



Pasco County MPO
Vision 54/56: Phase I
Cost Estimates for Alternatives

Alternative Descriptions	Unit Costs ⁽¹⁾			
	Roadway Costs		Transit Costs	
Alternative Designation	ROW	Construction	Annual Operating (\$ per mile ²)	Capital ⁽³⁾ (\$ per mile)
Grade Separation @ Major Intersections ⁽⁴⁾	50% of construction	\$100 million per Major Intersection ⁽⁶⁾		
Elevated Express Lanes ⁽⁵⁾ (4 lanes built in median)	2% of construction	\$90.47 million per mile ⁽⁷⁾		
Transit Signal Priority / Bus Queue Jump Lanes	100% of construction	TSP: \$15,000-\$25,000 Queue Jump: \$400,000 per intersection ⁽⁸⁾		
At Grade Express Lanes	100% of construction	\$8.5 million ⁽⁹⁾		
BRT Light			\$155,520	\$4.2 million
At Grade Exclusive BRT			\$138,000	\$12.3 million
At Grade Exclusive Rail			\$460,800	\$37.0 million
Express Bus			\$120,960	-
Elevated BRT - Dedicated Guideway			\$138,000	\$61.1 million
Elevated Rail - Deicated Guideway			\$460,800	\$148.1 million

(1) Unless otherwise noted, costs are based on a per mile cost. West Segment is 17 miles long and East Segment is 8 miles long.

(2) Operating and Maintenance Cost per Mile is based on 2 vehicles per hour for 16 hours a day.

(3) Capital costs for transit include transit related construction and right-of-way based on national averages.

(4) 8 major intersections on West Segment; 5 major Intersections on East Segment.

(5) Assumes median construction within existing right-of-way.

(6) Cost based on SR 54 @ US 41 PD&E Study Alternative 3C.

(7) Cost based on SR 54/56 Transit/Managed Lanes and Toll Feasibility Study (Stages 1-4).

(8) Cost range for Transit Signal Priority from Transportation Cooperative Research Program Report 118 Bus Rapid Transit Practitioner's Guide; queue jump lane cost from Lee MPO 2015 Bus Queue Jump Study; 20 intersections on West Segment; 14 intersections on East Segment.

(9) Cost from FDOT District 7 Long Range Estiamtes, June 2014 for a new urban 2-lane roadway.