestrian safety features and curbs, as well as comply with the Americans with Disabilities Act of 1990. *In Hillsboro, Oregon, for example, transportation utility fees are used to fund, among other uses, the Bicycle and Pedestrian Capital Improvement Program. The program "prioritizes a list of sidewalk, bike lane, and enhanced crossing projects" to improve bicycling and walking in the city. Phoenix, Oregon, explicitly states in the section of its city code pertaining to its* Transportation utility fees *that 'bicycle and pedestrian facilities, including access for the disabled or handicapped, are an integral part of the transportation network.'*[2]

Parking Fees: The establishment of parking fees may be considered within a district to fund transportation investment such as sidewalks and bicycle infrastructure. Consider using the parking fees to complement the use of TIF and special assessment districts or using them as local matching shares to Federal and state grants.

Local Fees: Other local fees that can also help fund active transportation and improve safety may include vehicle registration, traffic violation fines, real estate recordation taxes and other fees. For example, some states have used school zone speeding fines to improve school zone safety.

Local Partnerships, Sponsorships or Donations: Community institutions that have a vested interest in community improvements could decide to serve as partners and funding sources. Examples of community institutions include businesses, hospitals and universities. Companies and institutions may also be interested in sponsoring and/or advertising to both enhance the local area and enhance brand recognition for the business/institution. Community members, organizations and/or local companies could also decide to contribute as part of a community or crowdfunding campaign.

Foundations And Nonprofit Sources: Private foundations are an increasingly important source of funds and resources for pedestrian-related planning and implementation projects. Examples include but are not limited to the Reimagining the Civic Commons and the Bloomberg Philanthropies Asphalt Art Initiative.

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[2] Sasha Page, Christine Shepherd, IMG Rebel; Thay Bishop, Stefan Natzke, Federal Highway Administration, Transportation Utility Fees: Maintaining Local Roads, Trails, and Other Transportation, Primer Everyday Counts Innovation Initiative, November 2020, USDOT, FHWA.
https://www.fhwa.dot.gov/ipd/value_capture/vcsp/fhwa_hin_19_005/default.aspx

Appendix G – Data Collection Forms

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 1659
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*	Y | **N**
Note bike parking locations (covered vs. **rack** vs. bikeshare)	X
Do any travel routes differ significantly from liner desire lines?	Y | **N**
Note car & bus circulation patterns & conflict points	X
Bike and ped desire lines continuously lit? (Note where if not)	**Y** | N
Trip hazards? *none*	X
Fences? *yes, surrounding entire station*	X
Absent ramps? *none*	X
Bike/Pedestrian sight distance problems? *no*	X

Do sidewalks/paths connect the street and adjacent land uses?	**Y** | N
Are the sidewalks/paths designed appropriately?	**Y** | N
Are building entrances located and designed to be obvious/easily accessible to pedestrians?	**Y** | N
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?	Y | **N**
Are any surface condition issues present on sidewalks/walkways?	Y | **N**
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?	**Y** | N
Do drivers look for and yield to pedestrian when turning into and out of driveways?	**Y** | N
Does pedestrian or driver behavios increase the risk of a pedestrian collision?	Y | **N**
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?	**Y** | N
Are travel paths and crossing points for pedestrians properly signed and/or marked?	**Y** | N

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; Trees; Slopes; Other structures
Business parking/access management issues; Insufficient bridge width

Other notes:
Path to Brooklyn Park almost entirely ADA accessible, but bridge may be too steep.

Summary:
Surrounding land uses are relatively well connected to/accessible from the stop.
Challenges exist in accessing the station from the opposite side of the rail tracks.
The bus stop itself is relatively well-maintaned, functional, and clean.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 5093
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*			Y | **N**
Note bike parking locations (covered vs. rack vs. bikeshare)		*none*	X
Do any travel routes differ significantly from liner desire lines?			Y | **N**
Note car & bus circulation patterns & conflict points		*Bike lane, no bus pullout*	X
Bike and ped desire lines continuously lit? (Note where if not)		*opposite side of roadway*	**Y** | N
Trip hazards?	*no*		X
Fences?	*yes*		X
Absent ramps?	*no*		X
Bike/Pedestrian sight distance problems?	*could better dileate sidewalk crossings at driveways*		X
Do sidewalks/paths connect the street and adjacent land uses?			**Y** | N
Are the sidewalks/paths designed appropriately?			**Y** | N
Are building entrances located and designed to be obvious/easily accessible to pedestrians?			**Y** | N
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?			**Y** | N
Are any surface condition issues present on sidewalks/walkways?			Y | **N**
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?			Y | **N** *unclear dileation at driveways*
Do drivers look for and yield to pedestrian when turning into and out of driveways?			Y | N
Does pedestrian or driver behavios increase the risk of a pedestrian collision?			Y | N
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?			Y | **N** *bus might cross through bike lane*
Are travel paths and crossing points for pedestrians properly signed and/or marked?			Y | **N**

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; Trees; **Slopes**; Other structures *sidewalk ends @ drainage structure en route from school*
Business parking/access management issues; Insufficient bridge width

Other notes:
Reciprocal stop 3273, no covered bus stop
sidwalk not continuous to school (starts again @ Pinedale)

Summary:
Surrounding land uses are relatively well connected to/accessible from the stop.
Development patterns/sidewalks of the adjacentl land uses facilitate access well.
The bus stop itself is relatively well-maintaned, functional, and clean.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 2164
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*			Y | **N**
Note bike parking locations (covered vs. **rack** vs. bikeshare)			X
Do any travel routes differ significantly from liner desire lines?			Y | **N**
Note car & bus circulation patterns & conflict points		*bus must pull into bike lane*	X
Bike and ped desire lines continuously lit? (Note where if not)		*far side lighting*	Y | **N**
Trip hazards?	*none*		X
Fences?	*no*		X
Absent ramps?	*no*		X
Bike/Pedestrian sight distance problems?	*no*		X

Do sidewalks/paths connect the street and adjacent land uses?	**Y** | N	
Are the sidewalks/paths designed appropriately?	**Y** | N	
Are building entrances located and designed to be obvious/easily accessible to pedestrians?	**Y** | N	
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?	Y | **N**	
Are any surface condition issues present on sidewalks/walkways?	Y | **N**	
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?	**Y** | N	*could be improved @ driveways*
Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y | N	
Does pedestrian or driver behavios increase the risk of a pedestrian collision?	Y | N	
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?	Y | **N**	*bus must use bike lane*
Are travel paths and crossing points for pedestrians properly signed and/or marked?	**Y** | N	

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; Trees; Slopes; Other structures
Business parking/access management issues; Insufficient bridge width

Other notes:
None taken.

