

Preliminary Cost Feasible Plan (Draft June 9, 2020)

Group A: Strategic Intermodal System (SIS) Network

(The order of SIS unfunded needs projects reflects ranking as recommended by the LRTP Subcommittee)

Connect 2045 Revenue Forecast* 2025-2045 (\$PDV)	
Total Projected SIS Revenue	\$ 823,464,744

River to Sea TPO 2045 Other Arterial Needs								
ID	On Street	From Street	To Street	Improvement	LOPP	2040 Status	2045 Status	Criteria Score**
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	4F-8F	1	COST FEASIBLE	COST FEASIBLE	N/A
B	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D	1	COST FEASIBLE	COST FEASIBLE	N/A
C	Saxon Blvd	I-4	Normandy Blvd	2U-4D	1	COST FEASIBLE	COST FEASIBLE	N/A
D	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	2U-4D	1	COST FEASIBLE	COST FEASIBLE	N/A
E	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	2	COST FEASIBLE	COST FEASIBLE	N/A
F	SR 40	Breakway Trails	Williamson Blvd	4D-6D	3	COST FEASIBLE	COST FEASIBLE	N/A
G	SR 40	W OF SR 11	W OF CONE RD	2U-4D	4	COST FEASIBLE	COST FEASIBLE	N/A
H	SR 40	SR 15 (US-17)	SR 11	2U-4D	5	COST FEASIBLE	COST FEASIBLE	N/A
I	I-95/LPGA Blvd	Williamson Blvd	Tymber Creek Rd Ext	Interchange Improvement	6	COST FEASIBLE	COST FEASIBLE	N/A
J	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	7	COST FEASIBLE	COST FEASIBLE	N/A
K	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	8	COST FEASIBLE	COST FEASIBLE	N/A
L	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D	9	COST FEASIBLE	COST FEASIBLE	27.5
M	I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	--	COST FEASIBLE - DEVELOPER FUNDED	COST FEASIBLE - DEVELOPER FUNDED	N/A

WORKING DRAFT

River to Sea TPO 2045 Other Arterial Needs								
ID	On Street	From Street	To Street	Improvement	LOPP	2040 Status	2045 Status	Criteria Score**
S	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge	--	--	UNFUNDED	34.5
P	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	--	--	UNFUNDED <i>Interim Improvements Funded</i>	37.0
R	I-95/Matanzas Woods Pkwy	At Matanzas Woods Pkwy	Interchange / Intersection	Interchange Improvement	--	--	UNFUNDED	32.0
N	I-95	SR 400	Old Dixie Hwy	6F-8F	--	--	UNFUNDED	42.5
O	I-4 / SR 400	SR 472	SR 44	6F-8F	--	--	UNFUNDED	40.0
Q	I-4 / SR 400	SR 44	US-92 Connection	6F-8F	--	--	UNFUNDED	27.0

NOTES:

* *Revenue Forecast and project costs are estimated at a planning level using historic data and FDOT guidance.*

** *Criteria Score is just one factor to consider in determining project prioritization.*

*** *LPGA Blvd Tomoka River Bridge project is included in the Other Arterial needs list as well.*

Projects are listed in priority order as recommended by the LRTP Subcommittee on June 1, 2020.

The widening of I-95 from Palm Coast Parkway north to the St. Johns County line is currently in the SIS Cost Feasible Plan, but is not a priority of the TPO at this time.

PDV = Present Day Values; LOPP = List of Priority Projects; OA = Other Arterials on State Highway System;

U = Undivided; D = Divided; F = Freeway

Projects included in the FDOT SIS Cost Feasible Plan, the 2040 LRTP Cost Feasible Plan; Per TPO Policy (Resolution 2019-02) projects 1-5 on the SIS List are protected and remain until they are completed and drop out of the work program
Projects included in the FDOT SIS Cost Feasible Plan, the 2040 LRTP Cost Feasible Plan and eligible for SIS Funding
New projects identified as potential needs and listed in priority order as recommended by the LRTP Subcommittee on June 1, 2020.

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Preliminary Cost Feasible Plan (Draft June 9, 2020)

Group B: Other Arterial (State Highway System)

The order of projects reflects ranking as recommended by the L RTP Subcommittee.

Total Projected OA Revenue			
\$497,226,138			
10% for Local Roadways		90% for State Highway System (SHS)	
\$49,722,614		\$447,503,524	
Protected Funds (LOPP 1-5)	Available Funds	Protected Funds (LOPP 1-5)	Available Funds
\$36,100,000	\$13,622,614	\$121,300,000	\$326,203,524

