

River to Sea Transportation Planning Organization (TPO)
Connect 2045 Long Range Transportation Plan (LRTP)
Amendment 5

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 project:

- **I-95 at US 1 Interchange Project (FM # 436292-1)**
Design (PE) - \$12,000,000 (Fiscal Years 2021 – 2025)
Right-of-Way (ROW) - \$77,000,000 (Fiscal Years 2021 – 2025)
Construction (CST) - \$240,000,000 (Fiscal Years 2026-2030)

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

Chapter 6 – Transportation Plan

- Revisions to Table 6-8 and 6-12 to reflect the updated funding amount for the project.

Appendix B – Roadway Projects and Costs Year of Expenditure (YOE)

- Revisions to the Strategic Intermodal System (SIS) Cost Feasible Projects and Costs – Year of Expenditure (YOE) Table to reflect the updated funding amounts for the project.

Appendix C – Roadway Projects and Costs Present Day Value (PDV)

- Revisions to the Strategic Intermodal System (SIS) Cost Feasible Projects and Costs – Present Day Value (PDV) Table to reflect the updated funding amounts for the project.

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 |
| | S of SPRING ST | LAKE WINONA RD | 1.55 | 2U-4D | N/A | N/A | N/A |
| I-95 | AT SR 5 (US 1) | n/a | 1 | INT IMP | 2021/22 (PDE) | \$2,800,000 | STATE (SIS) |
| | | | | | 2021/22 (PE) | \$3,300,000 \$12,000,000 | ARPA MFF |
| 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 | | NEW INT | < 2020/21 | \$6,976,198 | N/A |
| | | | | | 2020/21 (ENV) | \$4,000,000 | STATE (SIS) |
| | | | | | 2021-2025 | \$7,500,000 | ARPA |
| 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 |
| Flagler Central Commerce Parkway Connector | US 1 | SR 100 | 1.7 | New 2U | | | |

| 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 |
| MFF | Moving Florida Forward |

| 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 |
| N/A | N/A | N/A | 2022/23 | \$32,607,028 | STATE/ FEDERAL | \$32,607,028 | FULLY FUNDED |
| TBD 2021-25 | TBD \$77,000,000 | TBD MFF | TBD | TBD | TBD | \$6,100,000 \$91,800,000 | 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 |
| 2021-25 | \$17,000,000 | ARPA | 2021-2025 | \$94,000,000 | ARPA | \$126,262,791 | FULLY FUNDED |
| TBD | TBD | TBD | TBD | TBD | TBD | \$2,550,000 | PARTIAL |
| TBD | TBD | TBD | TBD | TBD | TBD | \$10,420,000 | PARTIAL |
| | | | 2021-2025 | \$6,800,000 | STATE | \$6,800,000 | FULLY FUNDED |
| TOTAL | | | | | | \$298,403,491 | \$212,703,491 |
| SIS | | | | | | \$146,750,500 | \$61,050,500 |
| OTHER STATE/ FEDERAL | | | | | | \$151,652,491 | |
| LOCAL | | | | | | \$500 | |

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 ¹ |
| | SR 15 (US 17) from S of Spring Street to Winona Rd | Widen to 4 lanes | \$32.60 M |
| 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 US 92 | Interchange Improvement | \$32.48 M |
| G | I-95 Interchange at Pioneer Trail | New Interchange | \$126.2M |
| H | I-95/US-1 Interchange | Interchange Improvement | \$59.55 M \$331.8 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 | Funded ² |

¹ 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.

² 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 ¹ | |
| | | S of Spring Street | Lake Winona Rd | 2U-4D | | | | | | | 2021-2025 | \$ 32,607,028 | COST FEASIBLE | |
| 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 | US 92 | Interchange Improvement | Programmed | \$ 3,420,000 | Programmed | \$ 7,000,000 | 2026-2030 | \$ 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 | 2021-2025 | \$ 7,500,000 | 2021-2025 | \$ 17,000,000 | 2021-2025 | \$ 94,000,000 | COST FEASIBLE | |
| H | I-95/US 1 Interchange | at US-1 | Interchange / Intersection | Interchange Improvement | Programmed | \$ 2,800,000 | Programmed 2021-2025 | \$ 3,300,000 12,000,000 | 2026-2030 2021-2025 | \$ 3,300,000 77,000,000 | 2036-2045 2026-2030 | \$ 50,148,000 240,000,000 | 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 | FUNDED ² | |

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

¹ 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.

