

**River to Sea
Transportation Planning Organization**

**FY 2019/20 – FY 2023/24
Transportation Improvement Program**



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Section I - Introduction and Overview

The River to Sea Transportation Planning Organization (R2CTPO) is the designated agency responsible for the transportation planning and programming of state and federal transportation funds within the identified metropolitan planning area in Volusia and Flagler Counties. Formed in 1975 through an interlocal agreement, and originally serving the east side of Volusia County, this organization has grown over the past 44 years, both in area covered and membership. The most recent expansion occurred in August 2014 to include the urbanized areas of Bunnell, Palm Coast and unincorporated Flagler County. Both the Deltona Urbanized Area and the Palm Coast – Daytona Beach – Port Orange Urbanized Area are fully included within this expanded metropolitan planning area.

The R2CTPO operates under an interlocal agreement between FDOT and the cities and counties within the TPO's metropolitan planning area (MPA). This agreement establishes the composition of the TPO and sets the various responsibilities for the organization and its members. It provides for communication and cooperation with local airport and port authorities and with public transportation providers. It was most recently updated in August 2014 for the purpose of expanding the MPA to include the Census-designated urbanized area in Flagler County and to reapportion the R2CTPO Board membership.

In accordance with state law, the TPO has entered into another interlocal agreement with FDOT, East Central Florida and North East Florida Regional Planning Councils, public airport authorities, public transit authorities, and Ponce DeLeon Inlet and Port District. This “Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement” describes the process for coordination of MPO planning and programming activities and how transportation planning and programming activities will be a part of the comprehensive planned development of the metropolitan area. This agreement also defines the process for fulfilling the clearinghouse requirements for federally funded activities.

A Transportation Planning Funds Joint Participation Agreement (JPA) between the TPO and FDOT, approved in May 2018, provides for FDOT to pass

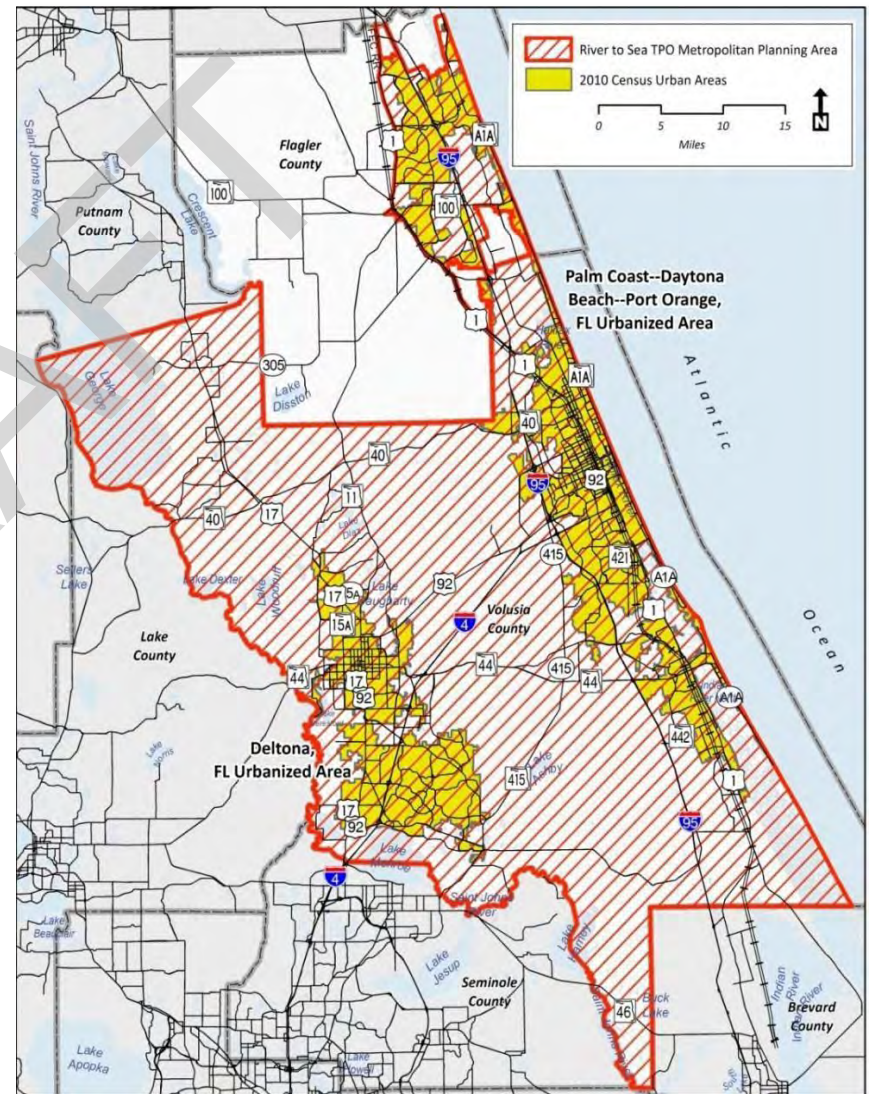


Figure 1 River to Sea TPO Metropolitan Planning

federal transportation funds to the TPO as reimbursement for the TPO's expenditures on the transportation planning activities prescribed in the TPO's Unified Planning Work Program (UPWP). It also prescribes planning and administrative requirements placed on the TPO as a condition for receipt of planning funds. Similar JPAs between the TPO and the Federal Transit Agency (FTA) provide for federal transit funds to be passed to the TPO for public transit-related planning.

What is the Transportation Improvement Program?

The Transportation Improvement Program or "TIP" includes federally- and state-funded transportation projects and programs that have been scheduled for implementation in the River to Sea Transportation Planning Organization's (R2CTPO) planning area from fiscal year (FY) 2019/20 through 2023/24. It is one product of the TPO's continuing, cooperative, and coordinated process involving state and local agencies with responsibility for planning, constructing, operating, and maintaining public transportation infrastructure, services and programs. The purpose of this process and the products that result from it, including the TIP, is to provide for the development and integrated management and operation of transportation systems and facilities that will function as an intermodal transportation system for Florida and the nation.

Florida law [339.175(8)(c)(1), F.S.] requires a TIP to cover a five-year period, meaning the next fiscal year and four subsequent fiscal years listed by state fiscal year¹. Federal law requires the TIP to cover only a four-year period, but allows a TIP to cover more than the required four years. [23 U.S.C. 134 (j)(2)(A)]. Therefore, FHWA and FTA consider the fifth year of a TIP as informational. [23 C.F.R. 450.324(a)].

Federal law requires the TIP to list capital and non-capital surface transportation projects proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities). Also required to be included are all regionally significant projects requiring an action by FHWA or FTA regardless of funding source and projects that implement paratransit plans required for compliance with the Americans with Disabilities Act. For information and conformity purposes, the TIP includes all regionally significant projects to be funded with federal funds other than those administered by the FHWA or FTA, as well as all regionally significant projects to be funded with non-federal funds. The Transportation Improvement Program is used to initiate federally aided transportation facilities and improvements as well as other transportation facilities and improvements including transit, rail, aviation, spaceport, and port facilities to be funded from the State Transportation Trust Fund within its metropolitan area [339.175(8)(a)(3), F.S.] The consolidation of both federal and state requirements into a single project listing satisfies the federal requirement that regionally significant transportation projects be listed in the TIP even if no federal funding is involved.

This TIP includes a separate list of the federally-funded projects by funding category from the five years of the TIP, specifically fiscal years 2019/20, 2020/21, 2021/22, 2022/23, and 2023/24 as well as a combined list of federally and state-funded projects for the fiscal years 2019/20 to 2023/24. This information is being provided for the specific purpose of fulfilling the requirements of subsections (h) (2) and (i) (4) of Section 134 of Title 23, United States Code (USC), as amended by the Fixing America's Surface Transportation (FAST) Act of 2015.

Only projects that are consistent with the R2CTPO's adopted Long Range Transportation Plan (LRTP) may be included in the TIP. [23 C.F.R. 450.324(g) and 339.175(8)(c)(2), F.S.].

For ease of access, the TIP is posted on the R2CTPO's website in an interactive format (<http://www.r2ctpo.org>). This format provides the public with the ability to search and select projects from an interactive map or by entering key search words. In particular, users can search and select projects by transportation system (e.g., Interstate Highway System, Non-Interstate State Highways, Non-Intrastate Off-State Highway, Transit, etc.) This allows

¹ The state fiscal year begins on July 1 and ends on June 30; the federal fiscal year begins on October 1 and ends on September 30.

users to access the information they need with great ease and flexibility. The TIP is also accessible online in Portable Document Format (pdf) compatible with the free viewing software, Adobe® Reader®.

Projects are grouped in this TIP based principally on project type. The groupings are:

| | | | |
|-------------|---|--------------|--|
| Section II | Roadway Capacity Projects | Section VIII | Port, Rail & Freight Projects |
| Section III | Major Bridge Projects | Section IX | Locally Funded Projects – Information Only |
| Section IV | Traffic Operations, ITS & Safety Projects | Section X | Transportation Planning/Studies |
| Section V | Maintenance Projects | Section XI | Miscellaneous Projects |
| Section VI | Transit & Transportation Disadvantaged Projects | Section XII | Aviation Projects |
| Section VII | Bicycle, Pedestrian & Enhancement Projects | | |

Financial Plan/Financial Feasibility

The projects within the TIP are financially feasible and the TIP is financially constrained for each fiscal year. The R2CTPO developed cost and revenue estimates in cooperation with the FDOT and the local public transportation service providers (Votran and Flagler County Public Transportation) considering only revenues that are reasonably expected to be available (reflected in FDOT's Work Program or locally dedicated transportation revenues). The TIP is also developed with coordination and review of representatives from other relevant agencies including aviation and local governments, to ensure consistency with masterplans and comprehensive plans. The federally and state funded projects included in the TIP are taken from FDOT's Five Year Work Program which is financially constrained.

Project costs reported in the TIP are in Year of Expenditure (YOE) dollars, which takes into account the inflation rate over the five years covered by the TIP. These cost estimates for each project are therefore inflated to the year that the funds are expended based on reasonable inflation factors developed by the state and its partners.

Full Project Costs and Other Project Details

For each project included in the TIP, a total project cost estimate is provided. In some cases, this total cost estimate will include project phases for which funding has not yet been identified. These unfunded project phases are not included in the TIP because the TIP must be financially feasible.

For any project included within the five-year timeframe covered by this TIP, if any phase of the work will be conducted in years beyond that timeframe, only the project costs within the first five years are shown in the five-year funding table for that project. [\[23 CFR § 450.216\(m\), § 450.324\(e\)\]](#). For phases of the project that are beyond that timeframe, the project must be in the fiscally constrained Long Range Transportation Plan (LRTP) and the estimated total project cost will be described within the financial element of the LRTP. In those cases, the TIP includes an estimate of total project cost and a reference to the location in the LRTP where the estimate can be found.

The normal project production sequence for construction projects is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right-of-Way (ROW) phase, and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project.

It is important to note that for recurring activities, such as safety programs, routine maintenance, and operational projects, the reported total project cost estimate may represent only the project cost for the reporting period.

Projects on the Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a "SIS" identifier on the TIP project page. (See example TIP project page, Figure 2).

For projects on the SIS, FDOT provides historical costs, costs for the five years of the current TIP and costs for the five years beyond the current TIP. These three cost figures will not comprise the total project cost if any project phase will be programmed beyond this 10-year period. For any project that includes costs beyond the five years of the current TIP, the estimated total project cost from the River to Sea TPO's Long Range Transportation Plan (L RTP) or a more recent source (e.g., PD&E or other study) is provided. The River to Sea TPO's L RTP may be accessed at: <https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/>

The L RTP reference on the TIP project page provides the information necessary to locate the full project costs and/or additional details regarding the project in the L RTP (see example TIP project page, Figure 2). If there is no L RTP reference in the TIP, full project costs are provided in the TIP.

Non-SIS Projects

Total project costs and other project details will be accessible in the TIP for all Non-SIS projects. All projects not on the SIS will have a "Non-SIS" identifier on the TIP project page (See example TIP project page, Figure 3).

For projects not on the SIS, FDOT has provided historical costs and costs for the five years of the current TIP, which may not be the total project cost. If there is no CST phase within the funding table presented on the TIP project page, then the cost data provided by FDOT will probably not be reflective of the total project cost.

For Non-SIS projects with costs beyond the five years of the current TIP, the estimated total project cost from the R2CTPO's Long Range Transportation Plan (L RTP) or a more recent source (e.g., PD&E or other study) is provided. The link to the L RTP is:

<https://www.r2ctpo.org/planning-studies/long-range-transportation-plan/>

Figure 2 Example of an SIS project page.

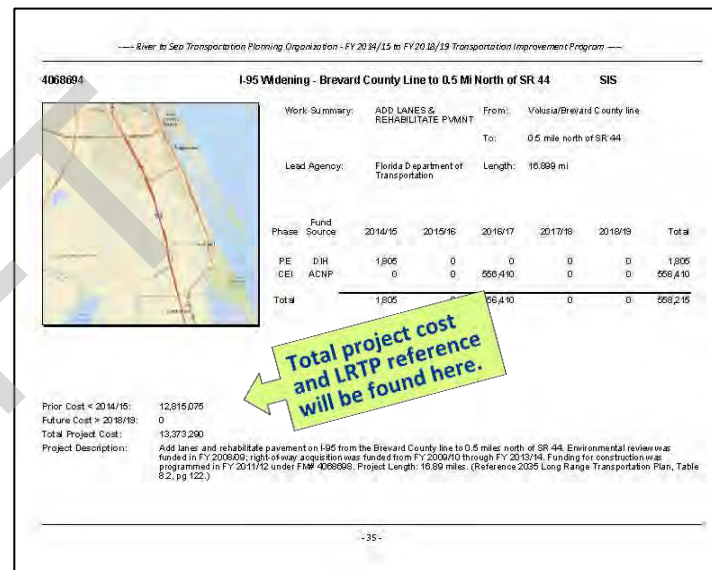
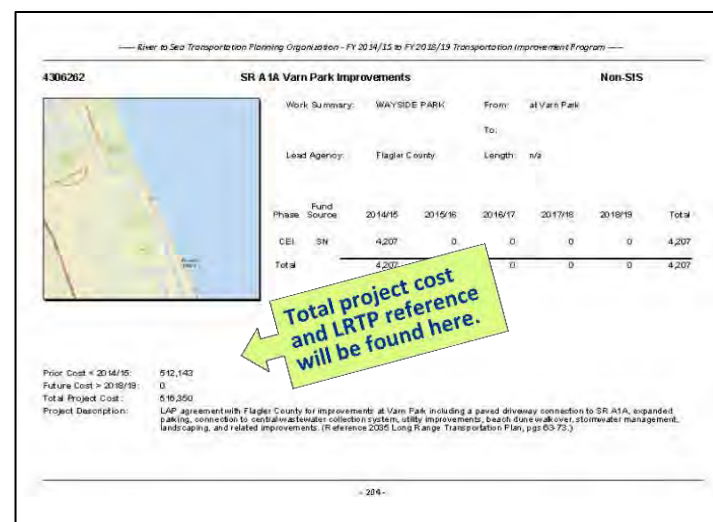


Figure 3 Example of non-SIS project page.



The LRTP reference on the TIP project page provides the information necessary to locate the full project costs and/or additional details regarding the project in the LRTP (see example TIP project page, Figure 3). If there is no LRTP reference in the TIP, full project costs are provided in the TIP.

How are Projects Selected?

The projects included in the TIP are priorities of the River to Sea Transportation Planning Organization, and have been identified, evaluated, and prioritized through the R2CTPO's Priority Project Process. Each year through this process, Lists of Priority Projects (LOPP) are developed for highway and transit projects, interstate highway projects, and bicycle/pedestrian projects. A 30-day public comment period is held prior to the adoption of the prioritized transportation project lists. After adoption by the R2CTPO Board, typically in June of each year, the lists are then forwarded to the Florida Department of Transportation (FDOT) to be used in developing the new outer year of the Five-Year Work Program.

Many of the projects on these lists are specifically identified in the TPO's 2040 Long Range Transportation Plan report which was adopted in January 2016 and last amended in January 2019 as well as in the previous plan which was adopted in 2010 and last amended in 2014. Other projects that are not considered to be of appropriate scale for specific identification in a long range plan are categorized into program areas and submitted by local governments to be considered for inclusion in the TIP. A set of criteria, shown in Appendix I of this document, was developed by the TPO's Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), and Bicycle and Pedestrian Advisory Committee (BPAC), and approved by the TPO Board, to qualify, evaluate and prioritize these projects.

Transportation Disadvantaged (TD)

In accordance with Chapter 427.015 (1), Florida Statutes and Rule 41-2, Florida Administrative Code, the TIP also includes programs and projects serving the transportation disadvantaged (TD) population. A description of each of these programs and projects, its planned costs and anticipated revenues, and the year the program or project is to be undertaken are included in Section VI, Transit, and Transportation Disadvantaged Projects.

Consistency with Other Plans

This TIP must be incorporated into the State Transportation Improvement Program (STIP) to ensure continued federal funding for the metropolitan area. The Secretary of the Department of Transportation cannot approve a TIP for inclusion in the STIP that does not come from a currently approved Long Range Transportation Plan (LRTP) or a TIP that includes projects that have not been properly amended into the LRTP and approved by the TPO/MPO. All roadway capacity projects included in this TIP were drawn from the TPO's adopted 2040 Long Range Transportation Plan and/or the previous 2035 Long Range Transportation Plan. Other non-capacity roadway projects and bicycle/pedestrian projects that are included in the TIP may not be specifically identified in the Long Range Transportation Plan but have been determined by the R2CTPO to be consistent with the Plan. Additionally, all projects included in the TIP are consistent with FDOT's Five-Year Adopted Work Program, with Volusia's Transit Development Plan (TDP) or Flagler County Public Transportation's TDP, local area airport master plans, and approved local government comprehensive plans in effect within the R2CTPO planning area.

Public Involvement

Annually, the R2CTPO develops its TIP in accordance with all applicable state and federal laws governing public involvement. This includes **23 CFR 450.324 (c) and 23 CFR 450.324 (n) (1 & 2)**. Specific procedures for the use of public involvement in the annual development of the TIP have been clearly defined in the R2CTPO's *Public Participation Plan*. The current version of the R2CTPO's *Public Participation Plan* was adopted by the TPO Board in November 2016. Prior to annual adoption of the TIP, a 30-day public comment period is held. All R2CTPO meetings are held in accordance

with Florida's open meetings law (the Sunshine Law), and public comment is encouraged.

The public participation process used for the development of the TIP is also used to satisfy Votran's Program of Projects (POP) as required by the Federal Transit Administration Section 5307 Program. The POP is a list of transit-related activities developed each year to indicate funding expenditures on items including vehicle purchases, facility construction and renovation, major equipment upgrades, etc.

Prior to the TIP being presented to the TPO Board for consideration, the draft TIP is presented to the Bicycle Pedestrian Advisory Committee (BPAC), Citizen Advisory Committee (CAC) and Technical Coordinating Committee (TCC) and is posted on the R2CTPO website for review and comment. All comments received are addressed, and revision made, where appropriate. Once approved, the TPO has an interactive web-based site, which allows the public to utilize the information in a flexible, visual format. The link to the interactive map is: <http://volusia.dtstiptool.com/InteractiveMap>

Modifying or Amending the TIP

An "administrative modification" may be used to make minor revisions to the TIP. Administrative modifications may be used to change the funding sources of projects already included in the TIP, to make minor updates or corrections to introductory text, and to add clarifying details of a project. Administrative modifications are also permitted for a project cost increase of less than 20% AND \$2,000,000.

The following action is NOT permitted as an administrative modification as provided through guidance established by FDOT:

- The change adds or deletes a new individual project
- The change adversely impacts financial constraints
- The change results in a major scope change

An administrative modification does not require public review and comment, or re-demonstration of fiscal constraint.

A TIP "amendment" is any revision to the TIP that does not qualify as an administrative modification. Amendments are required for the addition or deletion of a project or an increase in project cost that exceeds 20% AND \$2,000,000. An amendment is also required for a major change of project/project phase initiation dates or a major change in design concept or design scope (i.e., changing project termini, or the number of thru traffic lanes). Amendments require public review and comment, and re-demonstration of fiscal constraint.

All proposed amendments to the TIP are presented to the TPO's advisory committees for review and recommendation, and to the TPO Board for final approval. Inclusion on the agenda follows the TPO public notice requirement of at least five business days. Once TIP amendments are approved by the board, the amendments are incorporated into the adopted TIP and posted on TPO's website. The amending resolutions documenting the approval of the amendments are sent to FDOT staff. All revisions (modifications and amendments) are listed and described in a Revision Log included in the TIP appendices.

All TIP amendment requests will be reviewed by FDOT's Office of Policy Planning and the Federal Aid Office to ensure they are accurate and complete prior to submittal to the FHWA and/or the FTA for their review and approval.

Prior to board approval of any TIP amendment, the public is provided opportunities to address their concerns about the requested amendments. At each advisory committee meeting and board meeting where a TIP amendment is being considered, the meeting agenda will include a time for comments from the public on any action items on the agenda. Concerns about TIP amendments may be addressed at that time. If an individual has a concern about a TIP amendment but is unable to attend the TPO's regularly scheduled advisory committee or board meetings where the amendment will be considered, that individual may submit comments to the TPO prior to the meeting through written correspondence, email, in

person or by phone. These comments will be provided to the advisory committees and board for consideration at subsequent meetings for which action on the amendment is scheduled.

Procedures for ensuring meaningful public involvement in the amendment of the TIP, including notification of proposed amendments and access to information about the proposed amendments, are also reflected in the TPO's adopted Public Participation Plan (PPP). The PPP may be accessed on the R2CTPO's website at: <https://www.r2ctpo.org/public-involvement/public-participation-documents/>

Certification

The R2CTPO participates in an annual joint certification of its planning process with representatives from the Florida Department of Transportation District 5 Office. The last annual joint certification with FDOT representatives occurred in April 2019. Approximately every four years, the R2CTPO is certified in a more lengthy evaluation process conducted by representatives from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and FDOT. The last federal certification of this type was successfully completed in August 2015. The next federal certification will be in June 2019.

Congestion Management Process

As required by FHWA, the R2CTPO has established standards and procedures to promote the effective management and operation of new and existing facilities through the use of travel demand reduction and operational management strategies.

While the R2CTPO recognizes that managing transportation demand offers a cost-effective alternative to increasing transportation system capacity, congestion observed within the planning area during the work-related peak hour periods has generally not been severe on a widespread basis. Moreover, employees with large scale, consolidated work sites, which are the best candidates for implementing successful travel demand reduction strategies, account for a limited amount of travel in the planning area. With an orientation toward tourism, much of the travel related congestion is discretionary and event specific, not structured and repetitive. This contributes to a traffic situation that is not conducive to travel demand management (TDM). Few opportunities exist for employing TDM strategies to limit or shift "normal" demand to off-peak periods, or to transportation facilities with available capacity.

On the other hand, there are opportunities for implementing Transportation System Management and Operations (TSM&O) strategies to achieve additional capacity from existing facilities. Strategies that may provide significant benefits include the addition of turn lanes, adjusting roadway geometry, managing access, coordinating signals and adjusting signal timing, improving lighting and electronic signage, and other operational and safety improvements. The R2CTPO looks for these kinds of cost-effective congestion mitigation strategies during our annual "Call for Projects." Each year, the R2CTPO member cities and counties are invited to submit traffic operations and safety project proposals. Candidate projects are selected and prioritized with consideration of a range of criteria including congestion relief, safety, mobility, and efficiency benefits. These candidate projects are then added to the TPO's Lists of Priority Projects (LOPPs). For many of the project proposals, the TPO will conduct a feasibility study before specific improvements will be programmed for construction. One purpose of these feasibility studies is to identify and evaluate alternative strategies to ensure that the most appropriate strategy will be selected. TSM&O projects are also expected to be derived from the TSM&O Master Plan completed in June 2018.

To advance the TPO's congestion management strategies, the TPO updates its LOPPs annually and forwards them to FDOT. FDOT selects projects from the lists, in order of priority, for programming with state and federal transportation funds in the Department's Work Program. The TPO, in turn, amends its Transportation Improvement Program (TIP) to include the projects.

Recognizing that correcting minor design and operational deficiencies in the existing roadway network can yield significant performance and safety benefits, the TPO sets aside 40% of its annual allocation of federal urban attributable (SU) funds to be used just for intelligent transportation systems (ITS), traffic operations, and safety projects. The remaining SU funds are set aside for bicycle and pedestrian projects (30%) and public transit projects (30%).

The R2CTPO updated its Congestion Management System in 2018 with the adoption of a 2040 Long Range Transportation Plan. Revisions include the establishment of a coordinated process that defines multi-modal transportation system congestion and safety; identifies alternative strategies and actions to reduce congestion and increase safety; evaluates the cost-effectiveness of these alternatives; and establishes standards and procedures for periodically evaluating the effectiveness of implemented strategies. An implementation plan and associated funding program is included.

Transportation Performance Measures

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, providing transparency, and linking investment decision to key outcomes related to seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and
- Reducing Delays in Project Delivery.

The Fixing America's Surface Transportation (FAST) Act supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own.

Safety Performance Measures (PM1)

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register*. The rule requires T/MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Number of Serious Injuries;

- Non-motorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100M VMT.

The 2016 Florida Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.

The Florida Transportation Plan (FTP) and Florida's Strategic Highway Safety Plan (SHSP) both highlight the statewide commitment to a vision of zero deaths. The Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that vision. The River to Sea Transportation Planning Organization acknowledges FDOT statewide 2019 safety targets, which set the target at "0" for each performance measure to reflect FDOT's goal of zero deaths. The River to Sea Transportation Planning Organization has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. Activities included in the Unified Planning Work Program such as the completion of school safety studies for all elementary and middle schools within the planning area, pedestrian law enforcement training and exercises, health and safety partnerships with local agencies, participation on the Community Traffic Safety Teams and helmet distribution programs have led to increased safety awareness and project specific recommendations to reduce injuries and fatalities throughout the planning area.

The TPO also developed a 2017 Crash Analysis Report to analyze the five-year crash history within the planning area. The report identified the high crash intersections and segments locations based on crash severity and frequency. The report was described as a document that "provides an important step towards the identification of high crash areas that will require more detailed review to identify projects and programs that will reduce crash rates and severity."

A General Planning Consultant for the TPO further refined this crash analysis in order to develop a process to address and mitigate the high volume of crashes within the MPA. The report titled "Roadway Safety Evaluation & Improvement Study" (adopted 09-26-18) is available at:

<https://www.r2ctpo.org/wp-content/uploads/TPO-Roadway-Safety-and-Improvement-Study-Final-Draft.pdf>

However, the TPO has established its safety performance targets based upon data collected within the TPO planning area for previous years and based on analysis of anticipated progress that can be achieved in the next year. To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2012- 2016) of crash data and Vehicle Miles Traveled (VMT) were utilized. In January 2018, the River to Sea TPO adopted safety performance targets in support of FDOT's 2018 safety targets, and updated the safety performance targets in 2019. The River to Sea TPO's 2019 targets seek to achieve a two percent (2%) reduction per year in each of the required safety measures. A detailed analysis of safety performance targets is available at:

<https://www.r2ctpo.org/planning-studies/transportation-performance-measures/>

In order to achieve the reduction established by the safety targets, the TPO has evaluated projects that fall into specific investment categories

established by the MPO in the project application, evaluation, and ranking process. All new projects added to the TIP by the TPO that will improve safety and help the TPO reach its safety targets include a statement to that effect.

This year the R2CTPO will adopt the Complete Street Policy and Implementation plan for the planning area and will promote a complete street ordinance for local governments. More Complete Street projects will be selected in the future such as a combination of adding bicycle, pedestrian facilities, and transit improvements such as bus pull out stops, and intersection improvement that are designed to improve traffic flow and safety along roadways without adding capacity.

The TPO also reviewed safety-related projects that have been identified and added to the work program and TIP by other agencies such as Bicycle and Pedestrian Safety, Safe Routes to School projects, and Community Traffic Safety Team initiatives. However, the TPO is not prepared to add statements regarding the selection methods for these projects at this time. Additional commentary may be added in the future pending guidance from federal and state agencies.

This TIP includes specific investment priorities that support all of the TPO's goals including safety, using a prioritization and project selection process established previously in the LRTP. The TPO's goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The TPO has long utilized an annual project ranking criteria that identifies and prioritizes projects aimed at improving transportation safety. The ranking criteria are included in the appendices of this TIP. Going forward, the project evaluation and prioritization process will continue to use a data-driven strategy that considers stakeholder input to evaluate projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO's goal of reducing fatal and serious injury crashes is linked to the TIP and the process used in prioritizing the projects is consistent with federal requirements.

The River to Sea TPO also recognizes that continued efforts must be made to continue incorporating transportation system performance into the institutional decision-making and documents of the organization. This includes using a project selection and prioritization process that supports the FDOT goals outlined in both the State Asset Management Plan and the State Freight Plan.

Bridge and Pavement Conditions Performance Measures (PM-2)

The second of the performance measures rules issued by Federal Highway Administration (FHWA) became effective on May 20, 2017, establishing measures to assess the pavement and bridge condition on the National Highway System (NHS). Requirements involve measuring the condition of these facilities and reporting conditions that are considered "Good" and those considered "Poor." Facilities rated as "good" suggest that no major investments are needed. Facilities rated as "poor" indicate major investments will be needed in the near term.

On May 18, 2018, FDOT established statewide performance targets for the pavement and bridge measures. On October 24, 2018, the River to Sea TPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Below table shows the statewide targets:

Statewide Pavement and Bridge Condition Performance Targets

| Performance Measure | 2-year Statewide Target (2019) | 4-year Statewide Target (2021) |
|---|---|---|
| Percent of Interstate pavements in good condition | Not required | 60% |
| Percent of Interstate pavements in poor condition | Not required | 5% |
| Percent of non-Interstate NHS pavements in good condition | 40% | 40% |
| Percent of non-Interstate NHS pavements in poor condition | 5% | 5% |
| Percent of NHS bridges (by deck area) in good condition | 50% | 50% |
| Percent of NHS bridges (by deck area) in poor condition | 10% | 10% |

For comparative purposes, current statewide conditions are as follows:

- 66 percent of the Interstate pavement is in good condition and 0.1 percent is in poor condition;
- 45 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 72 percent of NHS bridges (by deck area) is in good condition and 1 percent is in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a

conservative approach when establishing its initial pavement and bridge condition targets. It is the intent of FDOT to meet or exceed the established performance targets.

All new projects added to the TIP by the TPO that will help achieve the pavement and bridge condition performance targets will include a statement to that effect. The TPO is not prepared at this time, however, to add statements regarding the selection methods for projects added by other agencies such as FDOT. Additional commentary may be added in the future pending guidance from federal and state agencies. The River to Sea TPO further recognizes that funding is set-aside to support system preservation activities including bridge maintenance and replacement for roadway resurfacing, restoration and rehabilitation. The allocation of these funds uses a data-driven process that is managed outside the M/TPO processes.

System Performance, Freight, and Congestion Mitigation and Air Quality Improvement Program Performance Measures (PM3)

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization (MPO) planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year targets for all three measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

On May 18, 2018, FDOT established statewide performance targets for the system performance measures. On October 24, 2018, the River to Sea TPO agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Below table presents the statewide and M/TPO targets.

Statewide System Performance and Freight Targets

| Performance Measure | 2-year Statewide Target (2019) | 4-year Statewide Target (2021) |
|--|---|---|
| Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR) | 75% | 70% |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | Not Required ⁵ | 50% |
| Truck travel time reliability (TTTR) | 1.75 | 2.00 |

For comparative purposes, current statewide conditions are as follows:

- 82 percent of person-miles traveled on the Interstate are reliable;
- 84 percent of person-miles traveled on the non-Interstate are reliable; and

- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differ from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets. It is the intent of FDOT to meet or exceed the established performance targets. System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In February 2018, FHWA approved the FMTP as FDOT's State Freight Plan.

FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion

The Air Quality programs do not apply to the River to Sea TPO planning area. However, the travel time reliability for interstate, non-interstate NHS and travel time reliability for freight are applicable and consistent with the TPO's process for establishing project priorities. All new projects added to the TIP by the TPO that will help achieve the system performance targets will include a statement to that effect. The TPO is not prepared at this time, however, to add statements regarding the selection methods for projects added by other agencies such as FDOT. Additional commentary may be added in the future pending guidance from federal and state agencies.

This TIP includes specific investment priorities that support all of the TPO's goals including system preservation, congestion mitigation, and freight movements, as acknowledged previously in the LRTP. The TPO's goal of preserving the existing transportation infrastructure and maximizing efficiency is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. Going forward,

the project evaluation and prioritization process will continue to be modified to utilize a data-driven strategy to evaluate projects that will support the system performance targets and the TPO will continue updating the process used in prioritizing the projects to ensure it is consistent with federal requirements.

The River to Sea TPO also recognizes that continued efforts must be made to incorporate transportation system performance management into the institutional decision-making and documents of the organization. This includes using a project selection and prioritization process that supports the FDOT goals and close coordination with agencies that most significantly control these decisions. The TPO will continue to coordinate with FDOT and transit providers to take action to further modify evaluation criteria to incorporate performance measures as they are established and are more fully understood.

Transit Asset Performance Measures

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” and requires that public transportation providers develop and implement Transit Asset Management (TAM) plans, and establish state of good repair standards and performance measures for four asset categories as shown in the following table. The rule became effective on October 1, 2018.

| Asset Category | Performance Measure |
|-----------------------|---|
| Equipment | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark |
| Rolling Stock | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark |
| Infrastructure | Percentage of track segments with performance restrictions |
| Facilities | Percentage of facilities within an asset class rated below condition 3 on the TERM scale |

TAM Plans and Targets

The Transit Asset Management (TAM) rule requires that every transit provider receiving federal financial assistance under 49 U.S.C. Chapter 53 develop a TAM plan or be a part of a group TAM plan prepared by a sponsor (i.e. FDOT). As part of the TAM plan, public transportation agencies are required to set and report transit targets annually. Transit providers or their sponsors must also share these targets with each M/TPO in which the transit provider’s projects and services are programmed in the M/TPO’s TIP. M/TPOs can either agree to support the TAM targets, or set their own separate regional TAM targets for the M/TPOs planning area.

The River to Sea TPO planning area is served by three (3) transit service providers: Flagler County Public Transportation (FCPT), Votran, and SunRail. Votran and SunRail are considered Tier I providers and, as such, each must develop a TAM Plan. FCPT is considered a Tier II provider and thus is included in a group TAM plan developed by the FDOT Public Transit Office in Tallahassee.

The following tables represent the transit data reported by each transit agency for each of the applicable Asset Categories along with the 2019

targets.

FDOT – State-wide Tier II Group Report

Flagler County Public Transit – Bus Service

| Asset Category Performance Measure | Asset Class | Asset Class Condition | 2019 Target | 2020 Target |
|---|---------------------------------------|--------------------------|----------------|----------------|
| Rolling Stock | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Automobile | 55% | 55% | 45% |
| | Bus | 15% | 15% | 13% |
| | Cutaway Bus | 28% | 28% | 28% |
| | Mini-Bus | 31% | 31% | 28% |
| | Mini-Van | 13% | 13% | 11% |
| | SUV | 0% | 0% | 0% |
| | Van | 47% | 47% | 34% |
| Equipment | | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non Revenue/Service Automobile | 67% | 67% | 67% |
| | Trucks and other Rubber Tire Vehicles | 50% | 50% | 40% |
| | Maintenance Equipment | 50% | 50% | 50% |
| | Route & Scheduling Software | 100% | 100% | 100% |
| Facilities | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 0% | 0% | 9% |
| | Maintenance | 6% | 6% | 12% |

NOTE: FCPT inventory includes one revenue service vehicle in poor condition (an automobile)

Votran – Bus Service

| Asset Category Performance Measure | Asset Class | Asset Class Condition | 2019 Target | 2020 Target |
|---|---------------------------------------|--------------------------|----------------|----------------|
| Rolling Stock | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus | 28% | 23% | 20% |
| | Cutaway Bus | 32% | 23% | 20% |
| | Mini-Van | 0% | 1% | 1% |
| Equipment | | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | 100% | 10% | 10% |
| | Trucks and other Rubber Tire Vehicles | 100% | 10% | 1% |
| | Route & Scheduling Software | 86% | 15% | 15% |
| | Maintenance Equipment/Hardware | 92% | 20% | 20% |
| | Security | 100% | 20% | 20% |
| Facilities* | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | 4.0 | 10% | 10% |
| | Maintenance | 2.1 | 10% | 10% |
| | Parking Structures | 3.3 | 10% | 10% |
| | Passenger Facilities | 3.6 | 10% | 10% |
| | Administration/Maintenance | 3.0 | 10% | 5% |
| | Storage | 3.5 | 10% | 2% |

*The Votran TAM plan lists the Transit Economic Requirements Model (TERM) rating but not the % at or above the target

SunRail – Fixed Guideway

| Asset Category Performance Measure | Asset Class | Useful Life Benchmark | Asset Class Condition | 2019 Target |
|---|-------------------------------------|--------------------------|---------------------------------|---------------------------------|
| Rolling Stock | | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Locomotives | 43 years | 23 years | 0% |
| | Coach Cars | 39 years | 3 years | 0% |
| | Cab Cars | 39 years | 3 years | 0% |
| Equipment* | | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | n/a | n/a | n/a |
| | Trucks & Other Rubber Tire Vehicles | n/a | n/a | n/a |
| Infrastructure | | | | |
| % of track segments with performance restrictions (as applicable) | Rail fixed guideway track | n/a | 2% DRM with speed restriction** | < 3% DRM with speed restriction |
| Facilities | | | | |
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Administration | n/a | n/a | n/a |
| | Maintenance & Operating Center | > 3 on TERM Scale | New | 100% ≥ 3 |
| | Maintenance (VSMLF)*** | > 3 on TERM Scale | New | 100% ≥ 3 |
| | Stations | > 3 on TERM Scale | New | 100% ≥ 3 |
| | Park & Ride Lots | > 3 on TERM Scale | New | 100% ≥ 3 |

*Equipment is provided through the operations contract and is not reported as a federally funded asset

**DRM is Directional Route Miles

***VSMLF is the Vehicle Storage & Light Maintenance Facility

In support of the transit providers, the River to Sea TPO adopted these targets on October 24, 2018. Adoption of the transit asset targets represents an agreement by the TPO to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider targets. The River to Sea TPO FY 2018/19 to 2022/23 TIP was developed and is managed in cooperation with Flagler County Public Transit (FCPT), Votran, and SunRail. It reflects the investment priorities established in the current 2040 LRTP. The investments addressing transit state of good repair are included in Section VI - Transit & Transportation Disadvantaged Projects. Projects in this section of the TIP include the funding of equipment, vehicles, infrastructure, maintenance, and/or facilities in the TPO planning area.

Transit asset condition and state of good repair is a consideration in the methodology used by the public transit providers and the River to Sea TPO to select projects for inclusion in the TIP. As such, the TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using priorities established in the LRTP. This includes the allocation of 30% of the Transportation Management Area (TMA) funding available to the TPO to support the replacement of capital assets. The River to Sea TPO evaluates, prioritizes and funds transit projects that, once implemented, are anticipated to improve state of good repair in the TPO's planning area. The TPO's goal of supporting local transit providers to achieve transit asset condition targets is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

Transportation Performance Measures Consensus Planning Document

A data sharing agreement has been developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the Code of Federal Regulations (23 CFR). The document is fully described in the appendix.

Detailed Project Listings

The TIP includes, for each project or phase (i.e., preliminary engineering, environmental, right-of-way, construction, maintenance, operations, or capital), the following:

1. Sufficient description (i.e., type of work, project limits and length) to identify the project or phase;
2. Financial Project Number (FPN);
3. FDOT Work Program fund code;
4. Estimated total project cost;
5. Year of anticipated funding;
6. Summary tables showing the financial constraint of the program;
7. Either a page number or identification number where the project can be found in the LRTP;
8. Category of federal funds and sources of non-federal funds; and
9. FTA section number for FTA projects.

Notable new projects include:

- 4398742 St Johns River to Sea Loop from Lake Beresford Park to Old New York Ave
- 4398744 – St Johns River to Sea Loop from SR 44 to Existing Grand Ave Trail
- 4413891 – Amelia Ave from Voorhis Ave to Ohio Ave
- 4450282 – Providence Blvd from perimeter Dr to Alexander Ave South Segment

Advanced/Deferred Projects include:

- 4408481 – Deltona Lakes/Spirit Elementary Sidewalks (advanced);
- 4102511 – SR 15 (US 17) from Deleon Springs Blvd to SR 40 funding for construction moved out from FY 2021 to FY 2030;

The TPO's TIP Comparison Report provides a more complete picture of changes from the FY 2018/19 – FY 2022/23 TIP to the FY 2019/20 – FY 2023/24 TIP. It is available for download here: <http://volusia.dtstiptool.com/Document>

Several notable transportation improvement projects are currently underway or will commence soon, but may not appear in this TIP because they were funded in previous years. These are:

- 4398811 – Turnbull Bay Road Paved Shoulders - construction was fully funded in FY 2018/19; and
- 4409201 – Tivoli Dr Intersection Improvements - construction was fully funded in FY 2018/19.