Summary:
Surrounding land uses are relatively well connected to/accessible from the stop.
Development patterns/sidewalks of the adjacentl land uses facilitate access well.
The bus stop itself is relatively well-maintaned, functional, and clean.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 2288
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*			Y | **N**
Note bike parking locations (covered vs. **rack** vs. bikeshare)			X
Do any travel routes differ significantly from liner desire lines?			Y | **N**
Note car & bus circulation patterns & conflict points		*none*	X
Bike and ped desire lines continuously lit? (Note where if not)		*same side (none on far side)*	**Y** | N
Trip hazards?	*none*		X
Fences?	*none*		X
Absent ramps?	*no*		X
Bike/Pedestrian sight distance problems?	*no*		X

Do sidewalks/paths connect the street and adjacent land uses?	**Y** | N	
Are the sidewalks/paths designed appropriately?	**Y** | N	
Are building entrances located and designed to be obvious/easily accessible to pedestrians?	**Y** | N	
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?	Y | **N**	
Are any surface condition issues present on sidewalks/walkways?	Y | **N**	
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?	**Y** | N	
Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y | N	
Does pedestrian or driver behavios increase the risk of a pedestrian collision?	Y | N	
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?	**Y** | N	*no bike lanes*
Are travel paths and crossing points for pedestrians properly signed and/or marked?	**Y** | N	

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; Trees; Slopes; Other structures
Business parking/access management issues; Insufficient bridge width

Other notes:
covered bus stop w/ covered reciprocal stop
special emphasis x-walks @ nearest intersection

Summary:
Surrounding land uses are somewhat connected to/accessible from the stop.
Development patterns of the adjacent commercial land uses facilitate access.
Development patterns of the adjacent residential land uses block access.
The bus stop itself is relatively well-maintaned, functional, and clean.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 2299
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*		Y | **N**
Note bike parking locations (covered vs. rack vs. bikeshare)	*none*	X
Do any travel routes differ significantly from liner desire lines?		**Y** | N
Note car & bus circulation patterns & conflict points	*lack of sidewalk*	X
Bike and ped desire lines continuously lit? (Note where if not)	*same side*	Y | N
Trip hazards?	*none*	X
Fences?	*none*	X
Absent ramps?	*none*	X
Bike/Pedestrian sight distance problems?	*possible*	X

Do sidewalks/paths connect the street and adjacent land uses?	Y | **N**
Are the sidewalks/paths designed appropriately?	**Y** | N
Are building entrances located and designed to be obvious/easily accessible to pedestrians?	Y | **N**
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?	Y | **N**
Are any surface condition issues present on sidewalks/walkways?	Y | **N**
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?	Y | **N**
Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y | N
Does pedestrian or driver behavios increase the risk of a pedestrian collision?	Y | N
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?	Y | **N**
Are travel paths and crossing points for pedestrians properly signed and/or marked?	Y | **N**

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; **Trees**; Slopes; Other structures
Business parking/access management issues; Insufficient bridge width

Other notes:
room for bus pull out in marked shoulder

Summary:
Surrounding land uses are somewhat connected to/accessible from the stop.
Development patterns of the adjacent commercial land uses facilitate access.
The bus stop itself is relatively well-maintaned, functional, and clean.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 2668
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*			Y | **N**
Note bike parking locations (covered vs. **rack** vs. bikeshare)			X
Do any travel routes differ significantly from liner desire lines?			Y | **N**
Note car & bus circulation patterns & conflict points			X *poor access management for adjacent development*
Bike and ped desire lines continuously lit? (Note where if not)		*no bus pull out location*	Y | N
Trip hazards?	*no sidewalk*		X
Fences?	*no*		X
Absent ramps?	*no ramps*		X
Bike/Pedestrian sight distance problems?		*adjacent development parking blocks view*	X

Do sidewalks/paths connect the street and adjacent land uses?	Y | **N**
Are the sidewalks/paths designed appropriately?	Y | **N**
Are building entrances located and designed to be obvious/easily accessible to pedestrians?	Y | **N**
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?	**Y** | N
Are any surface condition issues present on sidewalks/walkways?	**Y** | N
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?	Y | **N**
Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y | **N**
Does pedestrian or driver behavios increase the risk of a pedestrian collision?	**Y** | N
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?	Y | **N**
Are travel paths and crossing points for pedestrians properly signed and/or marked?	Y | **N**

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; Trees; **Slopes**; Other structures
Business parking/access management issues; Insufficient bridge width

Other notes:
ROW to accommodate a sidewalk despite slope issues,
but would have to go into current travel way.
Sidewalk present on opposite side of roadway

Summary:
The surrounding land uses are genearlly not well connected to the bus stop.
Development patterns of the adjacent residential land uses block access.
The bus stop itself is relatively well-maintaned, functional, and clean.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 2660
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*			Y | **N**
Note bike parking locations (covered vs. rack vs. bikeshare)		*none*	X
Do any travel routes differ significantly from liner desire lines?		*no: no sidewalk*	Y | **N**
Note car & bus circulation patterns & conflict points		*could build bus pull out*	X
Bike and ped desire lines continuously lit? (Note where if not)		*opposite side of street*	Y | **N**
Trip hazards?	*yes: no sidewalks*		X
Fences?	*no*		X
Absent ramps?	*no ramps or sidewalk*		X
Bike/Pedestrian sight distance problems?		*difficult to find bus stop*	X

Do sidewalks/paths connect the street and adjacent land uses?	Y | **N**	
Are the sidewalks/paths designed appropriately?	Y | **N**	
Are building entrances located and designed to be obvious/easily accessible to pedestrians?	Y | **N**	
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?	Y | **N**	*(no sidewalks)*
Are any surface condition issues present on sidewalks/walkways?	**Y** | N	*(no sidewalks)*
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?	Y | **N**	
Do drivers look for and yield to pedestrian when turning into and out of driveways?	Y | N	
Does pedestrian or driver behavios increase the risk of a pedestrian collision?	**Y** | N	*(photo taken of peds walking in travel way)*
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?	Y | **N**	
Are travel paths and crossing points for pedestrians properly signed and/or marked?	Y | **N**	*no pedestiran crossing at nearest signalized*

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; **Trees; Slopes**; Other structures
Business parking/access management issues; Insufficient bridge width

Other notes:
Plenty of room to build bus pull outs (hatched shoulder)
Issues with sidewalk surface connecting to park

Summary:
The surrounding land uses are genearlly not well connected to the bus stop.
There are no sidewalks at the bus stop, making them ADA inaccessible.
There are gaps in surrounding sidewalk networks to reach the bus stop.