² 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 ¹ |
| | | S of Spring Street | Lake Winona Rd | 2U-4D | | | | | | | 2021-2025 | \$ 32,607,028 | COST FEASIBLE |
| 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 | US 92 | Interchange Improvement | Programmed | \$ 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 | 2021-2025 | \$ 7,500,000 | 2021-2025 | \$ 17,000,000 | 2021-2025 | \$ 94,000,000 | COST FEASIBLE |
| H | I-95/US 1 Interchange | at US-1 | Interchange / Intersection | Interchange Improvement | Programmed | \$ 2,800,000 | Programmed | 3,300,000 12,000,000 | 2026-2030 2021-2025 | 3,300,000 77,000,000 | 2036-2045 2026-2030 | 28,000,000 240,000,000 | COST FEASIBLE |
| I | 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 ² |

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

¹ 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.

² 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.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

October 11, 2023

River to Sea TPO
Ms. Colleen Nicoulin, Executive Director
1 Deuce Court, Suite #100
Daytona Beach, Florida 32124

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

Dear Ms. Nicoulin:

During the 2023 Legislative Session, Governor DeSantis proposed, and the Florida Legislature then passed the ***Moving Florida Forward Infrastructure Initiative***. As part of the initiative, the Florida Department of Transportation (FDOT) identified a selection of critical needs on state-owned roadways. Additionally, FDOT identified previously approved projects with broad community support that only lacked funding to begin construction. Due to Florida's sound fiscal health, \$4 billion from the General Revenue Surplus has been dedicated to the *Moving Florida Forward Infrastructure Initiative* to advance construction on these projects around the state that will address congestion, improve safety, ensure the resiliency of our transportation network, and enhance Florida's supply chain and economic growth.

River to Sea TPO and its regional area will benefit from this initiative with the advancement of the I-95 at US 1 interchange project. As the Project Development and Environment (PD&E) phase nears completion, all remaining phases; design (PE), right of way acquisition (ROW) and construction (CST), are advanced to more near-term time frames than originally reflected in the LRTP.

PE and ROW phases have been moved into the current fiscal year and design is scheduled to begin prior to June 30, 2024. The construction phase has been moved to FY 2027.

Additionally, projects cost estimates have been refined and funding for these project phases has increased more than \$50M and 50% of the project costs currently showing in the LRTP.

To achieve planning consistency and complete the PD&E, and ensure the project will move forward as scheduled, FDOT is requesting River to Sea TPO amend the 2045 LRTP to revise project details for these projects.

Please use the project information table attached to this correspondence to amend the LRTP.

As always, feel free to contact the Liaison Group at D5-MPOLiaisons@dot.state.fl.us if you would like to discuss further.

Sincerely,

DocuSigned by:

Jonathan Scarfe

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Jonathan Scarfe
MPO Liaison Administrator
FDOT District Five

c: Kellie Smith, FDOT
Kathy Alexander, FDOT
D5 MPO Liaisons, FDOT
D5 Work Program, FDOT

/llh

| ItemSeg | Ph | Description | 2021-25 | 2026-30 | Funding Source |
|----------|-----|---------------------------------|--------------|---------------|----------------|
| 419772-3 | | | | | |
| | PE | I-95 INTERCHANGE AT SR 5 (US 1) | \$12,000,000 | | MFF |
| | ROW | I-95 INTERCHANGE AT SR 5 (US 1) | \$77,000,000 | | MFF |
| | CST | I-95 INTERCHANGE AT SR 5 (US 1) | | \$240,000,000 | MFF |