



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT, P.E.  
SECRETARY

February 2, 2022

Ms. Colleen Nicoulin, Interim Executive Director  
River to Sea Transportation Planning Organization  
2570 West International Speedway Boulevard, Suite 100  
Daytona Beach, FL 32114-8145

Dear Ms. Nicoulin:

**RE: Request to Amend Adopted 2045 Long Range Transportation Plan (LRTP)**

The Florida Department of Transportation (FDOT) requests River to Sea TPO make amendments to the Adopted 2045 LRTP.

Project #419772-2 requires a formal amendment to the 2045 LRTP to receive approval from Office of Environmental Management for improvements to the interchange of I-95 @ US 1 and along approximately one mile of US 1 from Broadway Avenue to Destination Daytona Lane. This project received federal stimulus funds (ARPA) and the design (PE) phase has been advanced to FY 2022 in the FDOT Five-Year Work Program. To receive approval from the Office of Environmental Management, the project and its information must be consistent in both the LRTP and the Transportation Improvement Program (TIP). Presently the LRTP does not show the correct information for the PE and ROW phases of the project.

The details below should be reflected in the LRTP Cost Feasible Plan as described:

FM#	Project Description	Project Limits	Phase Grouping	Fund Source	Time Band	Amount
419772-2	I-95 Interchange	At SR 5 (US 1)	PE	ARPA	2021-2025	\$3,300,000
			ROW	DDR	2026-2030	\$3,300,000

Project #448456-1 requires a formal amendment to the 2045 LRTP to receive approval from Office of Environmental Management for improvements to LPGA Boulevard from US 92 to Williamson Boulevard (approximately 6 miles), including the bridge over the Tomoka River. This project received federal stimulus funds (ARPA) and the design (PE) phase has been advanced to FY 2022 in the FDOT Five-Year Work Program. To receive approval from the Office of Environmental Management, the project and its information must be consistent in both the LRTP and the Transportation Improvement Program (TIP). Presently the LRTP does not show the correct information for the project's description and limits and the project phases and cost estimates should be revised.

The information below should be reflected in the LRTP Cost Feasible Plan as described:

FM#	Project Description	Project Limits	Phase Grouping	Fund Source	Time Band	Amount
448456-1	LPGA Blvd	US 92 (SR 600) to Williamson Blvd	PE	ARPA	2021-2025	\$7,000,000
			ROW	DDR	2026-2030	\$7,000,000

Please let me know if you have any questions about this request.

Sincerely,



Anna Taylor  
 Government Liaison Administrator  
 FDOT District Five

c: Kellie Smith, FDOT  
 Mark Trebitz, FDOT  
 Jesse Blouin, Consultant Project Manager

**River to Sea Transportation Planning Organization (TPO)**  
**Connect 2045 Long Range Transportation Plan (LRTP)**  
**Amendment 2**

**Overview**

The River to Sea TPO is seeking to amend the Connect 2045 Long Range Transportation Plan (LRTP) to reflect updated funding for the following two projects:

- **I-95 Interchange at US 1** – Reflect updated project funding for the design (PE) phase and right-of-way (ROW) phase for the project by advancing the PE funding from years 2031-2035 to 2021-2025 and adding ROW funding to years 2026 –2030.
- **I-95 Interchange at LPGA Blvd** - Reflect updated project funding for the design (PE) phase and right-of-way (ROW) phase for the project by updating PE cost estimates and advancing the PE funding from years 2031-2035 to 2021-2025 and adding ROW funding to years 2026 - 2030. Additionally, this amendment extends the limits of the project to include LPGA Blvd. from US 92 to Williamson Blvd.

Materials are provided for public review reflecting the proposed amendment to Connect 2045. Proposed changes are shown in strike through and underline format.

## TIP ROADWAY (CAPACITY) PROJECTS

**Table 6-8** summarizes the roadway capacity projects included in the River to Sea TPO FY 2020/2021 – FY 2024/2025 TIP and associated costs by phase and timeframe. This includes both SIS and non-SIS projects. Many of the projects identified in this table are included in the Connect 2045 Cost Feasible Plan.