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--|--|-------------------|-------------------|-------------------|--------------|----------|-------------------|
| ACBR - ADVANCE CONSTRUCTION (BRT) | | | | | | | |
| 4295561 | SR 44 Over St Johns River Bridge # 110063 | 2,074,594 | 0 | 0 | 0 | 0 | 2,074,594 |
| Total | | 2,074,594 | 0 | 0 | 0 | 0 | 2,074,594 |
| ACBZ - ADVANCE CONSTRUCTION (BRTZ) | | | | | | | |
| 4379351 | Barracuda Blvd from Quay Assisi to the Middle Way | 77,200 | 67,825 | 1,327,439 | 7,468 | 0 | 1,479,932 |
| 4379361 | Fifth Street Bridge from S Riverside Dr to Commodore | 0 | 0 | 723,020 | 0 | 0 | 723,020 |
| Total | | 77,200 | 67,825 | 2,050,459 | 7,468 | 0 | 2,202,952 |
| ACFP - AC FREIGHT PROG (NFP) | | | | | | | |
| 4429321 | SR 44 from Southbound I-95 to Memorial Medical | 531,713 | 960,583 | 0 | 0 | 0 | 1,492,296 |
| Total | | 531,713 | 960,583 | 0 | 0 | 0 | 1,492,296 |
| ACID - SAFETY WORK ASSOC. W/HSID (AC) | | | | | | | |
| 4435121 | A1A from Millsap Drive to State Road 40 | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| Total | | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | | | |
| 4344111 | SR 400 (I-4) from West of CR 4139 to SR 44 | 770,000 | 0 | 14,030,956 | 0 | 0 | 14,800,956 |
| 4378421 | US 17/92 from S I-4 Ramp to N of Minnesota Av | 2,898,090 | 0 | 0 | 0 | 0 | 2,898,090 |
| 4389682 | SR 15A (Taylor Rd) from SR 15 (US 17/92) to 480 ft | 0 | 840,500 | 0 | 0 | 0 | 840,500 |
| 4391311 | I 95/SR 9 from S of Bridge 790079 to Flagler County | 14,886,048 | 0 | 0 | 0 | 0 | 14,886,048 |
| 4411331 | I-95/SR 9 from South of Dunn Avenue to Airport Road | 0 | 21,240,779 | 0 | 0 | 0 | 21,240,779 |
| Total | | 18,554,138 | 22,081,279 | 14,030,956 | 0 | 0 | 54,666,373 |
| ACSS - Advance Construction (SS) | | | | | | | |
| 4413741 | SR 400 from SR 44 Interchange to SR 400 MM 121 | 0 | 142,410 | 0 | 0 | 0 | 142,410 |
| 4413891 | Amelia Ave from Voorhis Ave to Ohio Ave | 293,915 | 0 | 2,149,612 | 0 | 0 | 2,443,527 |
| 4413962 | CR 4164 Osteen-Maytown Rd from E Of Gobblers | 0 | 2,090,206 | 0 | 0 | 0 | 2,090,206 |
| 4414141 | SR 15A (Taylor Road); 15/600 to SR-15 from US 17/92 | 0 | 1,483,371 | 0 | 0 | 0 | 1,483,371 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|-------------------|------------------|------------------|------------------|----------|-------------------|
| ACSS - Advance Construction (SS) | | | | | | | |
| 4435121 | A1A from Millsap Drive to State Road 40 | 5,000 | 0 | 2,141,160 | 0 | 0 | 2,146,160 |
| 4435451 | Graves Ave from Veterans Memorial Pkwy to Kentucky | 173,145 | 0 | 955,859 | 0 | 0 | 1,129,004 |
| Total | | 472,060 | 3,715,987 | 5,246,631 | 0 | 0 | 9,434,678 |
| ACSU - ADVANCE CONSTRUCTION (SU) | | | | | | | |
| 4380171 | SR A1A at Harvard Drive | 126,043 | 0 | 0 | 0 | 0 | 126,043 |
| 4389821 | US 1/SR 5 from 6th Street to Flomich Street | 190,495 | 0 | 0 | 0 | 0 | 190,495 |
| 4408481 | Deltona Lakes/Spirit Elementary Sidewalks | 817,381 | 0 | 0 | 0 | 0 | 817,381 |
| 4424991 | State Road 44 from Airport Road to East 3rd Avenue | 832,850 | 0 | 0 | 0 | 0 | 832,850 |
| 4425221 | State Road 421 from Summer Trees Road to SR 5/A1A | 1,697,792 | 0 | 0 | 0 | 0 | 1,697,792 |
| 4450461 | SR A1A @ Liberty Street (Public Safety Complex) | 224,000 | 0 | 0 | 0 | 0 | 224,000 |
| Total | | 3,888,561 | 0 | 0 | 0 | 0 | 3,888,561 |
| ACTA - ADVANCE CONSTRUCTION TALT | | | | | | | |
| 4084642 | SR 400 (I-4) E of SR 16/600 (US 17/92) to 1/2 Mile E of | 1,541,164 | 0 | 0 | 0 | 0 | 1,541,164 |
| Total | | 1,541,164 | 0 | 0 | 0 | 0 | 1,541,164 |
| ACTU - ADVANCE CONSTRUCTION TALU | | | | | | | |
| 4302172 | Alabama Multiuse Trail from Minnesota Av to US 92 Int'l | 420,832 | 0 | 0 | 0 | 0 | 420,832 |
| Total | | 420,832 | 0 | 0 | 0 | 0 | 420,832 |
| BNBR - AMENDMENT 4 BONDS (BRIDGES) | | | | | | | |
| 4295561 | SR 44 Over St Johns River Bridge # 110063 | 37,208,836 | 0 | 0 | 0 | 0 | 37,208,836 |
| Total | | 37,208,836 | 0 | 0 | 0 | 0 | 37,208,836 |
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | | | |
| 2408361 | SR 40 from SR 15/US 17 to SR 11 | 0 | 0 | 0 | 1,010,000 | 0 | 1,010,000 |
| 2408371 | SR 40 from W of SR 11 to W of Cone Road | 0 | 0 | 0 | 725,000 | 0 | 725,000 |
| Total | | 0 | 0 | 0 | 1,735,000 | 0 | 1,735,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|------------------|-----------|-----------|-----------|-----------|------------------|
| BOND - Bond Funding | | | | | | | |
| IFZ3-1 | Howland Blvd Widening | 1,950,000 | 0 | 0 | 0 | 0 | 1,950,000 |
| Total | | 1,950,000 | 0 | 0 | 0 | 0 | 1,950,000 |
| BRRP - STATE BRIDGE REPAIR & REHAB | | | | | | | |
| 4432671 | SR 44 Bridge 790128 | 478,950 | 0 | 0 | 0 | 0 | 478,950 |
| 4432711 | SR 430 EB & WB Over Halifax River Bridge 790174 & | 434,686 | 0 | 0 | 0 | 0 | 434,686 |
| Total | | 913,636 | 0 | 0 | 0 | 0 | 913,636 |
| CIGP - COUNTY INCENTIVE GRANT PROGRAM | | | | | | | |
| 4356331 | Marineland Acres - Resurfacing and Drainage | 5,150,000 | 0 | 0 | 0 | 0 | 5,150,000 |
| Total | | 5,150,000 | 0 | 0 | 0 | 0 | 5,150,000 |
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 2441721 | City of Bunnell Memorandum of Agreement | 56,704 | 56,704 | 56,704 | 56,704 | 56,704 | 283,520 |
| 2445831 | City of Ormond Beach Maintenance Agreement | 173,000 | 173,000 | 173,000 | 173,000 | 173,000 | 865,000 |
| 2446071 | City of Daytona Beach Memorandum of Agreement | 267,015 | 267,015 | 267,015 | 267,015 | 267,015 | 1,335,075 |
| 2446081 | City of Port Orange Memorandum of Agreement | 196,731 | 0 | 0 | 196,731 | 0 | 393,462 |
| 2446211 | City of Edgewater Memorandum of Agreement | 127,200 | 0 | 0 | 127,200 | 0 | 254,400 |
| 2446451 | City of South Daytona Memorandum of Agreement | 23,820 | 23,820 | 23,820 | 23,820 | 23,820 | 119,100 |
| 2449121 | City of Holly Hill Memorandum of Agreement | 29,032 | 29,032 | 29,032 | 29,032 | 29,032 | 145,160 |
| 4033912 | City of DeBary Memorandum of Agreement | 111,000 | 0 | 0 | 111,000 | 0 | 222,000 |
| 4136155 | Lighting Agreements | 74,997 | 77,246 | 79,564 | 81,949 | 84,408 | 398,164 |
| 4136158 | Lighting Agreements | 1,047,591 | 1,079,014 | 1,111,375 | 1,144,704 | 1,179,041 | 5,561,725 |
| 4149791 | City of Flagler Beach Memorandum of Agreement | 29,353 | 29,353 | 28,144 | 28,144 | 28,144 | 143,138 |
| 4157491 | Orange City Memorandum of Agreement | 23,064 | 23,064 | 23,064 | 23,064 | 23,064 | 115,320 |
| 4165921 | New Smyrna Beach MOA | 102,780 | 0 | 0 | 102,780 | 0 | 205,560 |
| 4172601 | City of Oak Hill Memorandum of Agreement | 132,672 | 0 | 0 | 132,672 | 0 | 265,344 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|------------------|------------------|------------------|------------------|------------------|-------------------|
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 4173621 | City of DeLand Memorandum of Agreement | 122,771 | 0 | 0 | 85,854 | 0 | 208,625 |
| 4173641 | City of Palm Coast Memorandum of Agreement | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 475,000 |
| 4181051 | Flagler Roadways Primary In-House Maintenance | 193,245 | 168,565 | 168,565 | 168,565 | 168,565 | 867,505 |
| 4181131 | Volusia Primary In-House Maintenance | 2,868,375 | 3,009,686 | 3,009,686 | 3,009,686 | 2,889,686 | 14,787,119 |
| 4254552 | Sidewalk/Concrete Repairs; Performance Various | 129,000 | 129,000 | 129,000 | 129,000 | 129,000 | 645,000 |
| 4279861 | Drainage Maintenance and Repair | 368,920 | 0 | 0 | 0 | 0 | 368,920 |
| 4280031 | Volusia Performance Aesthetics | 599,484 | 599,484 | 599,484 | 599,484 | 599,484 | 2,997,420 |
| 4416821 | Concrete Repairs at Various Locations | 1,008,700 | 0 | 0 | 0 | 0 | 1,008,700 |
| 4424982 | Kepler Complex Contracted Services Projects | 175,000 | 0 | 0 | 0 | 0 | 175,000 |
| 4425032 | Deland District Office Headquarters Contracted | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| Total | | 8,010,454 | 5,759,983 | 5,793,453 | 6,585,404 | 5,745,963 | 31,895,257 |
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 2409925 | SR 5 (US 1) at Canal Street Intersection Improvements | 0 | 37,142 | 0 | 0 | 0 | 37,142 |
| 2409927 | SR 5 (US 1) Intersection Improvement at Reed Canal | 36,190 | 0 | 0 | 0 | 0 | 36,190 |
| 2409928 | SR 5 (US 1) Intersection Improvement - Big Tree Rd | 36,190 | 0 | 0 | 0 | 0 | 36,190 |
| 4049211 | Flagler County Airport Construct Terminal Building | 52,000 | 518,000 | 0 | 0 | 0 | 570,000 |
| 4102511 | SR 15 (US 17) Widening - DeLeon Springs to SR 40 | 4,545,000 | 4,150,000 | 2,239,008 | 0 | 0 | 10,934,008 |
| 4226271 | SR 600 (US 92) from I-4 East Bound Ramp to Tomoka | 0 | 0 | 2,300,000 | 5,150,000 | 1,300,000 | 8,750,000 |
| 4295561 | SR 44 Over St Johns River Bridge # 110063 | 686,672 | 0 | 0 | 0 | 0 | 686,672 |
| 4315391 | Volusia - Daytona Bch Taxiway Rehabilitation | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| 4333071 | Volusia-Block Grant Operating Assist for Fixed Rt | 296,333 | 293,612 | 363,885 | 0 | 0 | 953,830 |
| 4346041 | Votran Co of Volusia Express Routes Serving SunRail | 347,040 | 347,040 | 0 | 0 | 0 | 694,080 |
| 4355961 | SR A1A (Atlantic Av) Mast Arm at Cardinal Drive | 27,287 | 0 | 0 | 0 | 0 | 27,287 |
| 4363661 | SR 44 Traffic Signals from Palmetto St to Live Oak St | 544,877 | 112,074 | 27,025 | 0 | 0 | 683,976 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|--|-----------|-----------|-----------|------------|-----------|------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4368803 | Central FI Commuter Rail System | 0 | 645,188 | 0 | 0 | 0 | 645,188 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 0 | 0 | 112,000 | 0 | 112,000 |
| 4370251 | Flagler County Airport Terminal Building | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| 4371211 | US 1/Park Av from S of Park Av to N of Park Av | 370,000 | 0 | 0 | 0 | 0 | 370,000 |
| 4371331 | SR 15/600/US 17-92 Drainage Improvements | 0 | 153,890 | 1,151,649 | 0 | 0 | 1,305,539 |
| 4379421 | East International Speedway Blvd. Beachside Corridor | 0 | 2,725,000 | 4,700,000 | 12,151,069 | 1,555,000 | 21,131,069 |
| 4380171 | SR A1A at Harvard Drive | 82,755 | 0 | 0 | 0 | 0 | 82,755 |
| 4384051 | Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation | 0 | 0 | 250,000 | 2,500,000 | 0 | 2,750,000 |
| 4384072 | Volusia - Daytona Bch Int'l Replace ARFF Truck | 0 | 0 | 55,000 | 0 | 0 | 55,000 |
| 4384111 | Volusia - Daytona Bch Int'l Innovative Financing | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| 4384121 | Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation | 0 | 20,000 | 200,000 | 0 | 0 | 220,000 |
| 4384161 | Volusia - DeLand Construct Hangars | 0 | 560,000 | 960,000 | 0 | 0 | 1,520,000 |
| 4384371 | Flagler - Flagler Co Aircraft Parking Apron Expansion | 0 | 0 | 1,725,000 | 0 | 0 | 1,725,000 |
| 4384701 | Volusia - New Smyrna Construct Hangars | 0 | 1,020,000 | 0 | 0 | 0 | 1,020,000 |
| 4384711 | Volusia - New Smyrna Construct Hangars | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 4384741 | Volusia - New Smyrna Construct Hangars | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 0 | 80,000 | 0 | 0 | 80,000 |
| 4389682 | SR 15A (Taylor Rd) from SR 15 (US 17/92) to 480 ft | 0 | 120,539 | 0 | 0 | 0 | 120,539 |
| 4389821 | US 1/SR 5 from 6th Street to Flomich Street | 0 | 0 | 124,315 | 269 | 0 | 124,584 |
| 4391211 | SR 472 from US17-92 to West of I-4 | 4,196,596 | 0 | 0 | 0 | 0 | 4,196,596 |
| 4391361 | SR 5/US 1/Route 1 from Woodland Ave to Flagler | 705,432 | 0 | 0 | 0 | 0 | 705,432 |
| 4391441 | SR 472 at Minnesota Ave | 200,520 | 0 | 0 | 0 | 0 | 200,520 |
| 4398621 | US 1 from Kennedy Parkway to Dale Ave (SJR2C) | 0 | 0 | 0 | 1,001,337 | 0 | 1,001,337 |
| 4398641 | St Johns River to Sea Loop Myrtle Av from 10th St to | 0 | 0 | 77,500 | 0 | 0 | 77,500 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|--|---------|-----------|-----------|-----------|---------|------------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4398741 | St Johns River to Sea Loop from Lake Beresford Park to | 0 | 0 | 0 | 1,217,705 | 0 | 1,217,705 |
| 4406783 | Volusia - Ormond Bch Muni Design of Runway 8-26 & | 336,000 | 0 | 0 | 0 | 0 | 336,000 |
| 4407161 | I-4/SR 400 from W of SR 472 Interchange to E of SR | 739,542 | 0 | 0 | 0 | 0 | 739,542 |
| 4407691 | Volusia - Daytona Bch Int'l Terminal Emergency | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| 4407701 | Volusia - Deland Muni Taxiway | 0 | 0 | 0 | 700,000 | 0 | 700,000 |
| 4407731 | Flagler - Flagler Co Fuel Storage Area | 840,000 | 0 | 0 | 0 | 0 | 840,000 |
| 4407741 | Flagler Co Airport Hangar | 0 | 0 | 0 | 1,500,000 | 0 | 1,500,000 |
| 4407821 | Volusia - Ormond Bch Muni Heliport Improvements | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| 4407831 | Volusia - Ormond Bch Muni Taxiway | 0 | 144,000 | 0 | 0 | 0 | 144,000 |
| 4407841 | Volusia - Daytona Bch Int'l Runway Safety Area | 0 | 0 | 300,000 | 0 | 0 | 300,000 |
| 4411321 | SR 442/Indian River Blvd from SR 9 (I-95) to SR 5 | 0 | 0 | 7,058,200 | 0 | 0 | 7,058,200 |
| 4411341 | SR 15A/N Spring Garden Ave from 500 Ft S of | 0 | 0 | 2,146,087 | 0 | 0 | 2,146,087 |
| 4411381 | SR 44/SR 44A/SR A1A from CR 4118 to SR 415 | 0 | 624,887 | 0 | 0 | 0 | 624,887 |
| 4411391 | SR 430 from East Side of Halifax River to SR A1A | 0 | 916,066 | 0 | 0 | 0 | 916,066 |
| 4413741 | SR 400 from SR 44 Interchange to SR 400 MM 121 | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| 4420651 | Central FI Commuter Rail Sys Positive Train Control | 0 | 2,150,000 | 0 | 0 | 0 | 2,150,000 |
| 4424571 | Volusia-Block Grant Operating Assistance Sec 5307 | 0 | 0 | 0 | 352,858 | 350,975 | 703,833 |
| 4424671 | SR 15/US 17-92 at Fort Florida Road Traffic Signal | 477,921 | 0 | 0 | 0 | 0 | 477,921 |
| 4424901 | Volusia - Deland Muni Security | 240,000 | 0 | 0 | 0 | 0 | 240,000 |
| 4424911 | Volusia - Ormond Beach Muni Business Park | 0 | 541,750 | 425,000 | 400,000 | 0 | 1,366,750 |
| 4424931 | Volusia - Daytona Bch Intl Airfield Improvements | 0 | 0 | 125,000 | 0 | 500,000 | 625,000 |
| 4424941 | Volusia - New Smyrna Bch Muni Airfield Improvements | 0 | 0 | 104,000 | 520,000 | 0 | 624,000 |
| 4424991 | State Road 44 from Airport Road to East 3rd Avenue | 771,715 | 0 | 0 | 0 | 0 | 771,715 |
| 4429061 | SR 400 from CR 4009 (Williamson Blvd) To East of | 390,000 | 0 | 3,373,231 | 0 | 0 | 3,763,231 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|-------------------|-------------------|-------------------|-------------------|------------------|--------------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4431681 | SR 44 from East of I-4 to West of CR 4118/Pioneer Trail | 0 | 5,627,613 | 0 | 0 | 0 | 5,627,613 |
| 4434331 | SR 600 (US 92) from Alabama Ave to 640 ft E of CR | 650,000 | 0 | 609,272 | 0 | 0 | 1,259,272 |
| 4438131 | SR 5/US 1 from Brevard/Volusia County Line to South | 583,000 | 0 | 1,145,668 | 0 | 0 | 1,728,668 |
| 4438151 | SR 40 from East of Rodeo Rd to Bayberry Dr | 556,000 | 0 | 1,370,827 | 0 | 0 | 1,926,827 |
| 4443381 | SR 15/SR 600 (US 17/92) from Plantation Rd to | 227,040 | 0 | 0 | 0 | 0 | 227,040 |
| 4448711 | Flagler - Flagler Co Pavement Extension | 0 | 0 | 0 | 0 | 1,200,000 | 1,200,000 |
| 4448791 | Volusia - Daytona Bch Intl Replace Centrifugal Chillers | 0 | 0 | 0 | 0 | 1,268,833 | 1,268,833 |
| 4448801 | Volusia - DeLand Muni Fuel Farm | 0 | 0 | 0 | 0 | 640,000 | 640,000 |
| 4448811 | Volusia - New Smyrna Hangar | 0 | 0 | 0 | 0 | 1,600,000 | 1,600,000 |
| 4448821 | Volusia - Ormond Bch Replace AWOS | 0 | 0 | 0 | 140,000 | 0 | 140,000 |
| 4449281 | SR 5/US 1 from 10TH St to Industrial Park Dr | 0 | 481,200 | 0 | 0 | 0 | 481,200 |
| 4449291 | SR 44 from Sugar Mill Dr to Eddie Rd | 0 | 289,100 | 0 | 0 | 0 | 289,100 |
| Total | | 19,988,110 | 22,477,101 | 31,060,667 | 26,745,238 | 8,414,808 | 108,685,924 |
| DI - ST. - S/W INTER/INTRASTATE HWY | | | | | | | |
| 2408361 | SR 40 from SR 15/US 17 to SR 11 | 0 | 0 | 0 | 0 | 1,680,000 | 1,680,000 |
| 2408371 | SR 40 from W of SR 11 to W of Cone Road | 0 | 0 | 0 | 0 | 1,100,000 | 1,100,000 |
| 4289471 | SR 40 Widening | 0 | 0 | 0 | 2,750,000 | 0 | 2,750,000 |
| Total | | 0 | 0 | 0 | 2,750,000 | 2,780,000 | 5,530,000 |
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 2408361 | SR 40 from SR 15/US 17 to SR 11 | 0 | 0 | 0 | 82,000 | 82,000 | 164,000 |
| 2408371 | SR 40 from W of SR 11 to W of Cone Road | 0 | 0 | 0 | 78,800 | 78,800 | 157,600 |
| 4102511 | SR 15 (US 17) Widening - DeLeon Springs to SR 40 | 208,767 | 0 | 0 | 0 | 0 | 208,767 |
| 4226271 | SR 600 (US 92) from I-4 East Bound Ramp to Tomoka | 0 | 0 | 40,100 | 40,100 | 40,000 | 120,200 |
| 4363661 | SR 44 Traffic Signals from Palmetto St to Live Oak St | 51,189 | 0 | 0 | 0 | 0 | 51,189 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|---------|---------|---------|---------|---------|---------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4364342 | Lake Monroe Park Entrance to Old Deland Rd | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| 4371211 | US 1/Park Av from S of Park Av to N of Park Av | 2,000 | 0 | 0 | 0 | 0 | 2,000 |
| 4371331 | SR 15/600/US 17-92 Drainage Improvements | 0 | 0 | 82,139 | 0 | 0 | 82,139 |
| 4379421 | East International Speedway Blvd. Beachside Corridor | 0 | 75,000 | 75,000 | 81,110 | 0 | 231,110 |
| 4391211 | SR 472 from US17-92 to West of I-4 | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| 4391361 | SR 5/US 1/Route 1 from Woodland Ave to Flagler | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| 4391441 | SR 472 at Minnesota Ave | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| 4398621 | US 1 from Kennedy Parkway to Dale Ave (SJR2C) | 0 | 0 | 0 | 11,110 | 0 | 11,110 |
| 4398641 | St Johns River to Sea Loop Myrtle Av from 10th St to | 27,500 | 27,500 | 27,400 | 0 | 11,440 | 93,840 |
| 4398741 | St Johns River to Sea Loop from Lake Beresford Park to | 0 | 0 | 0 | 11,110 | 0 | 11,110 |
| 4398742 | St Johns River to Sea Loop Lake Beresford Park to Old | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| 4398744 | St Johns River to Sea Loop from SR 44 to Existing | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| 4398761 | SR 15 (US 17) from SR 40 to Putnam County Line | 0 | 5,000 | 0 | 0 | 0 | 5,000 |
| 4407161 | I-4/SR 400 from W of SR 472 Interchange to E of SR | 89,816 | 0 | 0 | 0 | 0 | 89,816 |
| 4411321 | SR 442/Indian River Blvd from SR 9 (I-95) to SR 5 | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| 4411341 | SR 15A/N Spring Garden Ave from 500 Ft S of | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| 4411381 | SR 44/SR 44A/SR A1A from CR 4118 to SR 415 | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| 4411391 | SR 430 from East Side of Halifax River to SR A1A | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| 4424671 | SR 15/US 17-92 at Fort Florida Road Traffic Signal | 30,780 | 0 | 0 | 0 | 0 | 30,780 |
| 4429061 | SR 400 from CR 4009 (Williamson Blvd) To East of | 10,000 | 0 | 10,810 | 0 | 0 | 20,810 |
| 4431681 | SR 44 from East of I-4 to West of CR 4118/Pioneer Trail | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| 4432671 | SR 44 Bridge 790128 | 2,052 | 0 | 0 | 0 | 0 | 2,052 |
| 4432711 | SR 430 EB & WB Over Halifax River Bridge 790174 & | 2,052 | 0 | 0 | 0 | 0 | 2,052 |
| 4434331 | SR 600 (US 92) from Alabama Ave to 640 ft E of CR | 10,000 | 0 | 10,810 | 0 | 0 | 20,810 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|------------------|----------------|----------------|----------------|----------------|------------------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4438131 | SR 5/US 1 from Brevard/Volusia County Line to South | 10,000 | 0 | 10,810 | 0 | 0 | 20,810 |
| 4438151 | SR 40 from East of Rodeo Rd to Bayberry Dr | 10,000 | 0 | 10,810 | 0 | 0 | 20,810 |
| 4449251 | SunRail Fiber Optic PTC Backbone | 145,053 | 0 | 0 | 0 | 0 | 145,053 |
| 4453091 | Flagler Weigh Station - Signing and Pavement Markings | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| 4453092 | Flagler Weigh Station - Lighting and Electrical | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| Total | | 629,729 | 160,150 | 289,499 | 304,230 | 212,240 | 1,595,848 |
| DIOH - STATE 100% - OVERHEAD | | | | | | | |
| 4363601 | SR 40 Black Bear Scenic Trail | 38,110 | 0 | 0 | 0 | 0 | 38,110 |
| Total | | 38,110 | 0 | 0 | 0 | 0 | 38,110 |
| DIS - STRATEGIC INTERMODAL SYSTEM | | | | | | | |
| 4331662 | SunRail Feeder Bus Service - Phases I & II | 357,213 | 327,000 | 0 | 0 | 0 | 684,213 |
| Total | | 357,213 | 327,000 | 0 | 0 | 0 | 684,213 |
| DITS - STATEWIDE ITS - STATE 100%. | | | | | | | |
| 4402701 | SR40 Signal Design Build Operate & Maintain | 1,822,499 | 0 | 0 | 0 | 0 | 1,822,499 |
| Total | | 1,822,499 | 0 | 0 | 0 | 0 | 1,822,499 |
| DPTO - STATE - PTO | | | | | | | |
| 4049211 | Flagler County Airport Construct Terminal Building | 598,000 | 0 | 0 | 0 | 0 | 598,000 |
| 4302851 | Volusia - Votran Increase Headways Routes 3 & 4 | 795,522 | 810,667 | 783,614 | 807,124 | 831,338 | 4,028,265 |
| 4314031 | River to Sea TPO Planning Studies - Section 5303 | 20,241 | 20,974 | 0 | 0 | 0 | 41,215 |
| 4315382 | Volusia-Daytona Bch Int'l Construct Terminal Roof | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| 4315391 | Volusia - Daytona Bch Taxiway Rehabilitation | 2,250,000 | 0 | 0 | 0 | 0 | 2,250,000 |
| 4333071 | Volusia-Block Grant Operating Assist for Fixed Rt | 1,915,258 | 2,011,053 | 2,111,606 | 0 | 0 | 6,037,917 |
| 4360502 | Volusia-Daytona Bch Int'l Replace Terminal Emergency | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 0 | 0 | 0 | 160,000 | 160,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--|--|-------------------|------------------|------------------|------------------|------------------|-------------------|
| DPTO - STATE - PTO | | | | | | | |
| 4370251 | Flagler County Airport Terminal Building | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| 4370341 | Volusia - DeLand Muni Rehabilitate Taxiway "B" | 0 | 71,112 | 0 | 0 | 0 | 71,112 |
| 4384061 | Volusia - Daytona Bch Int'l Replace Centrifugal Chillers | 250,000 | 250,000 | 300,000 | 0 | 0 | 800,000 |
| 4384072 | Volusia - Daytona Bch Int'l Replace ARFF Truck | 0 | 55,000 | 0 | 0 | 0 | 55,000 |
| 4384101 | Volusia - Daytona Bch Int'l Emergency Response | 0 | 0 | 0 | 0 | 100,000 | 100,000 |
| 4384111 | Volusia - Daytona Bch Int'l Innovative Financing | 150,000 | 150,000 | 0 | 0 | 0 | 300,000 |
| 4384161 | Volusia - DeLand Construct Hangars | 1,460,000 | 0 | 0 | 0 | 0 | 1,460,000 |
| 4384711 | Volusia - New Smyrna Construct Hangars | 320,000 | 0 | 0 | 0 | 0 | 320,000 |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 14,000 | 0 | 0 | 560,000 | 574,000 |
| 4407981 | River to Sea TPO Urban Area Planning Studies | 0 | 0 | 21,730 | 21,730 | 21,730 | 65,190 |
| 4408031 | Flagler County Public Transportation Program 25 Block | 256,655 | 269,492 | 282,966 | 0 | 0 | 809,113 |
| 4420652 | Central FI Commuter Rail Sys Positive Train Control | 0 | 350,000 | 4,750,000 | 0 | 0 | 5,100,000 |
| 4424521 | Flagler-Block Grant Operating Assistance SEC 5307 | 0 | 0 | 0 | 296,516 | 311,971 | 608,487 |
| 4424571 | Volusia-Block Grant Operating Assistance Sec 5307 | 0 | 0 | 0 | 2,191,810 | 2,328,045 | 4,519,855 |
| 4425661 | Central FI Commuter Rail System Capital for State of | 5,500,000 | 0 | 0 | 0 | 0 | 5,500,000 |
| 4448791 | Volusia - Daytona Bch Intl Replace Centrifugal Chillers | 0 | 0 | 0 | 0 | 731,167 | 731,167 |
| Total | | 16,015,676 | 4,502,298 | 8,249,916 | 3,317,180 | 5,044,251 | 37,129,321 |
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4368803 | Central FI Commuter Rail System | 833,285 | 0 | 0 | 0 | 0 | 833,285 |
| 4391361 | SR 5/US 1/Route 1 from Woodland Ave to Flagler | 7,997,479 | 0 | 0 | 0 | 0 | 7,997,479 |
| 4396891 | SR 100 (Moody Blvd) from W of SB I-95 Off Ramp to | 0 | 100,000 | 0 | 0 | 0 | 100,000 |
| 4411381 | SR 44/SR 44A/SR A1A from CR 4118 to SR 415 | 0 | 5,846,502 | 0 | 0 | 0 | 5,846,502 |
| 4420651 | Central FI Commuter Rail Sys Positive Train Control | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| 4431681 | SR 44 from East of I-4 to West of CR 4118/Pioneer Trail | 0 | 3,603,618 | 0 | 0 | 0 | 3,603,618 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--|--|-------------------|------------------|-------------------|----------------|----------------|-------------------|
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4434331 | SR 600 (US 92) from Alabama Ave to 640 ft E of CR | 0 | 0 | 5,440,562 | 0 | 0 | 5,440,562 |
| 4438131 | SR 5/US 1 from Brevard/Volusia County Line to South | 0 | 0 | 10,316,883 | 0 | 0 | 10,316,883 |
| 4438151 | SR 40 from East of Rodeo Rd to Bayberry Dr | 0 | 0 | 12,363,795 | 0 | 0 | 12,363,795 |
| Total | | 11,330,764 | 9,550,120 | 28,121,240 | 0 | 0 | 49,002,124 |
| DU - STATE PRIMARY/FEDERAL REIMB | | | | | | | |
| 4314031 | River to Sea TPO Planning Studies - Section 5303 | 161,927 | 167,795 | 0 | 0 | 0 | 329,722 |
| 4333111 | Volusia - Section 5311 Rural Transportation | 373,171 | 391,830 | 411,421 | 0 | 0 | 1,176,422 |
| 4353941 | Flagler County Public Transit FTA Sec. 5311 Operating | 77,185 | 81,044 | 85,096 | 89,351 | 93,818 | 426,494 |
| 4407981 | River to Sea TPO Urban Area Planning Studies | 0 | 0 | 173,837 | 173,837 | 173,837 | 521,511 |
| 4424621 | Volusia-Votran Section 5311 Rural Transportation | 0 | 0 | 0 | 431,992 | 453,592 | 885,584 |
| Total | | 612,283 | 640,669 | 670,354 | 695,180 | 721,247 | 3,339,733 |
| DWS - WEIGH STATIONS - STATE 100% | | | | | | | |
| 4453091 | Flagler Weigh Station - Signing and Pavement Markings | 0 | 254,194 | 0 | 0 | 0 | 254,194 |
| 4453092 | Flagler Weigh Station - Lighting and Electrical | 0 | 1,659,739 | 0 | 0 | 0 | 1,659,739 |
| Total | | 0 | 1,913,933 | 0 | 0 | 0 | 1,913,933 |
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4049211 | Flagler County Airport Construct Terminal Building | 0 | 5,827,500 | 0 | 0 | 0 | 5,827,500 |
| 4315391 | Volusia - Daytona Bch Taxiway Rehabilitation | 9,000,000 | 18,000,000 | 0 | 0 | 0 | 27,000,000 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 0 | 0 | 1,260,000 | 1,800,000 | 3,060,000 |
| 4370341 | Volusia - DeLand Muni Rehabilitate Taxiway "B" | 0 | 800,000 | 0 | 0 | 0 | 800,000 |
| 4384072 | Volusia - Daytona Bch Int'l Replace ARFF Truck | 0 | 990,000 | 990,000 | 0 | 0 | 1,980,000 |
| 4384111 | Volusia - Daytona Bch Int'l Innovative Financing | 2,700,000 | 2,700,000 | 2,700,000 | 0 | 0 | 8,100,000 |
| 4384121 | Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation | 0 | 360,000 | 3,600,000 | 0 | 0 | 3,960,000 |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 157,500 | 900,000 | 0 | 6,300,000 | 7,357,500 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--|--|-------------------|-------------------|-------------------|------------------|-------------------|-------------------|
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4406783 | Volusia - Ormond Bch Muni Design of Runway 8-26 & | 3,780,000 | 0 | 0 | 0 | 0 | 3,780,000 |
| 4407831 | Volusia - Ormond Bch Muni Taxiway | 0 | 1,620,000 | 0 | 0 | 0 | 1,620,000 |
| 4424931 | Volusia - Daytona Bch Intl Airfield Improvements | 0 | 0 | 2,250,000 | 0 | 9,000,000 | 11,250,000 |
| 4424941 | Volusia - New Smyrna Bch Muni Airfield Improvements | 0 | 0 | 1,170,000 | 5,850,000 | 0 | 7,020,000 |
| Total | | 15,480,000 | 30,455,000 | 11,610,000 | 7,110,000 | 17,100,000 | 81,755,000 |
| FCO - Primary/Fixed Capital Outlay | | | | | | | |
| 4424981 | Kepler Complex FCO Projects | 110,000 | 0 | 0 | 0 | 0 | 110,000 |
| 4425033 | DeLand District Office Headquarters FCO Projects | 618,000 | 0 | 0 | 0 | 0 | 618,000 |
| Total | | 728,000 | 0 | 0 | 0 | 0 | 728,000 |
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
| 4315331 | Volusia - Section 5307 Capital for Fixed Route | 8,000,000 | 8,240,000 | 8,487,200 | 8,741,816 | 9,004,070 | 42,473,086 |
| 4357131 | County of Volusia DBA Votran | 573,474 | 0 | 0 | 0 | 0 | 573,474 |
| 4442711 | Volusia-Votran Section 5339 Small Urban Capital for | 350,000 | 0 | 0 | 0 | 0 | 350,000 |
| 4442721 | Flagler-Flagler Section 5307 Capital for Fixed Route | 706,531 | 0 | 0 | 0 | 0 | 706,531 |
| Total | | 9,630,005 | 8,240,000 | 8,487,200 | 8,741,816 | 9,004,070 | 44,103,091 |
| FTAT - FHWA TRANSFER TO FTA (NON-BUD) | | | | | | | |
| 4352491 | Volusia Votran Section 5307 Buses and Equipment (SU | 1,343,584 | 1,331,249 | 1,649,869 | 1,599,870 | 1,591,347 | 7,515,919 |
| Total | | 1,343,584 | 1,331,249 | 1,649,869 | 1,599,870 | 1,591,347 | 7,515,919 |
| GFSU - General Funds STPBG >200k [Urban] | | | | | | | |
| 4204331 | River to Sea TPO Traffic Ops Set-aside Reserve | 1,321,043 | 0 | 0 | 0 | 0 | 1,321,043 |
| Total | | 1,321,043 | 0 | 0 | 0 | 0 | 1,321,043 |
| GRSC - GROWTH MANAGEMENT FOR SCOP | | | | | | | |
| 4372011 | Old Kings Rd Box Culverts | 0 | 1,050,000 | 0 | 0 | 0 | 1,050,000 |
| Total | | 0 | 1,050,000 | 0 | 0 | 0 | 1,050,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------------------------|--|------------|------------|------------|-----------|-----------|------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4049211 | Flagler County Airport Construct Terminal Building | 162,500 | 129,500 | 0 | 0 | 0 | 292,000 |
| 4302172 | Alabama Multiuse Trail from Minnesota Av to US 92 Int'l | 147,000 | 0 | 0 | 0 | 0 | 147,000 |
| 4314031 | River to Sea TPO Planning Studies - Section 5303 | 20,241 | 20,974 | 0 | 0 | 0 | 41,215 |
| 4315331 | Volusia - Section 5307 Capital for Fixed Route | 2,000,000 | 2,060,000 | 2,121,800 | 2,185,545 | 2,251,018 | 10,618,363 |
| 4315382 | Volusia-Daytona Bch Int'l Construct Terminal Roof | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| 4315391 | Volusia - Daytona Bch Taxiway Rehabilitation | 2,250,000 | 1,000,000 | 0 | 0 | 0 | 3,250,000 |
| 4333071 | Volusia-Block Grant Operating Assist for Fixed Rt | 12,538,987 | 12,538,987 | 12,538,987 | 0 | 0 | 37,616,961 |
| 4333111 | Volusia - Section 5311 Rural Transportation | 373,171 | 391,830 | 411,421 | 0 | 0 | 1,176,422 |
| 4352491 | Volusia Votran Section 5307 Buses and Equipment (SU | 335,896 | 332,813 | 412,467 | 399,968 | 397,837 | 1,878,981 |
| 4353941 | Flagler County Public Transit FTA Sec. 5311 Operating | 77,185 | 81,044 | 85,096 | 89,351 | 93,818 | 426,494 |
| 4355961 | SR A1A (Atlantic Av) Mast Arm at Cardinal Drive | 13,872 | 0 | 0 | 0 | 0 | 13,872 |
| 4357131 | County of Volusia DBA Votran | 143,369 | 0 | 0 | 0 | 0 | 143,369 |
| 4360502 | Volusia-Daytona Bch Int'l Replace Terminal Emergency | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| 4370231 | Volusia - DeLand Muni Rehabilitate Runway 5-23 | 0 | 0 | 0 | 28,000 | 40,000 | 68,000 |
| 4370251 | Flagler County Airport Terminal Building | 325,000 | 0 | 0 | 0 | 0 | 325,000 |
| 4370341 | Volusia - DeLand Muni Rehabilitate Taxiway "B" | 0 | 17,778 | 0 | 0 | 0 | 17,778 |
| 4379351 | Barracuda Blvd from Quay Assisi to the Middle Way | 20,000 | 16,875 | 431,375 | 2,488 | 0 | 470,738 |
| 4379361 | Fifth Street Bridge from S Riverside Dr to Commodore | 0 | 0 | 233,407 | 0 | 0 | 233,407 |
| 4380171 | SR A1A at Harvard Drive | 12,415 | 0 | 0 | 0 | 0 | 12,415 |
| 4384051 | Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation | 0 | 0 | 250,000 | 2,500,000 | 0 | 2,750,000 |
| 4384061 | Volusia - Daytona Bch Int'l Replace Centrifugal Chillers | 250,000 | 250,000 | 300,000 | 0 | 0 | 800,000 |
| 4384072 | Volusia - Daytona Bch Int'l Replace ARFF Truck | 0 | 55,000 | 55,000 | 0 | 0 | 110,000 |
| 4384101 | Volusia - Daytona Bch Int'l Emergency Response | 0 | 0 | 0 | 0 | 100,000 | 100,000 |
| 4384111 | Volusia - Daytona Bch Int'l Innovative Financing | 150,000 | 150,000 | 150,000 | 0 | 0 | 450,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------------------------|--|---------|-----------|---------|-----------|---------|-----------|
| LF - LOCAL FUNDS | | | | | | | |
| 4384121 | Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation | 0 | 20,000 | 200,000 | 0 | 0 | 220,000 |
| 4384161 | Volusia - DeLand Construct Hangars | 365,000 | 140,000 | 240,000 | 0 | 0 | 745,000 |
| 4384371 | Flagler - Flagler Co Aircraft Parking Apron Expansion | 0 | 0 | 431,250 | 0 | 0 | 431,250 |
| 4384701 | Volusia - New Smyrna Construct Hangars | 0 | 255,000 | 0 | 0 | 0 | 255,000 |
| 4384711 | Volusia - New Smyrna Construct Hangars | 180,000 | 0 | 0 | 0 | 0 | 180,000 |
| 4384741 | Volusia - New Smyrna Construct Hangars | 125,000 | 0 | 0 | 0 | 0 | 125,000 |
| 4384901 | Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E" | 0 | 3,500 | 20,000 | 0 | 140,000 | 163,500 |
| 4389801 | Old New York Av from Shell Rd to SR 44 (Pave | 0 | 1,187,541 | 0 | 0 | 0 | 1,187,541 |
| 4389811 | Turnbull Bay Rd from Pioneer Trail to Sunset Drive | 0 | 0 | 0 | 692,665 | 0 | 692,665 |
| 4390371 | SR 400 (Beville Rd) from Williamson Blvd to Clyde | 0 | 111,000 | 0 | 0 | 0 | 111,000 |
| 4406783 | Volusia - Ormond Bch Muni Design of Runway 8-26 & | 84,000 | 0 | 0 | 0 | 0 | 84,000 |
| 4407691 | Volusia - Daytona Bch Int'l Terminal Emergency | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| 4407701 | Volusia - Deland Muni Taxiway | 0 | 0 | 0 | 175,000 | 0 | 175,000 |
| 4407731 | Flagler - Flagler Co Fuel Storage Area | 210,000 | 0 | 0 | 0 | 0 | 210,000 |
| 4407741 | Flagler Co Airport Hangar | 0 | 0 | 0 | 1,500,000 | 0 | 1,500,000 |
| 4407821 | Volusia - Ormond Bch Muni Heliport Improvements | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4407831 | Volusia - Ormond Bch Muni Taxiway | 0 | 36,000 | 0 | 0 | 0 | 36,000 |
| 4407841 | Volusia - Daytona Bch Int'l Runway Safety Area | 0 | 0 | 300,000 | 0 | 0 | 300,000 |
| 4407981 | River to Sea TPO Urban Area Planning Studies | 0 | 0 | 21,730 | 21,730 | 21,730 | 65,190 |
| 4408031 | Flagler County Public Transportation Program 25 Block | 256,655 | 269,492 | 282,966 | 0 | 0 | 809,113 |
| 4408481 | Deltona Lakes/Spirit Elementary Sidewalks | 122,459 | 0 | 0 | 0 | 0 | 122,459 |
| 4409061 | Navy Canal Trail from Museum Blvd West to Clyde | 0 | 599,624 | 0 | 0 | 0 | 599,624 |
| 4409411 | Tomoka State Park Trail from Inglesa Ave to Sanchez | 8,600 | 0 | 0 | 0 | 0 | 8,600 |
| 4424521 | Flagler-Block Grant Operating Assistance SEC 5307 | 0 | 0 | 0 | 296,516 | 311,971 | 608,487 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--|---|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4424571 | Volusia-Block Grant Operating Assistance Sec 5307 | 0 | 0 | 0 | 2,191,810 | 2,328,045 | 4,519,855 |
| 4424621 | Volusia-Votran Section 5311 Rural Transportation | 0 | 0 | 0 | 431,992 | 453,592 | 885,584 |
| 4424671 | SR 15/US 17-92 at Fort Florida Road Traffic Signal | 20,520 | 0 | 0 | 0 | 0 | 20,520 |
| 4424901 | Volusia - Deland Muni Security | 60,000 | 0 | 0 | 0 | 0 | 60,000 |
| 4424911 | Volusia - Ormond Beach Muni Business Park | 0 | 541,750 | 425,000 | 400,000 | 0 | 1,366,750 |
| 4424931 | Volusia - Daytona Bch Intl Airfield Improvements | 0 | 0 | 125,000 | 0 | 500,000 | 625,000 |
| 4424941 | Volusia - New Smyrna Bch Muni Airfield Improvements | 0 | 0 | 28,000 | 130,000 | 0 | 158,000 |
| 4425101 | East Volusia Traffic Management Center Relocation | 0 | 70,000 | 0 | 0 | 0 | 70,000 |
| 4442711 | Volusia-Votran Section 5339 Small Urban Capital for | 87,500 | 0 | 0 | 0 | 0 | 87,500 |
| 4442721 | Flagler-Flagler Section 5307 Capital for Fixed Route | 176,633 | 0 | 0 | 0 | 0 | 176,633 |
| 4448711 | Flagler - Flagler Co Pavement Extension | 0 | 0 | 0 | 0 | 300,000 | 300,000 |
| 4448791 | Volusia - Daytona Bch Intl Replace Centrifugal Chillers | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |
| 4448801 | Volusia - DeLand Muni Fuel Farm | 0 | 0 | 0 | 0 | 160,000 | 160,000 |
| 4448811 | Volusia - New Smyrna Hangar | 0 | 0 | 0 | 0 | 400,000 | 400,000 |
| 4448821 | Volusia - Ormond Bch Replace AWOS | 0 | 0 | 0 | 35,000 | 0 | 35,000 |
| 4450101 | Elkcam Blvd from Sylvia Dr to Fort Smith Blvd | 0 | 0 | 0 | 211,057 | 0 | 211,057 |
| 4450282 | Providence Blvd from Perimeter Dr to Alexander Ave | 0 | 0 | 367,739 | 0 | 0 | 367,739 |
| Total | | 22,566,003 | 20,778,708 | 19,431,238 | 12,291,122 | 9,498,011 | 84,565,082 |
| LFP - LOCAL FUNDS FOR PARTICIPATING | | | | | | | |
| 4287791 | SR 44 Corridor Improvements from W of SR 415 to E of | 0 | 70,108 | 0 | 0 | 0 | 70,108 |
| 4391951 | US 17/92 at SunRail Station (Fort Florida Rd) Coast to | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| Total | | 225,000 | 70,108 | 0 | 0 | 0 | 295,108 |
| LOGT - Local Option Gas Tax | | | | | | | |
| IFZ3-1 | Howland Blvd Widening | 12,547,000 | 0 | 0 | 0 | 0 | 12,547,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|-------------------|----------------|----------------|----------------|----------|-------------------|
| LOGT - Local Option Gas Tax | | | | | | | |
| Total | | 12,547,000 | 0 | 0 | 0 | 0 | 12,547,000 |
| PFS - Proportionate Fair Share Funding | | | | | | | |
| IFZ3-1 | Howland Blvd Widening | 80,000 | 0 | 0 | 0 | 0 | 80,000 |
| Total | | 80,000 | 0 | 0 | 0 | 0 | 80,000 |
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | | | |
| 4393332 | River to Sea TPO Urban Area FY 2018/19 - 2019/20 | 742,409 | 0 | 0 | 0 | 0 | 742,409 |
| 4393333 | River to Sea TPO Urban Area FY 2020/21 - 2021/22 | 0 | 742,409 | 742,409 | 0 | 0 | 1,484,818 |
| 4393334 | River to Sea TPO Urban Area FY 2022/2023-2023/2024 | 0 | 0 | 0 | 742,409 | 0 | 742,409 |
| Total | | 742,409 | 742,409 | 742,409 | 742,409 | 0 | 2,969,636 |
| RHP - RAIL HIGHWAY X-INGS - PROT DEV | | | | | | | |
| 4443851 | Fairgreen Ave & Turnbull Bay Rd @ Crossing # | 410,260 | 0 | 0 | 0 | 0 | 410,260 |
| 4443861 | County Road 4147 / Volco Road at Crossing | 315,840 | 0 | 0 | 0 | 0 | 315,840 |
| 4443871 | Turnbull Bay Road #79929008, from Mile Post 97.187 to | 336,570 | 0 | 0 | 0 | 0 | 336,570 |
| 4443881 | Spruce Creek/Commonwealth at Crossing #271961-D | 319,120 | 0 | 0 | 0 | 0 | 319,120 |
| 4443891 | Ponce Deleon Blvd @ Burts Park Rd Crossing | 343,313 | 0 | 0 | 0 | 0 | 343,313 |
| Total | | 1,725,103 | 0 | 0 | 0 | 0 | 1,725,103 |
| SA - STP, ANY AREA | | | | | | | |
| 4363601 | SR 40 Black Bear Scenic Trail | 1,100,000 | 0 | 0 | 0 | 0 | 1,100,000 |
| 4410771 | Pleasant St, Lakeview St, Ohio St, Michigan St. | 0 | 5,000 | 0 | 5,000 | 0 | 10,000 |
| Total | | 1,100,000 | 5,000 | 0 | 5,000 | 0 | 1,110,000 |
| SCOP - SMALL COUNTY OUTREACH PROGRAM | | | | | | | |
| 4389891 | Briarwood Drive Paving of Dirt Road | 330,000 | 0 | 0 | 0 | 0 | 330,000 |
| 4450501 | Malacompra Rd from SR A1A to Roadway end at | 120,000 | 0 | 0 | 0 | 0 | 120,000 |
| Total | | 450,000 | 0 | 0 | 0 | 0 | 450,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|----------------|------------------|------------------|----------------|-----------|------------------|
| SCRA - SMALL COUNTY RESURFACING | | | | | | | |
| 4442141 | Apache Dr from Osceola Ave to 1st Ave & Osceola Ave | 300,000 | 0 | 1,000,000 | 0 | 0 | 1,300,000 |
| 4449961 | Rima Ridge Resurfacing Various Roadways | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| 4450491 | Hammock Area Roadway Stabilization | 0 | 800,000 | 0 | 0 | 0 | 800,000 |
| Total | | 300,000 | 1,050,000 | 1,000,000 | 0 | 0 | 2,350,000 |
| SL - STP, AREAS <= 200K | | | | | | | |
| 4386351 | Graham Swamp Multi-Use Trail & Pedestrian Bridge, | 0 | 1,550,783 | 0 | 0 | 0 | 1,550,783 |
| Total | | 0 | 1,550,783 | 0 | 0 | 0 | 1,550,783 |
| SN - STP, MANDATORY NON-URBAN <= 5K | | | | | | | |
| 4386351 | Graham Swamp Multi-Use Trail & Pedestrian Bridge, | 0 | 1,001,871 | 0 | 0 | 0 | 1,001,871 |
| Total | | 0 | 1,001,871 | 0 | 0 | 0 | 1,001,871 |
| SR2T - SAFE ROUTES - TRANSFER | | | | | | | |
| 4410771 | Pleasant St, Lakeview St, Ohio St, Michigan St. | 0 | 87,500 | 0 | 631,450 | 0 | 718,950 |
| Total | | 0 | 87,500 | 0 | 631,450 | 0 | 718,950 |
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4046181 | River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside | 0 | 279,263 | 93,277 | 0 | 1,491,347 | 1,863,887 |
| 4204331 | River to Sea TPO Traffic Ops Set-aside Reserve | 0 | 0 | 0 | 0 | 2,021,796 | 2,021,796 |
| 4302172 | Alabama Multiuse Trail from Minnesota Av to US 92 Int'l | 773,250 | 0 | 0 | 0 | 0 | 773,250 |
| 4352491 | Volusia Votran Section 5307 Buses and Equipment (SU | 1,343,584 | 1,331,249 | 1,649,869 | 1,599,870 | 1,591,347 | 7,515,919 |
| 4355961 | SR A1A (Atlantic Av) Mast Arm at Cardinal Drive | 524,884 | 0 | 0 | 0 | 0 | 524,884 |
| 4380171 | SR A1A at Harvard Drive | 426,487 | 0 | 0 | 0 | 0 | 426,487 |
| 4389801 | Old New York Av from Shell Rd to SR 44 (Pave | 0 | 1,774,998 | 0 | 0 | 0 | 1,774,998 |
| 4389811 | Turnbull Bay Rd from Pioneer Trail to Sunset Drive | 0 | 0 | 0 | 1,710,530 | 0 | 1,710,530 |
| 4389821 | US 1/SR 5 from 6th Street to Flomich Street | 299,505 | 380,000 | 2,622,567 | 185,731 | 0 | 3,487,803 |
| 4390371 | SR 400 (Beville Rd) from Williamson Blvd to Clyde | 0 | 423,073 | 0 | 0 | 0 | 423,073 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|---|------------------|------------------|------------------|------------------|------------------|-------------------|
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4393332 | River to Sea TPO Urban Area FY 2018/19 - 2019/20 | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| 4393333 | River to Sea TPO Urban Area FY 2020/21 - 2021/22 | 0 | 200,000 | 200,000 | 0 | 0 | 400,000 |
| 4393334 | River to Sea TPO Urban Area FY 2022/2023-2023/2024 | 0 | 0 | 0 | 200,000 | 200,000 | 400,000 |
| 4409061 | Navy Canal Trail from Museum Blvd West to Clyde | 0 | 227,973 | 0 | 0 | 0 | 227,973 |
| 4409411 | Tomoka State Park Trail from Inglesa Ave to Sanchez | 78,400 | 0 | 0 | 0 | 0 | 78,400 |
| 4424991 | State Road 44 from Airport Road to East 3rd Avenue | 225,329 | 0 | 0 | 0 | 0 | 225,329 |
| 4425101 | East Volusia Traffic Management Center Relocation | 0 | 705,000 | 0 | 0 | 0 | 705,000 |
| 4425221 | State Road 421 from Summer Trees Road to SR 5/A1A | 123,120 | 0 | 0 | 0 | 0 | 123,120 |
| 4450101 | Elkcam Blvd from Sylvia Dr to Fort Smith Blvd | 0 | 0 | 0 | 1,904,247 | 0 | 1,904,247 |
| 4450282 | Providence Blvd from Perimeter Dr to Alexander Ave | 0 | 0 | 736,479 | 0 | 0 | 736,479 |
| Total | | 4,194,559 | 5,321,556 | 5,302,192 | 5,600,378 | 5,304,490 | 25,723,175 |
| TALL - TRANSPORTATION ALTS- <200K | | | | | | | |
| 4386351 | Graham Swamp Multi-Use Trail & Pedestrian Bridge, | 0 | 256,015 | 0 | 0 | 0 | 256,015 |
| Total | | 0 | 256,015 | 0 | 0 | 0 | 256,015 |
| TALN - TRANSPORTATION ALTS- < 5K | | | | | | | |
| 4386351 | Graham Swamp Multi-Use Trail & Pedestrian Bridge, | 0 | 252,306 | 0 | 0 | 0 | 252,306 |
| Total | | 0 | 252,306 | 0 | 0 | 0 | 252,306 |
| TALT - TRANSPORTATION ALTS- ANY AREA | | | | | | | |
| 4084642 | SR 400 (I-4) E of SR 16/600 (US 17/92) to 1/2 Mile E of | 1,458,836 | 0 | 0 | 0 | 0 | 1,458,836 |
| 4386351 | Graham Swamp Multi-Use Trail & Pedestrian Bridge, | 0 | 3,332,769 | 0 | 0 | 0 | 3,332,769 |
| Total | | 1,458,836 | 3,332,769 | 0 | 0 | 0 | 4,791,605 |
| TALU - TRANSPORTATION ALTS- >200K | | | | | | | |
| 4046181 | River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside | 0 | 0 | 428,393 | 430,284 | 428,578 | 1,287,255 |
| 4302172 | Alabama Multiuse Trail from Minnesota Av to US 92 Int'l | 3,030 | 0 | 0 | 0 | 0 | 3,030 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|---|--|------------------|------------------|----------------|-------------------|------------------|-------------------|
| TALU - TRANSPORTATION ALTS- >200K | | | | | | | |
| 4390371 | SR 400 (Beville Rd) from Williamson Blvd to Clyde | 0 | 429,957 | 0 | 0 | 0 | 429,957 |
| Total | | 3,030 | 429,957 | 428,393 | 430,284 | 428,578 | 1,720,242 |
| TLWR - 2015 SB2514A-TRAIL NETWORK (100% STATE) | | | | | | | |
| 4364342 | Lake Monroe Park Entrance to Old Deland Rd | 401,670 | 0 | 0 | 0 | 0 | 401,670 |
| 4390396 | Spr To Spr Trail Phase 3C W Highbanks Rd to DeBary | 0 | 0 | 0 | 0 | 1,173,000 | 1,173,000 |
| 4398621 | US 1 from Kennedy Parkway to Dale Ave (SJR2C) | 0 | 2,349,000 | 0 | 5,889,944 | 0 | 8,238,944 |
| 4398641 | St Johns River to Sea Loop Myrtle Av from 10th St to | 280,000 | 580,000 | 322,850 | 97,440 | 2,779,921 | 4,060,211 |
| 4398731 | SR A1A Trail (SJR2C) in Flagler Beach | 0 | 2,500,000 | 0 | 0 | 0 | 2,500,000 |
| 4398741 | St Johns River to Sea Loop from Lake Beresford Park to | 0 | 0 | 0 | 8,156,025 | 0 | 8,156,025 |
| 4398742 | St Johns River to Sea Loop Lake Beresford Park to Old | 1,179,193 | 0 | 0 | 0 | 0 | 1,179,193 |
| 4398743 | St Johns River to Sea Loop from Old New York Ave to | 428,798 | 0 | 0 | 0 | 0 | 428,798 |
| 4398744 | St Johns River to Sea Loop from SR 44 to Existing | 535,997 | 0 | 0 | 0 | 0 | 535,997 |
| 4398751 | St Johns River to Sea Loop from Grand Av/Baxter St to | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| 4398761 | SR 15 (US 17) from SR 40 to Putnam County Line | 0 | 2,835,000 | 0 | 0 | 0 | 2,835,000 |
| Total | | 4,325,658 | 8,264,000 | 322,850 | 14,143,409 | 3,952,921 | 31,008,838 |
| TRIP - TRANS REGIONAL INCENTIVE PROGM | | | | | | | |
| 4159643 | Old Kings Rd S of Southern Xsection of Kingswood Dr | 3,845,406 | 0 | 0 | 0 | 0 | 3,845,406 |
| 4420651 | Central FI Commuter Rail Sys Positive Train Control | 2,500,000 | 2,150,000 | 0 | 0 | 0 | 4,650,000 |
| 4420652 | Central FI Commuter Rail Sys Positive Train Control | 0 | 350,000 | 250,000 | 5,000,000 | 0 | 5,600,000 |
| 4449251 | SunRail Fiber Optic PTC Backbone | 1,278,000 | 0 | 0 | 0 | 0 | 1,278,000 |
| Total | | 7,623,406 | 2,500,000 | 250,000 | 5,000,000 | 0 | 15,373,406 |
| TRWR - 2015 SB2514A-TRAN REG INCT PRG | | | | | | | |
| 4159643 | Old Kings Rd S of Southern Xsection of Kingswood Dr | 3,025,107 | 0 | 0 | 0 | 0 | 3,025,107 |
| Total | | 3,025,107 | 0 | 0 | 0 | 0 | 3,025,107 |