River to Sea TPO 2045 Other Arterial Needs - Local Roadways										
ID		On Street	From Street	To Street	Improvement	2019 LOPP Status	Cost	2040 Status	2045 Status	Criteria Score**
E	Local	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	3	\$ 18,650,000	COST FEASIBLE	COST FEASIBLE	N/A
F	Local	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	3	\$ 17,450,000	COST FEASIBLE	COST FEASIBLE	N/A
K	Local	Old Kings Road - Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	6	\$ 7,381,000	COST FEASIBLE	COST FEASIBLE	10.0
L	Local	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	7	\$ 9,680,000	COST FEASIBLE	PARTIALLY FUNDED	10.0
Y	Local	Williamson Blvd	Summer Trees Rd	SR 400 (Beville Rd)	2LN - 4LN		\$ 6,700,000	--	UNFUNDED	32.5
X	Local	Veterans Memorial Pkwy	Harley Strickland	Graves Ave	2LN - 4LN		\$ 9,800,000	--	UNFUNDED	30.0
J	Local	Matanzas Woods Pkwy	SR 5 (US1)	I-95	2U-4D	8	\$ 14,796,900	COST FEASIBLE	UNFUNDED	20.0
I	Local	LPGA Blvd	Nova Rd	US-1	2U-3D	10	\$ 12,950,000	COST FEASIBLE	UNFUNDED	19.5
V	Local	Hand Ave	Clyde Morris Blvd	SR 5A (Nova Rd)	2LN - 4LN		\$ 7,000,000	--	UNFUNDED	17.5
W	Local	Josephine St	Old Mission	Tatum	2LN - 4LN		\$ 4,950,000	--	UNFUNDED	10.0
M	Local	North Entrance DeLand Airport (Industrial Park)	Industrial Dr	SR 11	00-2U		\$ 2,263,000	COST FEASIBLE	UNFUNDED	4.5

WORKING DRAFT

River to Sea TPO 2045 Other Arterial Needs - State Highway System										
ID		On Street	From Street	To Street	Improvement	2019 LOPP Status	Cost	2040 Status	2045 Status	Criteria Score**
A	SHS	US-1	At Park Ave	Intersection	Intersection Improvement	1	\$ 6,300,000	COST FEASIBLE	COST FEASIBLE	N/A
B	SHS	US-92	I-4 EB RAMP	CR 415 (Tomoka Farms Rd.)	4D-6D	5	\$ 32,000,000	COST FEASIBLE	COST FEASIBLE	N/A
C	SHS	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	4D-6D	2	\$ 63,900,000	COST FEASIBLE	COST FEASIBLE	N/A
D	SHS	SR 44	Graves Ave	SR 15A	2U-4D	4	\$ 19,100,000	COST FEASIBLE	COST FEASIBLE	N/A
Q	SHS	Tomoka River Bridge (LPGA Blvd)***	West of Champions Dr	E of Tomoka Farms Rd	Bridge		\$ 10,000,000	--	COST FEASIBLE	34.5
G	SHS	Local Initiatives	N/A	N/A	N/A	N/A	\$ 40,000,000	COST FEASIBLE	COST FEASIBLE	N/A
H	SHS	US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS)	9	\$ 31,350,000	COST FEASIBLE	PARTIALLY FUNDED	65.0
N	SHS	SR 44	I-4	Prevatt Ave.	4D-6D		\$ 6,623,038	--	COST FEASIBLE	52.5
O	SHS	US 1	Nova Rd. (N)	I-95	4D-6D		\$ 34,463,484	--	COST FEASIBLE	52.5
R	SHS	SR 415 (Tomoka Farms Rd)	Howland Dr	SR 44	2U-4D		\$ 112,925,935	--	PARTIALLY FUNDED	32.5
S	SHS	SR 44	SR 415	Glencoe Rd.	4D-6D		\$ 54,291,449	--	COST FEASIBLE	27.0
U	SHS	SR 44	Lake County	SR 15A	2U-4D		\$ 38,656,527	--	COST FEASIBLE	25.0
(SIS E)	SHS	SR 15 (US 17)***	Deleon Springs	SR 40	2U-4D	2	\$ 10,000,000	COST FEASIBLE	COST FEASIBLE	N/A
P	SHS	SR 415 (Tomoka Farms Rd) - excludes bridge	Seminole C/L	Howland Dr	4D-6D		\$ 54,551,711	--	UNFUNDED	42.5
T	SHS	SR 11	N. Woodland Blvd.	Flagler County	2U-4D		\$ 141,899,190	--	UNFUNDED	30.0

* Revenue Forecast and project costs are estimated at a planning level using historic data and FDOT guidance.

** Criteria Score is just one factor to consider in determining project prioritization.

*** LPGA Blvd Tomoka River Bridge and US-17 (SR 15) projects are included in the SIS needs list as well.

Projects are listed in priority order as recommended by the LRTP Subcommittee on June 1, 2020.

PDV = Present Day Values; LOPP = List of Priority Projects; SHS = State Highway System; OA = Other Arterials on State Highway System;

U = Undivided; D = Divided; F = Freeway

Projects included in the 2040 LRTP Cost Feasible Plan; Per TPO Policy (Resolution 2019-02) projects 1-5 on the Other Arterials List are protected and remain until they are completed and drop out of the work program.

Projects included in the 2040 LRTP Cost Feasible Plan but not in protected status and are subject to re-evaluation of priority and funding in the 2045 LRTP.

State Road projects that were identified in the Needs Assessment and eligible for consideration of funding.

Local Road projects identified in the Needs Assessment and submitted by Volusia County for consideration of non-state highway funding.