Table 6-8: Summary of TIP Roadway (Capacity) Projects for FY 2020/21 - 2024/25

Project	From	To	Mi	Improve Type	PE Time	PE Cost	PE Revenue Source
SR 40	SR 15/US 17	SR 11	6.38	2U-4D	< 2020/21	\$5,696,397	N/A
SR 40	W OF SR 11	W OF CONE RD	7.64	2U-4D	< 2020/21	\$6,685,110	N/A
SR 15 (US 17)	DELEON SPRINGS	SR 40	6.85	2U-4D	< 2020/21	\$23,295,661	N/A
I-95	AT SR 5 (US 1)	n/a	1	INT IMP	2020/21 (PDE)	<del>\$2,800,000</del> <del>\$2,050,000</del>	STATE (SIS)
					2021/22 (PE)	\$3,300,000	ARPA
SR 600 (US 92)	I-4 EASTBOUND RAMP	TOMOKA FARMS RD	2.2	4D-6D	< 2020/21	\$5,096,676	N/A
SR 40	BREAKAWAY TRAIL	WILLIAMSON BLVD	2.46	4D-6D	2022/23 (PE)	\$2,750,000	STATE (SIS)
I-95	AT PIONEER TRAIL	n/a		INT IMP	< 2020/21	\$6,976,198	N/A
					2020/21 (ENV)	\$4,000,000	STATE (SIS)
I-95	AT MAYTOWN RD	n/a	0.05	NEW INT	2020/21 (PDE)	\$2,550,000	STATE (SIS)
I-95/LPGA Blvd	WILLIAMSON BLVD	US 92		INT IMP/WIDEN	2021/22 (PDE)	\$3,420,000	FEDERAL/LF
					2021/22 (PE)	\$7,000,000	ARPA

ABBREVIATION	DEFINITION
2U	2 Lane Undivided Road
4U	4 Lane Undivided Road
4D	4 Lane Divided Road
6D	6 Lane Divided Road
SR	State Road
US	US Road
PDE	Project Development & Environment
PE	Preliminary Engineering

ABBREVIATION	DEFINITION
ROW	Right-of-Way
CST	Construction
ENV	Environmental
ARPA	American Rescue Plan Act
LF	Local Funds
SIS	Strategic Intermodal System
INT IMP	Interchange Improvement
NEW INT	New Interchange

ROW Time	ROW Cost	ROW Revenue Source	CST Time	CST Cost	CST Revenue Source	Total Programmed Amount	Funded Level
2022/23 - 2024/25	\$4,206,411	STATE (SIS)	TBD	TBD	TBD	\$4,206,411	PARTIAL
2022/23 - 2024/25	\$2,411,357	STATE (SIS)	TBD	TBD	TBD	\$2,411,357	PARTIAL
2020/21 - 2021/22	\$9,090,704	STATE (SIS)	TBD	TBD	TBD	\$9,090,704	PARTIAL
TBD	TBD	TBD	TBD	TBD	TBD	<del>\$6,100,000</del> \$2,050,000	PARTIAL
2021/22 - 2023/24	\$8,870,200	STATE	TBD	TBD	TBD	\$8,870,200	PARTIAL
2024/25	\$635,000	STATE (SIS)	TBD	TBD	TBD	\$3,385,000	PARTIAL
2021/22	\$3,730,000	STATE (SIS)	TBD	TBD	TBD	\$7,730,000	PARTIAL
TBD	TBD	TBD	TBD	TBD	TBD	\$2,550,000	PARTIAL
TBD	TBD	TBD	TBD	TBD	TBD	\$10,420,000	PARTIAL
<b>TOTAL</b>						<b>\$54,763,672</b>	<b>\$40,293,672</b>
<b>SIS</b>						<b>\$32,173,472</b>	<b>\$31,423,472</b>
<b>OTHER STATE/FEDERAL</b>						<b>\$22,589,700</b>	<b>\$8,870,200</b>
<b>LOCAL</b>						<b>\$500</b>	<b>\$0</b>