5-Year Summary of Funding Source

Flagler

| Funding Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-----------------------|-------------------|-------------------|------------------|------------------|------------------|-------------------|
| Federal | 783,716 | 12,302,288 | 85,096 | 89,351 | 93,818 | 13,354,269 |
| Local | 1,207,973 | 480,036 | 799,312 | 1,885,867 | 705,789 | 5,078,977 |
| State | 16,266,467 | 7,849,353 | 3,435,943 | 2,226,878 | 1,944,792 | 31,723,433 |
| Total | 18,258,156 | 20,631,677 | 4,320,351 | 4,202,096 | 2,744,399 | 50,156,679 |

5-Year Summary of Funding Source

Volusia

| Funding Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-----------------------|--------------------|--------------------|--------------------|-------------------|-------------------|--------------------|
| Federal | 61,712,804 | 68,170,470 | 50,133,367 | 25,474,504 | 34,055,914 | 239,547,059 |
| Local | 36,080,030 | 20,368,780 | 18,631,926 | 10,405,255 | 8,792,222 | 94,278,213 |
| State | 53,297,113 | 44,705,232 | 66,651,682 | 53,353,583 | 24,205,391 | 242,213,001 |
| Total | 151,089,947 | 133,244,482 | 135,416,975 | 89,233,342 | 67,053,527 | 576,038,273 |

Section II - Roadway Capacity Projects

DRAFT

2408361

SR 40 from SR 15/US 17 to SR 11

SIS



Work Summary: ADD LANES & RECONSTRUCT

From: SR 15 (US 17)

To: SR 11

Lead Agency: Florida Department of Transportation

Length: 6.376 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|------------------|------------------|
| ROW | BNIR | 0 | 0 | 0 | 1,010,000 | 0 | 1,010,000 |
| ROW | DIH | 0 | 0 | 0 | 82,000 | 82,000 | 164,000 |
| ROW | DI | 0 | 0 | 0 | 0 | 1,680,000 | 1,680,000 |
| Total | | 0 | 0 | 0 | 1,092,000 | 1,762,000 | 2,854,000 |

Prior Cost < 2019/20: 5,696,399

Future Cost > 2023/24: 1,199,389

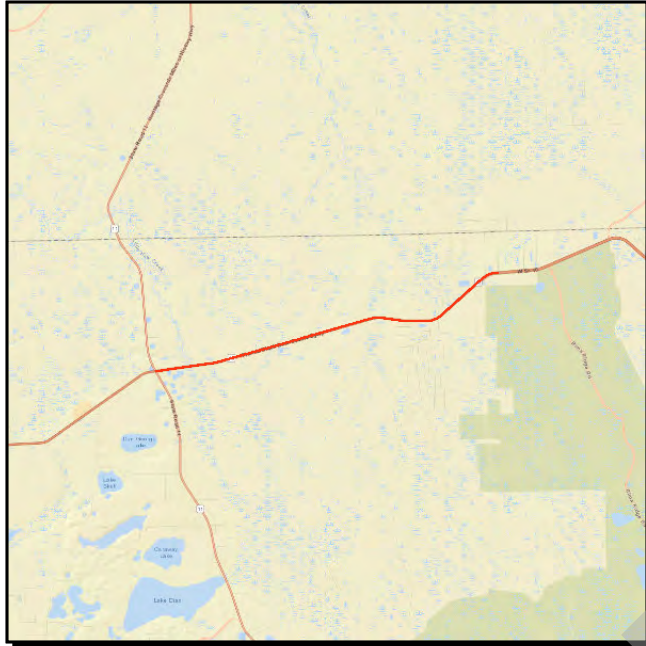
Total Project Cost: 9,749,788

Project Description: Widen SR 40 from 2 lanes to 4 lanes between SR 15 (US 17) and SR 11. The total project cost is estimated to be approximately \$54,731,640. PE was completed in 2014, ENV was completed in 2017. The construction cost is estimated to be approximately \$42,251,728, and Right of Way cost is \$4,225,912 programmed in FY 2022/23. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, table 28 on pg 67.)

2408371

SR 40 from W of SR 11 to W of Cone Road

SIS



Work Summary: ADD LANES & RECONSTRUCT
From: West of SR 11
To: West of Cone Rd
Lead Agency: Florida Department of Transportation
Length: 6.953 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------------|------------------|------------------|
| ROW | BNIR | 0 | 0 | 0 | 725,000 | 0 | 725,000 |
| ROW | DIH | 0 | 0 | 0 | 78,800 | 78,800 | 157,600 |
| ROW | DI | 0 | 0 | 0 | 0 | 1,100,000 | 1,100,000 |
| Total | | 0 | 0 | 0 | 803,800 | 1,178,800 | 1,982,600 |

Prior Cost < 2019/20: 6,685,110

Future Cost > 2023/24: 0

Total Project Cost: 8,667,710

Project Description: Widening SR 40 from 2 lanes to 4 between SR 11 and Cone Road. The total project cost is estimated to be approximately \$58,148,130. PE/ENV was completed in 2016. The construction cost is estimated to be approximately \$49,097,065, and Right of Way cost is \$2,491,065 programmed in FY 2022/23. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, table 28 on pg 67.)

4084642

SR 400 (I-4) E of SR 16/600 (US 17/92) to 1/2 Mile E of SR 472

SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From:

east of SR 15/600 (US 17/92)

To:

1/2 mile east of SR 472

Lead Agency:

Florida Department of
Transportation

Length:

10.00 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| ENV | TALT | 1,458,836 | 0 | 0 | 0 | 0 | 1,458,836 |
| ENV | ACTA | 1,541,164 | 0 | 0 | 0 | 0 | 1,541,164 |
| Total | | 3,000,000 | 0 | 0 | 0 | 0 | 3,000,000 |

Prior Cost < 2019/20: 10,513,661

Future Cost > 2023/24: 0

Total Project Cost: 13,513,661

Project Description: I-4 widening to ten lanes from east of SR 15/600 (US 17/92) (Seminole County) to 1/2 mile east of SR 472 to accommodate four managed-use (variable toll) lanes. Preliminary engineering was completed in 2017 and ENV was completed in 2018. The total project cost is estimated to be approximately \$667,608,000. The construction cost is estimated to be approximately \$613,310,000, and Right of Way cost is \$47,923,000. The project is anticipated to be funded through a public-private partnership. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 LRTP, table 28 on pg. 67.)

4102511

SR 15 (US 17) Widening - DeLeon Springs to SR 40

SIS



Work Summary: ADD LANES & RECONSTRUCT
From: DeLeon Springs Boulevard
To: SR 40
Lead Agency: Florida Department of Transportation
Length: 6.848 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|------------------|------------------|----------|----------|-------------------|
| ROW | DIH | 208,767 | 0 | 0 | 0 | 0 | 208,767 |
| ROW | DDR | 4,545,000 | 4,150,000 | 2,239,008 | 0 | 0 | 10,934,008 |
| Total | | 4,753,767 | 4,150,000 | 2,239,008 | 0 | 0 | 11,142,775 |

Prior Cost < 2019/20: 20,422,183

Future Cost > 2023/24: 0

Total Project Cost: 31,564,958

Project Description: Environmental study and right-of-way acquisition in preparation for widening US 17 (SR 15) from 2 to 4 lanes between DeLeon Springs Blvd and SR 40. The total project cost is estimated to be approximately \$83,987,940. Approximately \$11,555,434 has been expended to date for PD&E study, environmental and engineering design. Project Length: 6.85 miles. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, table 28 on pg. 67.)

4159643

Old Kings Rd S of Southern Xsection of Kingswood Dr to E of Kings Non-SIS



Work Summary: WIDEN/RESURFACE EXIST LANES
From: S of Southern xsection of Kingswood Dr
To: E of Kings Way
Lead Agency: City of Palm Coast
Length: 0.661 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | TRIP | 3,845,406 | 0 | 0 | 0 | 0 | 3,845,406 |
| CST | TRWR | 3,025,107 | 0 | 0 | 0 | 0 | 3,025,107 |
| Total | | 6,870,513 | 0 | 0 | 0 | 0 | 6,870,513 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 6,870,513

Project Description: JPA with the City of Palm Coast for widening/resurface existing lane. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, table 29 on pg 68).

4226271

SR 600 (US 92) from I-4 East Bound Ramp to Tomoka Farms Rd

Non-SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From: I-4 Eastbound Ramp to SR 600 (US 92)

To: CR 415 (Tomoka Farms Rd)

Lead Agency:

Florida Department of
Transportation

Length: 2.197 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|-----------|-----------|-----------|-----------|
| ROW | DIH | 0 | 0 | 40,100 | 40,100 | 40,000 | 120,200 |
| ROW | DDR | 0 | 0 | 2,300,000 | 5,150,000 | 1,300,000 | 8,750,000 |
| Total | | 0 | 0 | 2,340,100 | 5,190,100 | 1,340,000 | 8,870,200 |

Prior Cost < 2019/20: 5,175,076

Future Cost > 2023/24: 0

Total Project Cost: 14,045,276

Project Description: Widening SR 600 from 4 lanes to 6 between the I-4 eastbound off-ramp to SR 600 and Tomoka Farms Rd. This facility provides direct access to I-95 vicinity and into Daytona Beach attractions, and is a hurricane evacuation route from the coastal area. The total project cost is estimated to be approximately \$37,500,000. The construction cost is estimated to be approximately \$23,000,000, and ROW cost is \$5,080,000 programmed in FY 2021/22 - 2022/23. An additional funds \$4,783,891 needed for row. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 LRTP, table 29 on pg 68.)

4289471

SR 40 Widening

SIS



Work Summary: PD&E/EMO STUDY
From: Breakaway Trails
To: Williamson Blvd
Lead Agency: Florida Department of Transportation
Length: 2.460 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|----------|------------------|
| PE | DI | 0 | 0 | 0 | 2,750,000 | 0 | 2,750,000 |
| Total | | 0 | 0 | 0 | 2,750,000 | 0 | 2,750,000 |

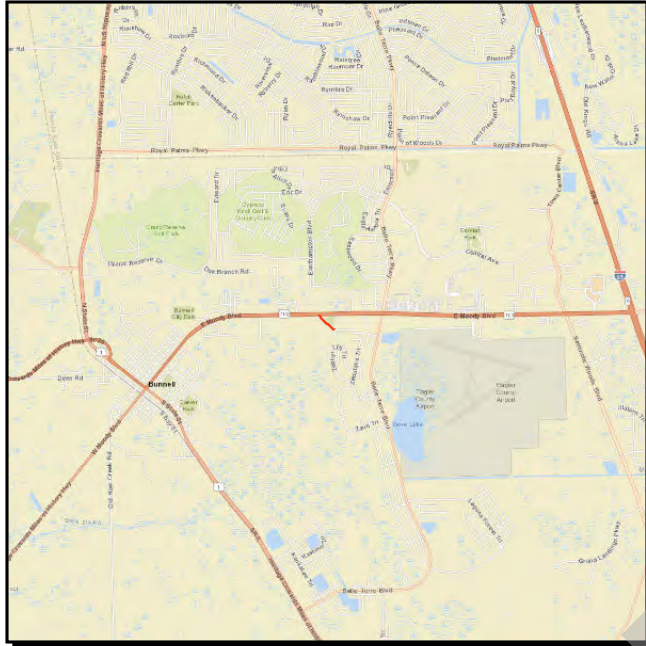
Prior Cost < 2019/20: 587,453
Future Cost > 2023/24: 8,214,500
Total Project Cost: 11,551,953

Project Description: PD&E/EMO Study for the six-lane of SR 40 from Breakaway Trail to Williamson Blvd. This facility provides direct access to I-95 and into the Ormond Beach area. It supports needed safety improvements, growth, and development in the area. The total project cost is estimated to be approximately \$33,260,000. The construction cost is estimated to be approximately \$22,990,000, and Right of Way cost is \$7,430,000, ENV Cost is \$130,000. PE cost is \$2,800,000, programmed in FY 2022/23. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 LRTP, table 28 on pg 67.)

4389891

Briarwood Drive Paving of Dirt Road

Non-SIS



Work Summary: ROAD RECONSTRUCTION - 2

From:

To:

Lead Agency: Flagler County

Length: 0.001 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | SCOP | 330,000 | 0 | 0 | 0 | 0 | 330,000 |
| Total | | 330,000 | 0 | 0 | 0 | 0 | 330,000 |

Prior Cost < 2019/20: 46,129

Future Cost > 2023/24: 0

Total Project Cost: 376,129

Project Description: Rebuild existing roadway. (Reference 2040 Long Range Transportation Plan, table 29 on pg 68.)

Section III - Major Bridge Projects

DRAFT

4295561

SR 44 Over St Johns River Bridge # 110063

Non-SIS



Work Summary: REPLACE MOVABLE SPAN BRIDGE
From:
To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|----------|----------|----------|----------|-------------------|
| CEI | ACBR | 1,912,412 | 0 | 0 | 0 | 0 | 1,912,412 |
| CEI | DDR | 686,672 | 0 | 0 | 0 | 0 | 686,672 |
| CST | ACBR | 162,182 | 0 | 0 | 0 | 0 | 162,182 |
| CST | BNBR | 37,208,836 | 0 | 0 | 0 | 0 | 37,208,836 |
| Total | | 39,970,102 | 0 | 0 | 0 | 0 | 39,970,102 |

Prior Cost < 2019/20: 4,038,000

Future Cost > 2023/24: 0

Total Project Cost: 44,008,102

Project Description: Replace Whitehair Bridge #110063 on SR 44 over the St. Johns River. This is a bascule bridge. It will be replaced with a mid-rise, fixed-span bridge. The PD&E was funded under FM #4046461. This project spans between Lake County (which is not in the planning area) and Volusia County. This project primarily supports efforts to meet the adopted targets for Bridge Condition/System Performance.

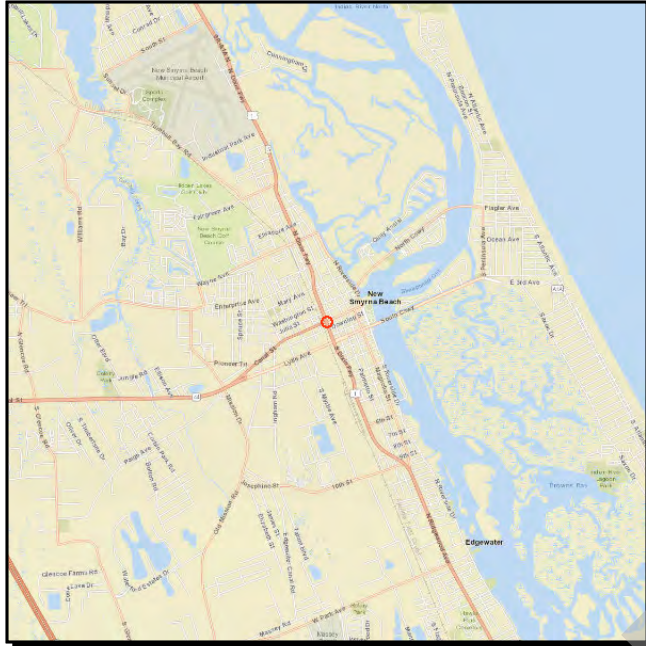
Section IV - Traffic Operations, ITS & Safety Projects

DRAFT

2409925

SR 5 (US 1) at Canal Street Intersection Improvements

Non-SIS



Work Summary: INTERSECTION (MAJOR) **From:** at SR 5 (US 1) & Canal St

To:

Lead Agency: Florida Department of Transportation

Length: 0.577 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|---------------|----------|----------|----------|---------------|
| CEI | DDR | 0 | 37,142 | 0 | 0 | 0 | 37,142 |
| Total | | 0 | 37,142 | 0 | 0 | 0 | 37,142 |

Prior Cost < 2019/20: 9,169,749

Future Cost > 2023/24: 0

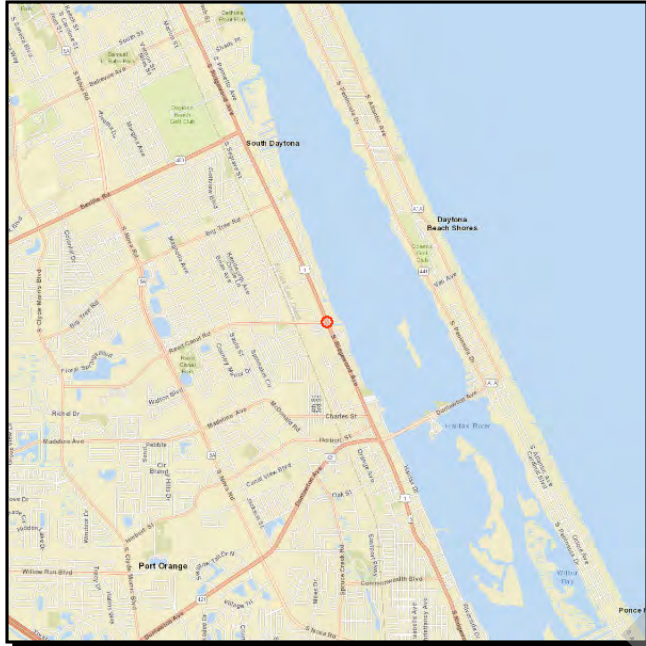
Total Project Cost: 9,206,891

Project Description: Intersection improvement - one of 15 intersections identified for improvement in the US 1 Arterial Investment Study. The design phase has been completed. Right-of-way acquisition was funded in FY 2013/14. Construction is funded in FY 2017/18. Project length: 0.577 miles. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

2409927

SR 5 (US 1) Intersection Improvement at Reed Canal Road

Non-SIS



Work Summary: INTERSECTION IMPROVEMENT
From: at Reed Canal Rd
To:

Lead Agency: Florida Department of Transportation
Length: 0.179 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| CEI | DDR | 36,190 | 0 | 0 | 0 | 0 | 36,190 |
| Total | | 36,190 | 0 | 0 | 0 | 0 | 36,190 |

Prior Cost < 2019/20: 2,345,053

Future Cost > 2023/24: 0

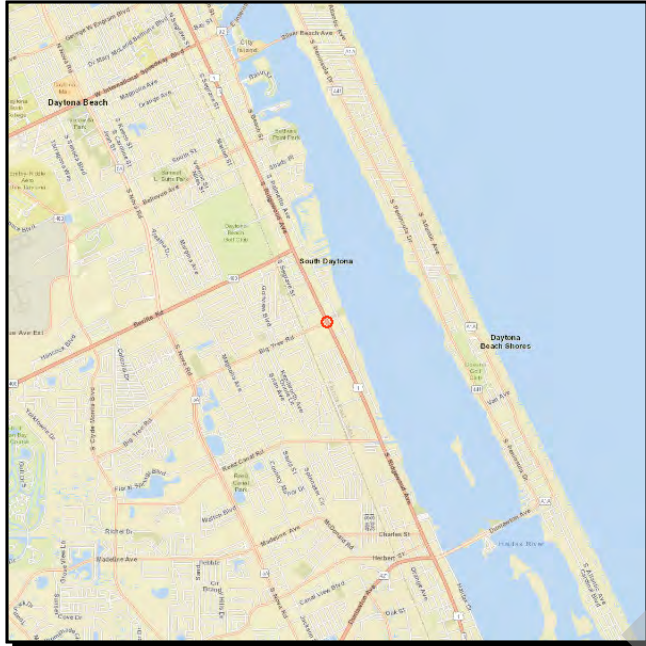
Total Project Cost: 2,381,243

Project Description: Intersection improvement -- one of 15 intersections identified for improvement in the US 1 Arterial Investment Study. The design phase has been completed. Right-of-way acquisition was funded in FY 2013/14. Construction was funded in FY 2017/18. Project length: 0.179 miles. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

2409928

SR 5 (US 1) Intersection Improvement - Big Tree Rd

Non-SIS



Work Summary:

INTERSECTION
IMPROVEMENT

From:

at SR 5 (US 1) & Big Tree Rd

To:

Lead Agency:

Florida Department of
Transportation

Length:

0.200 mi

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| CEI | DDR | 36,190 | 0 | 0 | 0 | 0 | 36,190 |
| Total | | 36,190 | 0 | 0 | 0 | 0 | 36,190 |

Prior Cost < 2019/20: 1,281,835

Future Cost > 2023/24: 0

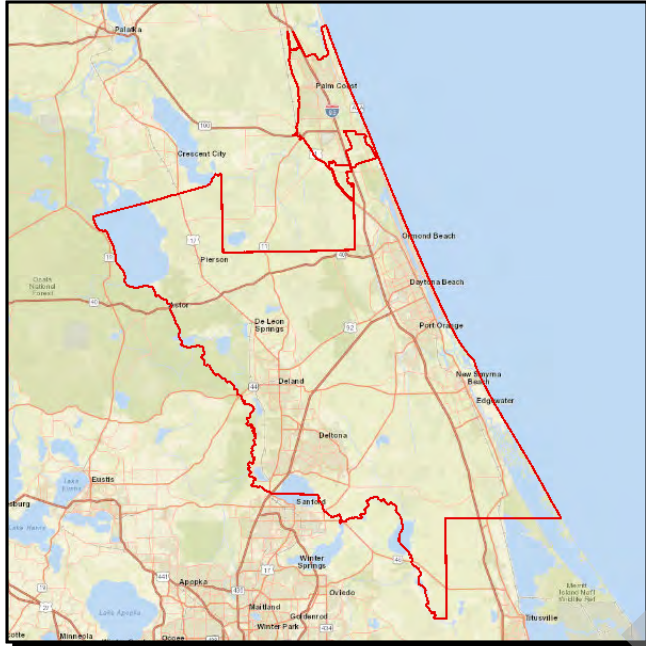
Total Project Cost: 1,318,025

Project Description: Intersection improvement -- one of 15 intersections identified for improvement in the US 1 Arterial Investment Study. The design phase has been completed. Funding for right-of-way acquisition was funded in FY 2013/14. Construction was funded in FY 2017/18. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4204331

River to Sea TPO Traffic Ops Set-aside Reserve

Non-SIS



Work Summary:

TRAFFIC OPS
IMPROVEMENT

From:

throughout R2CTPO planning area

To:

Lead Agency:

River to Sea TPO

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|------------------|------------------|
| CST | GFSU | 1,321,043 | 0 | 0 | 0 | 0 | 1,321,043 |
| CST | SU | 0 | 0 | 0 | 0 | 2,021,796 | 2,021,796 |
| Total | | 1,321,043 | 0 | 0 | 0 | 2,021,796 | 3,342,839 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 3,342,839

Project Description: Forty percent (40%) of SU funds received by the River to Sea TPO is set aside for traffic operations, intelligent transportation systems (ITS), and safety improvements. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

This map shows the Sugar Mill Country Club and its surrounding area. Key features include:

- Location:** The club is situated in the central part of the map, near the intersection of US Highway 1 and US Highway 95.
- Roads:** Major roads shown include US Highway 1 (running vertically), US Highway 95 (running diagonally), and US Highway 442 (running horizontally). Local roads like N. S. Main St, N. S. Main Rd, and N. S. Main Ave are also visible.
- Landmarks:** Lake Ashby is located in the bottom left corner. The New Smyrna Beach Golf Course is visible in the bottom right corner.
- Other Features:** The map includes labels for various streets such as N. S. Main St, N. S. Main Rd, N. S. Main Ave, and N. S. Main Blvd. It also shows the Sugar Mill Country Club and the New Smyrna Beach Golf Course.

TRAFFIC OPS IMPROVEMENT

To: East of Mission Rd

Florida Department of
Transportation

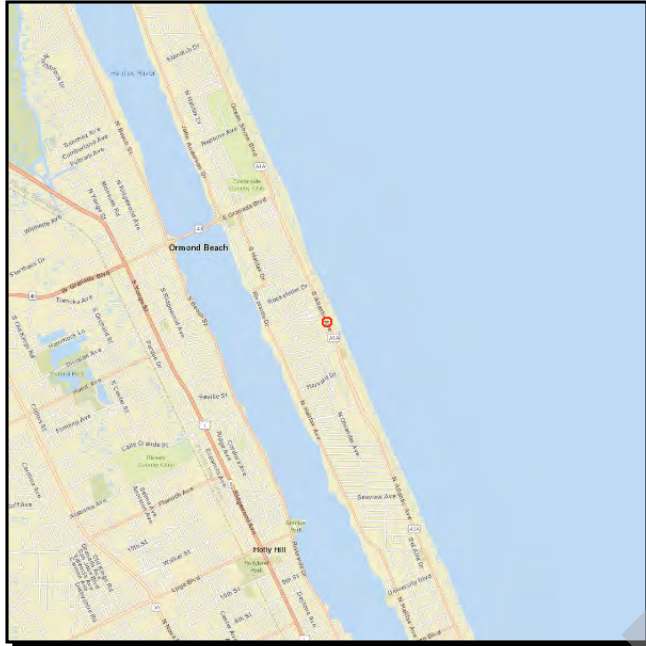
| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|---------------|----------|----------|----------|---------------|
| CST | LFP | 0 | 70,108 | 0 | 0 | 0 | 70,108 |
| Total | | 0 | 70,108 | 0 | 0 | 0 | 70,108 |

Project Description: Improvements for SR 44 from west of SR 415 to east of Mission Road based upon development needs being approved by the City of New Smyrna Beach. Improvements will consist of access management, signalization, and turn lanes. Project length: 7.83 miles.(Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4355961

SR A1A (Atlantic Av) Mast Arm at Cardinal Drive

Non-SIS



Work Summary: TRAFFIC SIGNALS **From:** at Cardinal Drive

To:

Lead Agency: Florida Department of Transportation **Length:** 0.001 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | LF | 13,872 | 0 | 0 | 0 | 0 | 13,872 |
| CEI | SU | 70,140 | 0 | 0 | 0 | 0 | 70,140 |
| CEI | DDR | 15,390 | 0 | 0 | 0 | 0 | 15,390 |
| CST | SU | 454,744 | 0 | 0 | 0 | 0 | 454,744 |
| CST | DDR | 11,897 | 0 | 0 | 0 | 0 | 11,897 |
| Total | | 566,043 | 0 | 0 | 0 | 0 | 566,043 |

Prior Cost < 2019/20: 311,942

Future Cost > 2023/24: 0

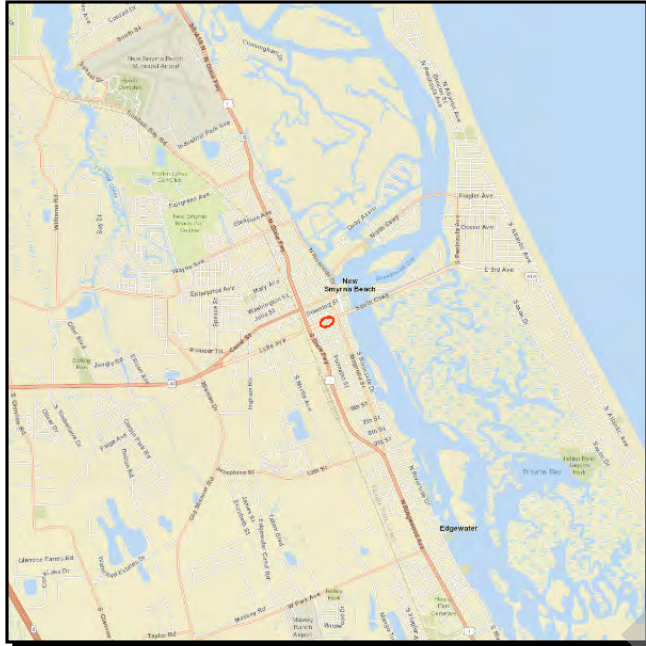
Total Project Cost: 877,985

Project Description: Upgrade existing traffic signal support system to mast arms on SR A1A at Cardinal Drive. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4363661

SR 44 Traffic Signals from Palmetto St to Live Oak St

Non-SIS



Work Summary: TRAFFIC SIGNALS
From: Palmetto St
To: Live Oak St
Lead Agency: Florida Department of Transportation
Length: 0.069 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|---------------|----------|----------|----------------|
| CEI | DIH | 26,367 | 0 | 0 | 0 | 0 | 26,367 |
| ROW | DIH | 24,822 | 0 | 0 | 0 | 0 | 24,822 |
| CEI | DDR | 33,858 | 0 | 27,025 | 0 | 0 | 60,883 |
| ROW | DDR | 340,000 | 112,074 | 0 | 0 | 0 | 452,074 |
| CST | DDR | 171,019 | 0 | 0 | 0 | 0 | 171,019 |
| Total | | 596,066 | 112,074 | 27,025 | 0 | 0 | 735,165 |

Prior Cost < 2019/20: 824,130

Future Cost > 2023/24: 0

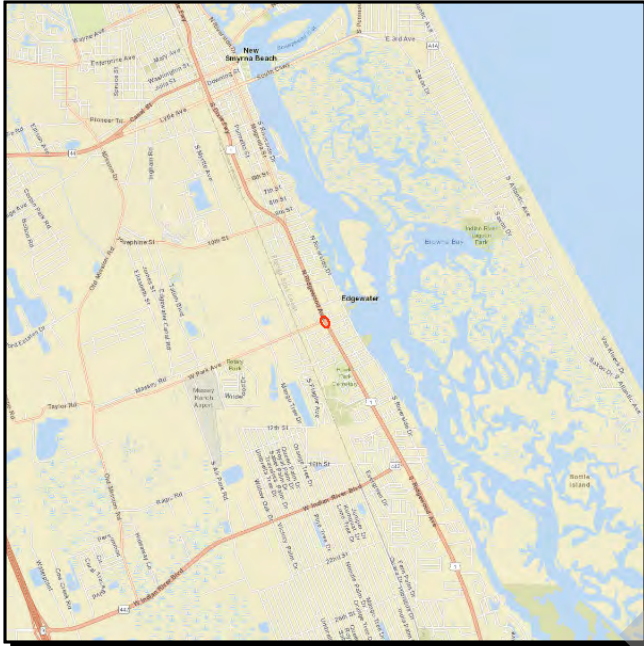
Total Project Cost: 1,559,295

Project Description: Traffic signal upgrades on SR 44 from Palmetto Street to Live Oak Street. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4371211

US 1/Park Av from S of Park Av to N of Park Av

Non-SIS



Work Summary: TRAFFIC SIGNALS
From: S of Park Av
To: N of Park Av
Lead Agency: Florida Department of Transportation
Length: 0.071 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| PE | DIH | 2,000 | 0 | 0 | 0 | 0 | 2,000 |
| PE | DDR | 370,000 | 0 | 0 | 0 | 0 | 370,000 |
| Total | | 372,000 | 0 | 0 | 0 | 0 | 372,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 372,000

Project Description: Replace the existing strain pole signal support system with mast arms. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4378421

US 17/92 from S I-4 Ramp to N of Minnesota Av

SIS



Work Summary: TRAFFIC SIGNALS
From: S I-4 Ramp
To: North of Minnesota Av
Lead Agency: Florida Department of Transportation
Length: 7.314 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CEI | ACNP | 198,916 | 0 | 0 | 0 | 0 | 198,916 |
| CST | ACNP | 2,699,174 | 0 | 0 | 0 | 0 | 2,699,174 |
| Total | | 2,898,090 | 0 | 0 | 0 | 0 | 2,898,090 |

Prior Cost < 2019/20: 132,724

Future Cost > 2023/24: 0

Total Project Cost: 3,030,814

Project Description: Traffic signal upgrades on US 17/92 from south of Enterprise Road to north of Minnesota Avenue. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4379421

East International Speedway Blvd. Beachside Corridor Improvement Non-SIS



Work Summary: CORRIDOR IMPROVEMENT
From: Halifax River
To: SR A1A
Lead Agency: City of Daytona Beach
Length: 0.518 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|------------------|-------------------|------------------|-------------------|
| PE | DDR | 0 | 300,000 | 0 | 0 | 0 | 300,000 |
| ROW | DIH | 0 | 75,000 | 75,000 | 70,000 | 0 | 220,000 |
| ROW | DDR | 0 | 2,425,000 | 4,700,000 | 4,300,000 | 1,555,000 | 12,980,000 |
| CEI | DIH | 0 | 0 | 0 | 11,110 | 0 | 11,110 |
| CEI | DDR | 0 | 0 | 0 | 888,800 | 0 | 888,800 |
| CST | DDR | 0 | 0 | 0 | 6,962,269 | 0 | 6,962,269 |
| Total | | 0 | 2,800,000 | 4,775,000 | 12,232,179 | 1,555,000 | 21,362,179 |

Prior Cost < 2019/20: 2,299,271

Future Cost > 2023/24: 0

Total Project Cost: 23,661,450

Project Description: SR 600/US 92 corridor plan and Roundabout in Daytona Beach. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4380171

SR A1A at Harvard Drive

Non-SIS



Work Summary: TRAFFIC SIGNAL UPDATE

From: at Harvard Drive

To:

Lead Agency: Florida Department of Transportation

Length: 0.023 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | LF | 12,415 | 0 | 0 | 0 | 0 | 12,415 |
| CST | ACSU | 126,043 | 0 | 0 | 0 | 0 | 126,043 |
| CEI | SU | 63,821 | 0 | 0 | 0 | 0 | 63,821 |
| CEI | DDR | 15,390 | 0 | 0 | 0 | 0 | 15,390 |
| CST | SU | 362,666 | 0 | 0 | 0 | 0 | 362,666 |
| CST | DDR | 67,365 | 0 | 0 | 0 | 0 | 67,365 |
| Total | | 647,700 | 0 | 0 | 0 | 0 | 647,700 |

Prior Cost < 2019/20: 250,022

Future Cost > 2023/24: 0

Total Project Cost: 897,722

Project Description: Upgrade existing traffic signal support system to mast arms on SR A1A at Harvard Drive. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4389801

Old New York Av from Shell Rd to SR 44 (Pave Shoulders)

Non-SIS



Work Summary: PAVE SHOULDERS
From: Shell Rd
To: SR 44
Lead Agency: Volusia County
Length: 1.832 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | LF | 0 | 386,023 | 0 | 0 | 0 | 386,023 |
| CST | LF | 0 | 801,518 | 0 | 0 | 0 | 801,518 |
| CEI | SU | 0 | 3,030 | 0 | 0 | 0 | 3,030 |
| CST | SU | 0 | 1,771,968 | 0 | 0 | 0 | 1,771,968 |
| Total | | 0 | 2,962,539 | 0 | 0 | 0 | 2,962,539 |

Prior Cost < 2019/20: 390,000

Future Cost > 2023/24: 0

Total Project Cost: 3,352,539

Project Description: Add paved shoulders for safety along Old New York Avenue from Shell Road to SR 44. This project supports efforts to meet the adopted safety targets. This project is also identified in Volusia County five (5) years road program. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4389811

Turnbull Bay Rd from Pioneer Trail to Sunset Drive (Pave Shoulders) Non-SIS



Work Summary: PAVE SHOULDERS
From: Pioneer Trail
To: Sunset Drive
Lead Agency: Volusia County
Length: 3.417 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|----------|------------------|
| CEI | LF | 0 | 0 | 0 | 288,383 | 0 | 288,383 |
| CST | LF | 0 | 0 | 0 | 404,282 | 0 | 404,282 |
| CEI | SU | 0 | 0 | 0 | 3,030 | 0 | 3,030 |
| CST | SU | 0 | 0 | 0 | 1,707,500 | 0 | 1,707,500 |
| Total | | 0 | 0 | 0 | 2,403,195 | 0 | 2,403,195 |

Prior Cost < 2019/20: 289,000

Future Cost > 2023/24: 0

Total Project Cost: 2,692,195

Project Description: Add paved shoulders for safety along Turnbull Bay Road from Pioneer Trail to Sunset Drive. This project supports efforts to meet the adopted safety targets. This project is also identified in Volusia County five (5) years road program. (Reference 2040 Long Range Transportation Plan, page 63, and table 31 on pg 72.)

4389821

US 1/SR 5 from 6th Street to Flomich Street

Non-SIS



Work Summary: TRAFFIC SIGNAL UPDATE
From: 6th Street
To: Flomich Street
Lead Agency: Florida Department of Transportation
Length: 1.833 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|------------------|----------------|----------|------------------|
| ROW | SU | 299,505 | 380,000 | 300,000 | 185,731 | 0 | 1,165,236 |
| ROW | ACSU | 190,495 | 0 | 0 | 0 | 0 | 190,495 |
| CEI | SU | 0 | 0 | 313,490 | 0 | 0 | 313,490 |
| CEI | DDR | 0 | 0 | 124,315 | 0 | 0 | 124,315 |
| CST | SU | 0 | 0 | 2,009,077 | 0 | 0 | 2,009,077 |
| ROW | DDR | 0 | 0 | 0 | 269 | 0 | 269 |
| Total | | 490,000 | 380,000 | 2,746,882 | 186,000 | 0 | 3,802,882 |

Prior Cost < 2019/20: 870,247

Future Cost > 2023/24: 0

Total Project Cost: 4,673,129

Project Description: Upgrade traffic signal support system to mast arms at 3rd St, 6th St, 8th St, Walker St, and Flomich St intersections on US 1 in Holly Hill. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.).

4391441

SR 472 at Minnesota Ave

Non-SIS



Work Summary: ADD LEFT TURN LANE(S)

From: at Minnesota Ave

To:

Lead Agency: Florida Department of Transportation

Length: 0.057 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | DIH | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| CEI | DDR | 51,300 | 0 | 0 | 0 | 0 | 51,300 |
| CST | DDR | 149,220 | 0 | 0 | 0 | 0 | 149,220 |
| Total | | 205,650 | 0 | 0 | 0 | 0 | 205,650 |

Prior Cost < 2019/20: 177,998

Future Cost > 2023/24: 0

Total Project Cost: 383,648

Project Description: Construct a southbound left turn lane from 300 ft northwest of Minnesota Avenue to the intersection of SR 472 and Minnesota Avenue. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4402701

SR40 Signal Design Build Operate & Maintain

SIS



Work Summary: ATMS - ARTERIAL TRAFFIC MGMT
From: Tymber Creek Road
To: SR A1A
Lead Agency: Florida Department of Transportation
Length: 0.042 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CEI | DITS | 102,600 | 0 | 0 | 0 | 0 | 102,600 |
| CST | DITS | 1,719,899 | 0 | 0 | 0 | 0 | 1,719,899 |
| Total | | 1,822,499 | 0 | 0 | 0 | 0 | 1,822,499 |

Prior Cost < 2019/20: 120,000

Future Cost > 2023/24: 0

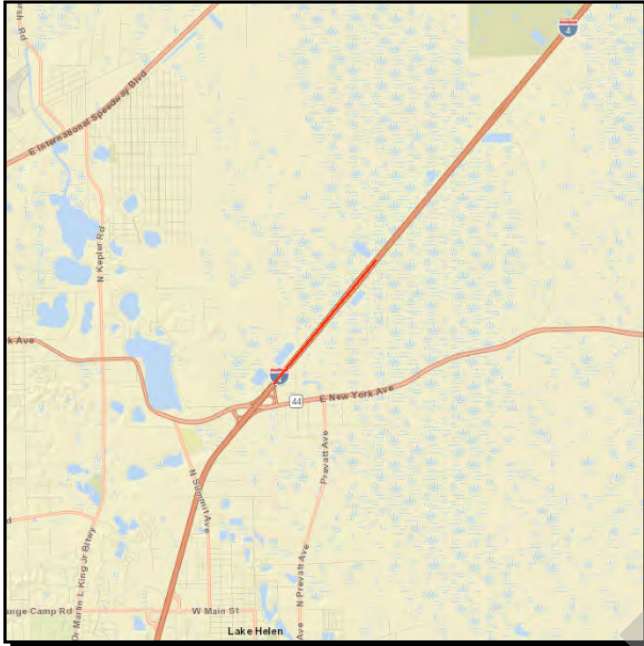
Total Project Cost: 1,942,499

Project Description: Design, build and operate an adaptive traffic signal control system on SR 40 from Tymber Creek Rd to SR A1A. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63.)

