

Cost Affordable Plan Summary

The Cost Affordable Plan was developed using the improvements from Cost Affordable Alternative 3c. However, the MPO Board elected to not add the Second Local Option Gas Tax, but instead elected to increase the Transportation Impact Fees to cover the shortfall created by not approving the Second Local Option Gas Tax. The primary improvements in this alternative include improvements to the following roadways:

- US 27
- SR 19
- SR 46
- SR 50
- CR 561
- US 441
- Wekiva Parkway
- SR 46 Bypass
- Hancock Road
- Fosgate Road
- CR 470
- CR 466A
- CR 466
- CR 48
- CR 448
- SR 19/CR 561 Connector
- New North-South Reliever to US 27

The following materials are presented to present the alternative and the performance of the alternative:

- Number of Lanes & Road Type Map
Illustrates the number of lanes, whether the road is undivided, divided (median or two-way left turn lane), or a freeway
- Level of Service Map
Illustrates the forecasted Level of Service on the roadway network
- Analysis Set Summary Report
Illustrates a comparison between the Existing + Committed Network and this roadway network in terms of centerline miles and lane miles
- Road System Performance Report
Illustrates the performance of the roadway network in terms of forecasted volume to maximum service volume, which is the volume at the adopted Level of Service Standard. It also presents the percent vehicle miles of travel on roadways where the volume is forecasted to be greater than the maximum service volume
- Level of Service Report
Presents roadway and traffic assumptions that were applied to forecast the Generalized Level of Service

- Cost Report

Presents the project costs used to determine the cost affordability of this alternative.