NFTPO First Last Mile PedSafety Transit Project

Field Data Checklist

Date 5/13/2024
Stop ID 2664
Staff Name Adriann LeBlanc, Bryce Grame

Sketch bike & pedestrian observed travel & desire paths on aerial photo on back of form
(Zoom out 1/2 beyond station perimeter)

Are any desire lines missing a marked crossing location on a perimeter street, especially if if mid-block? *(If yes, note on sketch and add line with "New" link ID on Crossing Checklist)*			Y | **N**	
Note bike parking locations (covered vs. **rack** vs. bikeshare)			X	
Do any travel routes differ significantly from liner desire lines?			Y | **N**	
Note car & bus circulation patterns & conflict points		*no bus turnouts*	X	
Bike and ped desire lines continuously lit? (Note where if not)		*opposite side of street*	Y | **N**	
Trip hazards?	*drop off W of intersection into drainage*		X	
Fences?	*yes*		X	
Absent ramps?	*no ramps*		X	
Bike/Pedestrian sight distance problems?	*no*		X	
Do sidewalks/paths connect the street and adjacent land uses?			Y | **N**	
Are the sidewalks/paths designed appropriately?			**Y** | N	
Are building entrances located and designed to be obvious/easily accessible to pedestrians?			**Y** | N	
Are obstructions/protruding objects/parked vehicles present that block sidewalks/paths?			**Y** | N	
Are any surface condition issues present on sidewalks/walkways?			Y | **N**	
Are travel paths for pedestrians/other vehicle modes clearly delineated at access openings?			**Y** | N	*special emphasis x-walks*
Do drivers look for and yield to pedestrian when turning into and out of driveways?			Y | **N**	
Does pedestrian or driver behavios increase the risk of a pedestrian collision?			Y | N	*no bus bay (enough room?*
Are buses, cas, bicycles, and pedestrians separated and provided their own areas for travel?			Y | **N**	*Conflict with bicycle lane?)*
Are travel paths and crossing points for pedestrians properly signed and/or marked?			Y | **N**	*special emphasis x-walks*

What chalenges are there to the feasibility/practicability of sidewalk?
Circle items below and add notes/sketches as applicable.

Utility poles; Underground utilities; Trees; **Slopes**; Other structures *issue with draingage (photo taken)*
Business parking/access management issues; Insufficient bridge width

Other notes:
Dangerous signal (poor yielding behavior) drag racing/red light running
Drainage issues caused by mulching and vegetation in curb gutter

Summary:
The surrounding land uses are genearlly not well connected to the bus stop.
Fences block much of the adjacent residential land uses from being accessed.
The bus stop itself is relatively well-maintaned, functional, and clean.

Appendix H – Field Review: Bus Stop Area Conditions

Field Review: Bus Stop Area Conditions

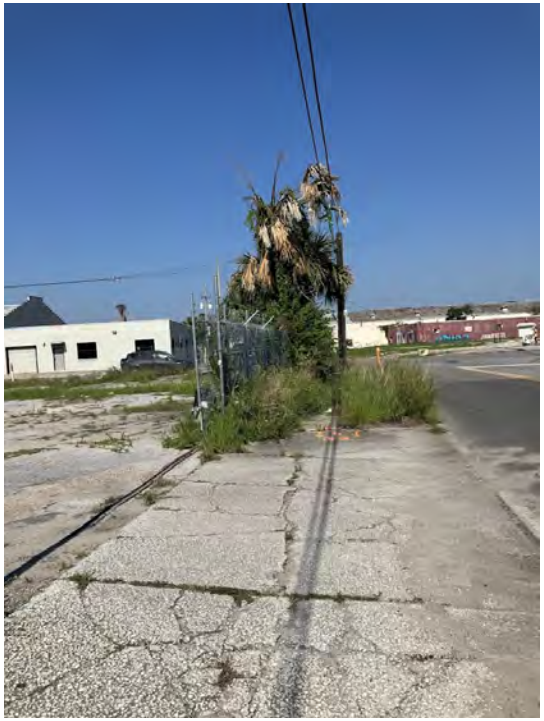
JTA Bus Stop 1659

Number	Description
1	Overgrown vegetation
2	Sidewalk deficiencies
3	LaVilla School
4	New construction
5	Sidewalk gap
6	Sidewalk ends
7	Sidewalk ends
8	New construction