4413741

SR 400 from SR 44 Interchange to SR 400 MM 121

SIS



Work Summary: SAFETY PROJECT
From: SR 44
To: SR 400 MM 121
Lead Agency: Florida Department of Transportation
Length: 1.577 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|----------------|
| ENV | DDR | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| CEI | ACSS | 0 | 38,174 | 0 | 0 | 0 | 38,174 |
| CST | ACSS | 0 | 104,236 | 0 | 0 | 0 | 104,236 |
| Total | | 150,000 | 142,410 | 0 | 0 | 0 | 292,410 |

Prior Cost < 2019/20: 714

Future Cost > 2023/24: 0

Total Project Cost: 293,124

Project Description: Install an emergency vehicle turnaround within SR 400 (I-4) median north of SR 44 interchange. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4413962

CR 4164 Osteen-Maytown Rd from E Of Gobblers Logde Rd to E I-95 Non-SIS



Work Summary: PAVE SHOULDERS **From:** East of Gobblers Lodge Rd

To: E I-95

Lead Agency: Florida Department of Transportation

Length: 2.403 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | ACSS | 0 | 213,056 | 0 | 0 | 0 | 213,056 |
| CST | ACSS | 0 | 1,877,150 | 0 | 0 | 0 | 1,877,150 |
| Total | | 0 | 2,090,206 | 0 | 0 | 0 | 2,090,206 |

Prior Cost < 2019/20: 0

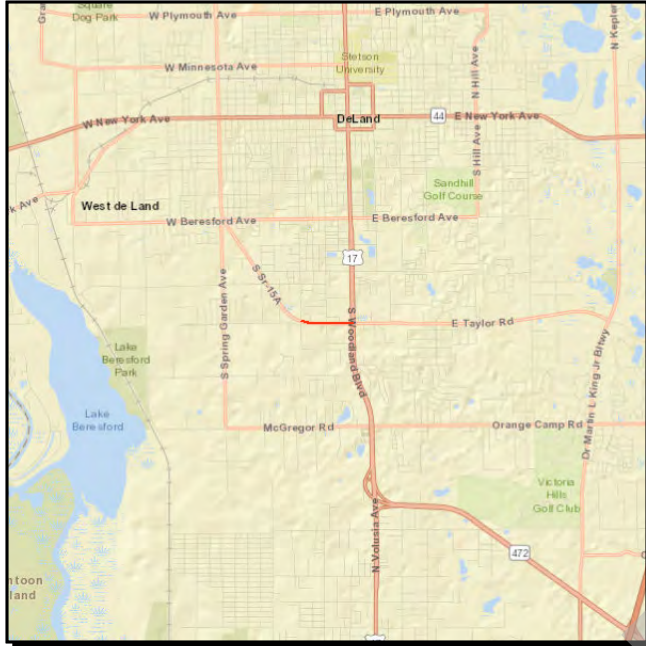
Future Cost > 2023/24: 0

Total Project Cost: 2,090,206

Project Description: Add paved shoulders along CR 4164 Osteen-Maytown road and rumble stripping from seven miles of east of SR 415 to Dunlamb Road. Design funded as a separate project FM# 4413961. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4414141

SR 15A (Taylor Road); 15/600 to SR-15 from US 17/92 to Adelle Ave SIS



Work Summary: SAFETY PROJECT
From: US 17/92
To: Adelle Ave
Lead Agency: Florida Department of Transportation
Length: 0.511 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | ACSS | 0 | 164,923 | 0 | 0 | 0 | 164,923 |
| CST | ACSS | 0 | 1,318,448 | 0 | 0 | 0 | 1,318,448 |
| Total | | 0 | 1,483,371 | 0 | 0 | 0 | 1,483,371 |

Prior Cost < 2019/20: 300,499

Future Cost > 2023/24: 0

Total Project Cost: 1,783,870

Project Description: Safety Project. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4424671

SR 15/US 17-92 at Fort Florida Road Traffic Signal

SIS



Work Summary: TRAFFIC SIGNALS

From:

To: SR 15/US 17-92 at Fort Florida Road

Lead Agency: Florida Department of Transportation

Length: 0.002 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | LF | 20,520 | 0 | 0 | 0 | 0 | 20,520 |
| CST | DIH | 30,780 | 0 | 0 | 0 | 0 | 30,780 |
| CEI | DDR | 123,120 | 0 | 0 | 0 | 0 | 123,120 |
| CST | DDR | 354,801 | 0 | 0 | 0 | 0 | 354,801 |
| Total | | 529,221 | 0 | 0 | 0 | 0 | 529,221 |

Prior Cost < 2019/20: 312,037

Future Cost > 2023/24: 0

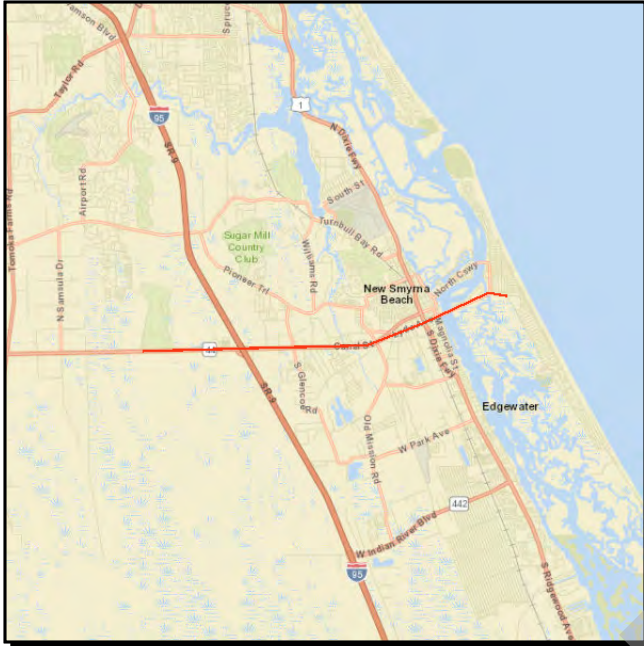
Total Project Cost: 841,258

Project Description: Installation of a mast arm traffic signal on SR 15/US 17-92 at Fort Florida Road. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4424991

State Road 44 from Airport Road to East 3rd Avenue

Non-SIS



Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM
From: Airport Road
To: East 3rd Avenue
Lead Agency: Florida Department of Transportation
Length: 8.043 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | ACSU | 832,850 | 0 | 0 | 0 | 0 | 832,850 |
| CEI | SU | 138,510 | 0 | 0 | 0 | 0 | 138,510 |
| CST | SU | 86,819 | 0 | 0 | 0 | 0 | 86,819 |
| CST | DDR | 771,715 | 0 | 0 | 0 | 0 | 771,715 |
| Total | | 1,829,894 | 0 | 0 | 0 | 0 | 1,829,894 |

Prior Cost < 2019/20: 222,476

Future Cost > 2023/24: 0

Total Project Cost: 2,052,370

Project Description: Installation of an adaptive traffic signal system from Airport Road to East 3rd Avenue. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4425101

East Volusia Traffic Management Center Relocation

Non-SIS

No Map
Available

Work Summary: TRAFFIC MANAGEMENT From: CENTERS
To: on SR 44 West of SR 415
Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CEI | LF | 0 | 70,000 | 0 | 0 | 0 | 70,000 |
| CEI | SU | 0 | 5,000 | 0 | 0 | 0 | 5,000 |
| CST | SU | 0 | 700,000 | 0 | 0 | 0 | 700,000 |
| Total | | 0 | 775,000 | 0 | 0 | 0 | 775,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

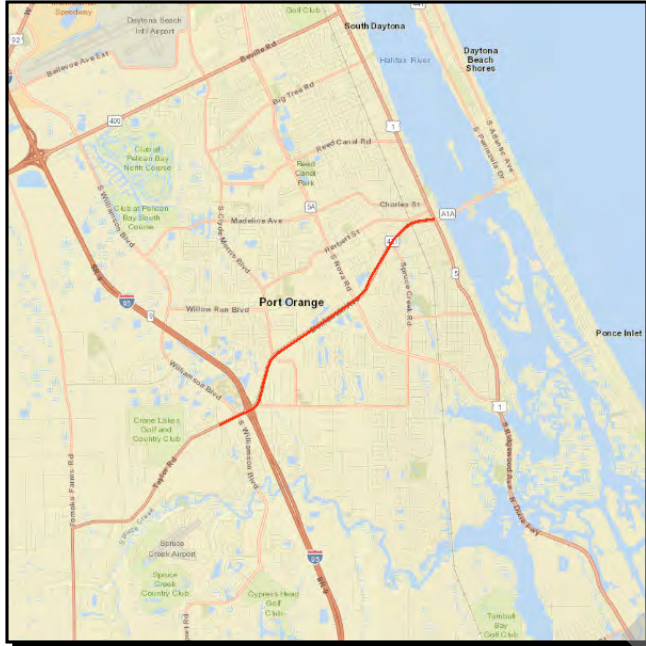
Total Project Cost: 775,000

Project Description: Relocation of the Volusia County Traffic Management Center on SR 44 West of SR 415. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4425221

State Road 421 from Summer Trees Road to SR 5/A1A

Non-SIS



Work Summary: TRAFFIC CONTROL DEVICES/SYSTEM
From: Summer Trees Road
To: SR 5/A1A
Lead Agency: Volusia County
Length: 4.217 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | ACSU | 1,697,792 | 0 | 0 | 0 | 0 | 1,697,792 |
| CEI | SU | 123,120 | 0 | 0 | 0 | 0 | 123,120 |
| Total | | 1,820,912 | 0 | 0 | 0 | 0 | 1,820,912 |

Prior Cost < 2019/20: 253,260

Future Cost > 2023/24: 0

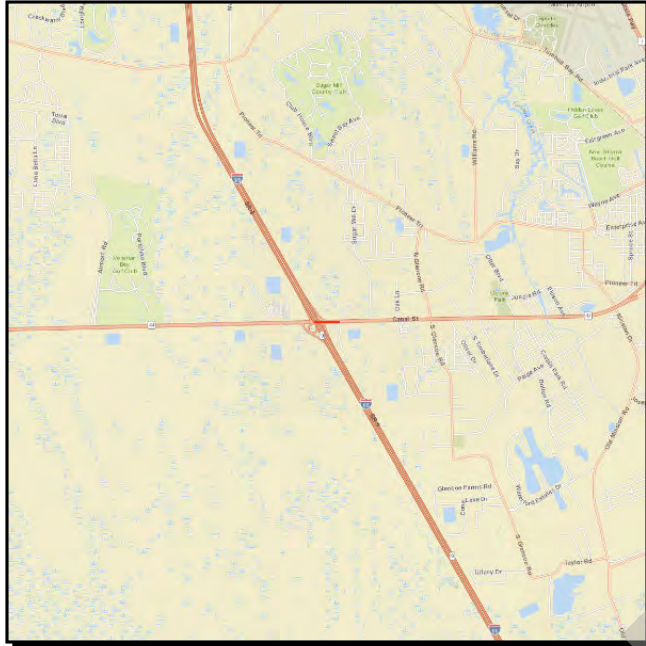
Total Project Cost: 2,074,172

Project Description: Installation of an adaptive traffic signal system from Summer Trees Road to SR 5/A1A. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4429321

SR 44 from Southbound I-95 to Memorial Medical Parkway

Non-SIS



Work Summary: INTERCHANGE IMPROVEMENT

From: Southbound I-95

To: Memorial Medical Parkway

Lead Agency: Florida Department of Transportation

Length: 0.255 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|------------------|
| PE | ACFP | 531,713 | 0 | 0 | 0 | 0 | 531,713 |
| CEI | ACFP | 0 | 115,830 | 0 | 0 | 0 | 115,830 |
| CST | ACFP | 0 | 844,753 | 0 | 0 | 0 | 844,753 |
| Total | | 531,713 | 960,583 | 0 | 0 | 0 | 1,492,296 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,492,296

Project Description: Interchange improvement on SR 44 from Southbound I-95 to Memorial Medical Parkway. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4435451

Graves Ave from Veterans Memorial Pkwy to Kentucky Ave

Non-SIS

No Map
Available

Work Summary: SAFETY PROJECT **From:** Veterans Memorial Pkwy
To: Kentucky Ave
Lead Agency: Volusia County **Length:** 0.324 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------------|----------|----------|------------------|
| PE | ACSS | 173,145 | 0 | 0 | 0 | 0 | 173,145 |
| CEI | ACSS | 0 | 0 | 115,135 | 0 | 0 | 115,135 |
| CST | ACSS | 0 | 0 | 840,724 | 0 | 0 | 840,724 |
| Total | | 173,145 | 0 | 955,859 | 0 | 0 | 1,129,004 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,129,004

Project Description: Widening Graves Ave from 2 lanes to 3 lanes between Veterans Memorial Pkwy and Kentucky Ave. LAP with Volusia County. This project supports efforts to meet the adopted safety targets. This project is also identified in Volusia County five (5) years road program. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4443851

Fairgreen Ave & Turnbull Bay Rd @ Crossing # 272909-C

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at Crossing #272909-C

To:

Lead Agency: Florida Department of Transportation **Length:** .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | RHP | 410,260 | 0 | 0 | 0 | 0 | 410,260 |
| Total | | 410,260 | 0 | 0 | 0 | 0 | 410,260 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 410,260

Project Description: This project in New Smyrna Beach will upgrade the signals at the crossing which includes design, flagging, labor, and related costs. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4443861

County Road 4147 / Volco Road at Crossing #271982-W

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** Crossing #271982-W

To:

Lead Agency: Florida Department of Transportation **Length:** 0.023 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | RHP | 315,840 | 0 | 0 | 0 | 0 | 315,840 |
| Total | | 315,840 | 0 | 0 | 0 | 0 | 315,840 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 315,840

Project Description: This project in the City of Edgewater will upgrade the signals at the crossing which includes design, flagging, labor, and related costs. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4443871

Turnbull Bay Road #79929008, from Mile Post 97.187 to Mile Post

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** Mile Post 97.187
To: Mile Post 141.643 at Crossing #271963-S
Lead Agency: Florida Department of Transportation **Length:** 0.010 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | RHP | 336,570 | 0 | 0 | 0 | 0 | 336,570 |
| Total | | 336,570 | 0 | 0 | 0 | 0 | 336,570 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 336,570

Project Description: This project in the City of New Smyrna Beach will upgrade the signals at the crossing which includes design, flagging, labor, and related costs. This project supports efforts to meet the adopted safety target. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4443881

Spruce Creek/Commonwealth at Crossing #271961-D

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** at Crossing #271961-D

To:

Lead Agency: Florida Department of Transportation **Length:** 0.007 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | RHP | 319,120 | 0 | 0 | 0 | 0 | 319,120 |
| Total | | 319,120 | 0 | 0 | 0 | 0 | 319,120 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 319,120

Project Description: This project in the City of Port Orange will upgrade the signals at the crossing which includes design, flagging, labor, and related costs. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4443891

Ponce Deleon Blvd @ Burts Park Rd Crossing #621287-S

Non-SIS



Work Summary: RAIL SAFETY PROJECT **From:** Crossing #621287-S

To:

Lead Agency: Florida Department of Transportation **Length:** 0.017 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | RHP | 343,313 | 0 | 0 | 0 | 0 | 343,313 |
| Total | | 343,313 | 0 | 0 | 0 | 0 | 343,313 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 343,313

Project Description: This project in DeLeon Springs will upgrade the signals at the crossing which includes design, flagging, labor, and related costs. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4450101

Elkcam Blvd from Sylvia Dr to Fort Smith Blvd

Non-SIS



Work Summary: PAVE SHOULDERS

From: Sylvia Dr

To: Fort Smith Blvd

Lead Agency: City of Deltona

Length: 1.548 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|----------|------------------|
| CEI | LF | 0 | 0 | 0 | 1,000 | 0 | 1,000 |
| CST | LF | 0 | 0 | 0 | 210,057 | 0 | 210,057 |
| CEI | SU | 0 | 0 | 0 | 275,780 | 0 | 275,780 |
| CST | SU | 0 | 0 | 0 | 1,628,467 | 0 | 1,628,467 |
| Total | | 0 | 0 | 0 | 2,115,304 | 0 | 2,115,304 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 2,115,304

Project Description: Add paved shoulders along Elkcam Blvd from Sylvia Dr to Fort Smith Blvd. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

4450461

SR A1A @ Liberty Street (Public Safety Complex)

Non-SIS

Work Summary: TRAFFIC SIGNAL UPDATE
From: on SR A1A @ Liberty Street
To:
Lead Agency: Volusia County
Length: 0.001 mile

No Map
Available

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | ACSU | 22,000 | 0 | 0 | 0 | 0 | 22,000 |
| CST | ACSU | 202,000 | 0 | 0 | 0 | 0 | 202,000 |
| Total | | 224,000 | 0 | 0 | 0 | 0 | 224,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 224,000

Project Description: Traffic signal update on SR A1A @ Liberty Street (Public Safety Complex). (Reference 2040 Long Range Transportation Plan, page 63 and table 31 on pg 72.)

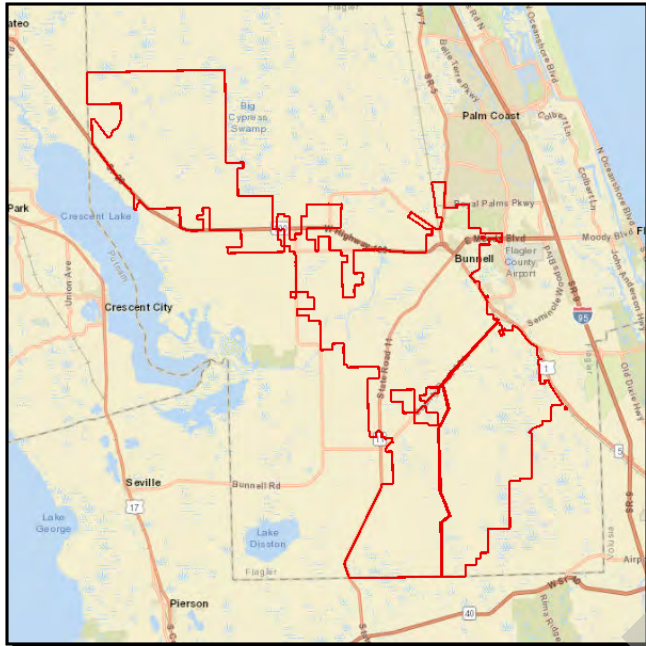
Section V - Maintenance Projects

DRAFT

2441721

City of Bunnell Memorandum of Agreement

Non-SIS



Work Summary:

ROUTINE
MAINTENANCE

From: City-wide

To:

Lead Agency:

City of Bunnell

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 56,704 | 56,704 | 56,704 | 56,704 | 56,704 | 283,520 |
| Total | | 56,704 | 56,704 | 56,704 | 56,704 | 56,704 | 283,520 |

Prior Cost < 2019/20: 1,048,351

Future Cost > 2023/24: 0

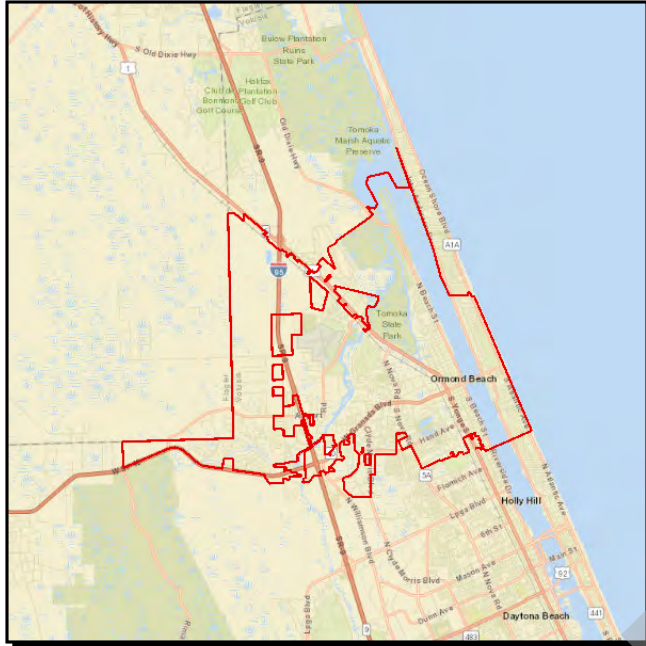
Total Project Cost: 1,331,871

Project Description: Memorandum of agreement with City of Bunnell for routine maintenance. (Reference 2040 Long Range Transportation Plan, page 63.)

2445831

City of Ormond Beach Maintenance Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of Ormond Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| MNT | D | 173,000 | 173,000 | 173,000 | 173,000 | 173,000 | 865,000 |
| Total | | 173,000 | 173,000 | 173,000 | 173,000 | 173,000 | 865,000 |

Prior Cost < 2019/20: 3,519,258

Future Cost > 2023/24: 0

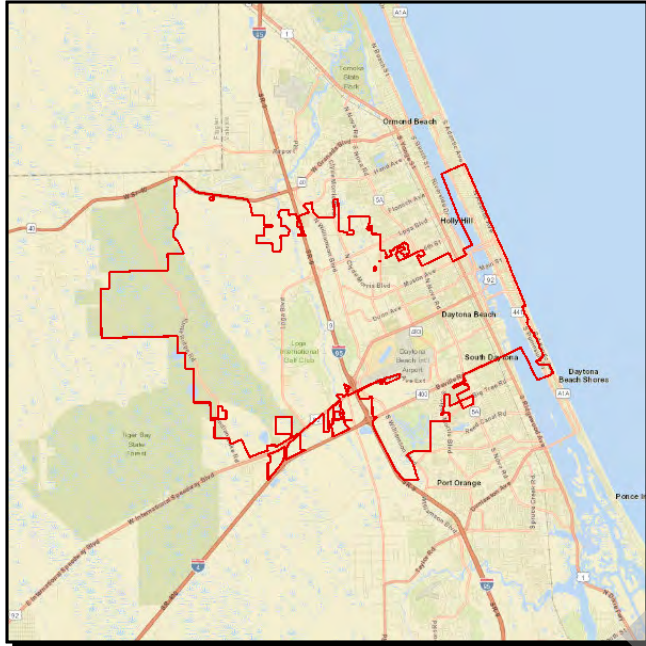
Total Project Cost: 4,384,258

Project Description: Routine maintenance contract with City of Ormond Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

2446071

City of Daytona Beach Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of Daytona Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MNT | D | 267,015 | 267,015 | 267,015 | 267,015 | 267,015 | 1,335,075 |
| Total | | 267,015 | 267,015 | 267,015 | 267,015 | 267,015 | 1,335,075 |

Prior Cost < 2019/20: 4,034,288

Future Cost > 2023/24: 0

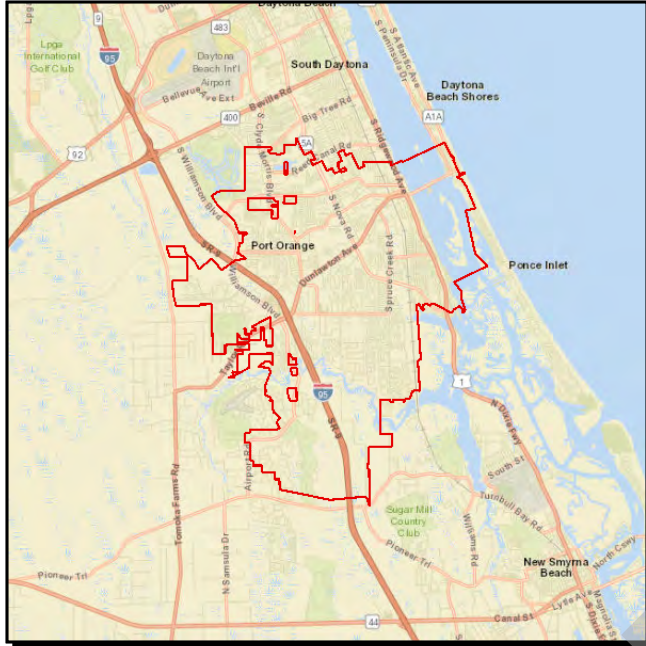
Total Project Cost: 5,369,363

Project Description: Routine maintenance contract with City of Daytona Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

2446081

City of Port Orange Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of Port Orange

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------------|----------|----------------|
| MNT | D | 196,731 | 0 | 0 | 196,731 | 0 | 393,462 |
| Total | | 196,731 | 0 | 0 | 196,731 | 0 | 393,462 |

Prior Cost < 2019/20: 939,535

Future Cost > 2023/24: 0

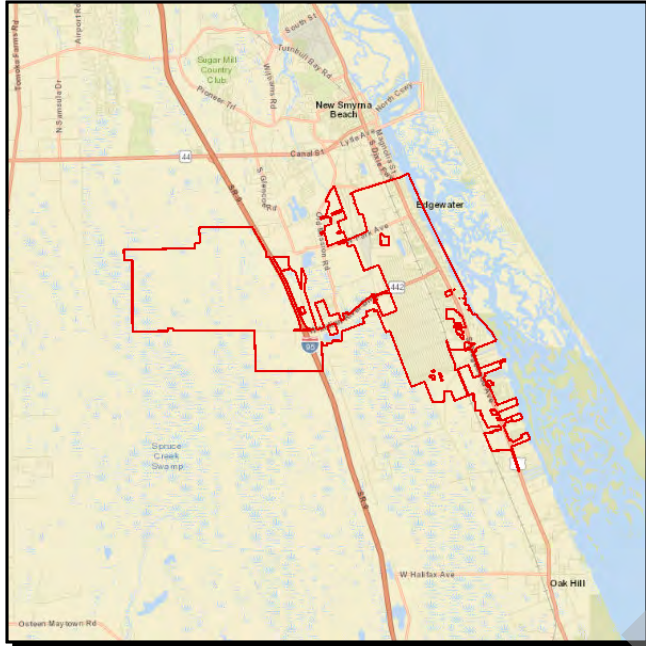
Total Project Cost: 1,332,997

Project Description: Routine maintenance contract with City of Port Orange. (Reference 2040 Long Range Transportation Plan, page 63.)

2446211

City of Edgewater Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of Edgewater

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------------|----------|----------------|
| MNT | D | 127,200 | 0 | 0 | 127,200 | 0 | 254,400 |
| Total | | 127,200 | 0 | 0 | 127,200 | 0 | 254,400 |

Prior Cost < 2019/20: 680,284

Future Cost > 2023/24: 0

Total Project Cost: 934,684

Project Description: Routine maintenance contract with City of Edgewater. (Reference 2040 Long Range Transportation Plan, page 63.)

2446451

City of South Daytona Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of South Daytona

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 23,820 | 23,820 | 23,820 | 23,820 | 23,820 | 119,100 |
| Total | | 23,820 | 23,820 | 23,820 | 23,820 | 23,820 | 119,100 |

Prior Cost < 2019/20: 409,627

Future Cost > 2023/24: 0

Total Project Cost: 528,727

Project Description: Routine maintenance contract with City of South Daytona. (Reference 2040 Long Range Transportation Plan, page 63.)

2449121

City of Holly Hill Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of Holly Hill

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 29,032 | 29,032 | 29,032 | 29,032 | 29,032 | 145,160 |
| Total | | 29,032 | 29,032 | 29,032 | 29,032 | 29,032 | 145,160 |

Prior Cost < 2019/20: 623,280

Future Cost > 2023/24: 0

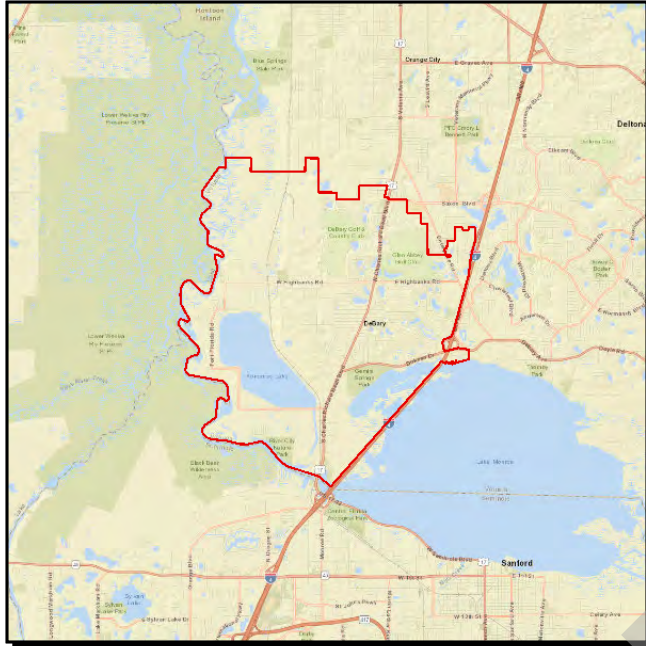
Total Project Cost: 768,440

Project Description: Routine maintenance contract with City of Holly Hill. (Reference 2040 Long Range Transportation Plan, page 63.)

4033912

City of DeBary Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of DeBary

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------------|----------|----------------|
| MNT | D | 111,000 | 0 | 0 | 111,000 | 0 | 222,000 |
| Total | | 111,000 | 0 | 0 | 111,000 | 0 | 222,000 |

Prior Cost < 2019/20: 626,016

Future Cost > 2023/24: 0

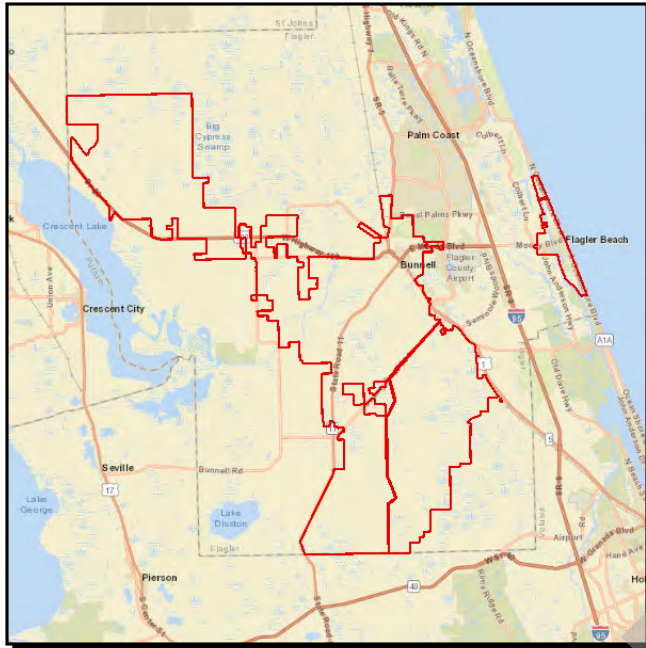
Total Project Cost: 848,016

Project Description: Routine maintenance contract with City of DeBary. (Reference 2040 Long Range Transportation Plan, page 63.)

4136155

Lighting Agreements

Non-SIS



Work Summary: LIGHTING

From: throughout Bunnell and Flagler Beach

To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 74,997 | 77,246 | 79,564 | 81,949 | 84,408 | 398,164 |
| Total | | 74,997 | 77,246 | 79,564 | 81,949 | 84,408 | 398,164 |

Prior Cost < 2019/20: 866,579

Future Cost > 2023/24: 0

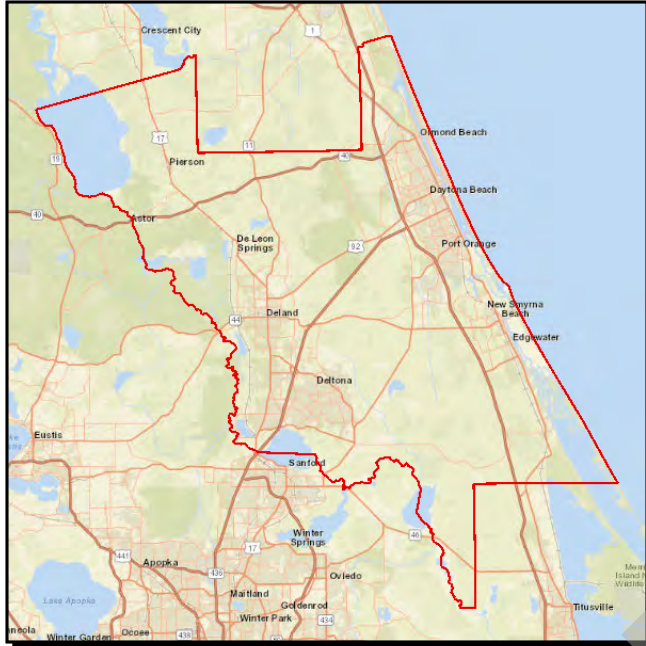
Total Project Cost: 1,264,743

Project Description: Lighting agreements with Bunnell, Beverly Beach, Flagler Beach, and Marineland. (Reference River to Sea TPO 2040 LRTP, page 63.)

4136158

Lighting Agreements

Non-SIS



Work Summary: LIGHTING

From: throughout Volusia County

To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|------------------|------------------|------------------|------------------|------------------|
| MNT | D | 1,047,591 | 1,079,014 | 1,111,375 | 1,144,704 | 1,179,041 | 5,561,725 |
| Total | | 1,047,591 | 1,079,014 | 1,111,375 | 1,144,704 | 1,179,041 | 5,561,725 |

Prior Cost < 2019/20: 11,299,117

Future Cost > 2023/24: 0

Total Project Cost: 16,860,842

Project Description: Agreements for lighting at various locations throughout Volusia County. (Reference 2040 Long Range Transportation Plan, page 63.)

4149791

City of Flagler Beach Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: throughout Flagler Beach
To:
Lead Agency: City of Flagler Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 29,353 | 29,353 | 28,144 | 28,144 | 28,144 | 143,138 |
| Total | | 29,353 | 29,353 | 28,144 | 28,144 | 28,144 | 143,138 |

Prior Cost < 2019/20: 346,731

Future Cost > 2023/24: 0

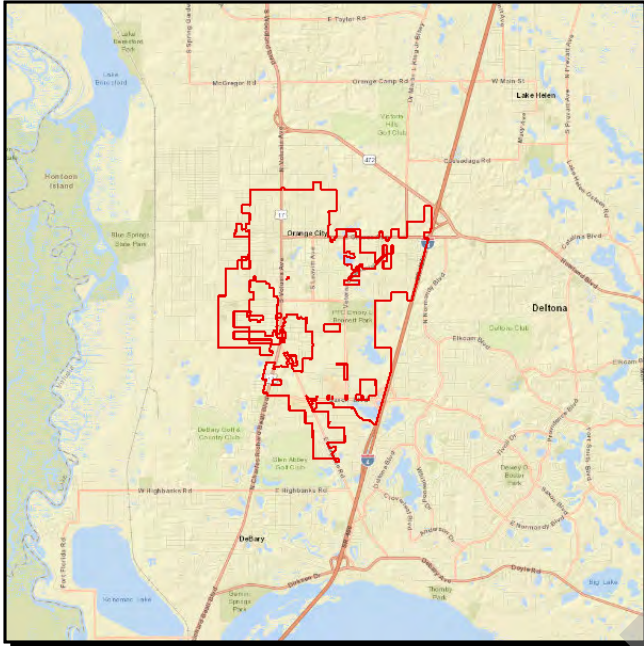
Total Project Cost: 489,869

Project Description: Routine maintenance contract with City of Flagler Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

4157491

Orange City Memorandum of Agreement

Non-SIS



Work Summary:

ROUTINE
MAINTENANCE

From:

City-wide

To:

Lead Agency:

City of Orange City

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 23,064 | 23,064 | 23,064 | 23,064 | 23,064 | 115,320 |
| Total | | 23,064 | 23,064 | 23,064 | 23,064 | 23,064 | 115,320 |

Prior Cost < 2019/20: 438,543

Future Cost > 2023/24: 0

Total Project Cost: 553,863

Project Description: Routine maintenance contract with City of Orange City. (Reference 2040 Long Range Transportation Plan, page 63.)

4165921

New Smyrna Beach MOA

Non-SIS



Work Summary: ROUTINE MAINTENANCE

From: City-wide

To:

Lead Agency: City of New Smyrna Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------------|----------|----------------|
| MNT | D | 102,780 | 0 | 0 | 102,780 | 0 | 205,560 |
| Total | | 102,780 | 0 | 0 | 102,780 | 0 | 205,560 |

Prior Cost < 2019/20: 719,793

Future Cost > 2023/24: 0

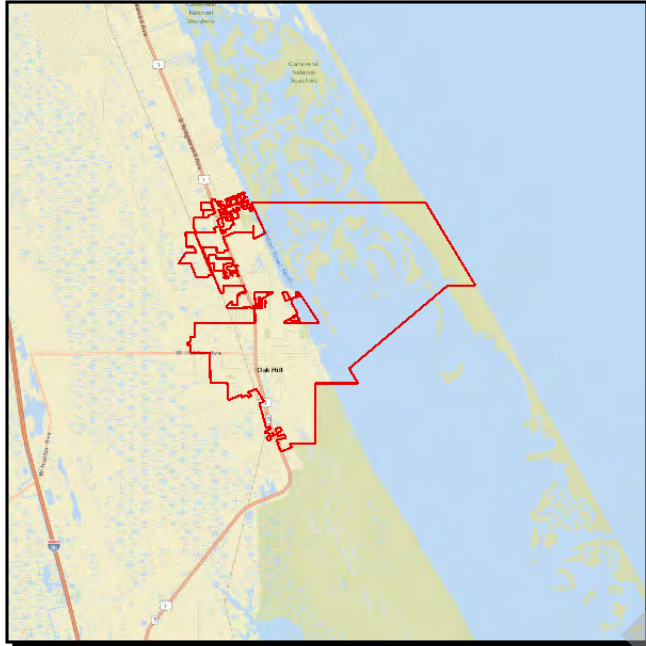
Total Project Cost: 925,353

Project Description: Routine maintenance contract with City of New Smyrna Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

4172601

City of Oak Hill Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:

Lead Agency: City of Oak Hill

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------------|----------|----------------|
| MNT | D | 132,672 | 0 | 0 | 132,672 | 0 | 265,344 |
| Total | | 132,672 | 0 | 0 | 132,672 | 0 | 265,344 |

Prior Cost < 2019/20: 544,603

Future Cost > 2023/24: 0

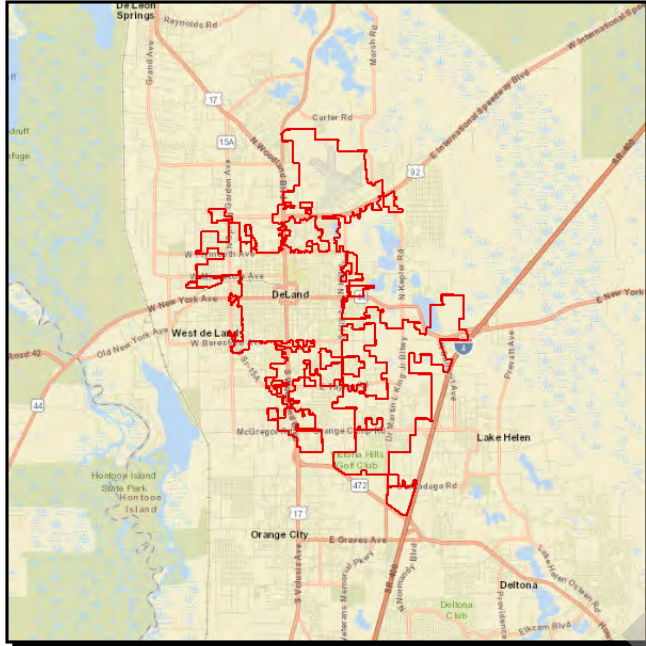
Total Project Cost: 809,947

Project Description: Routine maintenance contract with City of Oak Hill. (Reference 2040 Long Range Transportation Plan, page 63.)

4173621

City of DeLand Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of DeLand

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|---------------|----------|----------------|
| MNT | D | 122,771 | 0 | 0 | 85,854 | 0 | 208,625 |
| Total | | 122,771 | 0 | 0 | 85,854 | 0 | 208,625 |

Prior Cost < 2019/20: 241,133

Future Cost > 2023/24: 0

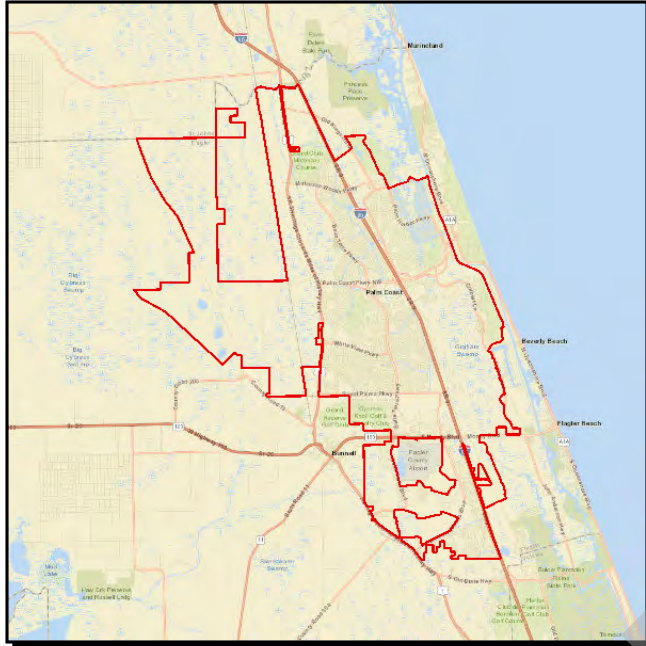
Total Project Cost: 449,758

Project Description: Routine maintenance contract with City of DeLand. (Reference 2040 Long Range Transportation Plan, page 63.)

4173641

City of Palm Coast Memorandum of Agreement

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: City-wide
To:
Lead Agency: City of Palm Coast

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 475,000 |
| Total | | 95,000 | 95,000 | 95,000 | 95,000 | 95,000 | 475,000 |

Prior Cost < 2019/20: 1,256,095

Future Cost > 2023/24: 0

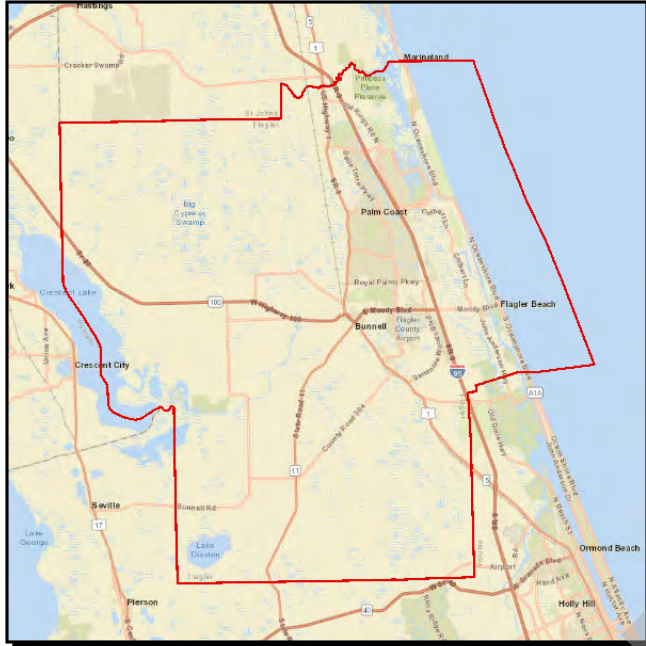
Total Project Cost: 1,731,095

Project Description: Memorandum of agreement with City of Palm Coast for routine maintenance. (Reference 2040 Long Range Transportation Plan, page 63.)

4181051

Flagler Roadways Primary In-House Maintenance

Non-SIS



Work Summary: IN-HOUSE SYSTEM MAINTENANCE
From: Flagler County-wide
To:
Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| MNT | D | 193,245 | 168,565 | 168,565 | 168,565 | 168,565 | 867,505 |
| Total | | 193,245 | 168,565 | 168,565 | 168,565 | 168,565 | 867,505 |

Prior Cost < 2019/20: 1,875,409

Future Cost > 2023/24: 0

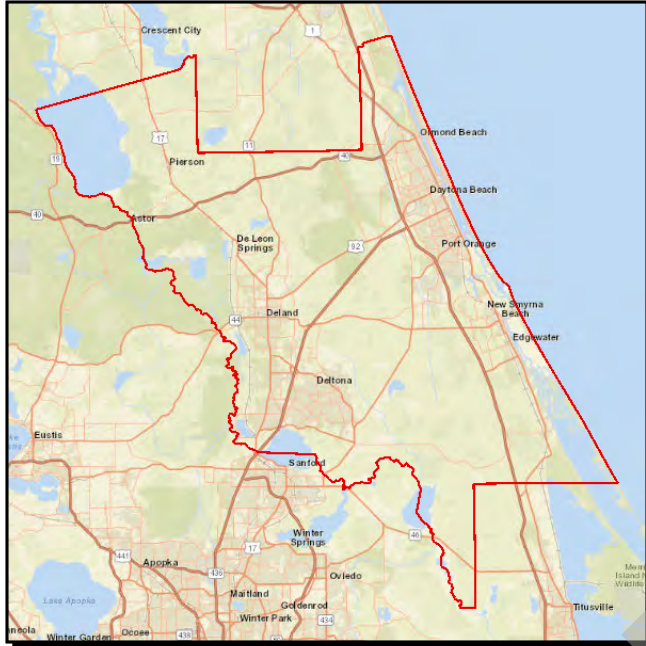
Total Project Cost: 2,742,914

Project Description: FDOT will conduct routine maintenance on state roads throughout Flagler County. (Reference 2040 Long Range Transportation Plan, page 63.)

4181131

Volusia Primary In-House Maintenance

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: Volusia County-wide
To:

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| MNT | D | 2,868,375 | 3,009,686 | 3,009,686 | 3,009,686 | 2,889,686 | 14,787,119 |
| Total | | 2,868,375 | 3,009,686 | 3,009,686 | 3,009,686 | 2,889,686 | 14,787,119 |

Prior Cost < 2019/20: 59,849,226

Future Cost > 2023/24: 0

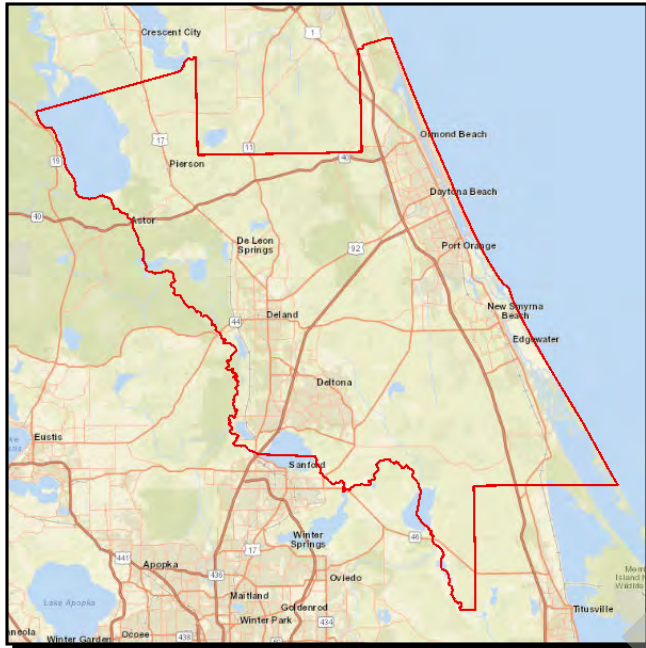
Total Project Cost: 74,636,345

Project Description: Routine in-house maintenance of state roads throughout the county. (Reference 2040 Long Range Transportation Plan, page 63.)

4254552

Sidewalk/Concrete Repairs; Performance Various Locations

Non-SIS



Work Summary:

ROUTINE
MAINTENANCE

From: Volusia County-wide

To:

Lead Agency:

Florida Department of
Transportation

Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| MNT | D | 129,000 | 129,000 | 129,000 | 129,000 | 129,000 | 645,000 |
| Total | | 129,000 | 129,000 | 129,000 | 129,000 | 129,000 | 645,000 |

Prior Cost < 2019/20: 1,833,140

Future Cost > 2023/24: 0

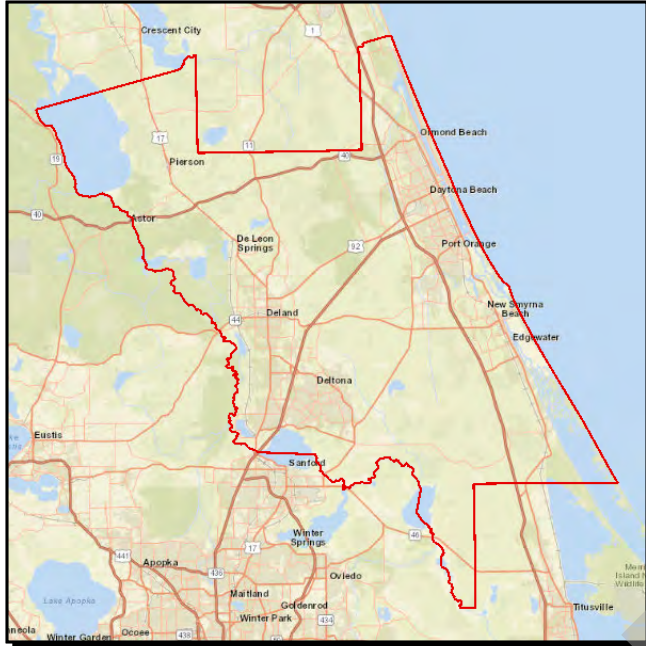
Total Project Cost: 2,478,140

Project Description: Routine maintenance throughout Volusia County. (Reference 2040 Long Range Transportation Plan, page 63.)

4279861

Drainage Maintenance and Repair

Non-SIS



Work Summary: ROUTINE MAINTENANCE

From: Volusia County-wide

To:

Lead Agency: Florida Department of Transportation

Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| MNT | D | 368,920 | 0 | 0 | 0 | 0 | 368,920 |
| Total | | 368,920 | 0 | 0 | 0 | 0 | 368,920 |

Prior Cost < 2019/20: 18,460,452

Future Cost > 2023/24: 0

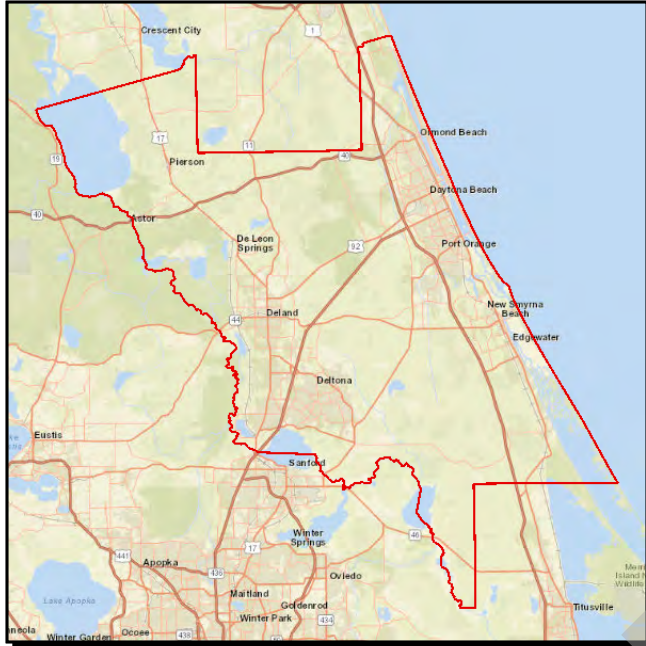
Total Project Cost: 18,829,372

Project Description: Maintenance projects including pipe and culverts, pipe lining (US 1), and drainage improvements (4 locations in Volusia County). (Reference 2040 Long Range Transportation Plan, page 63.)

4280031

Volusia Performance Aesthetics

Non-SIS



Work Summary: ROUTINE MAINTENANCE

From: Volusia County-wide

To:

Lead Agency: Florida Department of Transportation

Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|------------------|
| MNT | D | 599,484 | 599,484 | 599,484 | 599,484 | 599,484 | 2,997,420 |
| Total | | 599,484 | 599,484 | 599,484 | 599,484 | 599,484 | 2,997,420 |

Prior Cost < 2019/20: 5,485,072

Future Cost > 2023/24: 0

Total Project Cost: 8,482,492

Project Description: Routine maintenance throughout Volusia County. (Reference 2040 Long Range Transportation Plan, page 63.)

4344111

SR 400 (I-4) from West of CR 4139 to SR 44

SIS



Work Summary: RESURFACING
From: West of CR 4139
To: SR 44
Lead Agency: Florida Department of Transportation
Length: 5.148 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|-------------------|----------|----------|-------------------|
| PE | ACNP | 770,000 | 0 | 0 | 0 | 0 | 770,000 |
| CEI | ACNP | 0 | 0 | 945,875 | 0 | 0 | 945,875 |
| CST | ACNP | 0 | 0 | 13,085,081 | 0 | 0 | 13,085,081 |
| Total | | 770,000 | 0 | 14,030,956 | 0 | 0 | 14,800,956 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 14,800,956

Project Description: Resurfacing on SR 400 (I-4) from west of CR 4139 to SR 44. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63.)