Table 6-12: Connect 2045 SIS Cost Feasible Projects

Map ID	Facility	Improvement	Cost (Year of Expenditure)
A	I-4/SR 400 from Seminole County Line to East of SR 472	Managed Lanes	\$937.99 M
	SR 472 from Graves Avenue to Kentucky/MLK Boulevard	Widen to 6 lanes	
	Saxon Boulevard from I-4 to Normandy Boulevard	Widen and Ramp Improvements	
	Rhode Island Avenue Extension from Veterans Memorial Parkway to Normandy Boulevard	New Road and ML Ramps	
B	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$65.86 M <sup>1</sup>
C	SR 40 from Breakaway Trails to Williamson Boulevard	Widen to 6 lanes	\$49.39 M
D	SR 40 from West of SR 11 to West of Cone Road	Widen to 4 lanes	\$79.92 M
E	SR 40 from SR 15 (US-17) to SR 11	Widen to 4 lanes	\$68.94 M
F	I-95/LPGA Boulevard Interchange from Williamson Boulevard to <del>Tomoka Farms Road</del> US 92	Interchange Improvement	<del>\$32.48 M</del> \$32.48 M
G	I-95 Interchange at Pioneer Trail	New Interchange	\$18.50 M
H	I-95/US-1 Interchange	Interchange Improvement	<del>\$54.35 M</del> \$59.55 M
I	SR 100 from Old Kings Road to Belle Terre Parkway	Widen to 6 lanes	\$59.95 M
J	I-95/SR 44 Interchange	Interchange Improvement	\$2.25 M
K	I-95 Interchange at Maytown Road (Farmton Interchange)	New Interchange	Developer Funded
L	Tomoka River Bridge (LPGA Boulevard) from West of Champions Drive to East of Tomoka Farms Road	Bridge to match interchange configuration	Partially Funded <sup>2</sup>

<sup>1</sup> It is anticipated that this SR 15 (US-17) widening will be a SIS-funded project. \$10,000,000 is identified in Table 6-13 for funding to show local commitment and priority.

<sup>2</sup> It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$3,570,000 (YOE) is identified in Table 6-13 for funding to show local commitment and priority.

Replacement of the Tomoka River Bridge on LPGA Blvd included in Project F - I-95/LPGA Boulevard Interchange project from Williamson Blvd to US 92.

Chapter 6 - Exhibit A													
Strategic Intermodal System (SIS) - Cost Feasible Projects and Costs - Year of Expenditure (YOE)													
Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)	Complete	\$	Complete	\$	2031-2035	\$ 36,923,000	2031-2035	\$ 901,071,000	COST FEASIBLE
	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D									COST FEASIBLE
	Saxon Blvd	I-4	Normandy Blvd	Ramp Improvements									COST FEASIBLE
	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	New Road & ML Ramps									COST FEASIBLE
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Complete	\$	Complete	\$	Programmed	\$ 9,090,704	2026-2030	\$ 65,862,017	COST FEASIBLE <sup>1</sup>
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 41,175,000	COST FEASIBLE
									Programmed	\$ 2,260,000			
									2026-2030	\$ 5,955,000			
D	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$	2031-2035	\$ 7,365,000	Programmed	\$ 2,411,357	2031-2035	\$ 72,370,000	COST FEASIBLE
									Programmed	\$ 429,000			
									2026-2030	\$ 181,000			
E	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$	2031-2035	\$ 6,338,000	Programmed	\$ 4,206,411	2031-2035	\$ 62,279,000	COST FEASIBLE
									Programmed	\$ 880,000			
									2026-2030	\$ 319,000			
F	I-95/LPGA Blvd	Williamson Blvd	E of Tomoka Farms Rd US 92	Interchange Improvement	Programmed Complete	\$ 3,420,000	Programmed 2031-2035	\$ 7,000,000 \$ 3,000,000	2026-2030 N/A	\$ 7,000,000	2031-2035	\$ 29,480,000	COST FEASIBLE
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000	2031-2035	\$ 2,775,000	Programmed	\$ 3,730,000	2036-2045	\$ 33,134,000	COST FEASIBLE
H	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,800,000 \$ 2,050,000	Programmed 2031-2035	\$ 3,300,000 \$ 4,200,000	2026-2030 TBD	\$ 3,300,000 TBD	2036-2045	\$ 50,148,000	COST FEASIBLE
I	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D					2031-2035	\$ 3,170,000	2036-2045	\$ 56,775,000	COST FEASIBLE
J	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	2031-2035	\$ 2,250,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
K	I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	Developer Funded						COST FEASIBLE - DEVELOPER FUNDED
L	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,570,000	TBD	TBD	TBD	TBD	TBD	TBD	PARTIALLY FUNDED <sup>2</sup>