Denotes photograph taken

JTA Bus Stop 1659 Callout 1

1659



- **“Broken sidewalk, overgrown landscaping (grass/weeds)**

JTA Bus Stop 165, JRTC

Bus circulation at the station

JTA Bus Stop 165, JRTC

1659

- **Pictures of bike parking at the JRTC**

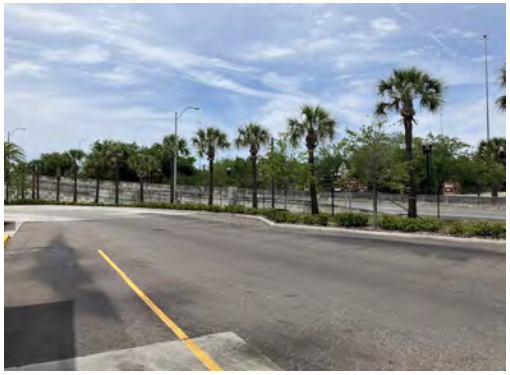
JTA Bus Stop 1659, JRTC

1659

Sidewalks near the JRTC





JTA Bus Stop 1659 Callout 2

1659

- **Low quality sidewalk ending in sidewalk gap**

JTA Bus Stop 1659 Callout 3

1659

LaVilla School of the Arts

JTA Bus Stop 1659 Callout 4

1659

- **“Crosswalk leading to curb w/ out ADA ramps”**

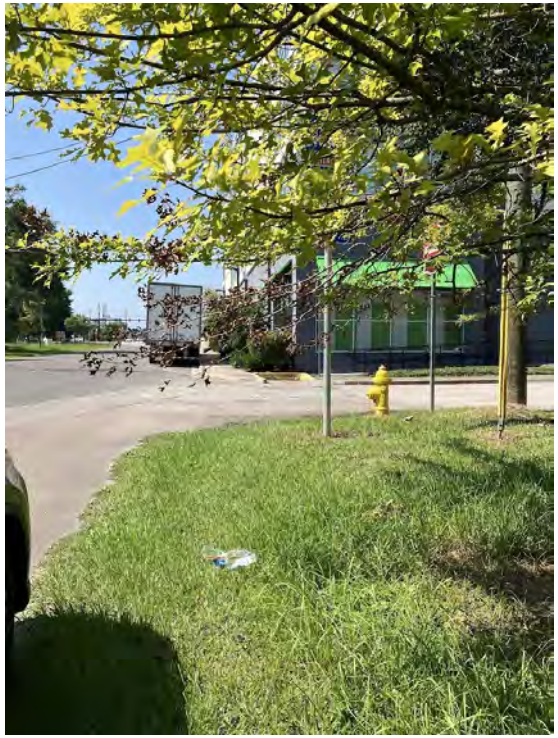
JTA Bus Stop 1659 Callout 5

- **Sidewalk gap extending along Myrtle Ave**

JTA Bus Stop 1659 Callout 6

1659

- **Sidewalk gap on single property on N side of Myrtle Ave**



JTA Bus Stop 1659 Callout 7

1659

- **Sidewalk ends**

JTA Bus Stop 1659 Callout 8

1659

- **Ongoing road construction on Park/Lee St**

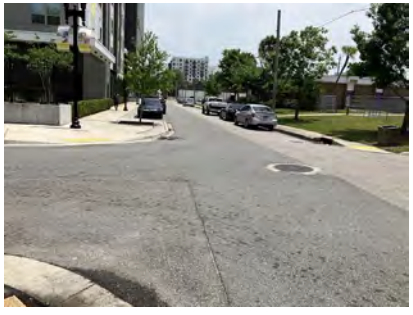
1659

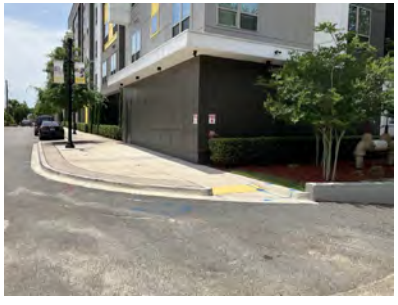
JTA Bus Stop 1659 Path to Point of Interest

- **Connection issues from bridge to park**



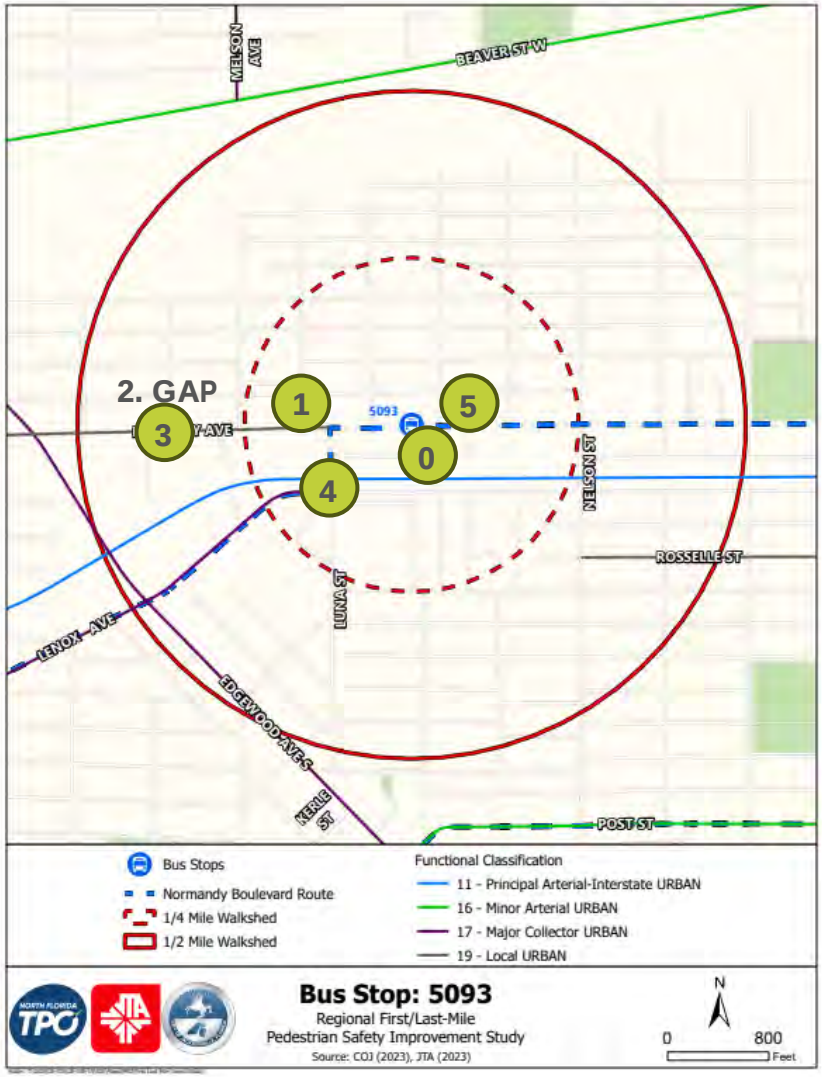




5093



Field Review: Bus Stop Area Conditions

JTA Bus Stop 5093

Number	Description
0	Bus stop
1	Sidewalk ends
2	Sidewalk gap
3	Sidewalk deficiencies
4	New construction
5	Cars parked on sidewalk