4356331

Marineland Acres - Resurfacing and Drainage Improvements

Non-SIS



Work Summary: RESURFACING
From: at Marineland Acres
To:
Lead Agency: Flagler County
Length: 3.294 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | CIGP | 5,150,000 | 0 | 0 | 0 | 0 | 5,150,000 |
| Total | | 5,150,000 | 0 | 0 | 0 | 0 | 5,150,000 |

Prior Cost < 2019/20: 540,000

Future Cost > 2023/24: 0

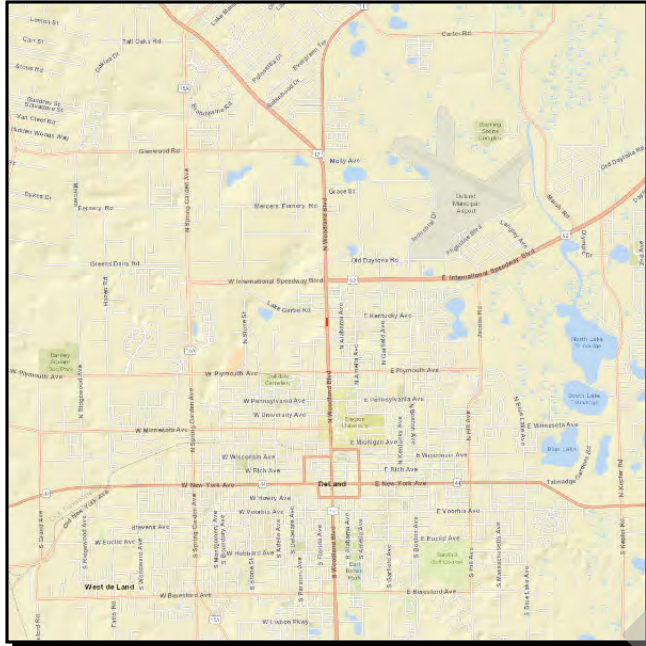
Total Project Cost: 5,690,000

Project Description: New pavement, resurfacing and drainage improvements for 8 local roads in Marineland Acres. (Reference 2040 Long Range Transportation Plan, page 63.)

4371331

SR 15/600/US 17-92 Drainage Improvements

Non-SIS



Work Summary:

DRAINAGE
IMPROVEMENTS

From: Mandarin Av

To: North of E Kentucky Av

Lead Agency:

Florida Department of
Transportation

Length: 0.093 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|------------------|----------|----------|------------------|
| CST | DDR | 0 | 153,890 | 1,075,979 | 0 | 0 | 1,229,869 |
| CEI | DIH | 0 | 0 | 82,139 | 0 | 0 | 82,139 |
| CEI | DDR | 0 | 0 | 75,670 | 0 | 0 | 75,670 |
| Total | | 0 | 153,890 | 1,233,788 | 0 | 0 | 1,387,678 |

Prior Cost < 2019/20: 548,973

Future Cost > 2023/24: 0

Total Project Cost: 1,936,651

Project Description: Drainage improvements on SR 15/600 (US 17-92) from Mandarin Avenue to north of East Kentucky Avenue. (Reference 2040 Long Range Transportation Plan, page 63.)

4372011

Old Kings Rd Box Culverts

Non-SIS

No Map
Available

Work Summary: REPLACE OR WIDEN BR From: at Old Kings Road
CULVERT

To:

Lead Agency: Flagler County **Length:** 0.524 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CST | GRSC | 0 | 1,050,000 | 0 | 0 | 0 | 1,050,000 |
| Total | | 0 | 1,050,000 | 0 | 0 | 0 | 1,050,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

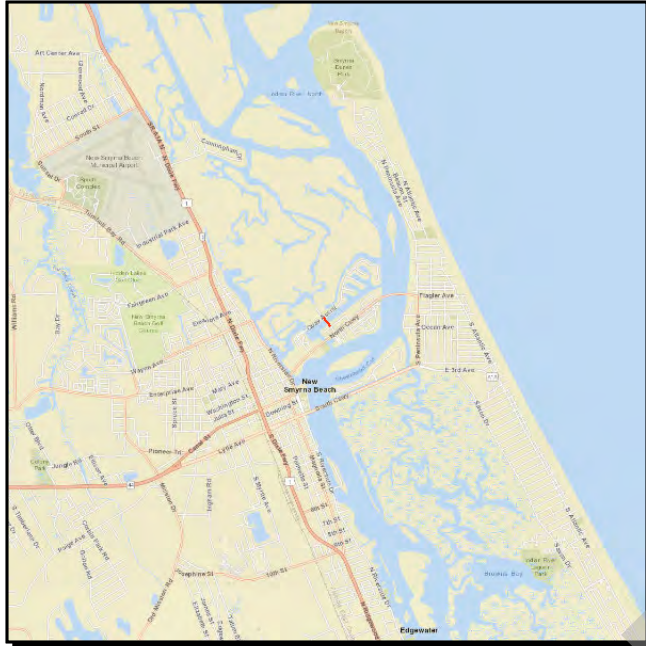
Total Project Cost: 1,050,000

Project Description: Replace or widen bridge culverts. (Reference 2040 Long Range Transportation Plan, page 63.)

4379351

Barracuda Blvd from Quay Assisi to the Middle Way

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** Quay Assisi

To: Middle Way

Lead Agency: City of New Smyrna Beach

Length: 0.110 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|---------------|------------------|--------------|----------|------------------|
| ROW | LF | 20,000 | 16,875 | 5,750 | 2,488 | 0 | 45,113 |
| ROW | ACBZ | 77,200 | 67,825 | 34,350 | 7,468 | 0 | 186,843 |
| CEI | LF | 0 | 0 | 32,430 | 0 | 0 | 32,430 |
| CST | LF | 0 | 0 | 393,195 | 0 | 0 | 393,195 |
| CST | ACBZ | 0 | 0 | 1,179,584 | 0 | 0 | 1,179,584 |
| CEI | ACBZ | 0 | 0 | 113,505 | 0 | 0 | 113,505 |
| Total | | 97,200 | 84,700 | 1,758,814 | 9,956 | 0 | 1,950,670 |

Prior Cost < 2019/20: 868,301

Future Cost > 2023/24: 0

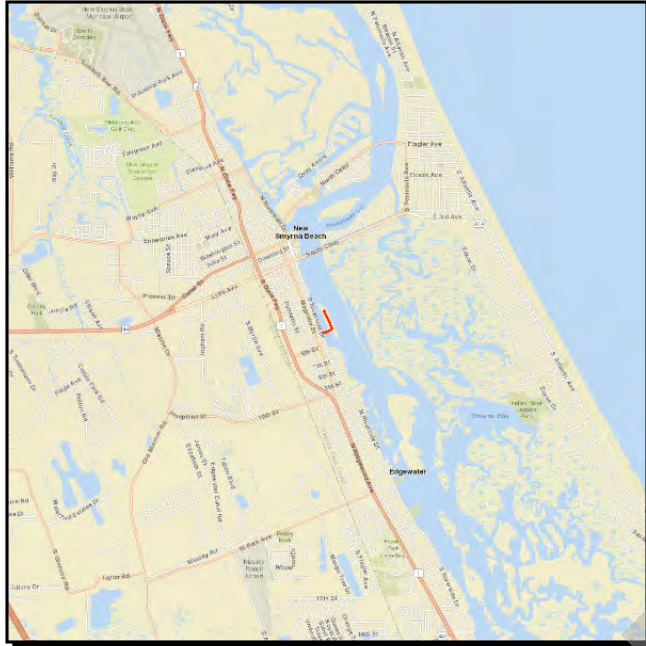
Total Project Cost: 2,818,971

Project Description: Replace existing bridge on Barracuda Boulevard in New Smyrna Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

4379361

Fifth Street Bridge from S Riverside Dr to Commodore Dr

Non-SIS



Work Summary: BRIDGE REPLACEMENT **From:** S Riverside Dr
To: Commodore Dr
Lead Agency: City of New Smyrna Beach **Length:** 0.001 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------------|----------|----------|----------------|
| CEI | LF | 0 | 0 | 25,000 | 0 | 0 | 25,000 |
| CST | LF | 0 | 0 | 208,407 | 0 | 0 | 208,407 |
| CST | ACBZ | 0 | 0 | 625,220 | 0 | 0 | 625,220 |
| CEI | ACBZ | 0 | 0 | 97,800 | 0 | 0 | 97,800 |
| Total | | 0 | 0 | 956,427 | 0 | 0 | 956,427 |

Prior Cost < 2019/20: 617,407

Future Cost > 2023/24: 0

Total Project Cost: 1,573,834

Project Description: Replace existing bridge on Fifth Street in New Smyrna Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

4391211

SR 472 from US17-92 to West of I-4

Non-SIS



Work Summary: RESURFACING
From: US 17/92
To: West of I-4
Lead Agency: Florida Department of Transportation
Length: 2.555 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CEI | DIH | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| CEI | DDR | 459,197 | 0 | 0 | 0 | 0 | 459,197 |
| CST | DDR | 3,737,399 | 0 | 0 | 0 | 0 | 3,737,399 |
| Total | | 4,201,726 | 0 | 0 | 0 | 0 | 4,201,726 |

Prior Cost < 2019/20: 803,414

Future Cost > 2023/24: 0

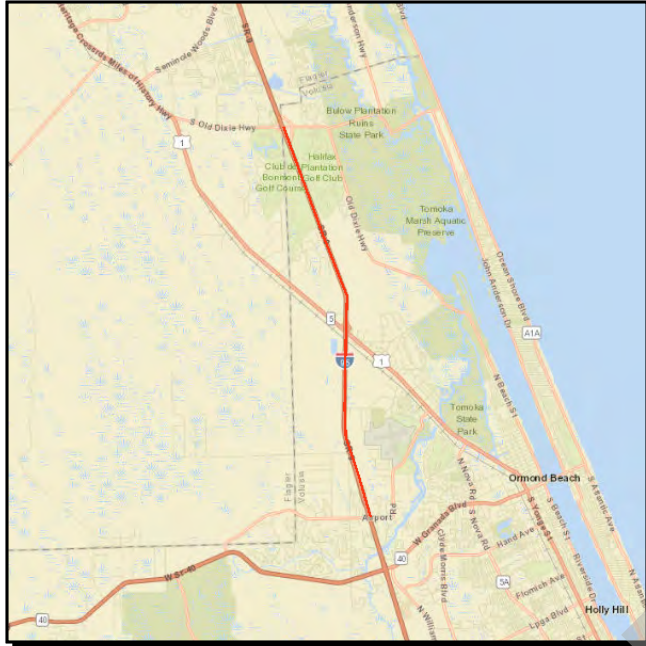
Total Project Cost: 5,005,140

Project Description: Resurfacing on SR 472 from US 17/92 to West of I-4. (Reference 2040 Long Range Transportation Plan, page 63.)

4391311

I 95/SR 9 from S of Bridge 790079 to Flagler County Line

SIS



Work Summary: RESURFACING
From: S of Bridge# 790079
To: Flagler County Line
Lead Agency: Florida Department of Transportation
Length: 9.242 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|----------|----------|----------|----------|-------------------|
| CEI | ACNP | 1,417,377 | 0 | 0 | 0 | 0 | 1,417,377 |
| CST | ACNP | 13,468,671 | 0 | 0 | 0 | 0 | 13,468,671 |
| Total | | 14,886,048 | 0 | 0 | 0 | 0 | 14,886,048 |

Prior Cost < 2019/20: 286,592

Future Cost > 2023/24: 0

Total Project Cost: 15,172,640

Project Description: Resurface I-95/SR 9 from south of Bridge #790079 to the Flagler County Line. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, page 63.)

4391361

SR 5/US 1/Route 1 from Woodland Ave to Flagler County Line

Non-SIS



Work Summary: RESURFACING
From: Woodland Ave
To: Flagler County Line
Lead Agency: Florida Department of Transportation
Length: 6.935 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CEI | DIH | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| CST | DS | 7,997,479 | 0 | 0 | 0 | 0 | 7,997,479 |
| CEI | DDR | 705,432 | 0 | 0 | 0 | 0 | 705,432 |
| Total | | 8,708,041 | 0 | 0 | 0 | 0 | 8,708,041 |

Prior Cost < 2019/20: 1,517,902

Future Cost > 2023/24: 0

Total Project Cost: 10,225,943

Project Description: Resurface SR 5/US 1/Route 1 from Woodland Ave to the Flagler County Line. (Reference 2040 Long Range Transportation Plan, page 63.)

4396891

SR 100 (Moody Blvd) from W of SB I-95 Off Ramp to East of I-95 NB SIS



Work Summary: LANDSCAPING
From: W of SB I-95 Off Ramp
To: East of I-95
Lead Agency: City of Palm Coast
Length: 0.250 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CST | DS | 0 | 100,000 | 0 | 0 | 0 | 100,000 |
| Total | | 0 | 100,000 | 0 | 0 | 0 | 100,000 |

Prior Cost < 2019/20: 0

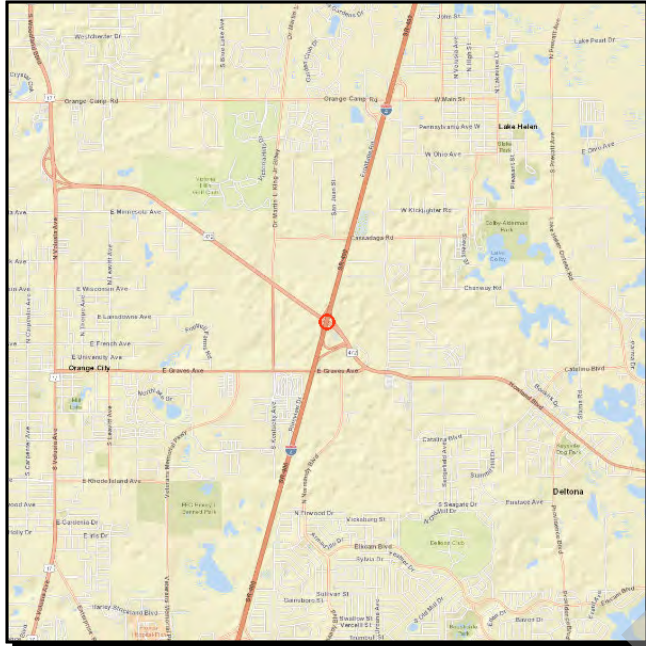
Future Cost > 2023/24: 0

Total Project Cost: 100,000

Project Description: Landscaping along SR 100 (Moody Blvd) from west of the southbound I-95 off-ramp to the east of I-95. (Reference 2040 Long Range Transportation Plan, page 63.)

4407161

I-4/SR 400 from W of SR 472 Interchange to E of SR 472 Interchange SIS



Work Summary: LANDSCAPING **From:** W of SR 472 Interchange

To: E of SR 472 Interchange

Lead Agency: Florida Department of Transportation

Length: 0.610 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | DIH | 89,816 | 0 | 0 | 0 | 0 | 89,816 |
| CST | DDR | 739,542 | 0 | 0 | 0 | 0 | 739,542 |
| Total | | 829,358 | 0 | 0 | 0 | 0 | 829,358 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 829,358

Project Description: Landscaping along I-4/SR 400 from west of the SR 472 interchange to east of the SR 472 interchange. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4411321

SR 442/Indian River Blvd from SR 9 (I-95) to SR 5

Non-SIS



Work Summary: RESURFACING
From: SR 9 (I-95)
To: SR 5
Lead Agency: Florida Department of Transportation
Length: 3.540 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CEI | DIH | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| CEI | DDR | 0 | 0 | 654,081 | 0 | 0 | 654,081 |
| CST | DDR | 0 | 0 | 6,404,119 | 0 | 0 | 6,404,119 |
| Total | | 0 | 0 | 7,069,010 | 0 | 0 | 7,069,010 |

Prior Cost < 2019/20: 763,000

Future Cost > 2023/24: 0

Total Project Cost: 7,832,010

Project Description: Milling and resurfacing on SR 442/Indian River Blvd from SR 9 (I-95) to SR 5. (Reference 2040 Long Range Transportation Plan, page 63.)

4411331

I-95/SR 9 from South of Dunn Avenue to Airport Road

SIS



Work Summary: RESURFACING
From: South of Dunn Avenue
To: Airport Road

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|-------------------|----------|----------|----------|-------------------|
| CEI | ACNP | 0 | 1,137,240 | 0 | 0 | 0 | 1,137,240 |
| CST | ACNP | 0 | 20,103,539 | 0 | 0 | 0 | 20,103,539 |
| Total | | 0 | 21,240,779 | 0 | 0 | 0 | 21,240,779 |

Prior Cost < 2019/20: 176,260

Future Cost > 2023/24: 0

Total Project Cost: 21,417,039

Project Description: Resurface I-95/SR 9 from S. of Dunn Avenue to Airport Road. (Reference 2040 Long Range Transportation Plan, page 63.)

4411341

SR 15A/N Spring Garden Ave from 500 Ft S of Plymouth to CR 92

SIS



Work Summary: RESURFACING From: 500 Ft S of Plymouth

To: CR 92

Lead Agency: Florida Department of Transportation

Length: 0.993 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CEI | DIH | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| CEI | DDR | 0 | 0 | 216,211 | 0 | 0 | 216,211 |
| CST | DDR | 0 | 0 | 1,929,876 | 0 | 0 | 1,929,876 |
| Total | | 0 | 0 | 2,156,897 | 0 | 0 | 2,156,897 |

Prior Cost < 2019/20: 160,000

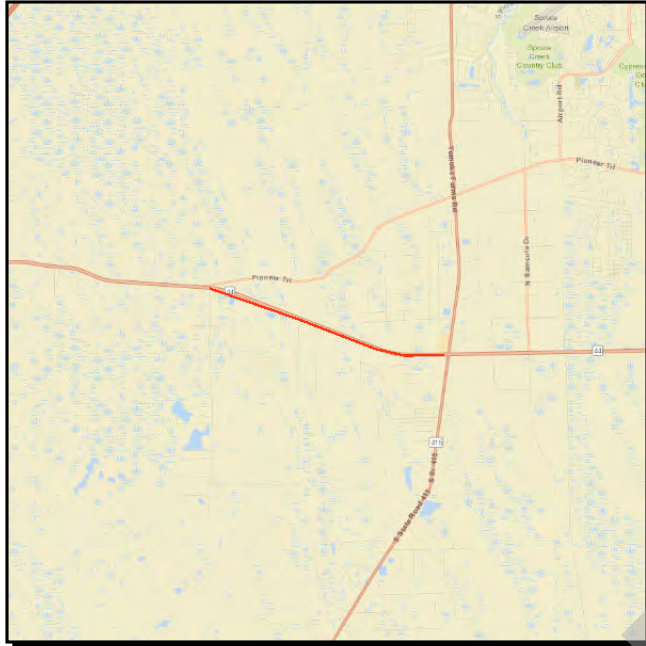
Future Cost > 2023/24: 0

Total Project Cost: 2,316,897

Project Description: Milling and resurfacing SR 15A/N Spring Garden Ave from 500 Ft S of Plymouth to CR 92. (Reference 2040 Long Range Transportation Plan, page 63.)

4411381

SR 44/SR 44A/SR A1A from CR 4118 to SR 415 (Tomoka Farms Road) Non-SIS



Work Summary: RESURFACING

From: CR 4118 (Pioneer Trail)

To: SR 415 (Tomoka Farms Road)

Lead Agency: Florida Department of Transportation

Length: 3.885 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | DIH | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| CST | DS | 0 | 5,846,502 | 0 | 0 | 0 | 5,846,502 |
| CEI | DDR | 0 | 624,887 | 0 | 0 | 0 | 624,887 |
| Total | | 0 | 6,481,919 | 0 | 0 | 0 | 6,481,919 |

Prior Cost < 2019/20: 536,000

Future Cost > 2023/24: 0

Total Project Cost: 7,017,919

Project Description: Milling and resurfacing SR 44 from CR 4118 (Pioneer Trail) to SR 415 (Tomoka Farms Road). (Reference 2040 Long Range Transportation Plan, page 63.)

4411391

SR 430 from East Side of Halifax River to SR A1A

Non-SIS



Work Summary: RESURFACING
From: East of Halifax River
To: SR A1A
Lead Agency: Florida Department of Transportation
Length: 0.400 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CEI | DIH | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| CEI | DDR | 0 | 100,171 | 0 | 0 | 0 | 100,171 |
| CST | DDR | 0 | 815,895 | 0 | 0 | 0 | 815,895 |
| Total | | 0 | 926,596 | 0 | 0 | 0 | 926,596 |

Prior Cost < 2019/20: 160,000

Future Cost > 2023/24: 0

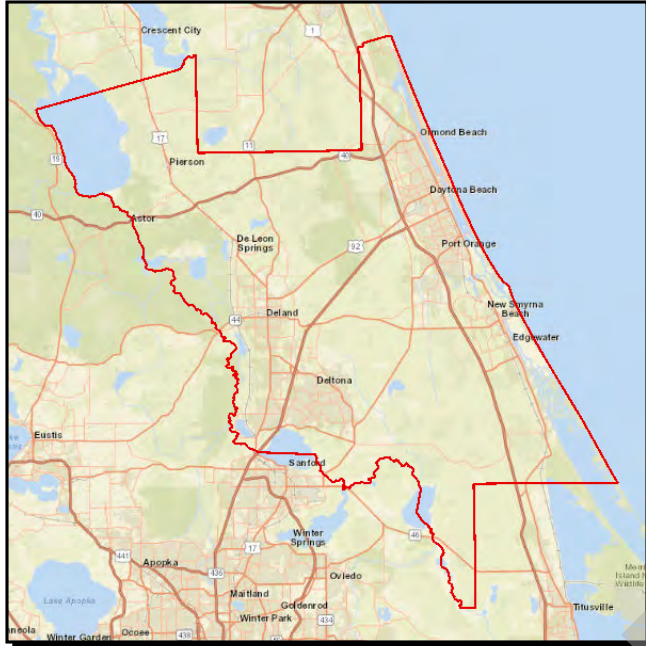
Total Project Cost: 1,086,596

Project Description: Milling and resurfacing SR 430 from east of Halifax River to SR A1A. (Reference 2040 Long Range Transportation Plan, page 63.)

4416821

Concrete Repairs at Various Locations

Non-SIS



Work Summary: ROUTINE MAINTENANCE
From: Volusia County-wide
To:
Lead Agency: Florida Department of Transportation
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| MNT | D | 1,008,700 | 0 | 0 | 0 | 0 | 1,008,700 |
| Total | | 1,008,700 | 0 | 0 | 0 | 0 | 1,008,700 |

Prior Cost < 2019/20: 2,090,679

Future Cost > 2023/24: 0

Total Project Cost: 3,099,379

Project Description: Concrete repairs at various locations throughout Volusia County. (Reference 2040 Long Range Transportation Plan, page 63.)

4424982

Kepler Complex Contracted Services Projects

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY **From:** at Kepler Road

To:

Lead Agency: Florida Department of Transportation **Length:** .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| MNT | D | 175,000 | 0 | 0 | 0 | 0 | 175,000 |
| Total | | 175,000 | 0 | 0 | 0 | 0 | 175,000 |

Prior Cost < 2019/20: 106,500

Future Cost > 2023/24: 0

Total Project Cost: 281,500

Project Description: Replace LED interior and exterior lights, wallpaper removal, and painting etc. (Reference 2040 Long Range Transportation Plan, page 63.)

4425032

Deland District Office Headquarters Contracted Services

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY **From:** at DeLand District Office Headquarters

To:

Lead Agency:

Florida Department of Transportation

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| MNT | D | 55,000 | 0 | 0 | 0 | 0 | 55,000 |
| Total | | 55,000 | 0 | 0 | 0 | 0 | 55,000 |

Prior Cost < 2019/20: 160,000

Future Cost > 2023/24: 0

Total Project Cost: 215,000

Project Description: Carpet replacement at DeLand District Office Headquarters. (Reference 2040 Long Range Transportation Plan, page 63.)

4425033

DeLand District Office Headquarters FCO Projects (FY20)

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY **From:** at DeLand District Office

To:

Lead Agency: Florida Department of Transportation

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | FCO | 575,500 | 0 | 0 | 0 | 0 | 575,500 |
| PE | FCO | 42,500 | 0 | 0 | 0 | 0 | 42,500 |
| Total | | 618,000 | 0 | 0 | 0 | 0 | 618,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 618,000

Project Description: DeLand district office headquarters FCO projects i.e: security entrance, fire supress system, HVAC replacement, and roof replace etc. (Reference 2040 Long Range Transportation Plan, page 63.)

4429061

SR 400 from CR 4009 (Williamson Blvd) To East of Forest Lake Blvd Non-SIS



Work Summary: RESURFACING **From:** CR 4009 (Williamson Blvd)

To: East of Forest Lake Blvd

Lead Agency: Florida Department of Transportation

Length: 1.562 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 390,000 | 0 | 0 | 0 | 0 | 390,000 |
| CEI | DIH | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| CEI | DDR | 0 | 0 | 384,685 | 0 | 0 | 384,685 |
| CST | DDR | 0 | 0 | 2,988,546 | 0 | 0 | 2,988,546 |
| Total | | 400,000 | 0 | 3,384,041 | 0 | 0 | 3,784,041 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 3,784,041

Project Description: Resurface on SR 400 from CR 4009 (Williamson Blvd) to east of Forest Lake Blvd. (Reference 2040 Long Range Transportation Plan, page 63.)

4431681

SR 44 from East of I-4 to West of CR 4118/Pioneer Trail

Non-SIS



Work Summary: RESURFACING
From: east of I-4
To: west of CR 4118/Pioneer Trail
Lead Agency: Florida Department of Transportation
Length: 6.026 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | DIH | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| CST | DS | 0 | 3,603,618 | 0 | 0 | 0 | 3,603,618 |
| CEI | DDR | 0 | 1,031,113 | 0 | 0 | 0 | 1,031,113 |
| CST | DDR | 0 | 4,596,500 | 0 | 0 | 0 | 4,596,500 |
| Total | | 0 | 9,241,761 | 0 | 0 | 0 | 9,241,761 |

Prior Cost < 2019/20: 510,000

Future Cost > 2023/24: 0

Total Project Cost: 9,751,761

Project Description: Resurface on SR 44 from east of I-4 to west of CR 4118/Pioneer Trail. (Reference 2040 Long Range Transportation Plan, page 63.)

4432671

SR 44 Bridge 790128

Non-SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:** at SR 44 Bridge #790128

To:

Lead Agency: Florida Department of Transportation

Length: 0.136 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | DIH | 2,052 | 0 | 0 | 0 | 0 | 2,052 |
| CEI | BRRP | 53,774 | 0 | 0 | 0 | 0 | 53,774 |
| CST | BRRP | 425,176 | 0 | 0 | 0 | 0 | 425,176 |
| Total | | 481,002 | 0 | 0 | 0 | 0 | 481,002 |

Prior Cost < 2019/20: 36,555

Future Cost > 2023/24: 0

Total Project Cost: 517,557

Project Description: Bridge repair/rehabilitate on SR 44 bridge #790128. (Reference 2040 Long Range Transportation Plan, page 63.)

4432711

SR 430 EB & WB Over Halifax River Bridge 790174 & 790175

Non-SIS



Work Summary: BRIDGE-REPAIR/REHAB **From:** Over Halifax River Bridge 790174 & 790175

To:

Lead Agency: Florida Department of Transportation

Length: 0.871 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | DIH | 2,052 | 0 | 0 | 0 | 0 | 2,052 |
| CEI | BRRP | 47,699 | 0 | 0 | 0 | 0 | 47,699 |
| CST | BRRP | 386,987 | 0 | 0 | 0 | 0 | 386,987 |
| Total | | 436,738 | 0 | 0 | 0 | 0 | 436,738 |

Prior Cost < 2019/20: 27,000

Future Cost > 2023/24: 0

Total Project Cost: 463,738

Project Description: Bridge repair/rehabilitation on SR 430 EB & WB Over Halifax River Bridge 790174 & 790175. (Reference 2040 Long Range Transportation Plan, page 63.)

4434331

SR 600 (US 92) from Alabama Ave to 640 ft E of CR 4101/Kepler Rd Non-SIS



Work Summary: RESURFACING
From: Alabama Ave
To: 640 ft E of CR 4101/Kepler Rd
Lead Agency: Florida Department of Transportation
Length: 2.616 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 650,000 | 0 | 0 | 0 | 0 | 650,000 |
| CEI | DIH | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| CST | DS | 0 | 0 | 5,440,562 | 0 | 0 | 5,440,562 |
| CEI | DDR | 0 | 0 | 609,272 | 0 | 0 | 609,272 |
| Total | | 660,000 | 0 | 6,060,644 | 0 | 0 | 6,720,644 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 6,720,644

Project Description: Resurfacing on SR 600 (US 92) from Alabama Ave to 640 ft east of CR 4101/Kepler Rd. (Reference 2040 Long Range Transportation Plan, page 63.)

4438131

SR 5/US 1 from Brevard/Volusia County Line to South Street

Non-SIS



Work Summary: RESURFACING
From: Brevard County Line
To: South St
Lead Agency: Florida Department of Transportation
Length: 6.663 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|-------------------|----------|----------|-------------------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 583,000 | 0 | 0 | 0 | 0 | 583,000 |
| CEI | DIH | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| CST | DS | 0 | 0 | 10,316,883 | 0 | 0 | 10,316,883 |
| CEI | DDR | 0 | 0 | 1,145,668 | 0 | 0 | 1,145,668 |
| Total | | 593,000 | 0 | 11,473,361 | 0 | 0 | 12,066,361 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

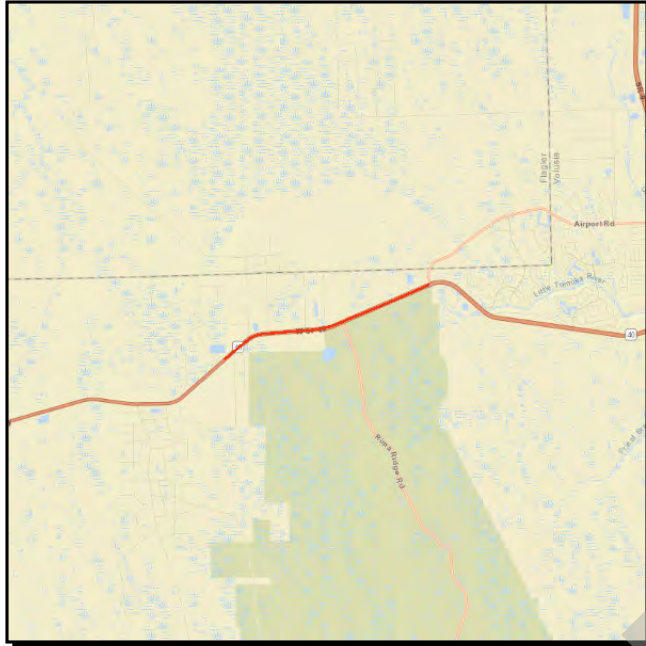
Total Project Cost: 12,066,361

Project Description: Resurfacing on SR 5/US 1 from Brevard/Volusia County Line to South Street. (Reference 2040 Long Range Transportation Plan, page 63.)

4438151

SR 40 from East of Rodeo Rd to Bayberry Dr

SIS



Work Summary: RESURFACING
From: East of Rodeo Rd
To: Bayberry Dr
Lead Agency: Florida Department of Transportation
Length: 6.294 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|-------------------|----------|----------|-------------------|
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 556,000 | 0 | 0 | 0 | 0 | 556,000 |
| CEI | DIH | 0 | 0 | 10,810 | 0 | 0 | 10,810 |
| CST | DS | 0 | 0 | 12,363,795 | 0 | 0 | 12,363,795 |
| CEI | DDR | 0 | 0 | 1,370,827 | 0 | 0 | 1,370,827 |
| Total | | 566,000 | 0 | 13,745,432 | 0 | 0 | 14,311,432 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 14,311,432

Project Description: Resurfacing on SR 40 from East of Rodeo Rd to Bayberry Dr. (Reference 2040 Long Range Transportation Plan, page 63.)

4442141

Apache Dr from Osceola Ave to 1st Ave & Osceola Ave & 1st Ave

Non-SIS



Work Summary:

DRAINAGE
IMPROVEMENTS

From: Osceola Ave

To: 1st Ave & Osceola Ave & 1st Ave

Lead Agency:

Flagler County

Length: 0 .577 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | SCRA | 300,000 | 0 | 0 | 0 | 0 | 300,000 |
| CST | SCRA | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| Total | | 300,000 | 0 | 1,000,000 | 0 | 0 | 1,300,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,300,000

Project Description: JPA with Flagler County for stormwater drainage improvements on Apache Dr from Osceola Ave to 1st Ave & Osceola Ave & 1st Ave. (Reference 2040 Long Range Transportation Plan, page 63.)

4443381

SR 15/SR 600 (US 17/92) from Plantation Rd to Highbanks Rd

SIS



Work Summary: LANDSCAPING

From: Plantation Rd

To: Highbanks Rd

Lead Agency: City of DeBary

Length: 1.057 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | DDR | 227,040 | 0 | 0 | 0 | 0 | 227,040 |
| Total | | 227,040 | 0 | 0 | 0 | 0 | 227,040 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 227,040

Project Description: Landscaping along SR 15/SR 600 (US 17/92) from Plantation Rd to Highbanks Rd. (Reference 2040 Long Range Transportation Plan, page 63.)

4449281

SR 5/US 1 from 10TH St to Industrial Park Dr

Non-SIS



Work Summary: LANDSCAPING

From: 10TH St

To: Industrial Park Dr

Lead Agency: City of New Smyrna Beach

Length: 3.363 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CST | DDR | 0 | 481,200 | 0 | 0 | 0 | 481,200 |
| Total | | 0 | 481,200 | 0 | 0 | 0 | 481,200 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 481,200

Project Description: Landscaping on SR 5/US 1 from 10TH St to Industrial Park Dr. (Reference 2040 Long Range Transportation Plan, page 63.)

4449291

SR 44 from Sugar Mill Dr to Eddie Rd

Non-SIS



Work Summary: LANDSCAPING

From: Sugar Mill Dr

To: Eddie Rd

Lead Agency: City of New Smyrna Beach

Length: 1.970 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CST | DDR | 0 | 289,100 | 0 | 0 | 0 | 289,100 |
| Total | | 0 | 289,100 | 0 | 0 | 0 | 289,100 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 289,100

Project Description: Landscaping on SR 44 from Sugar Mill Dr to Eddie Rd. (Reference 2040 Long Range Transportation Plan, page 63.)

4449961

Rima Ridge Resurfacing Various Roadways

Non-SIS

No Map
Available

Work Summary: WIDEN/RESURFACE
EXIST LANES
From: Flagler County-wide
To:
Lead Agency: Flagler County
Length: 0.756 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|----------------|----------|----------------|----------|----------|----------|----------------|
| PE | SCRA | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| Total | | 0 | 250,000 | 0 | 0 | 0 | 250,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 250,000

Project Description: JPA with Flagler County for resurfacing on various roadways - Rodeo Road, Bareback Trail, Pinto Lane, Relay Road, Bridle Path Lane, Cone road. (Reference 2040 Long Range Transportation Plan, page 63.)

4450501

Malacompra Rd from SR A1A to Roadway end at Atlantic Coast BeachNon-SIS



Work Summary: RESURFACING

From: SR A1A

To: end at Atlantic Coast Beach

Lead Agency: Flagler County

Length: 0.756 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| PE | SCOP | 120,000 | 0 | 0 | 0 | 0 | 120,000 |
| Total | | 120,000 | 0 | 0 | 0 | 0 | 120,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

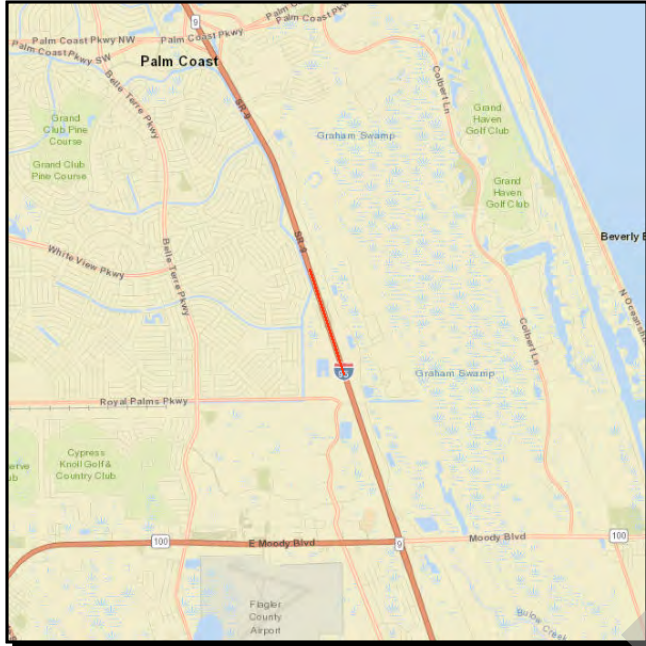
Total Project Cost: 120,000

Project Description: Resurfacing on Malacompra Rd from SR A1A to Roadway end at Atlantic Coast Beach. (Reference 2040 Long Range Transportation Plan, page 63.)

4453091

Flagler Weigh Station - Signing and Pavement Markings

SIS



Work Summary: MCCO WEIGH STATION **From:** Flagler County-wide
STATIC/WIM

To:

Lead Agency: Florida Department of Transportation

Length: 1.132 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CEI | DIH | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| CST | DWS | 0 | 254,194 | 0 | 0 | 0 | 254,194 |
| Total | | 0 | 264,724 | 0 | 0 | 0 | 264,724 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

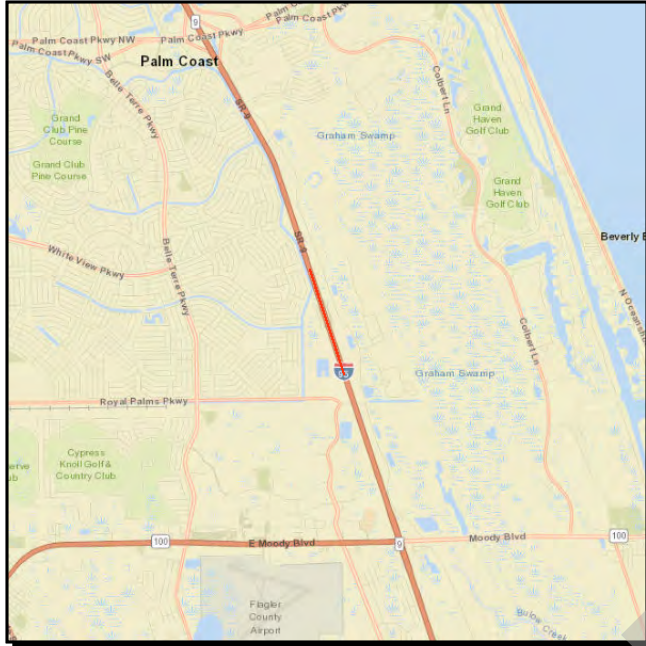
Total Project Cost: 264,724

Project Description: Flagler Weigh Station - Signing and Pavement Markings. (Reference 2040 Long Range Transportation Plan, page 63.)

4453092

Flagler Weigh Station - Lighting and Electrical

SIS



Work Summary: MCCO WEIGH STATION STATIC/WIM **From:** Flagler County-wide

To:

Lead Agency: Florida Department of Transportation

Length: 1.132 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | DIH | 0 | 10,530 | 0 | 0 | 0 | 10,530 |
| CST | DWS | 0 | 1,659,739 | 0 | 0 | 0 | 1,659,739 |
| Total | | 0 | 1,670,269 | 0 | 0 | 0 | 1,670,269 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,670,269

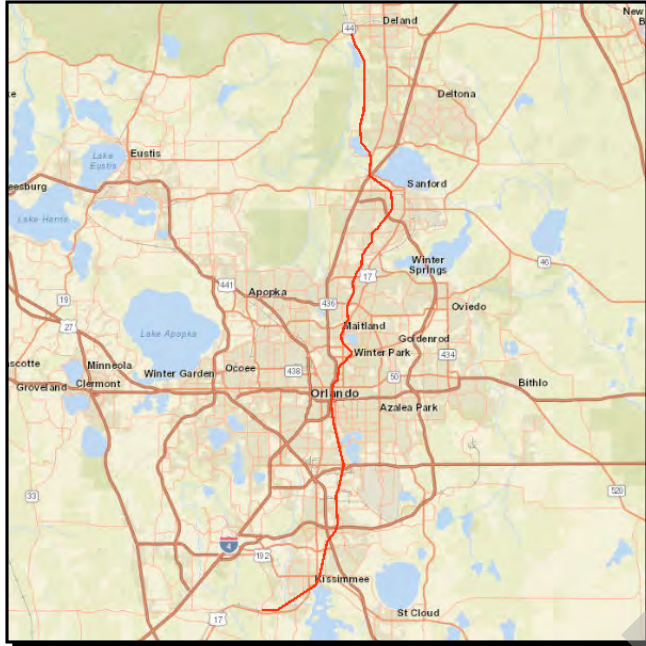
Project Description: Flagler Weigh Station - Lighting and Electrical. (Reference 2040 Long Range Transportation Plan, page 63.)

Section VI - Transit & Transportation Disadvantaged Projects

DRAFT

4129942

Central Florida Commuter Rail System Eng/Admin/Marketing & Prof Non-SIS



Work Summary: INTERMODAL HUB CAPACITY

From: DeLand Station (future)

To: Poinciana Station in Osceola Cnty (future)

Lead Agency: Florida Department of Transportation

Length: 60.280 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|------------------|----------------|----------------|----------|------------------|
| PE | DIH | 50,000 | 50,000 | 0 | 0 | 0 | 100,000 |
| PD&E | DPTO | 1,500,000 | 1,500,000 | 0 | 0 | 0 | 3,000,000 |
| PE | DPTO | 2,339,336 | 2,438,787 | 341,122 | 446,424 | 0 | 5,565,669 |
| Total | | 3,889,336 | 3,988,787 | 341,122 | 446,424 | 0 | 8,665,669 |

Prior Cost < 2019/20: 6,975,254

Future Cost > 2023/24: 0

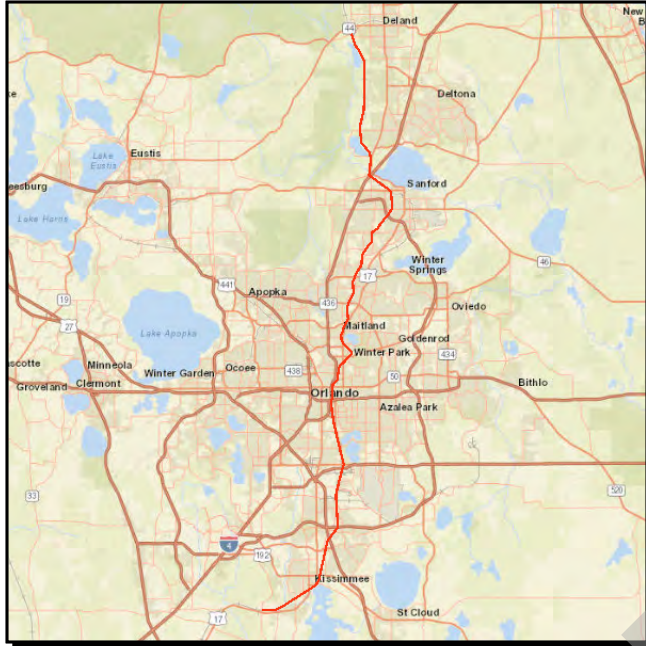
Total Project Cost: 15,640,923

Project Description: Central Florida Commuter Rail System (SunRail) consultant and contract services related to marketing and public involvement, engineering consultant services for project support and contract staff for administrative support. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4129948

Central Florida Commuter Rail System Operations & Maintenance

Non-SIS



Work Summary: INTERMODAL HUB CAPACITY

From: DeLand Station (future)

To: Poinciana Station in Osceola County

Lead Agency: Florida Department of Transportation

Length: 60.280 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|-------------------|----------|----------|----------|--------------------|
| OPS | TRIP | 8,766,595 | 0 | 0 | 0 | 0 | 8,766,595 |
| OPS | DFTA | 10,021,711 | 10,021,711 | 0 | 0 | 0 | 20,043,422 |
| OPS | DPTO | 1,708,263 | 5,292,718 | 0 | 0 | 0 | 7,000,981 |
| OPS | DI | 1,744,712 | 0 | 0 | 0 | 0 | 1,744,712 |
| OPS | DS | 19,970,178 | 0 | 0 | 0 | 0 | 19,970,178 |
| OPS | D | 30,000 | 30,000 | 0 | 0 | 0 | 60,000 |
| OPS | SROM | 7,482,434 | 8,550,558 | 0 | 0 | 0 | 16,032,992 |
| OPS | STED | 6,657,226 | 2,290,029 | 0 | 0 | 0 | 8,947,255 |
| OPS | DDR | 0 | 30,491,007 | 0 | 0 | 0 | 30,491,007 |
| Total | | 56,381,119 | 56,676,023 | 0 | 0 | 0 | 113,057,142 |

Prior Cost < 2019/20: 118,266,201

Future Cost > 2023/24: 0

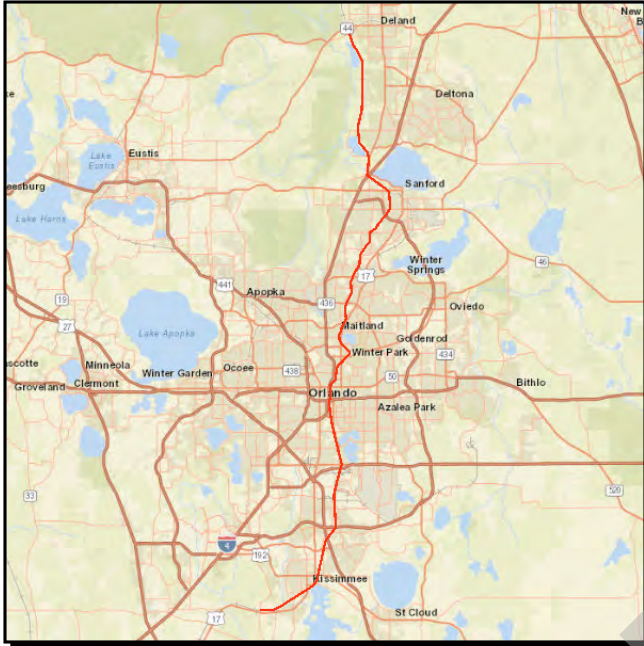
Total Project Cost: 231,323,343

Project Description: Operations and Maintenance of SunRail services and the Central Florida Rail Corridor. It includes the engineers and conductors for the SunRail service that runs today on approximately 32 miles of the system, but it also includes the maintenance of the track and signal systems along the 61-mile corridor. Other expenses include the fare collection system, fuel, heavy vehicle maintenance, banking services, onboard wi-fi, and consultant support. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4284561

SunRail System In-House Overhead

Non-SIS



Work Summary: PUBLIC TRANS IN-HOUSE SUPPORT

From: DeLand Station (future)

To: Poinciana Station in Osceola County

Lead Agency: Florida Department of Transportation

Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|------------------|
| ADM | D | 750,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,750,000 |
| Total | | 750,000 | 750,000 | 750,000 | 750,000 | 750,000 | 3,750,000 |

Prior Cost < 2019/20: 1,095,000

Future Cost > 2023/24: 0

Total Project Cost: 4,845,000

Project Description: Central Florida Commuter Rail System (SunRail) In-House Overhead. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4302851

Volusia - Votran Increase Headways Routes 3 & 4

Non-SIS



Work Summary:

TRANSIT SERVICE
DEMONSTRATION

From:

US 1 corridor - Volusia County

To:

Lead Agency:

Votran

Length:

n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DPTO | 795,522 | 810,667 | 783,614 | 807,124 | 831,338 | 4,028,265 |
| Total | | 795,522 | 810,667 | 783,614 | 807,124 | 831,338 | 4,028,265 |

Prior Cost < 2019/20: 5,158,272

Future Cost > 2023/24: 0

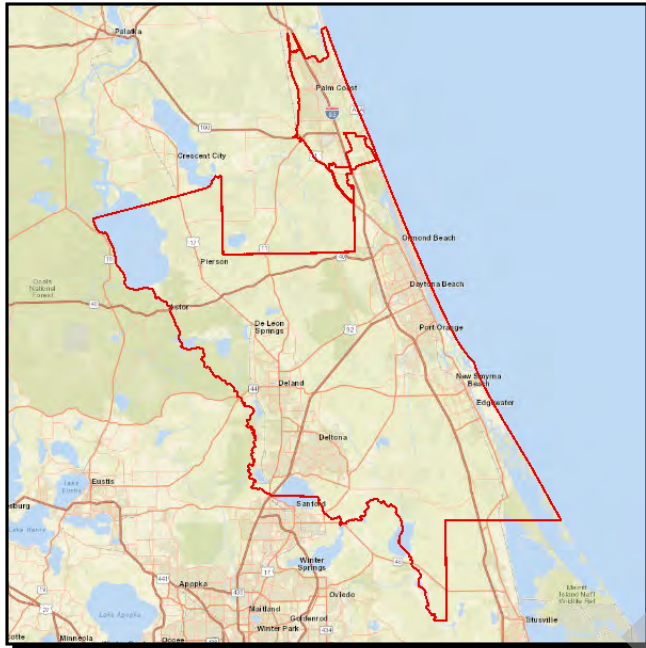
Total Project Cost: 9,186,537

Project Description: Increase headways to 30 minutes on Votran routes 3 & 4 (US 1 Corridor). This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4314031