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials  
 U = Undivided; D = Divided; F = Freeway; TBD = To be determined

<sup>1</sup> It is anticipated that this US-17 (SR 15) widening will be a SIS-funded project. \$ 10,000,000 is identified in the OA table for funding to show local commitment and priority.

<sup>2</sup> It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified in the OA table for funding to show local commitment and priority.

Replacement of the Tomoka River Bridge on LPGA Blvd included in Project F - I-95/LPGA Boulevard Interchange project from Williamson Blvd to US 92.

**Chapter 6 -Exhibit B**  
**Strategic Intermodal System (SIS) - Cost Feasible Projects and Costs - Present Day Value (PDV)**

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)	Complete	\$	Complete	\$	2031-2035	\$ 36,923,000	2031-2035	\$ 613,310,000	COST FEASIBLE
	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D									COST FEASIBLE
	Saxon Blvd	I-4	Normandy Blvd	Ramp Improvements									COST FEASIBLE
	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	New Road & ML Ramps									COST FEASIBLE
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Complete	\$	Complete	\$	Programmed	\$ 9,090,704	2026-2030	\$ 56,875,662	COST FEASIBLE <sup>1</sup>
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 22,990,000	COST FEASIBLE
									Programmed	\$ 2,260,000			
									2026-2030	\$ 5,955,000			
D	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$	2031-2035	\$ 7,365,000	Programmed	\$ 2,411,357	2031-2035	\$ 49,098,000	COST FEASIBLE
									Programmed	\$ 429,000			
									2026-2030	\$ 181,000			
E	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$	2031-2035	\$ 6,338,000	Programmed	\$ 4,206,411	2031-2035	\$ 42,252,000	COST FEASIBLE
									Programmed	\$ 880,000			
									2026-2030	\$ 319,000			
F	I-95/LPGA Blvd	Williamson Blvd	<del>E of Tomoka Farms Rd</del> US 92	Interchange Improvement	Programmed Complete	\$ 3,420,000	Programmed	\$ 7,000,000	2026-2030	\$ 7,000,000	2031-2035	\$ 20,000,000	COST FEASIBLE
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000	2031-2035	\$ 2,775,000	Programmed	\$ 3,730,000	2036-2045	\$ 18,500,000	COST FEASIBLE
H	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,800,000	Programmed	\$ 3,300,000	2026-2030	\$ 3,300,000	2036-2045	\$ 28,000,000	COST FEASIBLE
	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D					2031-2035	\$ 3,170,000	2036-2045	\$ 31,700,000	COST FEASIBLE
J	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	2031-2035	\$ 2,250,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
K	I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	Developer Funded						COST FEASIBLE - DEVELOPER FUNDED
L	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,000,000	TBD	TBD	TBD	TBD	TBD	TBD	PARTIALLY FUNDED <sup>2</sup>

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials  
 U = Undivided; D = Divided; F = Freeway; TBD = To be determined

<sup>1</sup> It is anticipated that this US-17 (SR 15) widening will be a SIS-funded project. \$ 10,000,000 is identified in the OA table for funding to show local commitment and priority.

<sup>2</sup> ~~It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified in the OA table for funding to show local commitment and priority.~~  
 Replacement of the Tomoka River Bridge on LPGA Blvd included in Project F - I-95/LPGA Boulevard Interchange project from Williamson Blvd to US 92.