Denotes photograph taken

5093

JTA Bus Stop 5093

- **Bus stop lacks shelter**



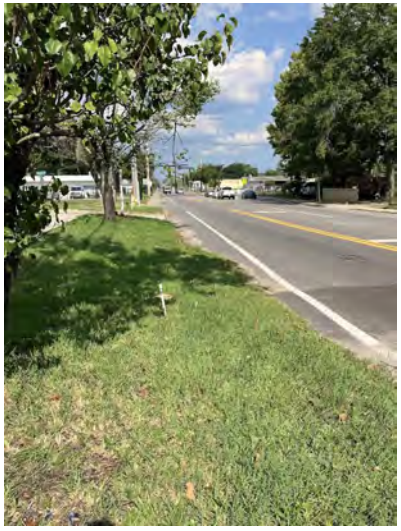




5093

JTA Bus Stop 5093 Callout 1

- **ADA compliance issues and sidewalk gaps to the W of Luna**



JTA Bus Stop 5093 Callout 3

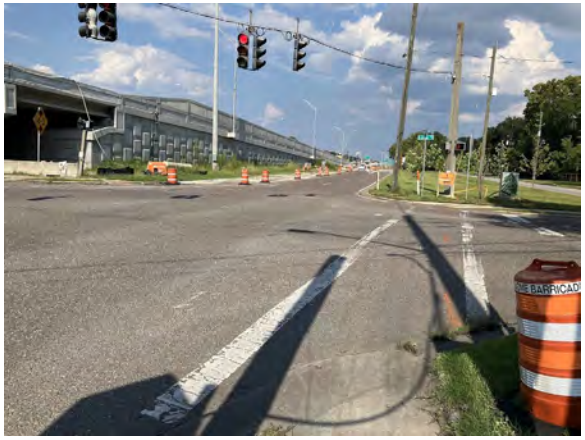
5093

- Additional ADA compliance issues further West of Luna

5093

JTA Bus Stop 5093 Callout 4

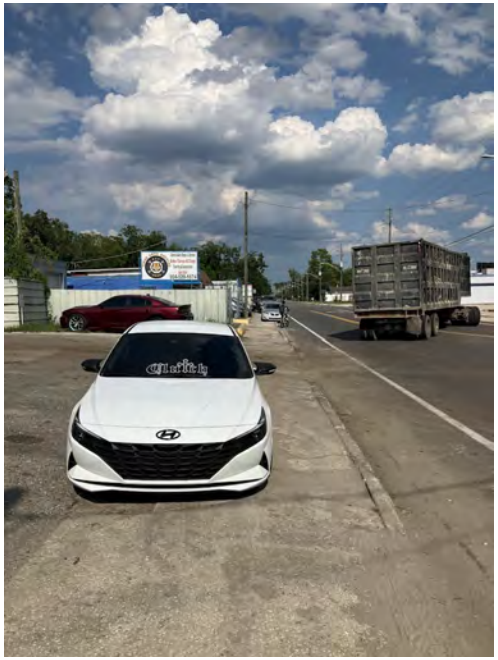
- **Sidewalk &Walkability Issues**



5093

JTA Bus Stop 5093 Callout 5

- **Additional surface issues and cars parking on sidewalk east of Luna**

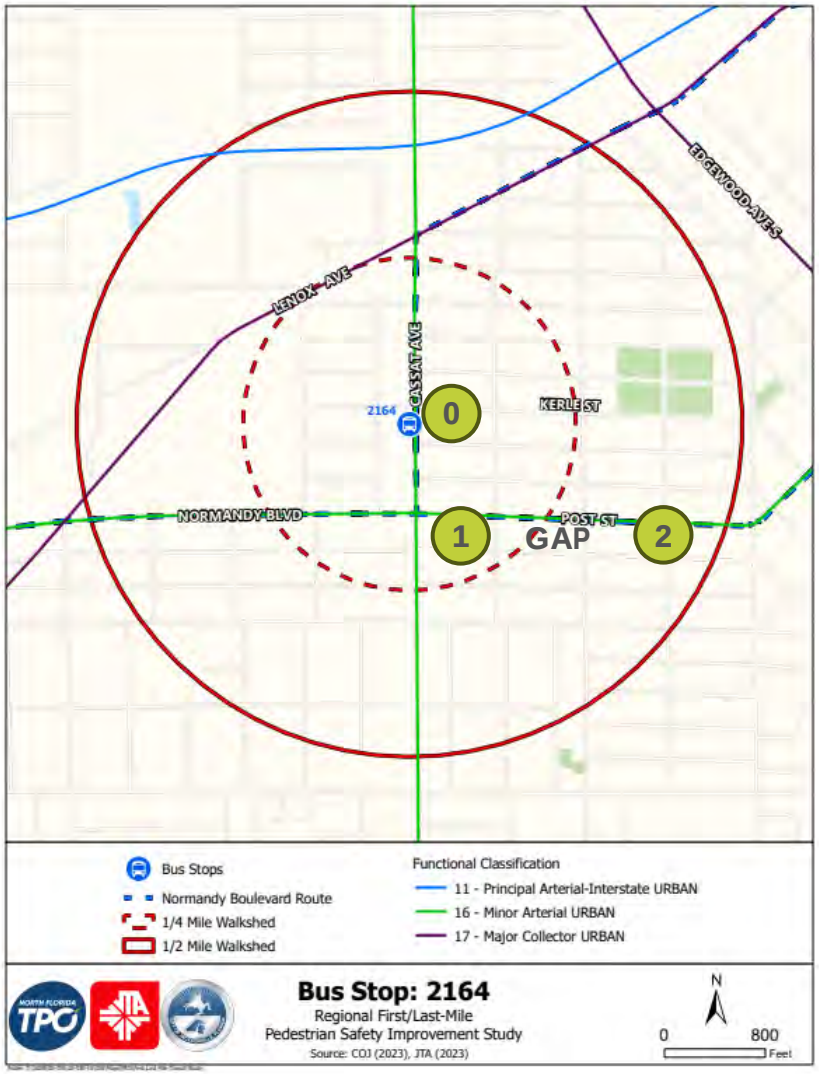


5093

JTA Bus Stop 5093 Path to Point of Interest

- **Poor sidewalk condition**

2164



Field Review: Bus Stop Area Conditions

JTA Bus Stop 2164

Number	Description
0	Bus Stop
1	Sidewalk ends
2	Sidewalk moves from one side of roadway to the other

Denotes photograph taken

JTA Bus Stop 2164

2164

- **Bus stop lacking shelter**

JTA Bus Stop 2164 Callout 1

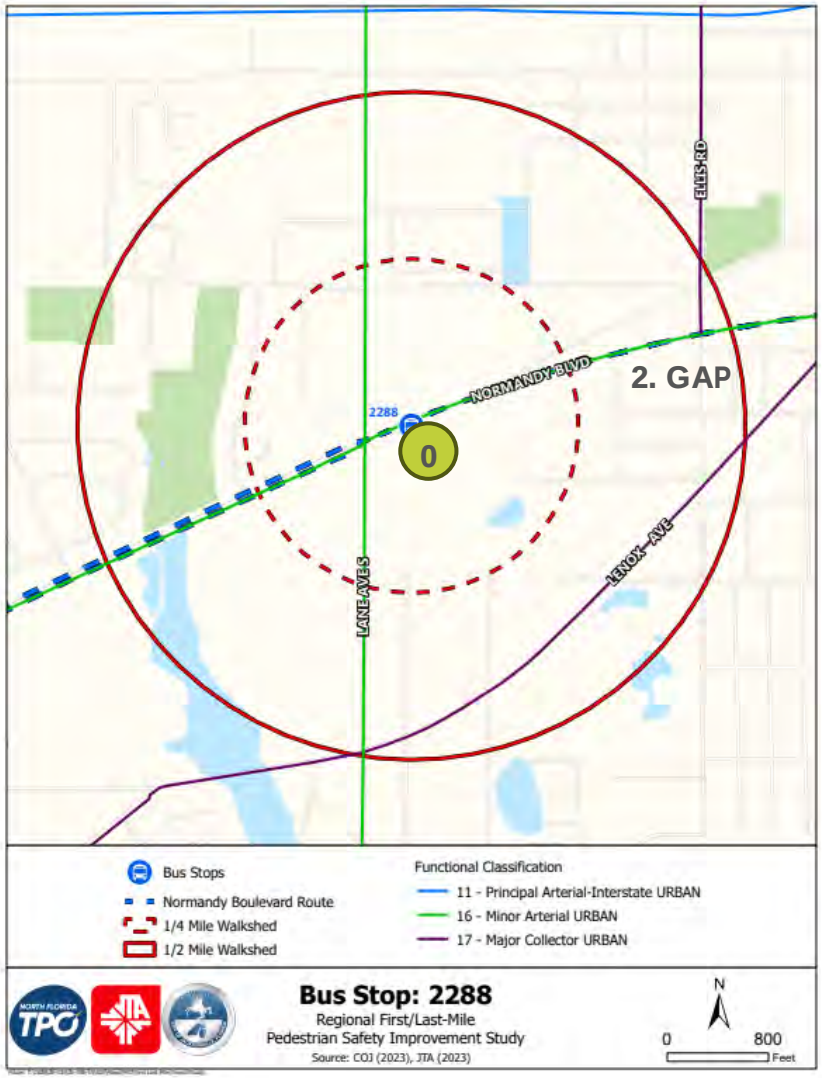
2164

- **Discontinuous sidewalk on south side of Post St**

JTA Bus Stop 2164 Callout 3

2164

- **ADA accessibility issues at sidewalk transition between N and S side of Post St**