River to Sea TPO Planning Studies - Section 5303

Non-SIS



Work Summary: PTO STUDIES
From: throughout the R2CTPO planning area
To:
Lead Agency: River to Sea TPO
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|----------------|
| PLN | DU | 161,927 | 167,795 | 0 | 0 | 0 | 329,722 |
| PLN | DPTO | 20,241 | 20,974 | 0 | 0 | 0 | 41,215 |
| PLN | LF | 20,241 | 20,974 | 0 | 0 | 0 | 41,215 |
| Total | | 202,409 | 209,743 | 0 | 0 | 0 | 412,152 |

Prior Cost < 2019/20: 798,045

Future Cost > 2023/24: 0

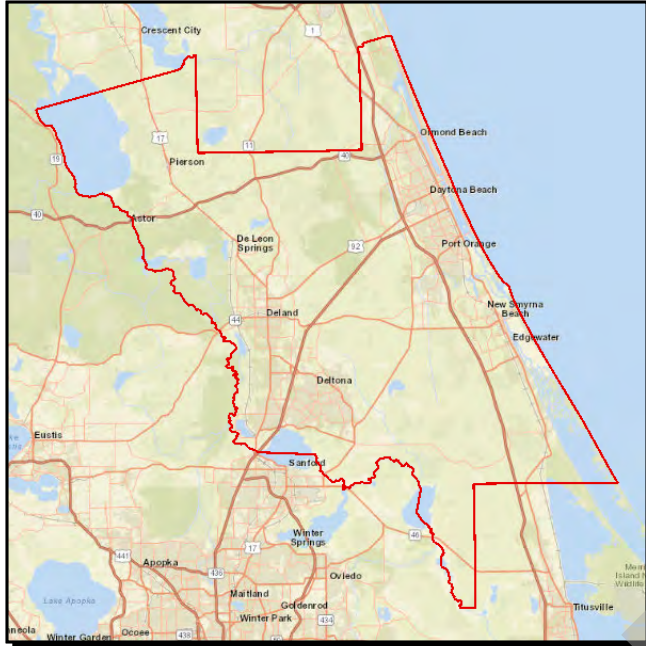
Total Project Cost: 1,210,197

Project Description: Planning studies and planning staff support relating to public transit operations (PTO studies) throughout the River to Sea TPO's planning area. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4315331

Volusia - Section 5307 Capital for Fixed Route

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| CAP | FTA | 8,000,000 | 8,240,000 | 8,487,200 | 8,741,816 | 9,004,070 | 42,473,086 |
| CAP | LF | 2,000,000 | 2,060,000 | 2,121,800 | 2,185,545 | 2,251,018 | 10,618,363 |
| Total | | 10,000,000 | 10,300,000 | 10,609,000 | 10,927,361 | 11,255,088 | 53,091,449 |

Prior Cost < 2019/20: 47,006,735

Future Cost > 2023/24: 0

Total Project Cost: 100,098,184

Project Description: Votran receives FTA Section 5307 funds for procurement, maintenance, operating and planning transit service. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4331662

SunRail Feeder Bus Service - Phases I & II

SIS

No Map
Available

Work Summary: OPERATING FOR FIXED ROUTE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|----------------|
| OPS | DIS | 357,213 | 327,000 | 0 | 0 | 0 | 684,213 |
| Total | | 357,213 | 327,000 | 0 | 0 | 0 | 684,213 |

Prior Cost < 2019/20: 1,750,500

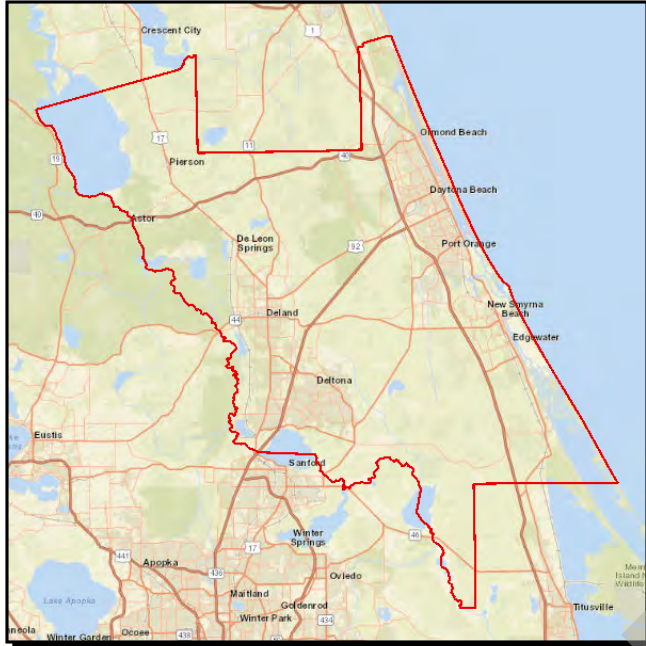
Future Cost > 2023/24: 0

Total Project Cost: 2,434,713

Project Description: New Votran bus service providing enhanced access to and from SunRail commuter rail stations in DeBary and DeLand. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4333071

Volusia-Block Grant Operating Assist for Fixed Rt Service Sec 5307 Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE **From:** Volusia County-wide

To:

Lead Agency: Votran

Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|-------------------|-------------------|----------|----------|-------------------|
| OPS | DPTO | 1,915,258 | 2,011,053 | 2,111,606 | 0 | 0 | 6,037,917 |
| OPS | DDR | 296,333 | 293,612 | 363,885 | 0 | 0 | 953,830 |
| OPS | LF | 12,538,987 | 12,538,987 | 12,538,987 | 0 | 0 | 37,616,961 |
| Total | | 14,750,578 | 14,843,652 | 15,014,478 | 0 | 0 | 44,608,708 |

Prior Cost < 2019/20: 30,087,003

Future Cost > 2023/24: 0

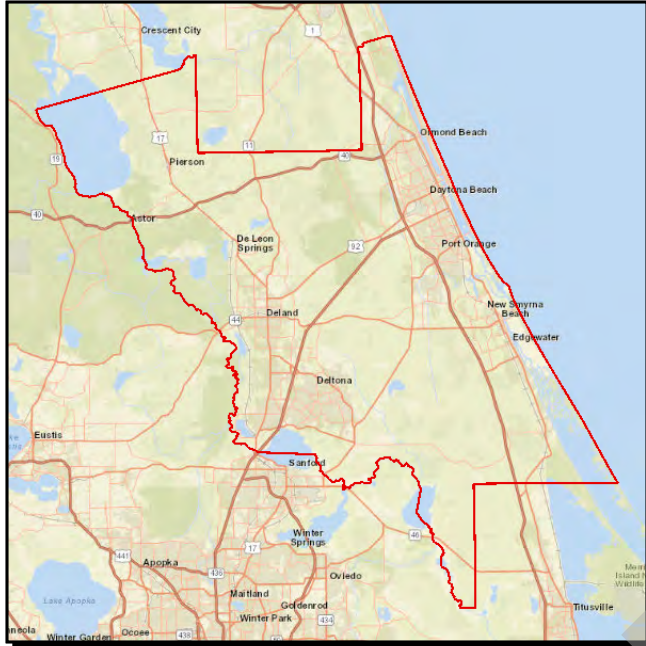
Total Project Cost: 74,695,711

Project Description: Votran receives Federal Transit Administration (FTA) Section 5307 Block Grant and local funding for operating assistance. This project includes funding for FY 2019/20 through FY 2021/22. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4333111

Volusia - Section 5311 Rural Transportation

Non-SIS



Work Summary: OPERATING/ADMIN. ASSISTANCE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------|----------|------------------|
| OPS | DU | 373,171 | 391,830 | 411,421 | 0 | 0 | 1,176,422 |
| OPS | LF | 373,171 | 391,830 | 411,421 | 0 | 0 | 1,176,422 |
| Total | | 746,342 | 783,660 | 822,842 | 0 | 0 | 2,352,844 |

Prior Cost < 2019/20: 1,273,716

Future Cost > 2023/24: 0

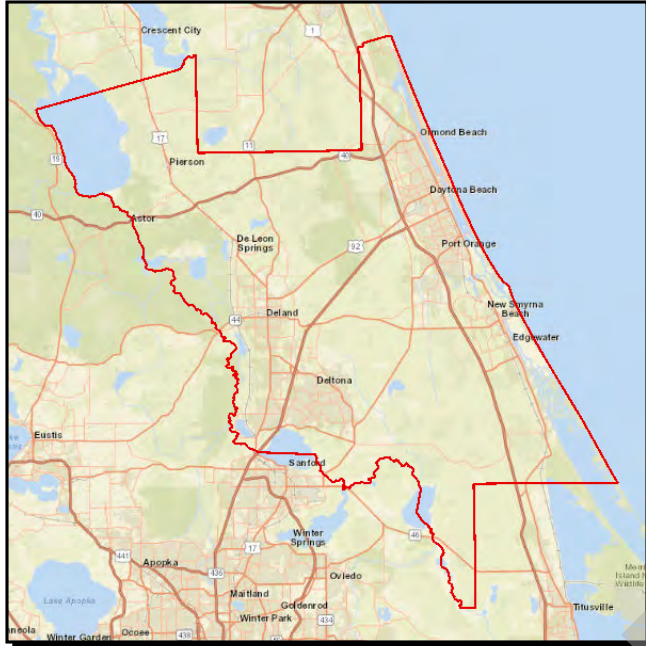
Total Project Cost: 3,626,560

Project Description: Votran receives Federal Transit Administration (FTA) Section 5311 funds for operating and administrative assistance to provide transportation for small urban and rural geographical areas. This project includes funding for FY 2019/20 through FY 2021/22. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4346041

Votran Co of Volusia Express Routes Serving SunRail in DeBary

Non-SIS



Work Summary: OPERATING/ADMIN. ASSISTANCE
From: Volusia County-wide
To: DeBary SunRail Station
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|----------------|
| OPS | DDR | 347,040 | 347,040 | 0 | 0 | 0 | 694,080 |
| Total | | 347,040 | 347,040 | 0 | 0 | 0 | 694,080 |

Prior Cost < 2019/20: 2,082,240

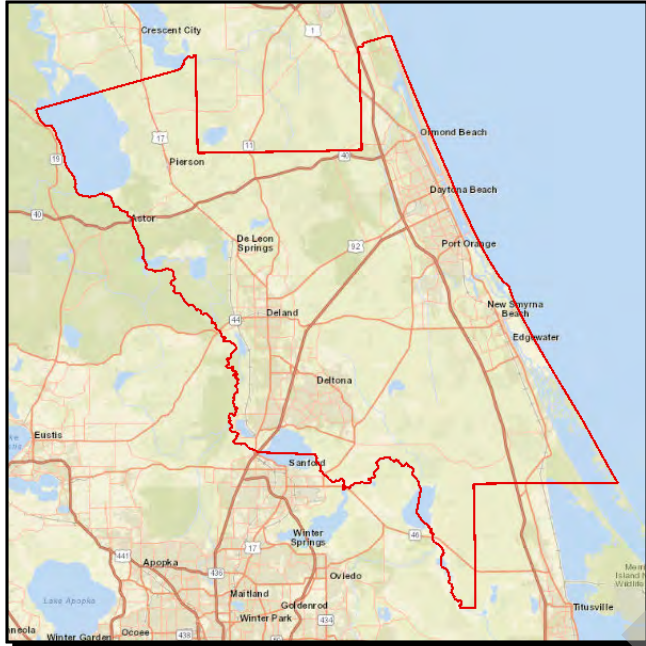
Future Cost > 2023/24: 0

Total Project Cost: 2,776,320

Project Description: Votran will provide express bus service connecting SunRail at the DeBary Station. Votran Co of Volusia Express Routes Serving SunRail. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4352491

Volusia Votran Section 5307 Buses and Equipment (SU Set-Aside) Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| CAP | FTAT | 1,343,584 | 1,331,249 | 1,649,869 | 1,599,870 | 1,591,347 | 7,515,919 |
| CAP | SU | 1,343,584 | 1,331,249 | 1,649,869 | 1,599,870 | 1,591,347 | 7,515,919 |
| CAP | LF | 335,896 | 332,813 | 412,467 | 399,968 | 397,837 | 1,878,981 |
| Total | | 3,023,064 | 2,995,311 | 3,712,205 | 3,599,708 | 3,580,531 | 16,910,819 |

Prior Cost < 2019/20: 3,055,271

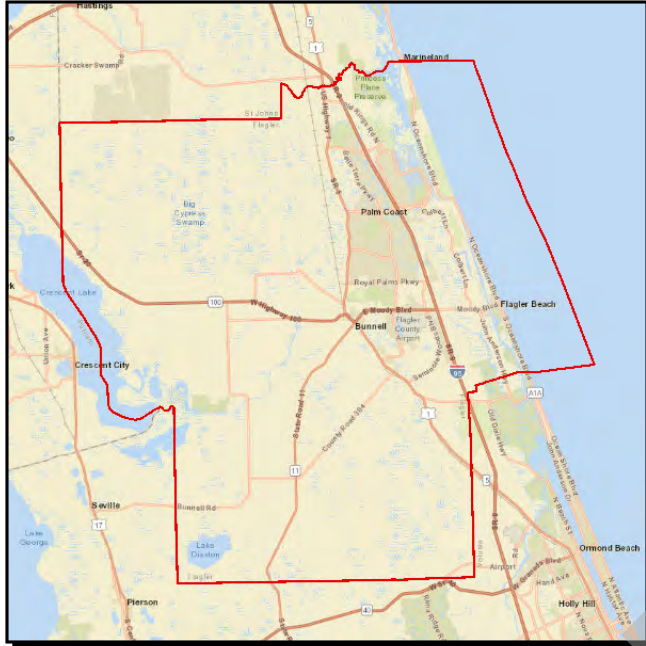
Future Cost > 2023/24: 0

Total Project Cost: 19,966,090

Project Description: Votran receives STP SU set-aside funding (30% of the River to Sea TPO's allocation) and FTA Section 5307 funds to assist with capital equipment purchases for vehicles. See FM 4254411 for funding in FY 2017/18. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4353941

Flagler County Public Transit FTA Sec. 5311 Operating and Admin. Non-SIS



Work Summary: OPERATING/ADMIN. ASSISTANCE
From: Flagler County-wide
To:
Lead Agency: Flagler County
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| OPS | DU | 77,185 | 81,044 | 85,096 | 89,351 | 93,818 | 426,494 |
| OPS | LF | 77,185 | 81,044 | 85,096 | 89,351 | 93,818 | 426,494 |
| Total | | 154,370 | 162,088 | 170,192 | 178,702 | 187,636 | 852,988 |

Prior Cost < 2019/20: 122,810

Future Cost > 2023/24: 0

Total Project Cost: 975,798

Project Description: Flagler County receives Federal Transit Administration (FTA) Section 5311 operating/administrative assistance for public transit in rural areas. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

A map of the Orlando, Florida area. Major highways are shown in red, including I-4, I-75, I-17, and SR 408. Surrounding cities and towns are labeled, such as Deland, Deltona, Sanford, Winter Springs, Oviedo, Altamonte Springs, Ocoee, Winter Garden, Minneola, Clermont, Groveland, Bithlo, Azalea Park, Kissimmee, and St. Cloud. Water bodies like Lake Apopka and Lake Eustis are also depicted.

From: DeLand Station (future)

To: Poinciana Station in Osceola Cnty

Length: 60.340 miles

Length: 60.340 miles

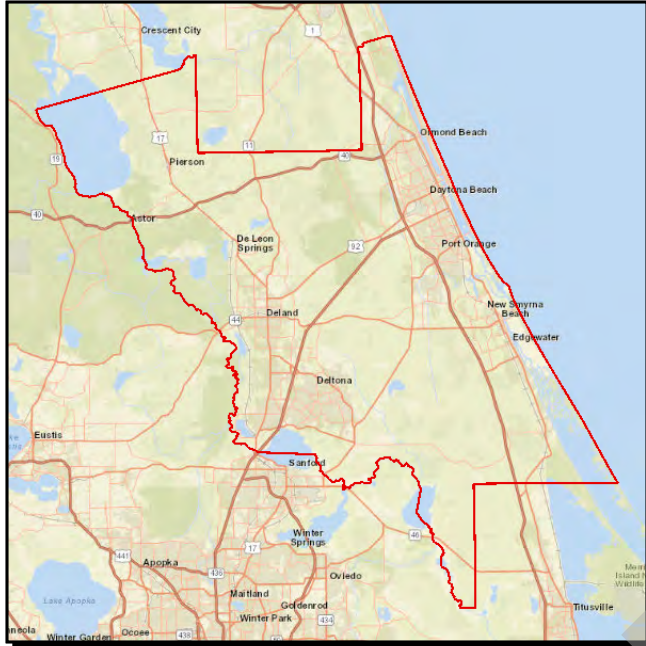
| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|-----------|-----------|-----------|-----------|-----------|------------|
| MNT | D | 6,300,000 | 6,300,000 | 6,300,000 | 6,300,000 | 6,300,000 | 31,500,000 |
| Total | | 6,300,000 | 6,300,000 | 6,300,000 | 6,300,000 | 6,300,000 | 31,500,000 |

| | |
|-----------------------------|--|
| Project Description: | Central Florida Commuter Rail System Operations & Maintenance activity along the corridor. Votran Co of Volusia Express Routes Serving SunRail. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34). |
|-----------------------------|--|

4357131

County of Volusia DBA Votran

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | FTA | 573,474 | 0 | 0 | 0 | 0 | 573,474 |
| CAP | LF | 143,369 | 0 | 0 | 0 | 0 | 143,369 |
| Total | | 716,843 | 0 | 0 | 0 | 0 | 716,843 |

Prior Cost < 2019/20: 2,603,305

Future Cost > 2023/24: 0

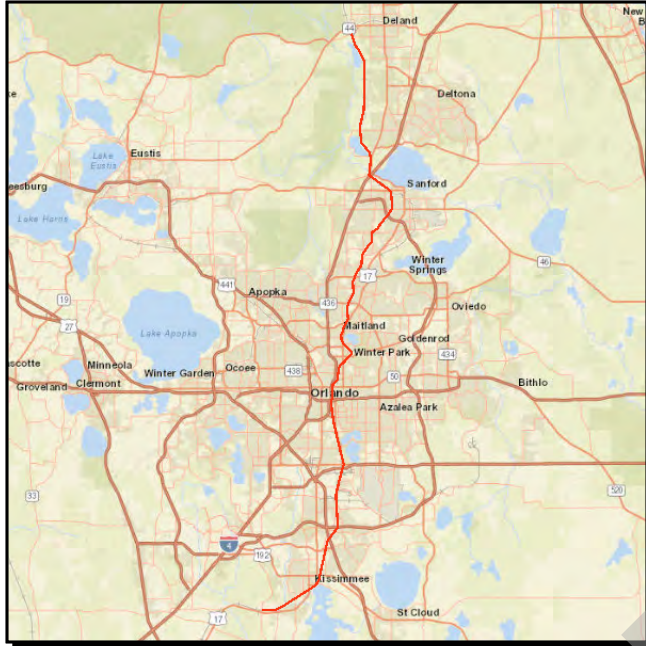
Total Project Cost: 3,320,148

Project Description: Funding for the purchase of fixed-route buses and equipment. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4368803

Central FI Commuter Rail System

Non-SIS



Work Summary: RAIL REVENUE/OPERATIONA
From: DeBary
To: Poinciana Station in Osceola County

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------|----------|----------|------------------|
| OPS | DS | 833,285 | 0 | 0 | 0 | 0 | 833,285 |
| OPS | DDR | 0 | 645,188 | 0 | 0 | 0 | 645,188 |
| Total | | 833,285 | 645,188 | 0 | 0 | 0 | 1,478,473 |

Prior Cost < 2019/20: 0

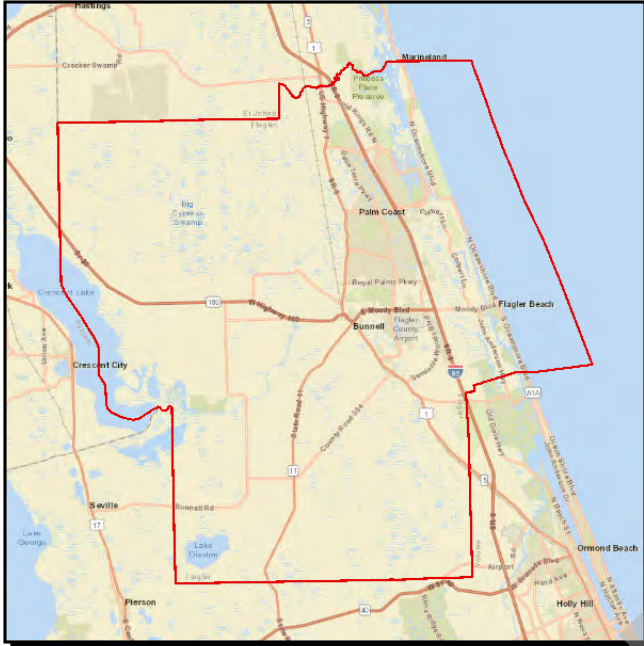
Future Cost > 2023/24: 0

Total Project Cost: 1,478,473

Project Description: Central Florida Commuter Rail Revenue/Operations Impr activity along the corridor. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4408031

Flagler County Public Transportation Program 25 Block Grant Op Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE
From: Flagler County-wide

To:

Lead Agency: Flagler County

Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|----------|----------|------------------|
| OPS | DPTO | 256,655 | 269,492 | 282,966 | 0 | 0 | 809,113 |
| OPS | LF | 256,655 | 269,492 | 282,966 | 0 | 0 | 809,113 |
| Total | | 513,310 | 538,984 | 565,932 | 0 | 0 | 1,618,226 |

Prior Cost < 2019/20: 971,226

Future Cost > 2023/24: 0

Total Project Cost: 2,589,452

Project Description: Flagler County receives state block grant funds for transit operating assistance for small urban & rural areas. (Reference 2040 Long Range Transportation Plan, pgs. 10, 11, 81, and table 31 on pg. 72.)

4420651

Central FI Commuter Rail Sys Positive Train Control Maintenance

Non-SIS

No Map
Available

Work Summary: INTERMODAL HUB
CAPACITY

From:

To:

Lead Agency: Florida Department of
Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|----------------|------------------|------------------|----------|----------|----------|------------------|
| OPS | TRIP | 2,500,000 | 2,150,000 | 0 | 0 | 0 | 4,650,000 |
| OPS | DS | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| OPS | DDR | 0 | 2,150,000 | 0 | 0 | 0 | 2,150,000 |
| Total | | 5,000,000 | 4,300,000 | 0 | 0 | 0 | 9,300,000 |

Prior Cost < 2019/20: 2,500,000

Future Cost > 2023/24: 0

Total Project Cost: 11,800,000

Project Description: Positive Train Control (PTC) maintenance through 2021. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4420652

Central FI Commuter Rail Sys Positive Train Control Maintenance

Non-SIS

No Map
Available

Work Summary: INTERMODAL HUB
CAPACITY

From:

To:

Lead Agency: Florida Department of
Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|----------------|----------|----------------|------------------|------------------|----------|-------------------|
| OPS | TRIP | 0 | 350,000 | 250,000 | 5,000,000 | 0 | 5,600,000 |
| OPS | DPTO | 0 | 350,000 | 4,750,000 | 0 | 0 | 5,100,000 |
| Total | | 0 | 700,000 | 5,000,000 | 5,000,000 | 0 | 10,700,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

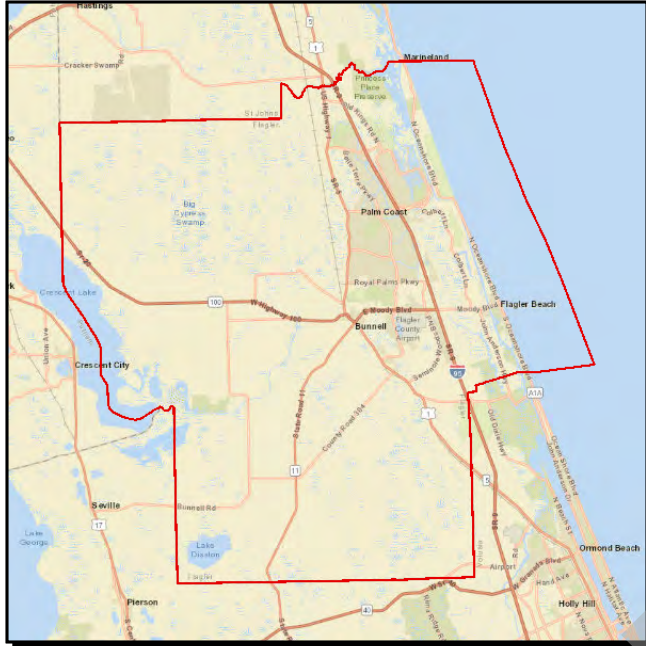
Total Project Cost: 10,700,000

Project Description: Positive train control (PTC) maintenance FY 22-23 extended Ph II South. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4424521

Flagler-Block Grant Operating Assistance SEC 5307

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE

From: Flagler County-wide

To:

Lead Agency: Florida Department of Transportation

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------------|----------------|------------------|
| OPS | DPTO | 0 | 0 | 0 | 296,516 | 311,971 | 608,487 |
| OPS | LF | 0 | 0 | 0 | 296,516 | 311,971 | 608,487 |
| Total | | 0 | 0 | 0 | 593,032 | 623,942 | 1,216,974 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

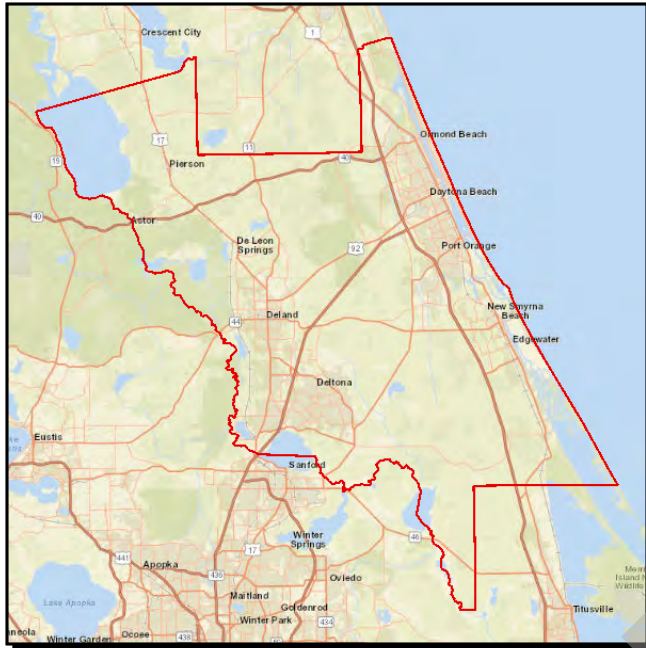
Total Project Cost: 1,216,974

Project Description: Block Grant Operating Assistance for Fixed Route Service. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4424571

Volusia-Block Grant Operating Assistance Sec 5307

Non-SIS



Work Summary: OPERATING FOR FIXED ROUTE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|------------------|------------------|
| OPS | DPTO | 0 | 0 | 0 | 2,191,810 | 2,328,045 | 4,519,855 |
| OPS | DDR | 0 | 0 | 0 | 352,858 | 350,975 | 703,833 |
| OPS | LF | 0 | 0 | 0 | 2,191,810 | 2,328,045 | 4,519,855 |
| Total | | 0 | 0 | 0 | 4,736,478 | 5,007,065 | 9,743,543 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

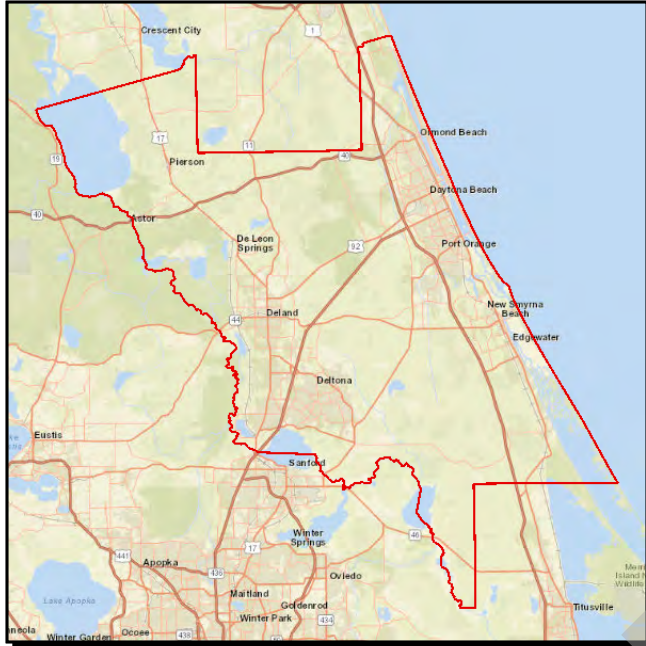
Total Project Cost: 9,743,543

Project Description: Votran receives FTA Section 5307 funds for procurement, maintenance, operating and planning transit service. Votran Co of Volusia Express Routes Serving SunRail. This project primarily supports efforts to meet the adopted targets for Travel Time Reliability/System Performance. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4424621

Volusia-Votran Section 5311 Rural Transportation

Non-SIS



Work Summary: OPERATING/ADMIN. ASSISTANCE
From: Volusia County-wide
To:
Lead Agency: Votran
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------------|----------------|------------------|
| OPS | DU | 0 | 0 | 0 | 431,992 | 453,592 | 885,584 |
| OPS | LF | 0 | 0 | 0 | 431,992 | 453,592 | 885,584 |
| Total | | 0 | 0 | 0 | 863,984 | 907,184 | 1,771,168 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,771,168

Project Description: Votran receives Federal Transit Administration (FTA) Section 5311 funds for operating and administrative assistance to provide transportation for small urban and rural geographical areas. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4425661

Central FI Commuter Rail System Capital for State of Good Repair

Non-SIS

No Map
Available

Work Summary: INTERMODAL HUB
CAPACITY

From:

To:

Lead Agency: Florida Department of
Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|----------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DPTO | 5,500,000 | 0 | 0 | 0 | 0 | 5,500,000 |
| Total | | 5,500,000 | 0 | 0 | 0 | 0 | 5,500,000 |

Prior Cost < 2019/20: 17,198,086

Future Cost > 2023/24: 0

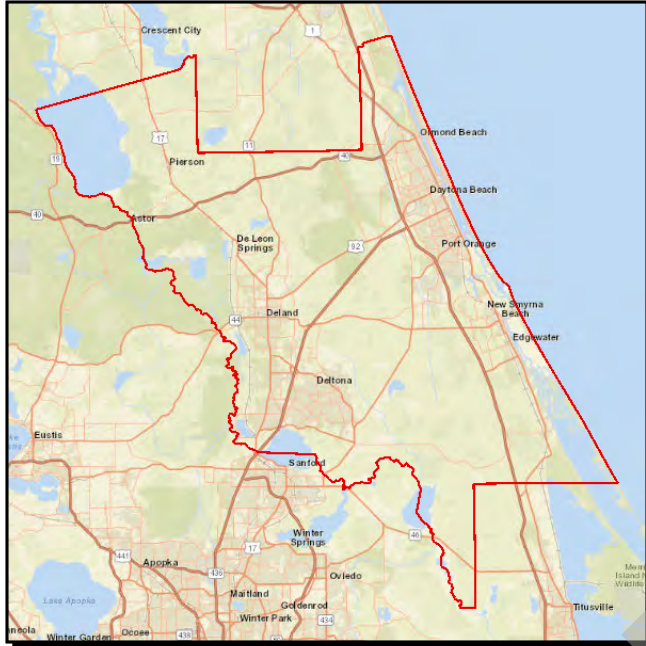
Total Project Cost: 22,698,086

Project Description: Capital for the state of good repair. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4442711

Volusia-Votran Section 5339 Small Urban Capital for Fixed Route

Non-SIS



Work Summary: CAPITAL FOR FIXED ROUTE
From: Volusia County-wide
To:
Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | FTA | 350,000 | 0 | 0 | 0 | 0 | 350,000 |
| CAP | LF | 87,500 | 0 | 0 | 0 | 0 | 87,500 |
| Total | | 437,500 | 0 | 0 | 0 | 0 | 437,500 |

Prior Cost < 2019/20: 763,980

Future Cost > 2023/24: 0

Total Project Cost: 1,201,480

Project Description: Federal Transit Administration funds awarded to Volusia County-Votran for Fiscal Year 2019 for buses and bus facilities. This project supports efforts to meet the adopted targets for Transit Asset Management/State of Good Repair. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

4442721

Flagler-Flagler Section 5307 Capital for Fixed Route

Non-SIS

No Map
Available

Work Summary: CAPITAL FOR FIXED ROUTE
From: Flagler County-wide
To:
Lead Agency: Flagler County
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | FTA | 706,531 | 0 | 0 | 0 | 0 | 706,531 |
| CAP | LF | 176,633 | 0 | 0 | 0 | 0 | 176,633 |
| Total | | 883,164 | 0 | 0 | 0 | 0 | 883,164 |

Prior Cost < 2019/20: 857,440

Future Cost > 2023/24: 0

Total Project Cost: 1,740,604

Project Description: Capital for the fixed route in Flagler County. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4449251

SunRail Fiber Optic PTC Backbone

Non-SIS

No Map
Available

Work Summary: INTERMODAL HUB
CAPACITY

From:

To:

Lead Agency: Florida Department of
Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|----------------|------------------|----------|----------|----------|----------|------------------|
| CST | TRIP | 1,278,000 | 0 | 0 | 0 | 0 | 1,278,000 |
| CEI | DIH | 145,053 | 0 | 0 | 0 | 0 | 145,053 |
| Total | | 1,423,053 | 0 | 0 | 0 | 0 | 1,423,053 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,423,053

Project Description: SunRail Fiber Optic PTC Backbone. (Reference 2040 Long Range Transportation Plan, pgs. 33, 34, 81, and table 15 on pg 34).

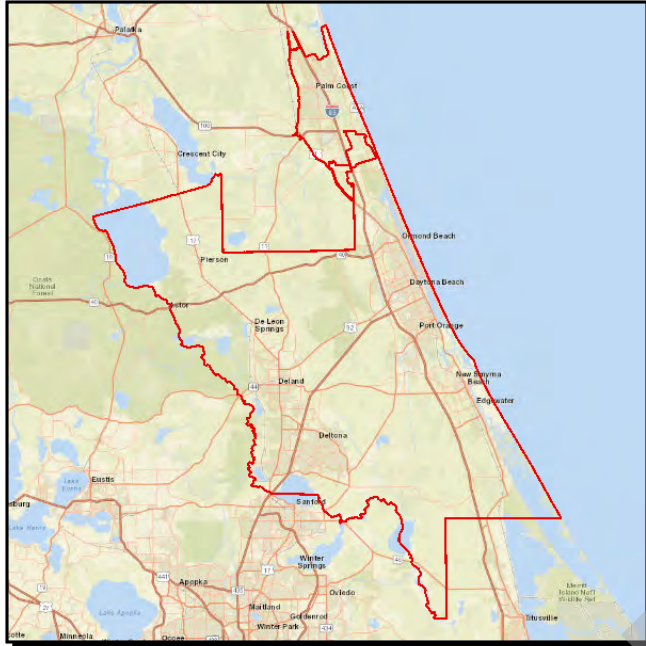
Section VII - Bicycle, Pedestrian & Enhancement Projects

DRAFT

4046181

River to Sea TPO Bike/Pedestrian SU/TALU Set-Aside Reserve

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Not yet determined
To:
Lead Agency: River to Sea TPO
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------------|----------------|------------------|------------------|
| CST | SU | 0 | 279,263 | 93,277 | 0 | 1,491,347 | 1,863,887 |
| CST | TALU | 0 | 0 | 428,393 | 430,284 | 428,578 | 1,287,255 |
| Total | | 0 | 279,263 | 521,670 | 430,284 | 1,919,925 | 3,151,142 |

Prior Cost < 2019/20: 88,989

Future Cost > 2023/24: 0

Total Project Cost: 3,240,131

Project Description: Thirty percent (30%) of SU (XU)/TALU funds received by the River to Sea TPO are set aside for bike and pedestrian improvements. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4302172

Alabama Multiuse Trail from Minnesota Av to US 92 Int'l Spdwy

Non-SIS



Work Summary: BIKE PATH/TRAIL

From: Minnesota Av

To: SR 600 (US 92) Int'l Speedway Blvd

Lead Agency: City of DeLand

Length: 2.09 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CEI | LF | 147,000 | 0 | 0 | 0 | 0 | 147,000 |
| CST | ACTU | 420,832 | 0 | 0 | 0 | 0 | 420,832 |
| CST | SU | 773,250 | 0 | 0 | 0 | 0 | 773,250 |
| CEI | TALU | 3,030 | 0 | 0 | 0 | 0 | 3,030 |
| Total | | 1,344,112 | 0 | 0 | 0 | 0 | 1,344,112 |

Prior Cost < 2019/20: 150,155

Future Cost > 2023/24: 0

Total Project Cost: 1,494,267

Project Description: Construct a multi-use trail, with a preferred width of 12 ft., along Garfield Avenue from an existing trail on US 92 to Minnesota Avenue. A related project, FM# 4302171, addresses the construction of a trail segment from the existing trail on US 92, northward along Marsh Road, to the Sperling Sports Complex. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4363601

SR 40 Black Bear Scenic Trail

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Levy Hammock Rd
To: SR 15 (US 17)
Lead Agency: Florida Department of Transportation
Length: 27.250 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| PD&E | DIOH | 38,110 | 0 | 0 | 0 | 0 | 38,110 |
| PD&E | SA | 1,100,000 | 0 | 0 | 0 | 0 | 1,100,000 |
| Total | | 1,138,110 | 0 | 0 | 0 | 0 | 1,138,110 |

Prior Cost < 2019/20: 10,551

Future Cost > 2023/24: 0

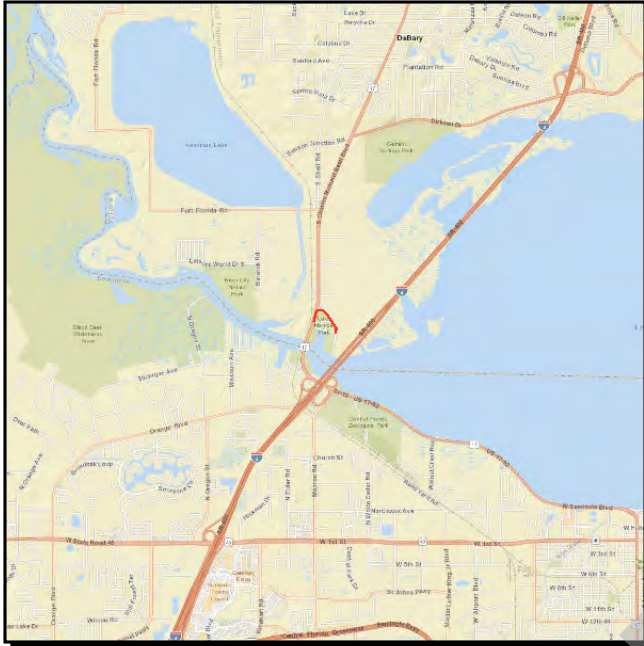
Total Project Cost: 1,148,661

Project Description: Construct a segment of the Black Bear Scenic Trail from Levy Hammock to SR 15 (US 17). (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4364342

Lake Monroe Park Entrance to Old Deland Rd

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Lake Monroe Park Entrance
To: Old Deland Rd
Lead Agency: Florida Department of Transportation
Length: 0.349 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | DIH | 5,130 | 0 | 0 | 0 | 0 | 5,130 |
| CEI | TLWR | 80,423 | 0 | 0 | 0 | 0 | 80,423 |
| CST | TLWR | 321,247 | 0 | 0 | 0 | 0 | 321,247 |
| Total | | 406,800 | 0 | 0 | 0 | 0 | 406,800 |

Prior Cost < 2019/20: 130,591

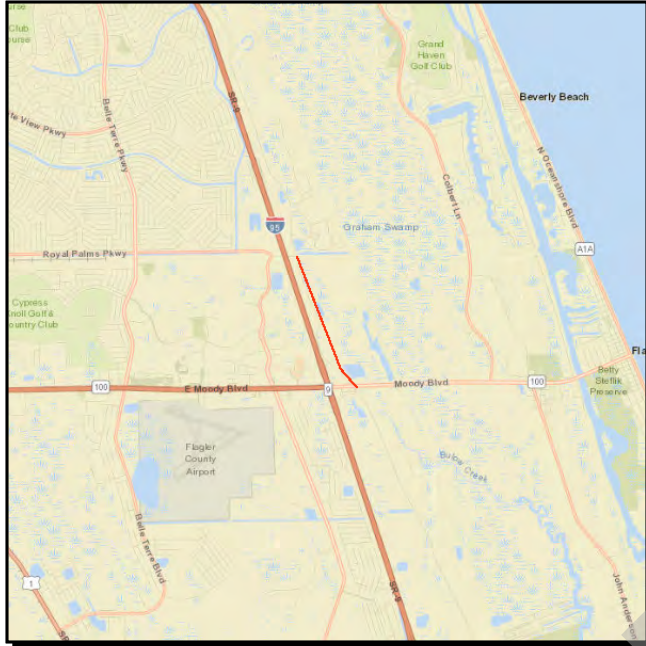
Future Cost > 2023/24: 0

Total Project Cost: 537,391

Project Description: Spring to Spring Trail: Construct a segment of the Coast to Coast Trail from Lake Monroe Park entrance to old DeLand road. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4386351

Graham Swamp Multi-Use Trail & Pedestrian Bridge, from Lehigh Trail Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Lehigh Trail
To: SR 100
Lead Agency: Flagler County
Length: 1.640 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CEI | TALT | 0 | 693,744 | 0 | 0 | 0 | 693,744 |
| CST | TALT | 0 | 2,639,025 | 0 | 0 | 0 | 2,639,025 |
| CST | SL | 0 | 1,550,783 | 0 | 0 | 0 | 1,550,783 |
| CST | TALN | 0 | 252,306 | 0 | 0 | 0 | 252,306 |
| CST | TALL | 0 | 256,015 | 0 | 0 | 0 | 256,015 |
| CST | SN | 0 | 1,001,871 | 0 | 0 | 0 | 1,001,871 |
| Total | | 0 | 6,393,744 | 0 | 0 | 0 | 6,393,744 |

Prior Cost < 2019/20: 1,505,000

Future Cost > 2023/24: 0

Total Project Cost: 7,898,744

Project Description: Construct multi-use trail and pedestrian bridge from Lehigh Trail to SR 100. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4390371

SR 400 (Beville Rd) from Williamson Blvd to Clyde Morris Blvd

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Williamson Blvd
To: Clyde Morris Blvd
Lead Agency: City of Daytona Beach
Length: 2.000 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CEI | LF | 0 | 111,000 | 0 | 0 | 0 | 111,000 |
| CEI | SU | 0 | 3,030 | 0 | 0 | 0 | 3,030 |
| CST | SU | 0 | 420,043 | 0 | 0 | 0 | 420,043 |
| CST | TALU | 0 | 429,957 | 0 | 0 | 0 | 429,957 |
| Total | | 0 | 964,030 | 0 | 0 | 0 | 964,030 |

Prior Cost < 2019/20: 131,800

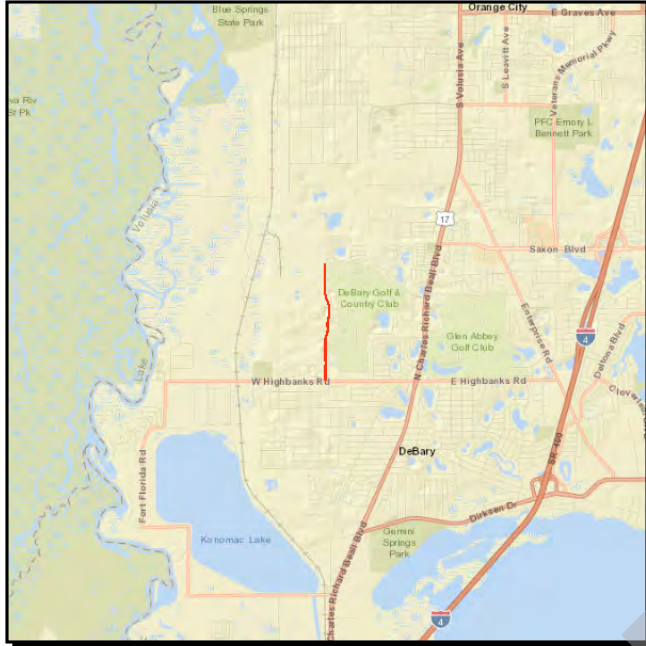
Future Cost > 2023/24: 0

Total Project Cost: 1,095,830

Project Description: This is a LAP project by the City of Daytona Beach to construct a 12 foot wide shared use path/sidewalk along the south side of Beville Road from Williamson Boulevard to Clyde Morris Boulevard. Project length: approximately 2 miles. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4390396

Spr To Spr Trail Phase 3C W Highbanks Rd to DeBary Plantation Blvd Non-SIS



Work Summary: BIKE PATH/TRAIL
From: W Highbanks Rd
To: DeBary Plantation Blvd
Lead Agency: Volusia County
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------|------------------|------------------|
| CST | TLWR | 0 | 0 | 0 | 0 | 1,173,000 | 1,173,000 |
| Total | | 0 | 0 | 0 | 0 | 1,173,000 | 1,173,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,173,000

Project Description: Construct a sidewalk (5' wide) in DeBary on the north side of West Highbanks Road to DeBary Plantation Blvd. Segment originally programmed for CST under 439039-2 Phase 3A but deleted due to scope & limit change. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4391951

US 17/92 at SunRail Station (Fort Florida Rd) Coast to Coast Trail

Non-SIS



Work Summary: BIKE PATH/TRAIL

From: Existing Coast-to-Coast Trail

To: DeBary SunRail Station

Lead Agency: City of DeBary

Length: 0.33 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | LFP | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| Total | | 225,000 | 0 | 0 | 0 | 0 | 225,000 |

Prior Cost < 2019/20: 25,000

Future Cost > 2023/24: 0

Total Project Cost: 250,000

Project Description: Construct a new 12 ft. wide shared-use path from the existing Coast-to-Coast Trail to the DeBary SunRail Station. Project length: 0.33 mile. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4398621

US 1 from Kennedy Parkway to Dale Ave (SJR2C)

Non-SIS



Work Summary: BIKE PATH/TRAIL **From:** Kennedy Pkwy

To: Dale Av

Lead Agency: Florida Department of Transportation

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|------------------|----------|------------------|
| PE | TLWR | 0 | 2,349,000 | 0 | 0 | 0 | 2,349,000 |
| CEI | DIH | 0 | 0 | 0 | 11,110 | 0 | 11,110 |
| CEI | TLWR | 0 | 0 | 0 | 573,508 | 0 | 573,508 |
| CST | TLWR | 0 | 0 | 0 | 5,316,436 | 0 | 5,316,436 |
| CST | DDR | 0 | 0 | 0 | 1,001,337 | 0 | 1,001,337 |
| Total | | 0 | 2,349,000 | 0 | 6,902,391 | 0 | 9,251,391 |

Prior Cost < 2019/20: 396,132

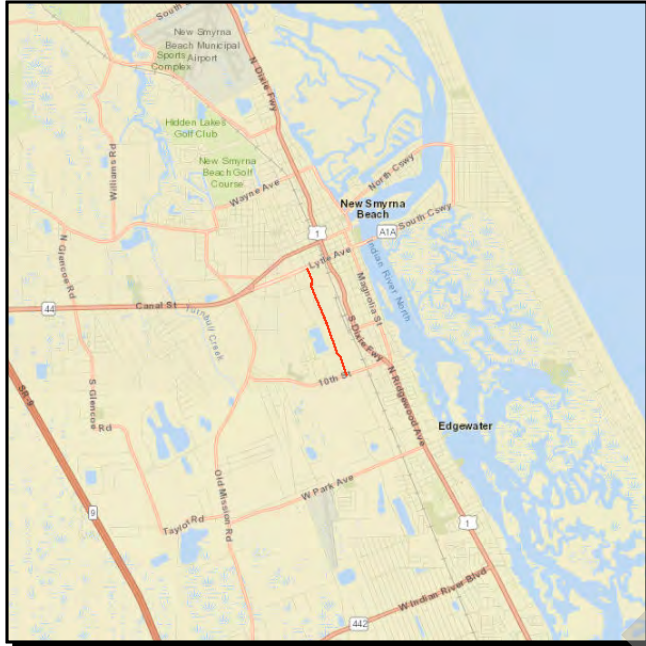
Future Cost > 2023/24: 0

Total Project Cost: 9,647,523

Project Description: Oak Hill to Edgewater: US 1. A segment of the St Johns River to Sea Loop Trail extending along SR 5 (US 1) from Kennedy Pkwy to Dale Ave. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg. 72.)

4398641

St Johns River to Sea Loop Myrtle Av from 10th St to SR 44/Lytle Av Non-SIS



Work Summary: BIKE PATH/TRAIL
From: 10th Street
To: SR 44/Lytle Avenue
Lead Agency: Florida Department of Transportation
Length: 1.229 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------------|----------------|---------------|------------------|------------------|
| ROW | TLWR | 280,000 | 580,000 | 322,850 | 97,440 | 0 | 1,280,290 |
| ROW | DIH | 27,500 | 27,500 | 27,400 | 0 | 0 | 82,400 |
| PE | DDR | 0 | 0 | 77,500 | 0 | 0 | 77,500 |
| CEI | DIH | 0 | 0 | 0 | 0 | 11,440 | 11,440 |
| CEI | TLWR | 0 | 0 | 0 | 0 | 323,699 | 323,699 |
| CST | TLWR | 0 | 0 | 0 | 0 | 2,456,222 | 2,456,222 |
| Total | | 307,500 | 607,500 | 427,750 | 97,440 | 2,791,361 | 4,231,551 |

Prior Cost < 2019/20: 808,294

Future Cost > 2023/24: 0

Total Project Cost: 5,039,845

Project Description: Construct a multi-use trail (12' wide) in New Smyrna Beach along Myrtle Avenue from 10th Street to SR 44/Lytle Avenue. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4398731

SR A1A Trail (SJR2C) in Flagler Beach

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: S 26th St
To: N 9th St
Lead Agency: Florida Department of Transportation
Length: 3.600 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| PE | TLWR | 0 | 2,500,000 | 0 | 0 | 0 | 2,500,000 |
| Total | | 0 | 2,500,000 | 0 | 0 | 0 | 2,500,000 |

Prior Cost < 2019/20: 27,265

Future Cost > 2023/24: 0

Total Project Cost: 2,527,265

Project Description: A segment of the St Johns River to Sea Loop Trail extending along SR A1A or alternate route from S 26th Street to N 9th Street in Flagler Beach. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4398741

St Johns River to Sea Loop from Lake Beresford Park to Grand Ave Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Lake Beresford Park
To: Grand Ave
Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|----------|------------------|
| CEI | DIH | 0 | 0 | 0 | 11,110 | 0 | 11,110 |
| CEI | TLWR | 0 | 0 | 0 | 906,135 | 0 | 906,135 |
| CST | TLWR | 0 | 0 | 0 | 7,249,890 | 0 | 7,249,890 |
| CST | DDR | 0 | 0 | 0 | 1,217,705 | 0 | 1,217,705 |
| Total | | 0 | 0 | 0 | 9,384,840 | 0 | 9,384,840 |

Prior Cost < 2019/20: 650,399

Future Cost > 2023/24: 0

Total Project Cost: 10,035,239

Project Description: Spring to Spring Gap: DeLand. A segment of the St Johns River to Sea Loop Trail extending from Lake Beresford Park to Grand Avenue. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, table 31 on pg. 71.)

4398742

St Johns River to Sea Loop Lake Beresford Park to Old New York Ave Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Lake Beresford Park
To: Old New York Ave
Lead Agency: Florida Department of Transportation
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| PE | TLWR | 1,179,193 | 0 | 0 | 0 | 0 | 1,179,193 |
| PE | DIH | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| Total | | 1,184,193 | 0 | 0 | 0 | 0 | 1,184,193 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,184,193

Project Description: Spring to Spring Gap: A segment of the St Johns River to Sea Loop Trail extending from Lake Beresford Park to Old New York Avenue. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, table 31 on pg. 71.)

4398743

St Johns River to Sea Loop from Old New York Ave to SR 44

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Old New York Ave
To: SR 44
Lead Agency: Florida Department of Transportation
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| PE | TLWR | 428,798 | 0 | 0 | 0 | 0 | 428,798 |
| Total | | 428,798 | 0 | 0 | 0 | 0 | 428,798 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 428,798

Project Description: Spring to Spring Gap: A segment of the St Johns River to Sea Loop Trail extending from Old New York Avenue to SR 44. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, table 31 on pg. 71.)

4398744

St Johns River to Sea Loop from SR 44 to Existing Grand Ave Trail Non-SIS



Work Summary: BIKE PATH/TRAIL
From: SR 44
To: existing Grand Ave trail
Lead Agency: Florida Department of Transportation
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| PE | TLWR | 535,997 | 0 | 0 | 0 | 0 | 535,997 |
| PE | DIH | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| Total | | 540,997 | 0 | 0 | 0 | 0 | 540,997 |

Prior Cost < 2019/20: 0

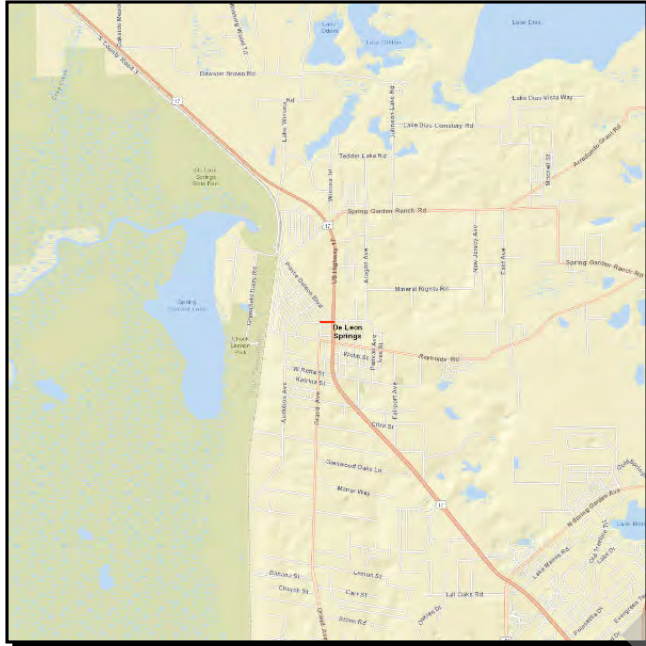
Future Cost > 2023/24: 0

Total Project Cost: 540,997

Project Description: Spring to Spring Gap: A segment of the St Johns River to Sea Loop Trail extending from SR 44 to existing Grand Ave Trail. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, table 31 on pg. 71.)

4398751

St Johns River to Sea Loop from Grand Av/Baxter St to SR 15 (US 17) Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Grand Av/Baxter St
To: SR 15 (US 17)
Lead Agency: Volusia County
Length: 1.342 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CST | TLWR | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |
| Total | | 1,500,000 | 0 | 0 | 0 | 0 | 1,500,000 |

Prior Cost < 2019/20: 776,000

Future Cost > 2023/24: 0

Total Project Cost: 2,276,000

Project Description: Spring to Spring Gap: DeLeon Springs. A segment of the St Johns River to Sea Loop Trail extending from Grand Avenue/Baxter Street to SR 15 (US 17). (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg. 72.)

4398761

SR 15 (US 17) from SR 40 to Putnam County Line

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: SR 40
To: Putnam County Line
Lead Agency: Florida Department of Transportation
Length: 13.293 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| PE | TLWR | 0 | 2,835,000 | 0 | 0 | 0 | 2,835,000 |
| PE | DIH | 0 | 5,000 | 0 | 0 | 0 | 5,000 |
| Total | | 0 | 2,840,000 | 0 | 0 | 0 | 2,840,000 |

Prior Cost < 2019/20: 1,384,702

Future Cost > 2023/24: 0

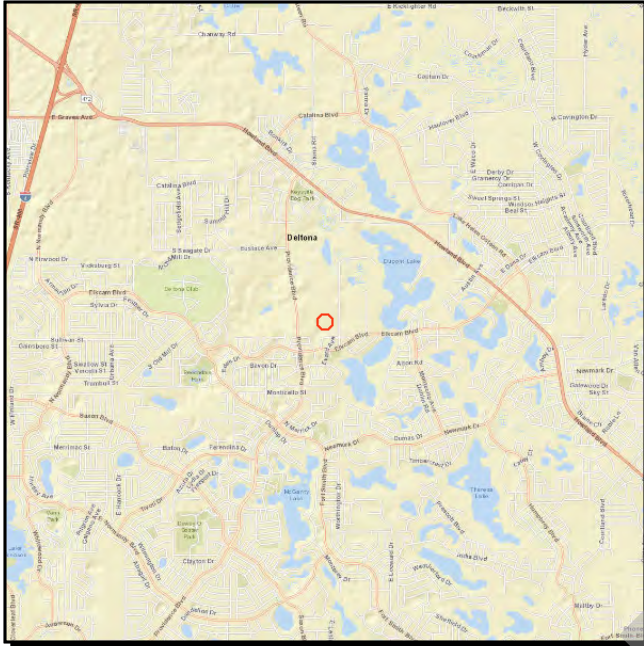
Total Project Cost: 4,224,702

Project Description: Construct a multi-use trail (12' wide) from SR 40 to the Volusia/Putnam County line. Part of St. Johns River to Sea Loop Trail. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg. 72.)

4408481

Deltona Lakes/Spirit Elementary Sidewalks

Non-SIS



Work Summary: SIDEWALK

From: at Deltona Lakes/Spirit Elementary

To:

Lead Agency: City of Deltona

Length: 1.99 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CEI | LF | 122,459 | 0 | 0 | 0 | 0 | 122,459 |
| CEI | ACSU | 1,000 | 0 | 0 | 0 | 0 | 1,000 |
| CST | ACSU | 816,381 | 0 | 0 | 0 | 0 | 816,381 |
| Total | | 939,840 | 0 | 0 | 0 | 0 | 939,840 |

Prior Cost < 2019/20: 109,091

Future Cost > 2023/24: 0

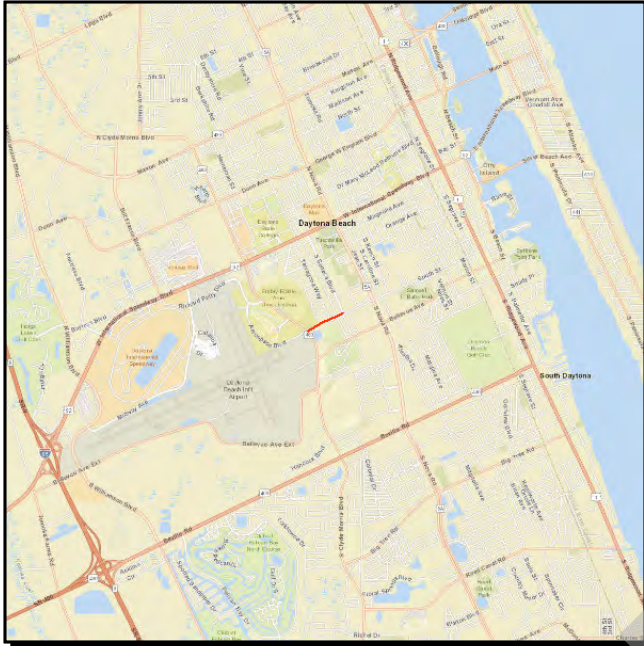
Total Project Cost: 1,048,931

Project Description: Sidewalk project consisting of 10 individual sidewalks (5' wide): Along Alster Lane from Fountain Rd to Candlewick St, Fountain Rd from Montecito Ave to Quintillis Court, Amherst Ave from Alton Rd to Elkcam Blvd, Carson Lane from Concert Rd to Amherst Ave, Henry Lane from Concert Rd to Amherst Ave, Dunlap Dr from April Ave to Providence Boulevard, Lavilla St from April Ave to Deerfield Ave, Enfield St from April Ave to Darlington Ave, Seahorse St from April Ave to Ferendina Dr, Laramore St from April Ave to Ferendina Dr. This project supports efforts to meet the adopted safety targets. (Reference 2040 LRTP, pgs 10, 11, 81, and table 31 on pg 72.)

4409061

Navy Canal Trail from Museum Blvd West to Clyde Morris Blvd

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Museum Blvd West
To: Clyde Morris Blvd
Lead Agency: City of Daytona Beach
Length: 0.390 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CEI | LF | 0 | 22,597 | 0 | 0 | 0 | 22,597 |
| CST | LF | 0 | 577,027 | 0 | 0 | 0 | 577,027 |
| CEI | SU | 0 | 2,000 | 0 | 0 | 0 | 2,000 |
| CST | SU | 0 | 225,973 | 0 | 0 | 0 | 225,973 |
| Total | | 0 | 827,597 | 0 | 0 | 0 | 827,597 |

Prior Cost < 2019/20: 48,500

Future Cost > 2023/24: 0

Total Project Cost: 876,097

Project Description: Twelve foot (12') wide trail in Daytona Beach along Navy Canal from Museum Blvd. to Clyde Morris Blvd. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4409411

Tomoka State Park Trail from Inglesa Ave to Sanchez Park

Non-SIS



Work Summary: BIKE PATH/TRAIL
From: Inglesa Ave
To: Sanchez Park
Lead Agency: City of Ormond Beach
Length: 0.170 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|---------------|----------|----------|----------|----------|---------------|
| PE | SU | 78,400 | 0 | 0 | 0 | 0 | 78,400 |
| PE | LF | 8,600 | 0 | 0 | 0 | 0 | 8,600 |
| Total | | 87,000 | 0 | 0 | 0 | 0 | 87,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 87,000

Project Description: Ten foot (10') wide trail in Ormond Beach from Sanchez Park to Tomoka State Park. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4410771

Pleasant St, Lakeview St, Ohio St, Michigan St.

Non-SIS



Work Summary: SIDEWALK

From: at Pleasant St, Lakeview St, Ohio St, Michigan St

To:

Lead Agency: Volusia County

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|---------------|----------|----------------|----------|----------------|
| PE | SR2T | 0 | 87,500 | 0 | 0 | 0 | 87,500 |
| PE | SA | 0 | 5,000 | 0 | 0 | 0 | 5,000 |
| CEI | SA | 0 | 0 | 0 | 5,000 | 0 | 5,000 |
| CST | SR2T | 0 | 0 | 0 | 508,450 | 0 | 508,450 |
| CEI | SR2T | 0 | 0 | 0 | 123,000 | 0 | 123,000 |
| Total | | 0 | 92,500 | 0 | 636,450 | 0 | 728,950 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 728,950

Project Description: A new sidewalk connecting two city schools to the existing downtown park and a multi-use trail. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4413891

Amelia Ave from Voorhis Ave to Ohio Ave

Non-SIS



Work Summary: BIKE LANE/SIDEWALK **From:** Voorhis Ave
To: Ohio Ave
Lead Agency: Volusia County **Length:** 0.560 mile

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | ACSS | 293,915 | 0 | 0 | 0 | 0 | 293,915 |
| CEI | ACSS | 0 | 0 | 223,603 | 0 | 0 | 223,603 |
| CST | ACSS | 0 | 0 | 1,926,009 | 0 | 0 | 1,926,009 |
| Total | | 293,915 | 0 | 2,149,612 | 0 | 0 | 2,443,527 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 2,443,527

Project Description: Complete streets project to narrow travel lanes and provide bicycle and pedestrian safety enhancements. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4435121

A1A from Millsap Drive to State Road 40

Non-SIS



Work Summary: SAFETY PROJECT
From: Millsap Drive
To: State Road 40
Lead Agency: Florida Department of Transportation
Length: 1.506 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|------------------|----------|----------|------------------|
| PE | ACSS | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| PE | ACID | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| CEI | ACSS | 0 | 0 | 328,235 | 0 | 0 | 328,235 |
| CST | ACSS | 0 | 0 | 1,812,925 | 0 | 0 | 1,812,925 |
| Total | | 505,000 | 0 | 2,141,160 | 0 | 0 | 2,646,160 |

Prior Cost < 2019/20: 0

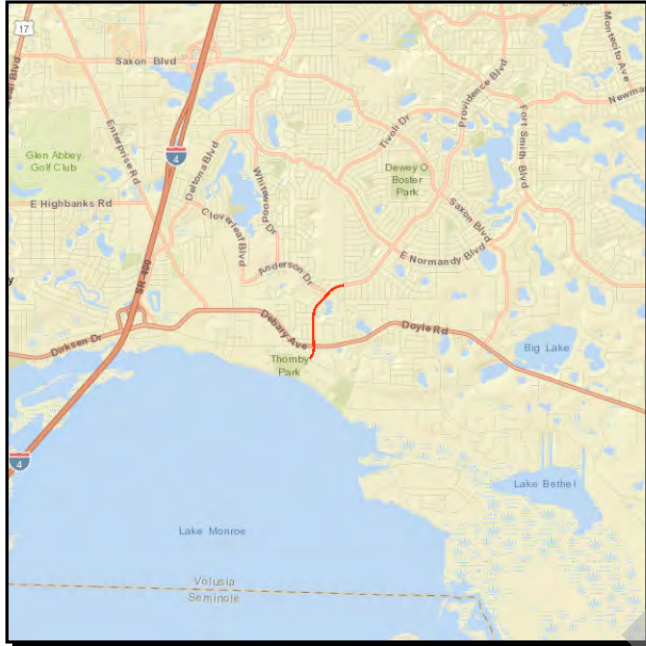
Future Cost > 2023/24: 0

Total Project Cost: 2,646,160

Project Description: Access management improvements on A1A from Millsap Drive to State Road 40 and also add multiple pedestrian midblock crossings. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72).

4450282

Providence Blvd from Perimeter Dr to Alexander Ave South Segment Non-SIS



Work Summary: BIKE PATH/TRAIL

From: Perimeter Dr

To: Alexander Ave South Segment

Lead Agency: City of Deltona

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CEI | LF | 0 | 0 | 47,966 | 0 | 0 | 47,966 |
| CST | LF | 0 | 0 | 319,773 | 0 | 0 | 319,773 |
| CEI | SU | 0 | 0 | 96,932 | 0 | 0 | 96,932 |
| CST | SU | 0 | 0 | 639,547 | 0 | 0 | 639,547 |
| Total | | 0 | 0 | 1,104,218 | 0 | 0 | 1,104,218 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,104,218

Project Description: 10-12' wide Shared Use Path along the east side of Providence Blvd from Perimeter Drive to Alexander Avenue. This project supports efforts to meet the adopted safety targets. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

Section IX - Locally Funded Projects - Information Only

DRAFT

IFZ3-1 **Howland Blvd Widening** **Non-SIS**



Work Summary: ADD LANES & RECONSTRUCT

From: Providence Blvd

To: Elkcam Blvd

Lead Agency: Volusia County

Length: 2.170 miles

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|----------|----------|----------|----------|-------------------|
| CST | BOND | 1,950,000 | 0 | 0 | 0 | 0 | 1,950,000 |
| CST | PFS | 80,000 | 0 | 0 | 0 | 0 | 80,000 |
| CST | LOGT | 12,547,000 | 0 | 0 | 0 | 0 | 12,547,000 |
| Total | | 14,577,000 | 0 | 0 | 0 | 0 | 14,577,000 |

Prior Cost < 2019/20: 3,470,000

Future Cost > 2023/24: 0

Total Project Cost: 18,047,000

Project Description: Howland Boulevard widening from 2 lanes to 4 lanes between Providence Boulevard and Elkcam Boulevard.

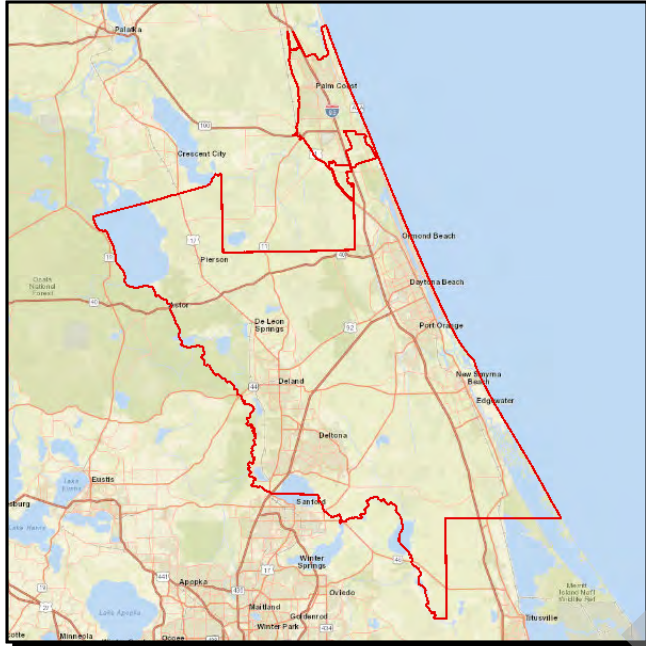
Section X - Transportation Planning/Studies

DRAFT

4393332

River to Sea TPO Urban Area FY 2018/19 - 2019/20 UPWP

Non-SIS



Work Summary: TRANSPORTATION PLANNING
From: River to Sea TPO urban area
To:
Lead Agency: River to Sea TPO
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| PLN | SU | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| PLN | PL | 742,409 | 0 | 0 | 0 | 0 | 742,409 |
| Total | | 1,142,409 | 0 | 0 | 0 | 0 | 1,142,409 |

Prior Cost < 2019/20: 1,169,885

Future Cost > 2023/24: 0

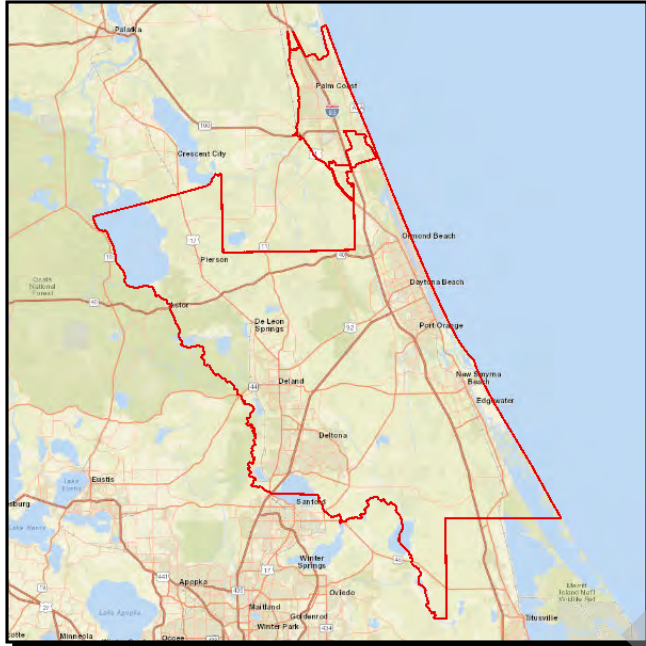
Total Project Cost: 2,312,294

Project Description: Funding allocations in FY 2018/19 and FY 2019/20 for transportation planning for the River to Sea TPO. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4393333

River to Sea TPO Urban Area FY 2020/21 - 2021/22 UPWP

Non-SIS



Work Summary: TRANSPORTATION PLANNING
From: River to Sea TPO urban area
To:
Lead Agency: River to Sea TPO
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------------|----------|----------|------------------|
| PLN | SU | 0 | 200,000 | 200,000 | 0 | 0 | 400,000 |
| PLN | PL | 0 | 742,409 | 742,409 | 0 | 0 | 1,484,818 |
| Total | | 0 | 942,409 | 942,409 | 0 | 0 | 1,884,818 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 1,884,818

Project Description: Funding allocations in FY 2020/21 and FY 2021/22 for transportation planning for the River to Sea TPO. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4393334

River to Sea TPO Urban Area FY 2022/2023-2023/2024 UPWP

Non-SIS



Work Summary: TRANSPORTATION PLANNING
From: River to Sea TPO urban area
To:
Lead Agency: River to Sea TPO
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------------|----------------|------------------|
| PLN | SU | 0 | 0 | 0 | 200,000 | 200,000 | 400,000 |
| PLN | PL | 0 | 0 | 0 | 742,409 | 0 | 742,409 |
| Total | | 0 | 0 | 0 | 942,409 | 200,000 | 1,142,409 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

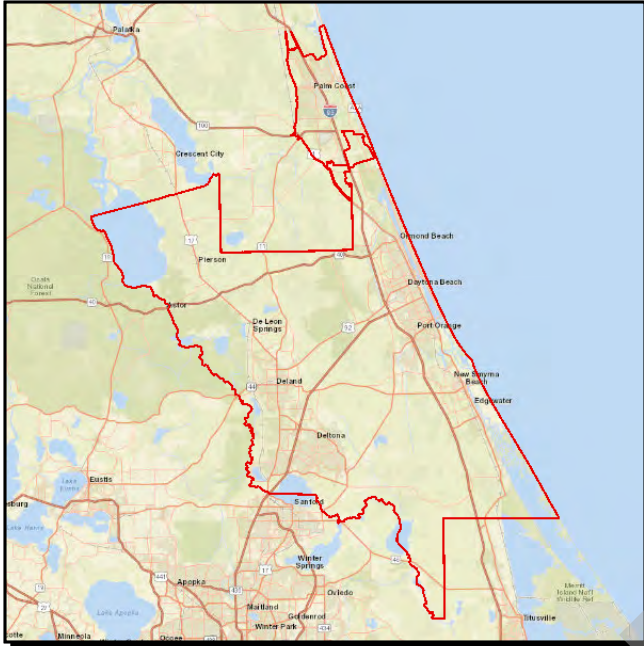
Total Project Cost: 1,142,409

Project Description: Funding allocation in FY 2022/23 & FY 2023/24 for transportation planning for the River to Sea TPO. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

4407981

River to Sea TPO Urban Area Planning Studies

Non-SIS



Work Summary: PTO STUDIES
From: River to Sea TPO urban area
To:
Lead Agency: River to Sea TPO
Length: n/a

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------------|----------------|----------------|----------------|
| PLN | DU | 0 | 0 | 173,837 | 173,837 | 173,837 | 521,511 |
| PLN | DPTO | 0 | 0 | 21,730 | 21,730 | 21,730 | 65,190 |
| PLN | LF | 0 | 0 | 21,730 | 21,730 | 21,730 | 65,190 |
| Total | | 0 | 0 | 217,297 | 217,297 | 217,297 | 651,891 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 651,891

Project Description: Funding allocations in FY 2021/22- FY 2023/24 for transportation planning studies relating to public transit operations. (Reference 2040 Long Range Transportation Plan, pgs 10, 11, 81, and table 31 on pg 72.)

Section XI - Miscellaneous Projects

DRAFT

4424981

Kepler Complex FCO Projects

Non-SIS



Work Summary: FIXED CAPITAL OUTLAY From:

To:

Lead Agency:

Florida Department of Transportation

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CST | FCO | 110,000 | 0 | 0 | 0 | 0 | 110,000 |
| Total | | 110,000 | 0 | 0 | 0 | 0 | 110,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 110,000

Project Description: Security camera system replacement and variable airflow valve refurbishment. (Reference 2040 Long Range Transportation Plan, page 63.)

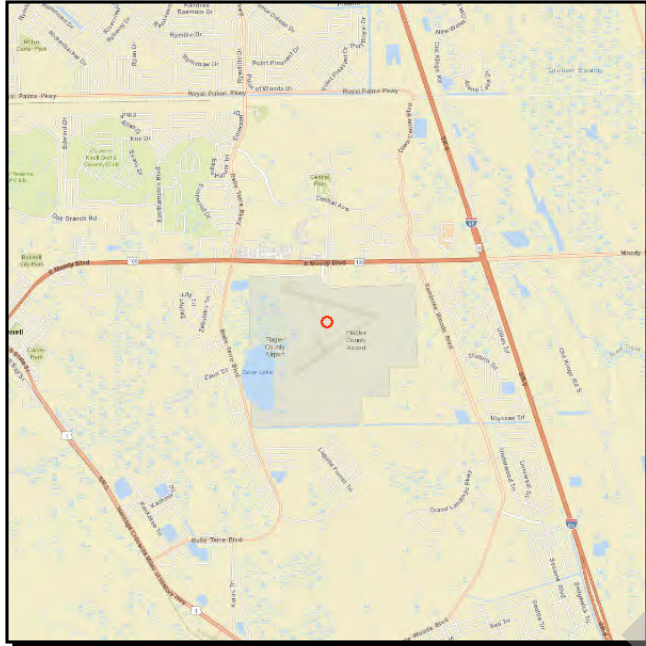
Section XII - Aviation Projects

DRAFT

4049211

Flagler County Airport Construct Terminal Building

Non-SIS



Work Summary: AVIATION SAFETY PROJECT
From: at Flagler County Airport
To:
Lead Agency: Flagler County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|------------------|----------|----------|----------|------------------|
| CAP | DPTO | 598,000 | 0 | 0 | 0 | 0 | 598,000 |
| CAP | DDR | 52,000 | 518,000 | 0 | 0 | 0 | 570,000 |
| CAP | LF | 162,500 | 129,500 | 0 | 0 | 0 | 292,000 |
| CAP | FAA | 0 | 5,827,500 | 0 | 0 | 0 | 5,827,500 |
| Total | | 812,500 | 6,475,000 | 0 | 0 | 0 | 7,287,500 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

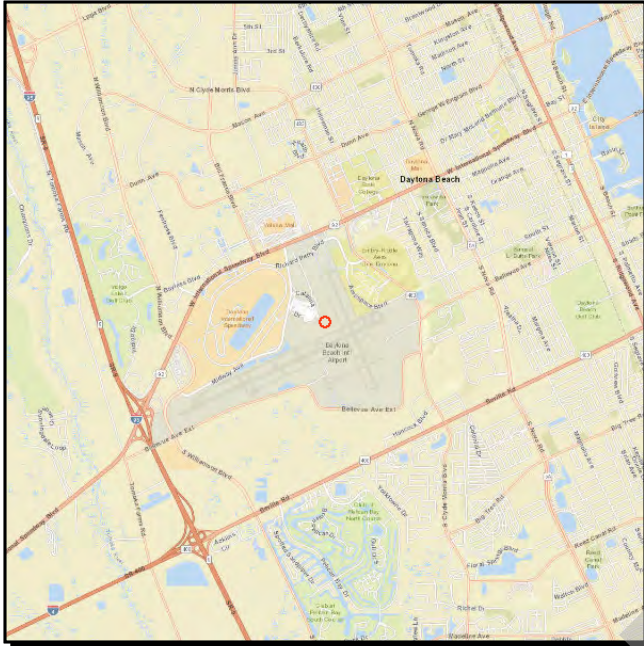
Total Project Cost: 7,287,500

Project Description: Airport improvement project- Construct a new GA Terminal and Airport Administration Building. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4315382

Volusia-Daytona Bch Int'l Construct Terminal Roof Rehabilitation

SIS



Work Summary: AVIATION

From: at Daytona Bch Int'l Airport

To:

Lead Agency: Volusia County

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CAP | DPTO | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| CAP | LF | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| Total | | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

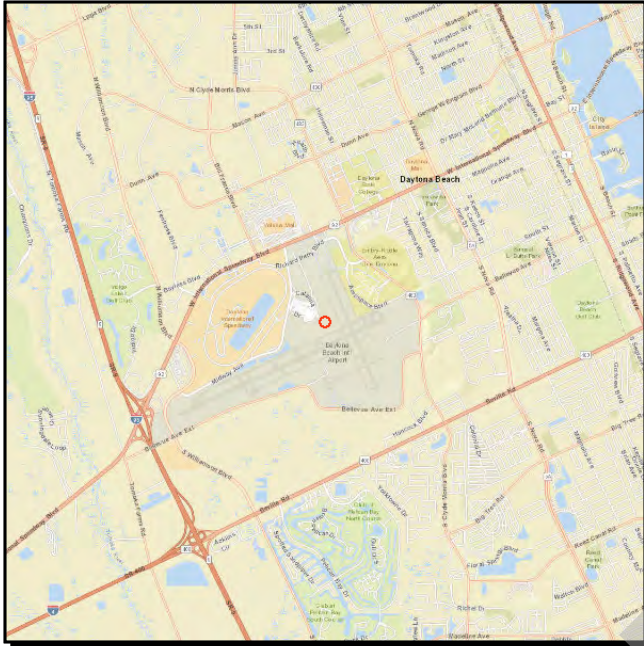
Total Project Cost: 1,000,000

Project Description: Construct terminal roof rehabilitation. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4315391

Volusia - Daytona Bch Taxiway Rehabilitation

SIS



Work Summary: AVIATION PRESERVATION

From: at Daytona Bch Int'l Airport

To:

Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|-------------------|-------------------|----------|----------|----------|-------------------|
| CAP | DPTO | 2,250,000 | 0 | 0 | 0 | 0 | 2,250,000 |
| CAP | LF | 2,250,000 | 1,000,000 | 0 | 0 | 0 | 3,250,000 |
| CAP | FAA | 9,000,000 | 18,000,000 | 0 | 0 | 0 | 27,000,000 |
| CAP | DDR | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| Total | | 13,500,000 | 20,000,000 | 0 | 0 | 0 | 33,500,000 |

Prior Cost < 2019/20: 32,345,497

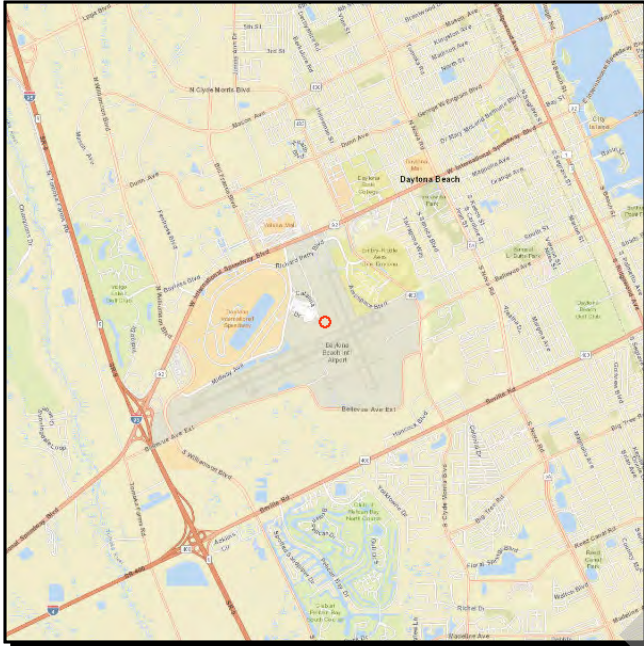
Future Cost > 2023/24: 0

Total Project Cost: 65,845,497

Project Description: Taxiway rehabilitation construction. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4360502

Volusia-Daytona Bch Int'l Replace Terminal Emergency Generators SIS



Work Summary: AVIATION PRESERVATION
From: at Daytona Beach Int'l Airport
To:
Lead Agency: Volusia County
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DPTO | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| CAP | LF | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| Total | | 4,000,000 | 0 | 0 | 0 | 0 | 4,000,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

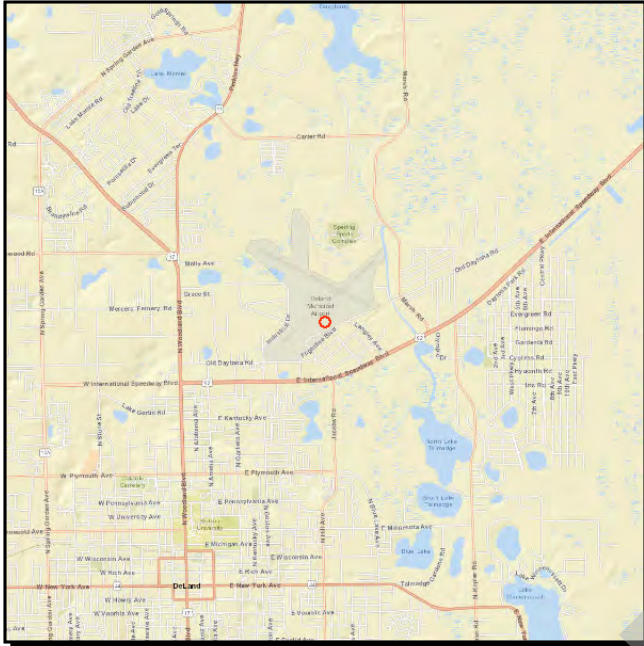
Total Project Cost: 4,000,000

Project Description: Volusia-Daytona Bch Int'l replace terminal emergency generators. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4370231

Volusia - DeLand Muni Rehabilitate Runway 5-23

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

at DeLand Municipal Airport

To:

Lead Agency:

City of DeLand

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|------------------|------------------|------------------|
| CAP | DDR | 0 | 0 | 0 | 112,000 | 0 | 112,000 |
| CAP | LF | 0 | 0 | 0 | 28,000 | 40,000 | 68,000 |
| CAP | FAA | 0 | 0 | 0 | 1,260,000 | 1,800,000 | 3,060,000 |
| CAP | DPTO | 0 | 0 | 0 | 0 | 160,000 | 160,000 |
| Total | | 0 | 0 | 0 | 1,400,000 | 2,000,000 | 3,400,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 3,400,000

Project Description: Resurfacing runway 5-23 with new asphalt, full length. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4370251

Flagler County Airport Terminal Building

Non-SIS



Work Summary: AVIATION

From: at Flagler County Airport

To:

Lead Agency: Flagler County

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DPTO | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| CAP | DDR | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| CAP | LF | 325,000 | 0 | 0 | 0 | 0 | 325,000 |
| Total | | 1,625,000 | 0 | 0 | 0 | 0 | 1,625,000 |

Prior Cost < 2019/20: 3,081,000

Future Cost > 2023/24: 0

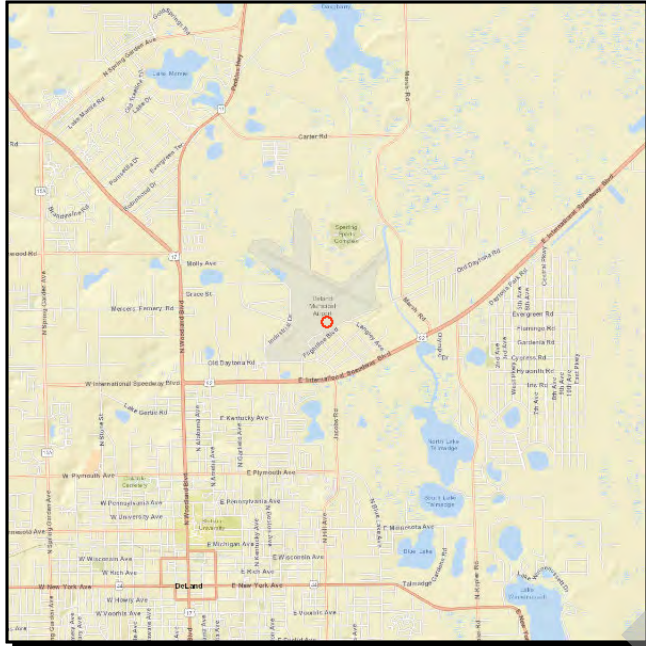
Total Project Cost: 4,706,000

Project Description: Flagler County Airport Terminal Building- Construct a new GA Terminal and Airport Administration Building. The TPO's support for aviation is expressed in the vision statement, goals, and objectives of the 2040 Long Range Transportation Plan. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4370341

Volusia - DeLand Muni Rehabilitate Taxiway "B"

Non-SIS



Work Summary: AVIATION
PRESERVATION

From: at DeLand Municipal Airport

To:

Lead Agency: City of DeLand

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|----------|----------|----------|----------------|
| CAP | DPTO | 0 | 71,112 | 0 | 0 | 0 | 71,112 |
| CAP | LF | 0 | 17,778 | 0 | 0 | 0 | 17,778 |
| CAP | FAA | 0 | 800,000 | 0 | 0 | 0 | 800,000 |
| Total | | 0 | 888,890 | 0 | 0 | 0 | 888,890 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

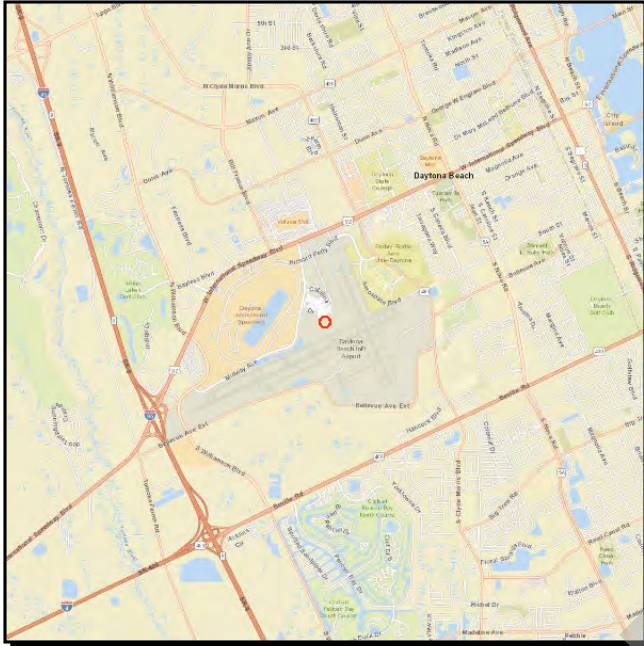
Total Project Cost: 888,890

Project Description: Resurfacing Taxiway "B" with new asphalt, full length. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384051

Daytona Bch Int'l Airport Runway 7R-25L Rehabilitation

SIS



Work Summary: AVIATION PRESERVATION
From: at Daytona Beach Int'l Airport
To:
Lead Agency: Volusia County
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------------|------------------|----------|------------------|
| CAP | DDR | 0 | 0 | 250,000 | 2,500,000 | 0 | 2,750,000 |
| CAP | LF | 0 | 0 | 250,000 | 2,500,000 | 0 | 2,750,000 |
| Total | | 0 | 0 | 500,000 | 5,000,000 | 0 | 5,500,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

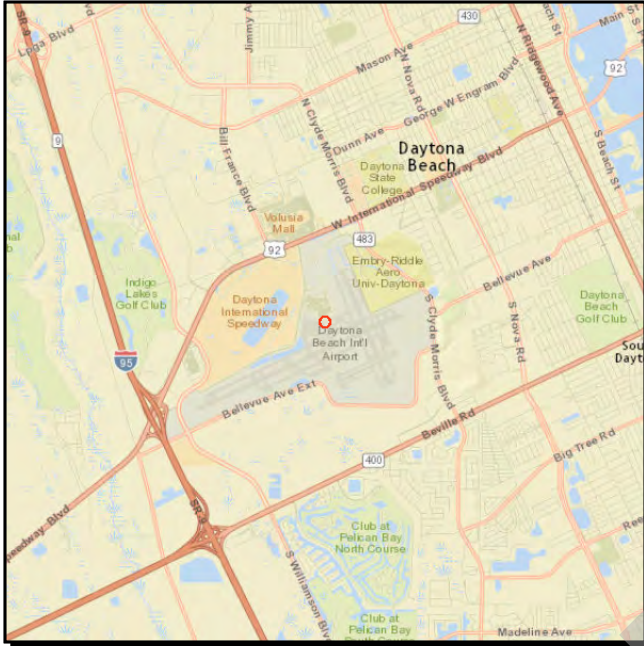
Total Project Cost: 5,500,000

Project Description: Rehabilitate Runway 7R-25L. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384061

Volusia - Daytona Bch Int'l Replace Centrifugal Chillers

SIS



Work Summary: AVIATION

From: at Daytona Bch Int'l Airport

To:

Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|-----------|
| CAP | DPTO | 250,000 | 250,000 | 300,000 | 0 | 0 | 800,000 |
| CAP | LF | 250,000 | 250,000 | 300,000 | 0 | 0 | 800,000 |
| Total | | 500,000 | 500,000 | 600,000 | 0 | 0 | 1,600,000 |

Prior Cost < 2019/20: 50,000

Future Cost > 2023/24: 0

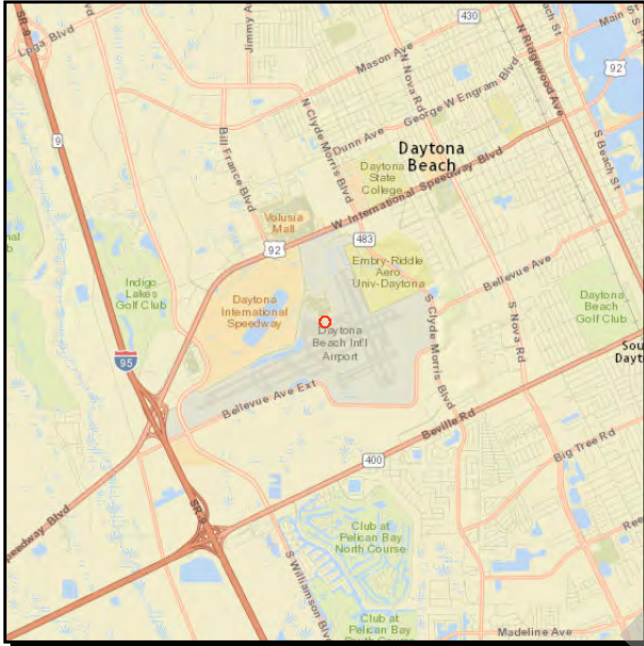
Total Project Cost: 1,650,000

Project Description: Replace the airport terminal water-cooled HVAC system's centrifugal chillers. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384072

Volusia - Daytona Bch Int'l Replace ARFF Truck

SIS



Work Summary: AVIATION SAFETY PROJECT
From: at Daytona Bch Int'l Airport
To:
Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|------------------|----------|----------|------------------|
| CAP | DPTO | 0 | 55,000 | 0 | 0 | 0 | 55,000 |
| CAP | LF | 0 | 55,000 | 55,000 | 0 | 0 | 110,000 |
| CAP | FAA | 0 | 990,000 | 990,000 | 0 | 0 | 1,980,000 |
| CAP | DDR | 0 | 0 | 55,000 | 0 | 0 | 55,000 |
| Total | | 0 | 1,100,000 | 1,100,000 | 0 | 0 | 2,200,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

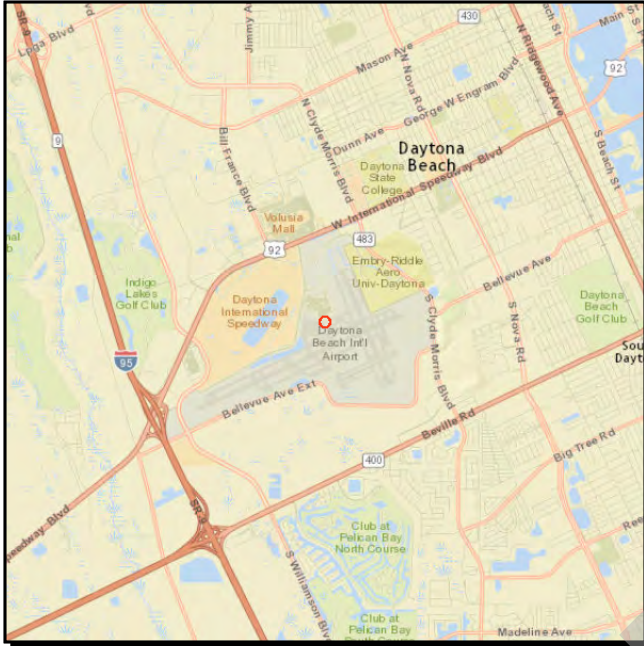
Total Project Cost: 2,200,000

Project Description: Replace an Aircraft Rescue Fire Fighting (ARFF) truck. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384101

Volusia - Daytona Bch Int'l Emergency Response Access Road

SIS



Work Summary: AVIATION

From: at Daytona Bch Int'l Airport

To:

Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DPTO | 0 | 0 | 0 | 0 | 100,000 | 100,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 100,000 | 100,000 |
| Total | | 0 | 0 | 0 | 0 | 200,000 | 200,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