Field Review: Bus Stop Area Conditions

JTA Bus Stop 2288

Number	Description
0	Bus Stop

Denotes photograph taken

JTA Bus Stop 2288

2288

- **Bus stop in good condition**

Field Review: Bus Stop Area Conditions

JTA Bus Stop 2299

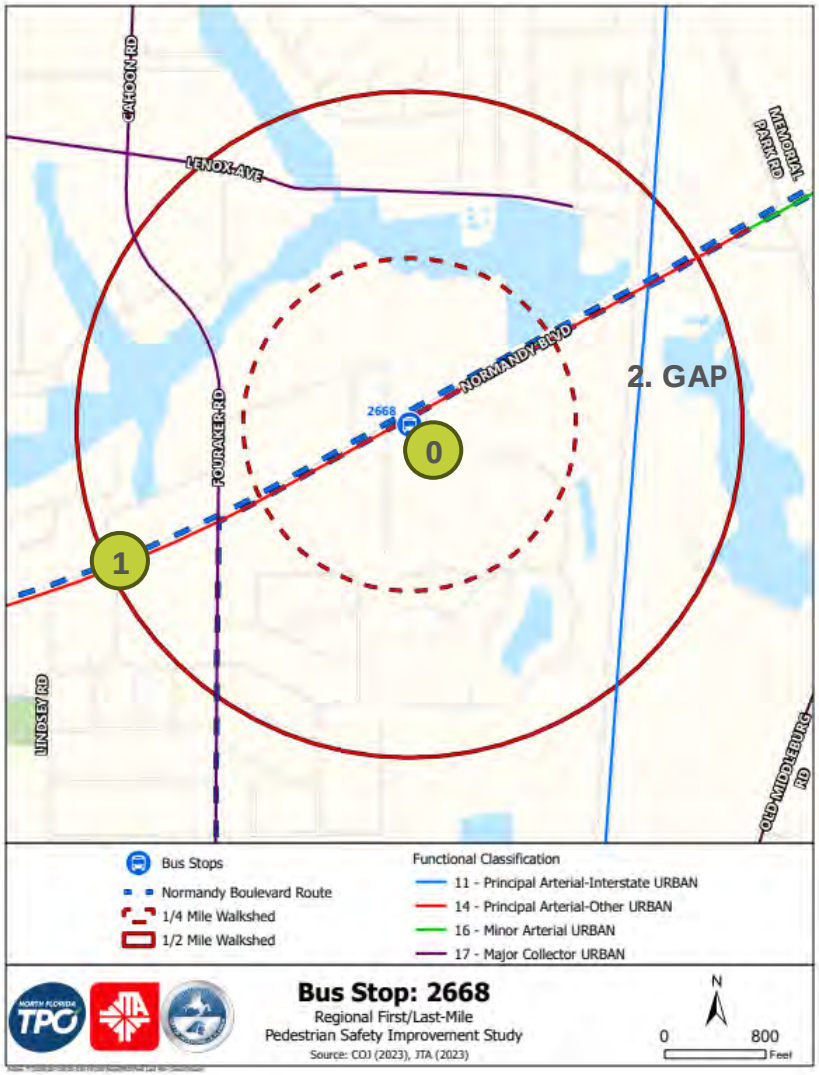
Number	Description
0	Bus Stop

Denotes photograph taken

JTA Bus Stop 2299

2299

- **Sidewalk only present at bus stop location, no connection to anything else**



Field Review: Bus Stop Area Conditions

JTA Bus Stop 2668

Number	Description
0	Bus stop
1	Sidewalk starts/ends

Denotes photograph taken

JTA Bus Stop 2668

2668

- **Bus stop now in good condition**

JTA Bus Stop 2668

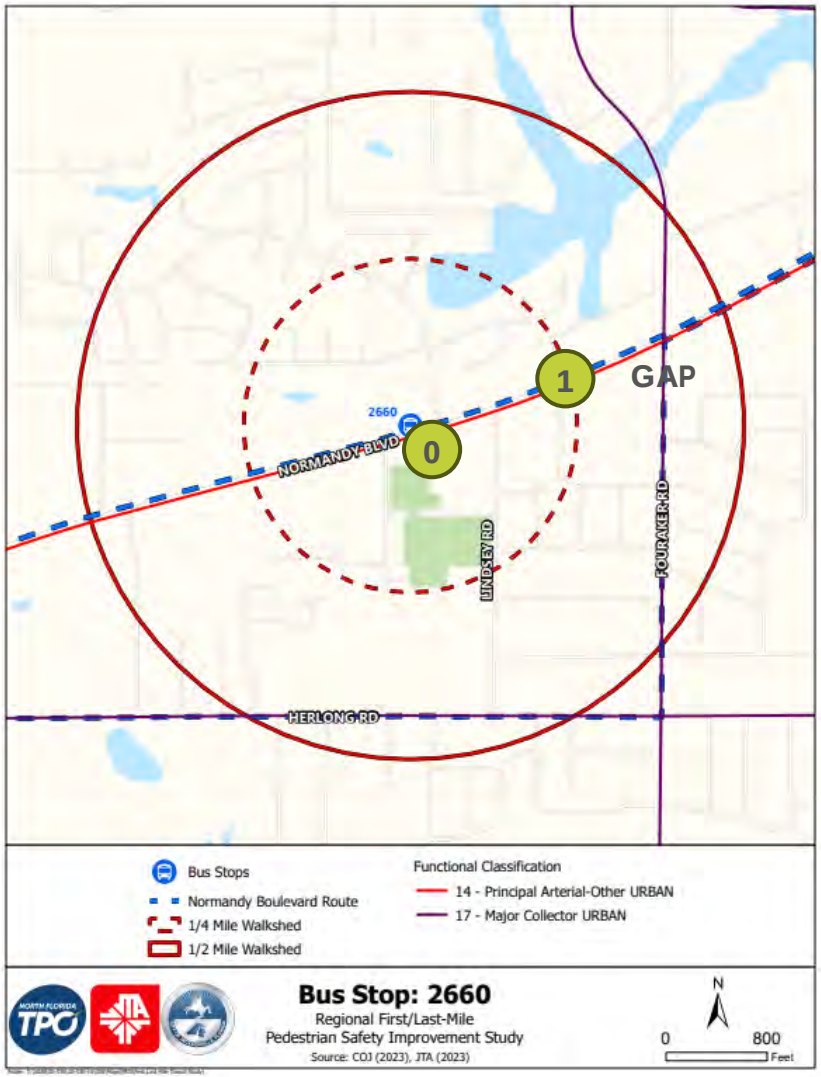
2668

- **Issues with slop at adjacent site**

JTA Bus Stop 2668 Surrounding Area

2668

- **Issues with slope at adjacent site**



Field Review: Bus Stop Area Conditions

JTA Bus Stop 2660

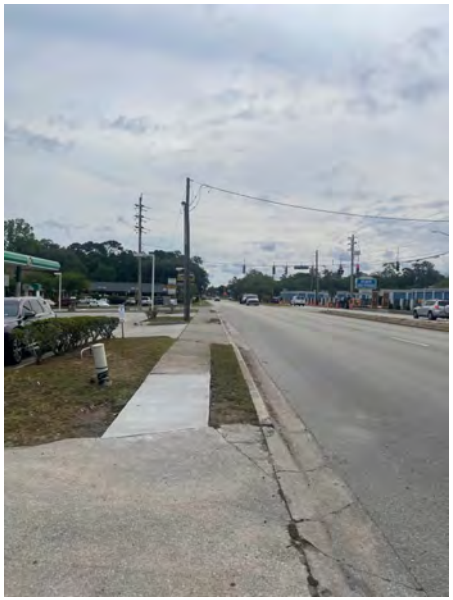
Number	Description
0	Bus Stop
1	Sidewalk starts/ends

Denotes photograph taken

2660

JTA Bus Stop 2660

- **Somewhat far from nearest intersection**



JTA Bus Stop 2660

2660

- **No sidewalk or concrete bus stop**

JTA Bus Stop 2660 Callout 1

2660

- **Sidewalk discontinuous and large unused shoulder**

2660

JTA Bus Stop 2660 Path to Point of Interest

- **Could consider new crosswalk near bus stop**

2660

JTA Bus Stop 2660 Path to Point of Interest

- **Path could be improved to nearby park**

2660

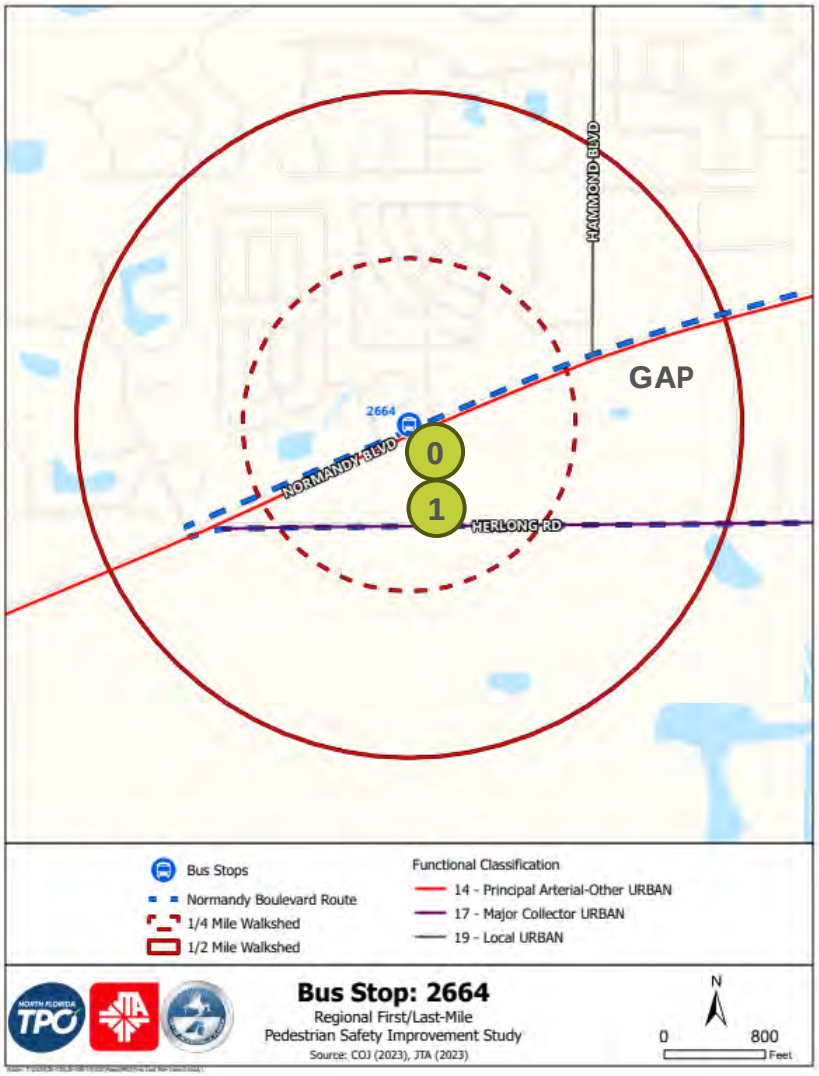
JTA Bus Stop 2660 Path to Point of Interest

- **Drainage issues**

2660

JTA Bus Stop 2660 Path to Point of Interest

- **Low quality sidewalk connecting bus stop to nearby park**



Field Review: Bus Stop Area Conditions

JTA Bus Stop 2664

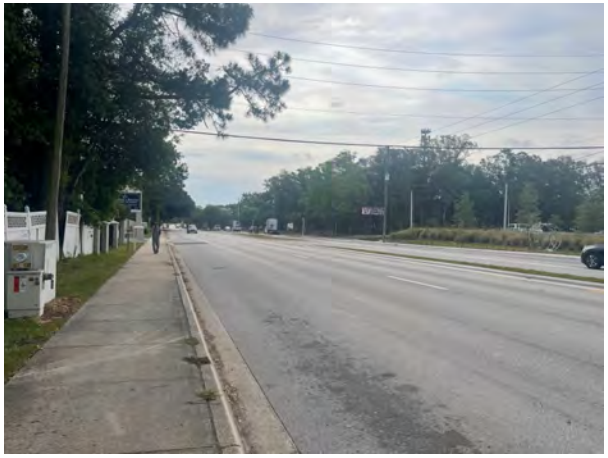
Number	Description
0	Bus stop
1	Pedestrians walking in road

Denotes photograph taken

2664

JTA Bus Stop 2664

- **New bus stop in good condition**



JTA Bus Stop 2664 Callout 1

2664

- **Sidewalk gap leaves peds without anywhere to walk safely along the roadway**

2664

JTA Bus Stop 2664 Path to Point of Interest

- **Drainage issues at bus stop and across the street**

Appendix I – Protected Intersection Concept

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ETM
VISION • EXPERIENCE • RESULTS
England-Thims & Miller, Inc.
14775 Old St. Augustine Road
Jacksonville, FL 32258
TEL: (904) 642-8990
FAX: (904) 646-9485
Registry - 2584 LC - 0000316
ADRIANN CLARICE LEBLANC, P.E. License No. 87860

DATE	COUNTY	PROJECT NO.
MAR 2025	DUVAL	20-330-15

NORMANDY FIRST LAST MILE
LENOX AVE AND EDGEWOOD AVE PROTECTED INTERSECTION CONCEPT

SHEET NO. 1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

3/10/2025 3:34:19 PM LeBlancA
Q:\CONCEPTS\DESIGN\TRAFFICOPERATIONS\STUDY_FIRSTLASTMILE_01.DGN
MODEL: Lenox and Edgewood Concept

Appendix J – Study Fact Sheet

First/Last Mile Pedestrian Safety Improvement Study: Normandy Blvd. (Duval)

This study's goal is to improve pedestrian and bicyclist access to and from transit. Planners studied eight bus stops along Normandy Boulevard (JTA Route 14) by identifying and prioritizing infrastructure needs—such as sidewalks, bike lanes, and crosswalks—to enhance safety, increase transit ridership and support safer first- and last-mile connections.

The study analyzed existing conditions within a half-mile radius of each bus stop and reviewed crash data to identify safety concerns and infrastructure gaps.

Based on these findings, recommendations and cost estimates were developed to guide future improvements and support coordinated planning among local agencies.

Study Area (Map on other side)

25.1 mile route

Goes through parts of Jacksonville City Council Districts: 7, 9, and 12

8 bus stops

12,100 total average weekday bus ridership

7 (K-12) schools within one-half (1/2) mile of all stops

3,388 households with zero car ownership within one-half (1/2) mile of all stops

37 fatal and serious injury crashes within one-half (1/2) mile of all stops (1/1/19 - 8/19/24)

Evaluation Metrics

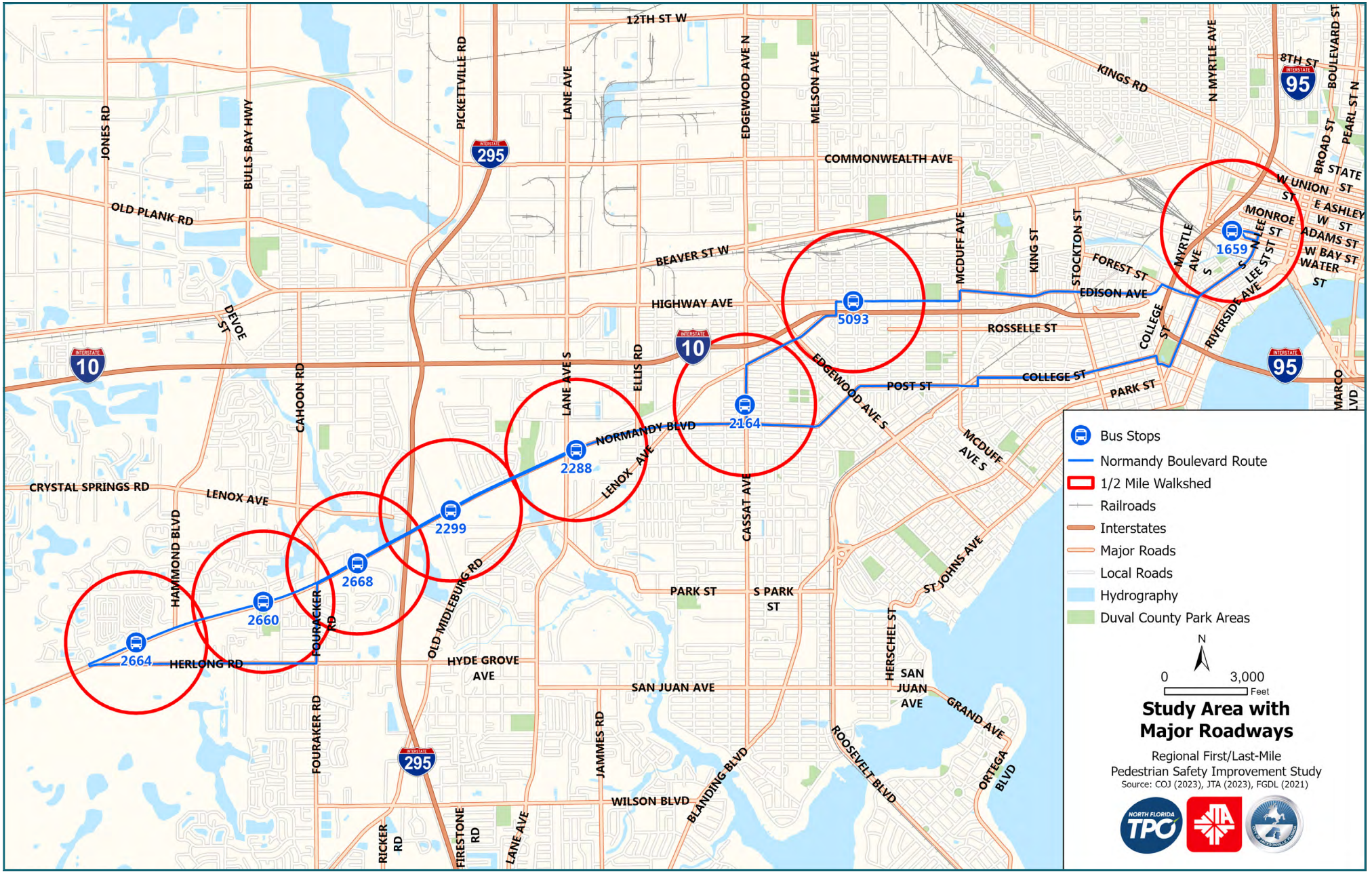
- Demographics and mobility
- Accessibility and connectivity
- Crash history
- System safety

Top 3 Recommended Types of Improvements

- Build/repair sidewalks
- Increase pedestrian signal crossing time
- Add/improve signs and pavement markings

Read the study at northfloridatpo.com/planning/studies-initiatives.

Regional First/Last Mile Pedestrian Safety Improvement Study: Normandy Blvd. (Duval)



Read the study at northfloridatpo.com/planning/studies-initiatives.