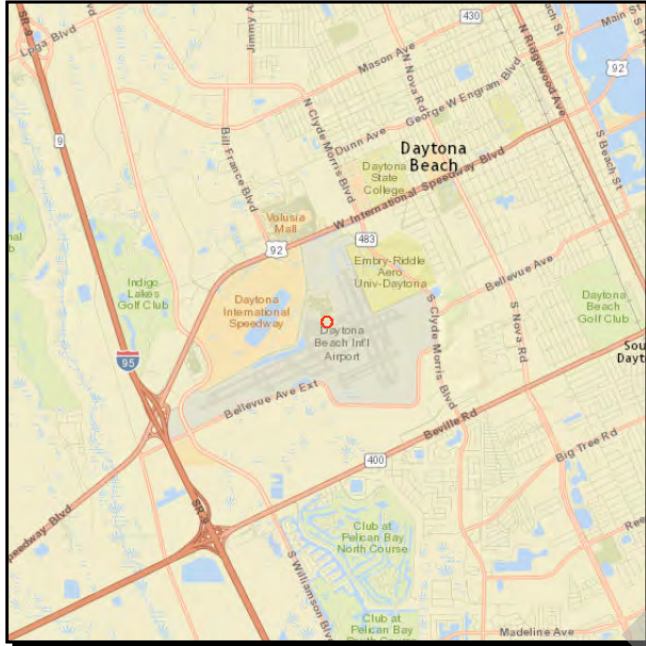
Total Project Cost: 200,000

Project Description: Construct a new emergency response access road. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384111

Volusia - Daytona Bch Int'l Innovative Financing

SIS



Work Summary: AVIATION CAPACITY PROJECT
From: at Daytona Bch Int'l Airport
To:
Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|------------------|------------------|----------|----------|------------------|
| CAP | DPTO | 150,000 | 150,000 | 0 | 0 | 0 | 300,000 |
| CAP | LF | 150,000 | 150,000 | 150,000 | 0 | 0 | 450,000 |
| CAP | FAA | 2,700,000 | 2,700,000 | 2,700,000 | 0 | 0 | 8,100,000 |
| CAP | DDR | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| Total | | 3,000,000 | 3,000,000 | 3,000,000 | 0 | 0 | 9,000,000 |

Prior Cost < 2019/20: 2,845,527

Future Cost > 2023/24: 0

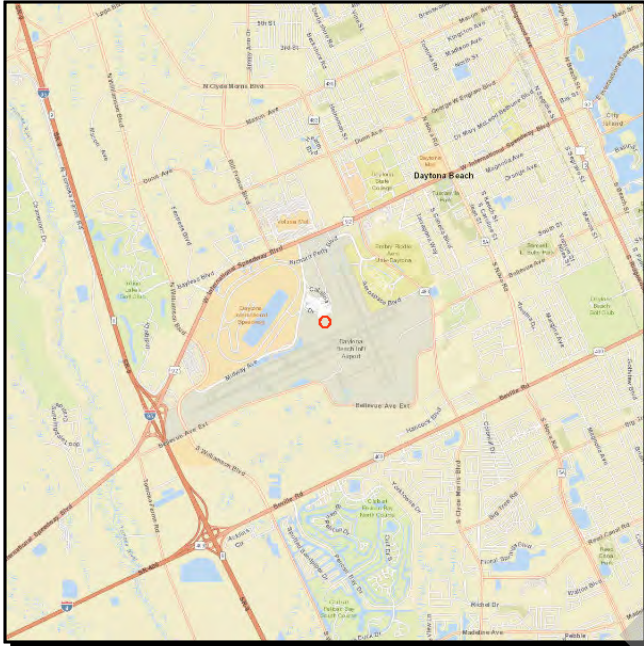
Total Project Cost: 11,845,527

Project Description: Repayment of bonds. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384121

Volusia - Daytona Bch Int'l Taxiway "S" Rehabilitation

SIS



Work Summary: AVIATION PRESERVATION
From: at Daytona Bch Int'l Airport
To:
Lead Agency: Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|------------------|----------|----------|------------------|
| CAP | DDR | 0 | 20,000 | 200,000 | 0 | 0 | 220,000 |
| CAP | LF | 0 | 20,000 | 200,000 | 0 | 0 | 220,000 |
| CAP | FAA | 0 | 360,000 | 3,600,000 | 0 | 0 | 3,960,000 |
| Total | | 0 | 400,000 | 4,000,000 | 0 | 0 | 4,400,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

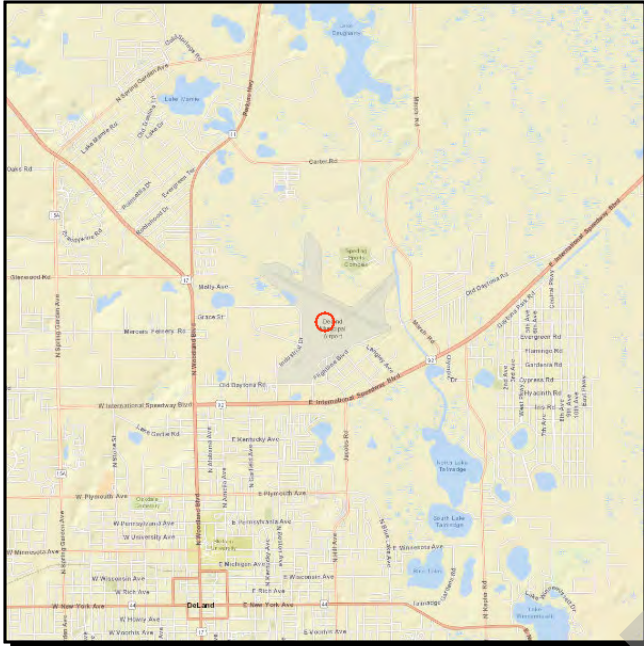
Total Project Cost: 4,400,000

Project Description: Rehabilitate Taxiway "S". (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384161

Volusia - DeLand Construct Hangars

Non-SIS



Work Summary: AVIATION

From: at DeLand Municipal Airport

To:

Lead Agency: City of DeLand

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------------|------------------|----------|----------|------------------|
| CAP | DPTO | 1,460,000 | 0 | 0 | 0 | 0 | 1,460,000 |
| CAP | LF | 365,000 | 140,000 | 240,000 | 0 | 0 | 745,000 |
| CAP | DDR | 0 | 560,000 | 960,000 | 0 | 0 | 1,520,000 |
| Total | | 1,825,000 | 700,000 | 1,200,000 | 0 | 0 | 3,725,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

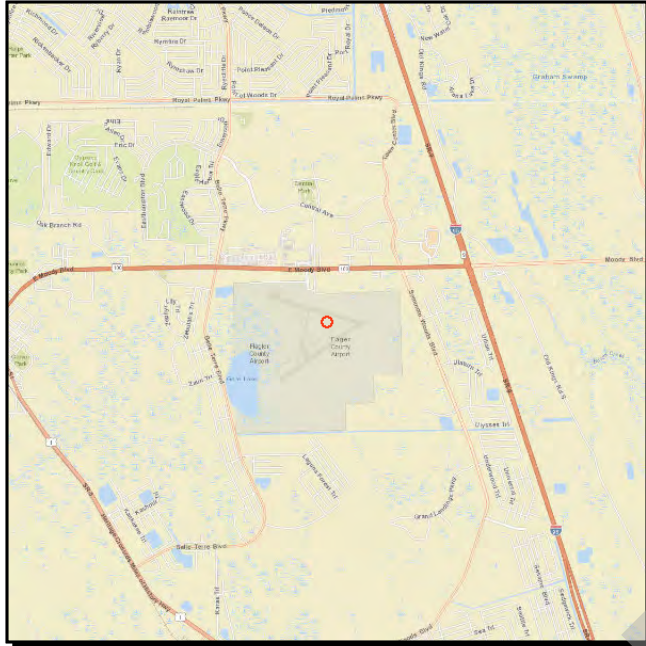
Total Project Cost: 3,725,000

Project Description: Construct hangars. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384371

Flagler - Flagler Co Aircraft Parking Apron Expansion

Non-SIS



Work Summary: AVIATION CAPACITY PROJECT
From: at Flagler County Airport
To:
Lead Agency: Flagler County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|------------------|----------|----------|------------------|
| CAP | DDR | 0 | 0 | 1,725,000 | 0 | 0 | 1,725,000 |
| CAP | LF | 0 | 0 | 431,250 | 0 | 0 | 431,250 |
| Total | | 0 | 0 | 2,156,250 | 0 | 0 | 2,156,250 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

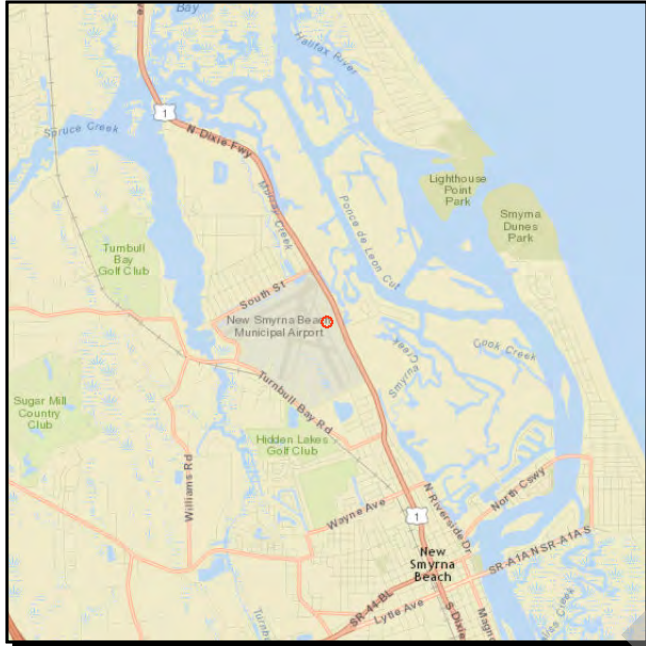
Total Project Cost: 2,156,250

Project Description: Expand aircraft parking apron. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384701

Volusia - New Smyrna Construct Hangars

Non-SIS



Work Summary: AVIATION

From: at New Smyrna Beach Municipal Airport

To:

Lead Agency: City of New Smyrna Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|-----------|---------|---------|---------|-----------|
| CAP | DDR | 0 | 1,020,000 | 0 | 0 | 0 | 1,020,000 |
| CAP | LF | 0 | 255,000 | 0 | 0 | 0 | 255,000 |
| Total | | 0 | 1,275,000 | 0 | 0 | 0 | 1,275,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

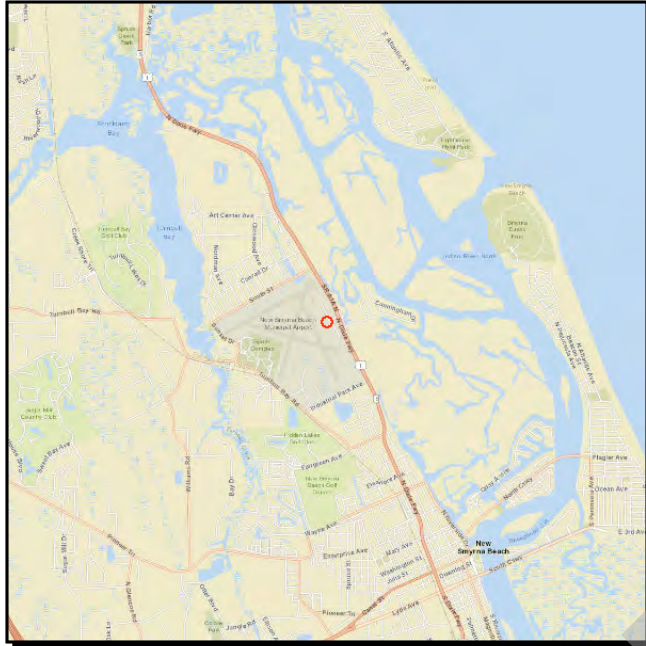
Total Project Cost: 1,275,000

Project Description: Construct hangars. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384711

Volusia - New Smyrna Construct Hangars

Non-SIS



Work Summary: AVIATION

From: at New Smyrna Bch Municipal Airport

To:

Lead Agency: City of New Smyrna Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | DPTO | 320,000 | 0 | 0 | 0 | 0 | 320,000 |
| CAP | DDR | 400,000 | 0 | 0 | 0 | 0 | 400,000 |
| CAP | LF | 180,000 | 0 | 0 | 0 | 0 | 180,000 |
| Total | | 900,000 | 0 | 0 | 0 | 0 | 900,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

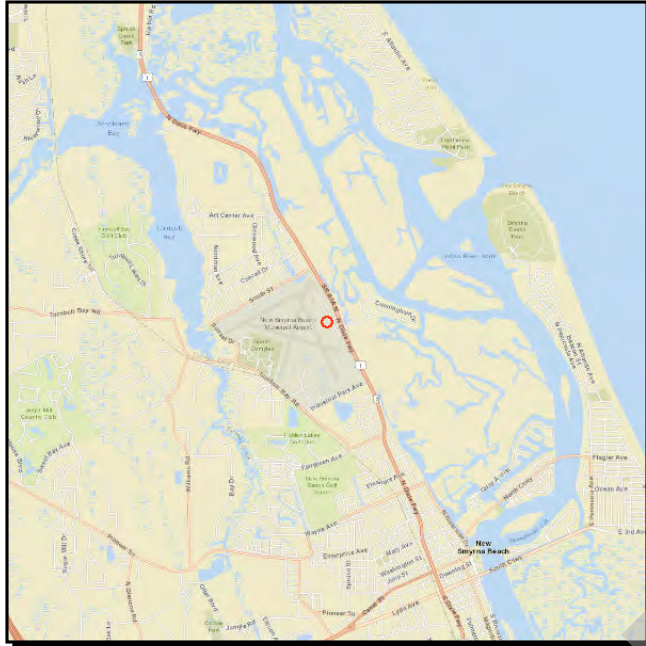
Total Project Cost: 900,000

Project Description: Construct hangars. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384741

Volusia - New Smyrna Construct Hangars

Non-SIS



Work Summary: AVIATION

From: at New Smyrna Bch Municipal Airport

To:

Lead Agency: City of New Smyrna Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| CAP | LF | 125,000 | 0 | 0 | 0 | 0 | 125,000 |
| Total | | 625,000 | 0 | 0 | 0 | 0 | 625,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 625,000

Project Description: Construct hangars. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4384901

Volusia - Ormond Bch Rehabilitate & Mark Taxiway "E"

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

at Ormond Bch Municipal Airport

To:

Lead Agency:

City of Ormond Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------------|------------------|----------|------------------|------------------|
| CAP | DPTO | 0 | 14,000 | 0 | 0 | 560,000 | 574,000 |
| CAP | LF | 0 | 3,500 | 20,000 | 0 | 140,000 | 163,500 |
| CAP | FAA | 0 | 157,500 | 900,000 | 0 | 6,300,000 | 7,357,500 |
| CAP | DDR | 0 | 0 | 80,000 | 0 | 0 | 80,000 |
| Total | | 0 | 175,000 | 1,000,000 | 0 | 7,000,000 | 8,175,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 8,175,000

Project Description: Aviation Preservation at Ormond Beach Municipal Airport. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4406783

Volusia - Ormond Bch Muni Design of Runway 8-26 & Taxiway EXT A Non-SIS



Work Summary: AVIATION CAPACITY PROJECT
From: at Ormond Beach Municipal Airport
To:
Lead Agency: City of Ormond Beach
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DDR | 336,000 | 0 | 0 | 0 | 0 | 336,000 |
| CAP | LF | 84,000 | 0 | 0 | 0 | 0 | 84,000 |
| CAP | FAA | 3,780,000 | 0 | 0 | 0 | 0 | 3,780,000 |
| Total | | 4,200,000 | 0 | 0 | 0 | 0 | 4,200,000 |

Prior Cost < 2019/20: 403,300

Future Cost > 2023/24: 0

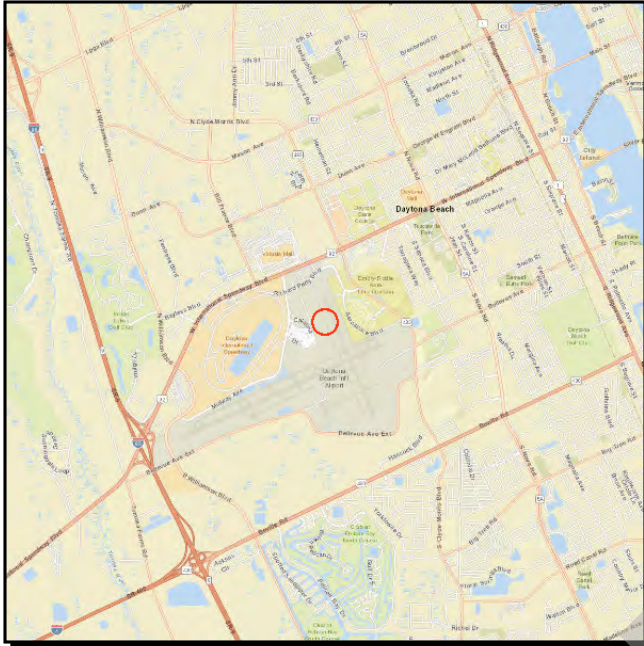
Total Project Cost: 4,603,300

Project Description: Volusia - Ormond Beach municipal design of runway 8-26 & taxiway EXT A. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407691

Volusia - Daytona Bch Int'l Terminal Emergency Generators

SIS



Work Summary:

AVIATION
PRESERVATION

From: at Daytona Bch Int'l Airport

To:

Lead Agency:

Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CAP | DDR | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| CAP | LF | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| Total | | 0 | 0 | 0 | 2,000,000 | 0 | 2,000,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

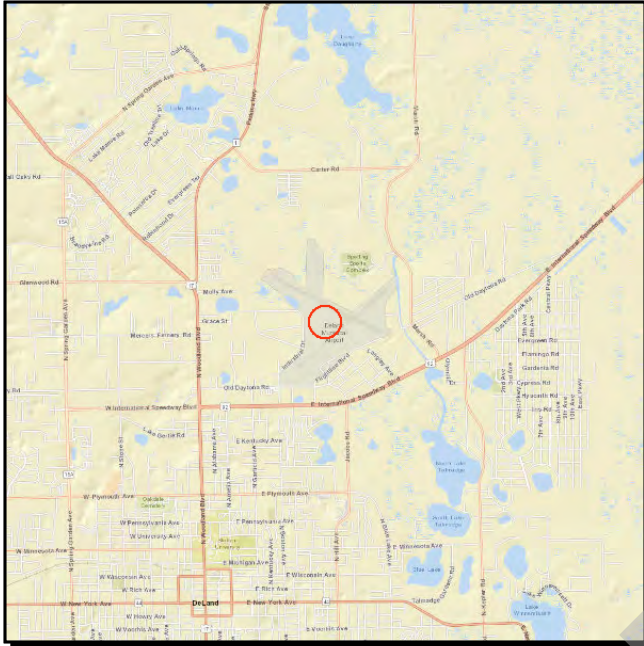
Total Project Cost: 2,000,000

Project Description: Replacement of terminal emergency generators to power the domestic terminal and jet bridges. The present generators have served their useful purpose. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407701

Volusia - Deland Muni Taxiway

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

at DeLand Municipal Airport

To:

Lead Agency:

City of DeLand

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 0 | 0 | 700,000 | 0 | 700,000 |
| CAP | LF | 0 | 0 | 0 | 175,000 | 0 | 175,000 |
| Total | | 0 | 0 | 0 | 875,000 | 0 | 875,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

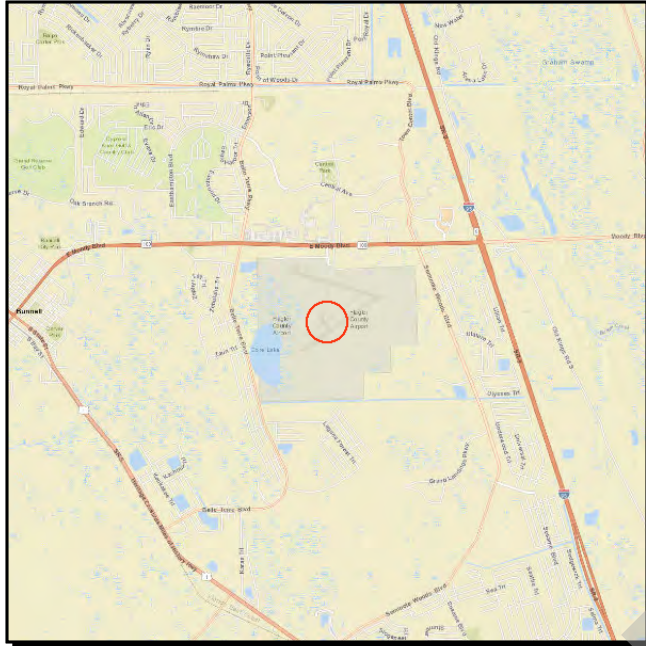
Total Project Cost: 875,000

Project Description: This project will construct a connector taxiway and partial parallel taxiway at the Runway 12 threshold which will serve the future Hangar development in that area. Future operational forecasts show an increase in based aircraft. This taxiway project will provide runway access by those aircraft from the proposed area of Hangar development. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407731

Flagler - Flagler Co Fuel Storage Area

Non-SIS



Work Summary: AVIATION PRESERVATION

From: at Flagler County Airport

To:

Lead Agency: Flagler County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|------------------|----------|----------|----------|----------|------------------|
| CAP | DDR | 840,000 | 0 | 0 | 0 | 0 | 840,000 |
| CAP | LF | 210,000 | 0 | 0 | 0 | 0 | 210,000 |
| Total | | 1,050,000 | 0 | 0 | 0 | 0 | 1,050,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

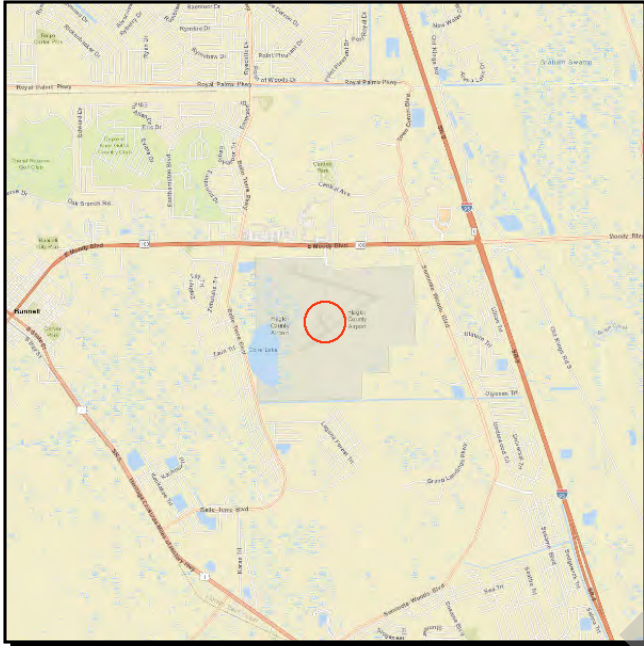
Total Project Cost: 1,050,000

Project Description: Construct a new fuel storage facility on the north side of the airport in an area where the new 100LL and Jet A tanks would be located east of the future general aviation terminal area. Space in this area would provide the future storage capacity for both fuel types which could be doubled and also provides space for fuel truck parking and a supply shed. In addition, the project would include a self-service pump island for aircraft. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407741

Flagler Co Airport Hangar

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

at Flagler County Airport

To:

Lead Agency:

Flagler County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|-----------|---------|-----------|
| CAP | DDR | 0 | 0 | 0 | 1,500,000 | 0 | 1,500,000 |
| CAP | LF | 0 | 0 | 0 | 1,500,000 | 0 | 1,500,000 |
| Total | | 0 | 0 | 0 | 3,000,000 | 0 | 3,000,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 3,000,000

Project Description: Replacement hangar adjacent to the General Aviation Terminal/Fixed Based Operator. The existing hangar will be demolished to facilitate construction of the General Aviation Terminal. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407821

Volusia - Ormond Bch Muni Heliport Improvements

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

at Ormond Bch Municipal Airport

To:

Lead Agency:

City of Ormond Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| CAP | LF | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 250,000 | 0 | 0 | 0 | 0 | 250,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 250,000

Project Description: This project will construct adequate aircraft, ground vehicle and walkway access to the existing public use heliport. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407831

Volusia - Ormond Bch Muni Taxiway

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From:

at Ormond Bch Municipal Airport

To:

Lead Agency:

City of Ormond Beach

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------|----------|----------|------------------|
| CAP | DDR | 0 | 144,000 | 0 | 0 | 0 | 144,000 |
| CAP | LF | 0 | 36,000 | 0 | 0 | 0 | 36,000 |
| CAP | FAA | 0 | 1,620,000 | 0 | 0 | 0 | 1,620,000 |
| Total | | 0 | 1,800,000 | 0 | 0 | 0 | 1,800,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

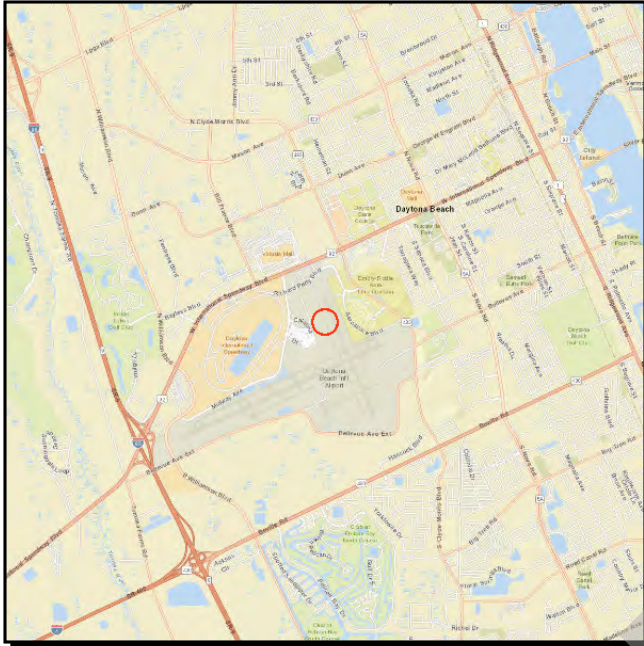
Total Project Cost: 1,800,000

Project Description: This project will mill, overlay and realign the pavement of Taxiway D. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4407841

Volusia - Daytona Bch Int'l Runway Safety Area Improvements

SIS



Work Summary:

AVIATION
PRESERVATION

From: at Daytona Bch Int'l Airport

To:

Lead Agency:

Volusia County

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 0 | 300,000 | 0 | 0 | 300,000 |
| CAP | LF | 0 | 0 | 300,000 | 0 | 0 | 300,000 |
| Total | | 0 | 0 | 600,000 | 0 | 0 | 600,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

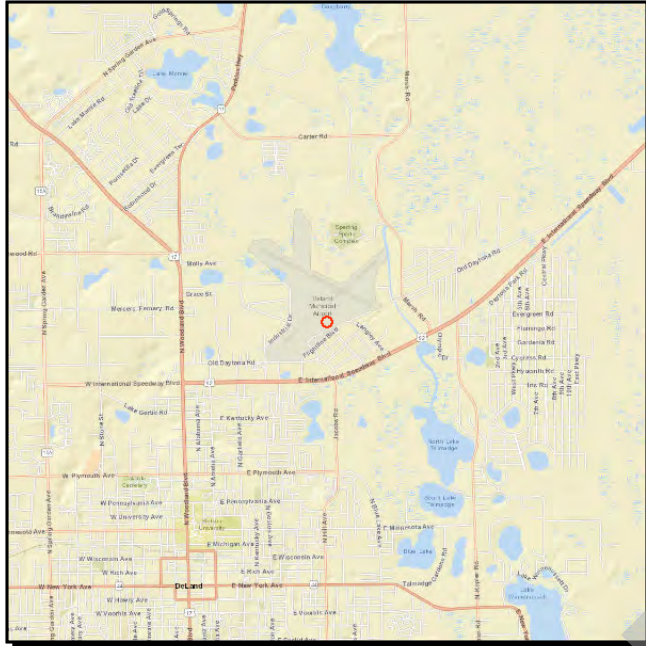
Total Project Cost: 600,000

Project Description: This project is for the bid and construction for the rehabilitation of the Runway 25R Runway Safety Area (RSA) to current FAA standards. The 500' wide by 1,000' long RSA for Runway 25R requires surface regrading and replacement of underground stormwater pipes to ensure continued safe operation and compliance with FAR Part 139 and current FAA Advisory Circulars. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4424901

Volusia - Deland Muni Security

Non-SIS



Work Summary: AVIATION SECURITY PROJECT
From: at DeLand Municipal Airport
To:
Lead Agency: City of DeLand
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------------|----------|----------|----------|----------|----------------|
| CAP | DDR | 240,000 | 0 | 0 | 0 | 0 | 240,000 |
| CAP | LF | 60,000 | 0 | 0 | 0 | 0 | 60,000 |
| Total | | 300,000 | 0 | 0 | 0 | 0 | 300,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 300,000

Project Description: Install new security cameras and fencing to support the expansion of airport operation areas that require additional security measures.(Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4424911

Volusia - Ormond Beach Muni Business Park Development

Non-SIS



Work Summary: AVIATION PRESERVATION
From: at Ormond Beach Municipal Airport
To:
Lead Agency: City of Ormond Beach
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|------------------|----------------|----------------|----------|------------------|
| CAP | DDR | 0 | 541,750 | 425,000 | 400,000 | 0 | 1,366,750 |
| CAP | LF | 0 | 541,750 | 425,000 | 400,000 | 0 | 1,366,750 |
| Total | | 0 | 1,083,500 | 850,000 | 800,000 | 0 | 2,733,500 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

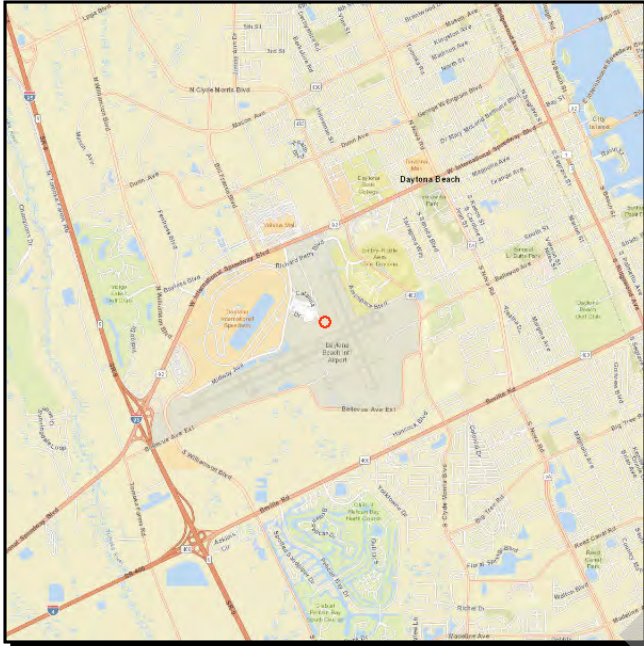
Total Project Cost: 2,733,500

Project Description: Construction of a secondary access road on airport property. This road will provide additional vehicular access to the airport and the adjacent airport business park to support aircraft and aviation business activities. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4424931

Volusia - Daytona Bch Intl Airfield Improvements

SIS



Work Summary: AVIATION ENVIRONMENTAL
From: at Daytona Beach Int'l Airport
To:
Lead Agency: City of Daytona Beach
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|------------------|----------|-------------------|-------------------|
| CAP | DDR | 0 | 0 | 125,000 | 0 | 500,000 | 625,000 |
| CAP | LF | 0 | 0 | 125,000 | 0 | 500,000 | 625,000 |
| CAP | FAA | 0 | 0 | 2,250,000 | 0 | 9,000,000 | 11,250,000 |
| Total | | 0 | 0 | 2,500,000 | 0 | 10,000,000 | 12,500,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

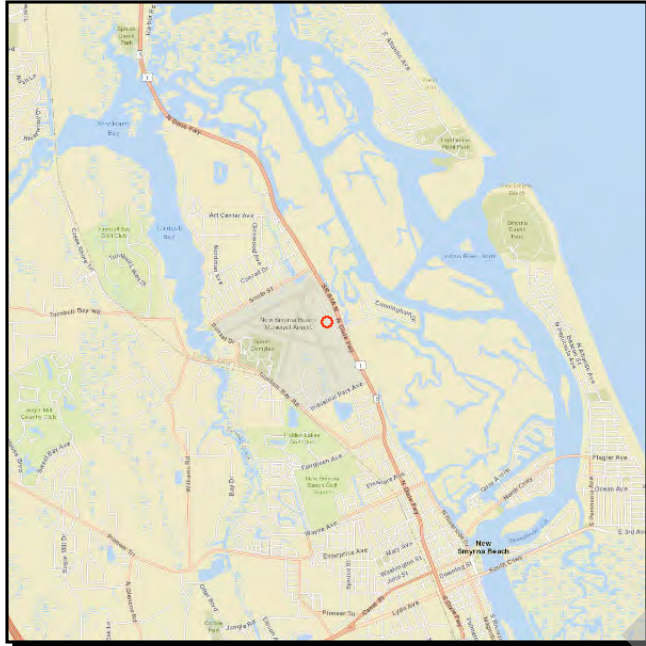
Total Project Cost: 12,500,000

Project Description: The purpose of this project is to reconfigure the pond to mitigate and prevent aquatic growth by deepening it. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4424941

Volusia - New Smyrna Bch Muni Airfield Improvements

Non-SIS



Work Summary:

AVIATION
PRESERVATION

From: at New Smyrna Bch Municipal Airport

To:

Lead Agency:

City of New Smyrna
Beach

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|------------------|------------------|----------|------------------|
| CAP | DDR | 0 | 0 | 104,000 | 520,000 | 0 | 624,000 |
| CAP | LF | 0 | 0 | 28,000 | 130,000 | 0 | 158,000 |
| CAP | FAA | 0 | 0 | 1,170,000 | 5,850,000 | 0 | 7,020,000 |
| Total | | 0 | 0 | 1,302,000 | 6,500,000 | 0 | 7,802,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

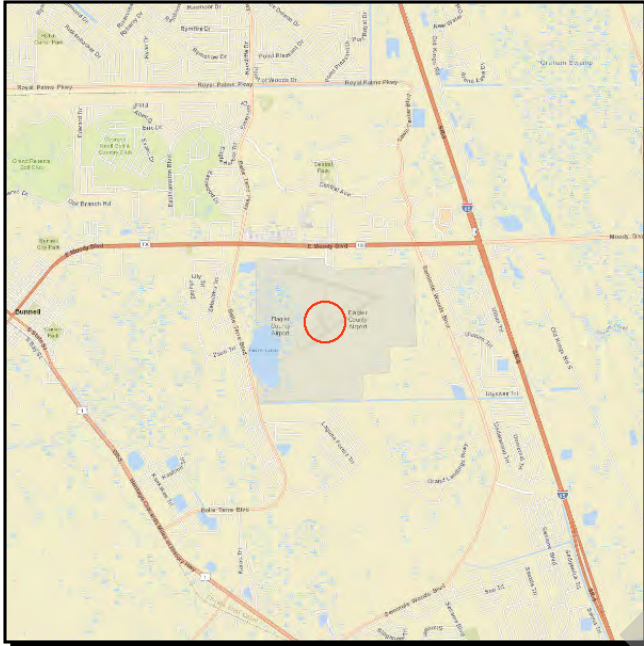
Total Project Cost: 7,802,000

Project Description: This project will extend Runway 11-29 and Taxiway an approximately 1,000 Feet to the West for additional capacity. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4448711

Flagler - Flagler Co Pavement Extension

Non-SIS



Work Summary: AVIATION PRESERVATION
From: Flagler County-wide
To:
Lead Agency: Flagler County
Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------|------------------|------------------|
| CAP | DDR | 0 | 0 | 0 | 0 | 1,200,000 | 1,200,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 300,000 | 300,000 |
| Total | | 0 | 0 | 0 | 0 | 1,500,000 | 1,500,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

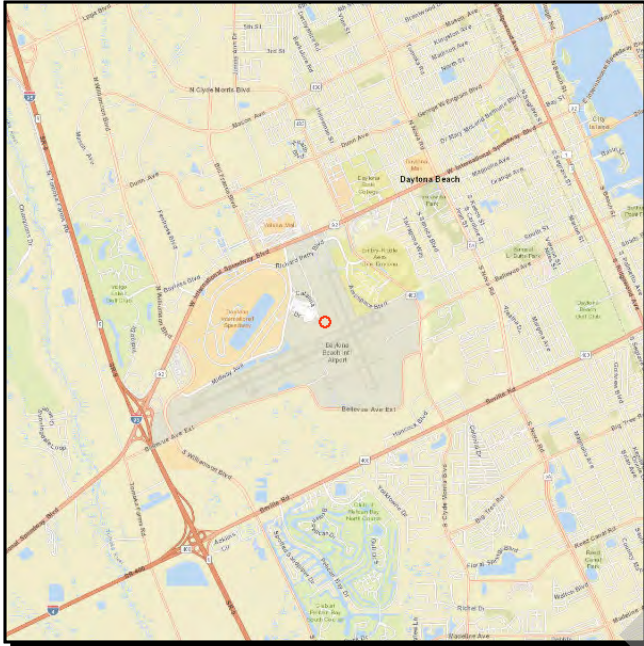
Total Project Cost: 1,500,000

Project Description: This project will extend the northeast end of Taxiway E and expand the adjacent aircraft parking apron area. Additional space will also be realized as the project's alignment of the Taxiway E centerline, north of Taxiway A will make additional space available for aircraft parking. This project will straighten the current alignment of Taxiway E that is north of Taxiway A. The additional aircraft parking apron area is needed to support the existing large aviation facility that already exists off these end of Taxiway E as well as future facilities that may be constructed in this area. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4448791

Volusia - Daytona Bch Intl Replace Centrifugal Chillers

SIS



Work Summary: AVIATION

From: at Daytona Beach Intl Airport

To:

Lead Agency: Volusia County

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------|------------------|------------------|
| CAP | DPTO | 0 | 0 | 0 | 0 | 731,167 | 731,167 |
| CAP | DDR | 0 | 0 | 0 | 0 | 1,268,833 | 1,268,833 |
| CAP | LF | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |
| Total | | 0 | 0 | 0 | 0 | 4,000,000 | 4,000,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

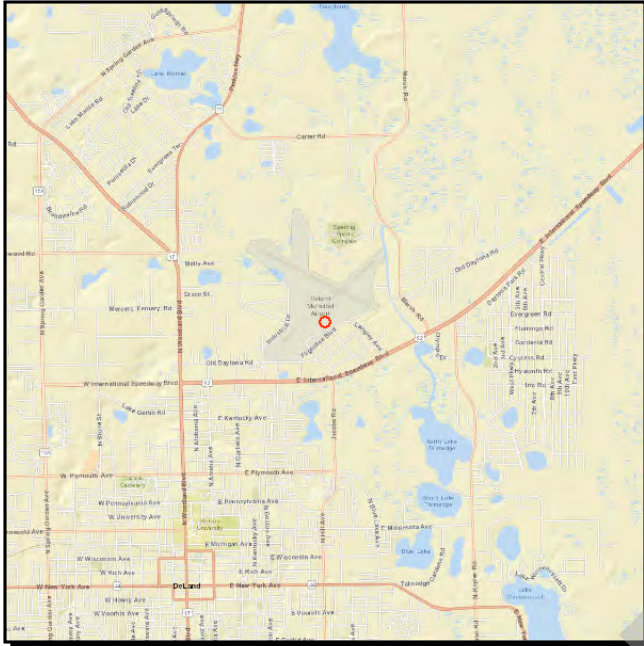
Total Project Cost: 4,000,000

Project Description: Replace Centrifugal Chillers. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4448801

Volusia - DeLand Muni Fuel Farm

Non-SIS



Work Summary: AVIATION

From: at DeLand Municipal Airport

To:

Lead Agency: City of DeLand

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 0 | 0 | 0 | 640,000 | 640,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 160,000 | 160,000 |
| Total | | 0 | 0 | 0 | 0 | 800,000 | 800,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

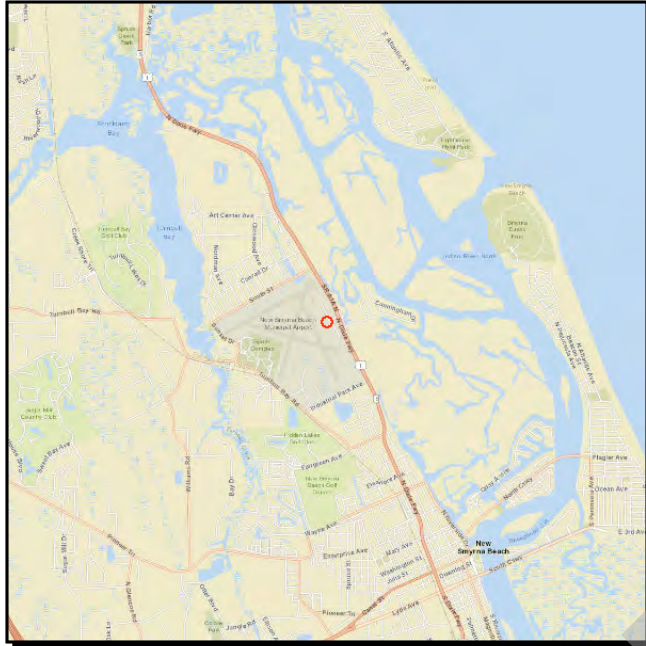
Total Project Cost: 800,000

Project Description: Install Fuel Farm for Jet A and 100ll Aviation fuel and purchase Jet "A" fuel truck. Deland Municipal Airport has no city-owned fuel facilities. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4448811

Volusia - New Smyrna Hangar

Non-SIS



Work Summary: AVIATION

From: at New Smyrna Beach Municipal Airport

To:

Lead Agency: City of New Smyrna Beach

Length: .000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|--------------|-------------|----------|----------|----------|----------|------------------|------------------|
| CAP | DDR | 0 | 0 | 0 | 0 | 1,600,000 | 1,600,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 400,000 | 400,000 |
| Total | | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 2,000,000

Project Description: Construct hangars. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

4448821

Voluisa - Ormond Bch Replace AWOS

Non-SIS



Work Summary:

AVIATION SAFETY
PROJECT

From:

at Ormond Bch Municipal Airport

To:

Lead Agency:

City of Ormond Beach

Length:

.000

| Phase | Fund Source | 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | Total |
|-------|-------------|---------|---------|---------|---------|---------|---------|
| CAP | DDR | 0 | 0 | 0 | 140,000 | 0 | 140,000 |
| CAP | LF | 0 | 0 | 0 | 35,000 | 0 | 35,000 |
| Total | | 0 | 0 | 0 | 175,000 | 0 | 175,000 |

Prior Cost < 2019/20: 0

Future Cost > 2023/24: 0

Total Project Cost: 175,000

Project Description: Install new AWOS (Automated Weather Observing System) at a point in the northwest quadrant of the airport, adjacent to Runway 8. New AWOS system will provide 24/7 automated weather information. (Reference 2040 Long Range Transportation Plan, pgs 9 through 12.)

APPENDICES

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APPENDIX I

2018 PRIORITY CRITERIA

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**2018 Priority Ranking Criteria For
Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Projects**

Criteria Summary

| Priority Criteria | Points |
|--|------------|
| (1) Location | 5 |
| (2) Project Readiness | 15 |
| (3) Mobility and Operational Benefits | 30 |
| (4) Safety Benefits | 20 |
| (5) Comprehensive Plan and Economic Benefits | 10 |
| (6) Infrastructure Impacts | 20 |
| (7) Local Matching Funds > 10% | 10 |
| Total | 110 |

Criteria Definitions

(1) Location (5 points max)

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

| Project located on a ... | | | Maximum Points |
|--|-----------------|--------------------------|----------------|
| Non-Federal Functionally Classified Road | Select only one | <input type="checkbox"/> | 0 |
| Local Road (Federal Functional Classification) | | <input type="checkbox"/> | 0 |
| Rural Minor Collector (Federal Functional Classification) | | <input type="checkbox"/> | 0 |
| Urban Minor Collector Road (Federal Functional Classification) | | <input type="checkbox"/> | 2 |
| 0-Major Collector Road (Federal Functional Classification) | | <input type="checkbox"/> | 3 |
| Minor Arterial Road (Federal Functional Classification) | | <input type="checkbox"/> | 4 |
| Principal Arterial Road (Federal Functional Classification) | | <input type="checkbox"/> | 5 |
| Subtotal | | | 0 - 5 |

(2) Project Readiness (15 points max)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

| Phasing Already Completed or Not Required ¹ | | Completed | Not Required | Required But Not Completed (no points) | Unknown or TBD (no points) | Points |
|---|----------------------------|--------------------------|--------------------------|--|----------------------------|--------|
| Feasibility Study/Conceptual Design/Cost Estimate/SEMP ² | Check only one in each row | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 |
| PE (Design) | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 |
| Environmental | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 |
| Right-of-Way Acquisition | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 |
| Permitting | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 3 |
| Subtotal | | | | | | 0 - 15 |

¹ When Federal funding will be used to fund a project, all activities or work, including that which is done in advance of apply-ing for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

² A Systems Engineering Management Plan (SEMP) is generally required for ITS projects.

(3) Mobility and Operational Benefits (30 points max)

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project. The number of points allocated will reflect the degree of benefit that is expected.

| Mobility and Operational Benefits | | Points | |
|---|-----------------------|--|---------------------------------|
| Existing volume to capacity ratio (i.e., existing congestion severity) [Must be documented.] | Select only one | < 075 | <input type="checkbox"/> 0 |
| | | 075 to 099 | <input type="checkbox"/> 3 |
| | | 100 to 125 | <input type="checkbox"/> 4 |
| | | > 125 | <input type="checkbox"/> 5 |
| Mobility Enhancements (i.e., level of increased mobility that a project will provide) | Select all that apply | - None | <input type="checkbox"/> 0 |
| | | - Bike, Pedestrian or Transit | <input type="checkbox"/> 0 - 5 |
| | | - Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming ³ | <input type="checkbox"/> 0 - 10 |
| Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant or widening justification ⁴ , access management or ITS improvements ⁵ | Select only | No | <input type="checkbox"/> 0 |
| | | Yes | <input type="checkbox"/> 0 - 5 |
| Hurricane evacuation route upgrade including, but not limited to, converting critical traffic signal to mast arm or other operational improvements ⁶ | Select only | No | <input type="checkbox"/> 0 |
| | | Yes | <input type="checkbox"/> 0 - 5 |
| Subtotal | | | 0 - 30 |

³ Attach Traffic Signal Timing Study

⁴ Attach Warrant Study to application; otherwise 2 TPO staff will assume that a Warrant Study justifying the improvement has not been completed

⁵ Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control

⁶ The term "other operational improvements" includes any improvement that will likely result in a significant: a) increase in vehicular capacity or b) reduction in the probable occurrence or severity of traffic delay and/or disruption from signal failure, lane blockage, etc.

(4) Safety Benefits (20 points max)

This criterion looks at the degree of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST). The number of points allocated will reflect the degree of benefit that is expected.

| Safety Benefits ⁷ | | | Points |
|---|-----------------------|--------------------------|---------------|
| The specific project location is on FDOT's High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles ⁸ , corridor crashes per million vehicle miles ² , Community Traffic Safety Team report, etc.) | Select all that apply | <input type="checkbox"/> | 0 - 5 |
| The "problem" described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the 2012 Florida Strategic Highway Safety Plan (ie, distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident | | <input type="checkbox"/> | 0 - 5 |
| The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents | | <input type="checkbox"/> | 0 - 10 |
| Subtotal | | | 0 - 20 |

⁷ If an application scores very high in this criterion, the R2CTPO may submit application to either the East or West Volusia Community Traffic Safety Team (CTST) for Safety Fund consideration.

⁸ Applicant must use the following crash rate calculation formulas: Corridor Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 days/year x Number Years x Segment Length); Intersection Crash Rate = (Number of Crashes x 1,000,000) / (AADT x 365 x Number of Years).

(5) Comprehensive Plan and Economic Development (10 points max)

This criterion looks at the degree to which the proposed project will contribute to the satisfaction of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic development.

| Comprehensive Plan Compliance and Economic Development | | | Maximum Points |
|--|-----------------------|--------------------------|----------------|
| Directly contributes to the satisfaction of one or more goals/objectives in the adopted comprehensive plan | Select all that apply | <input type="checkbox"/> | 0 - 5 |
| Directly supports economic development (eg, supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities) | | <input type="checkbox"/> | 0 - 5 |
| Subtotal | | | 0 - 10 |

(6) Infrastructure Impacts (20 points max)

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

| Infrastructure Impacts | | | Points |
|--|-----------------------|--------------------------|--------|
| Major Drainage Impact - relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined ⁹ | Select only | <input type="checkbox"/> | 0 |
| Minor Drainage Impact - extending pipes, reconfiguring swales or other minor work is required | | <input type="checkbox"/> | 0 - 2 |
| No Drainage Impact - no drainage work required | | <input type="checkbox"/> | 0 - 4 |
| Relocation of private gas utility or fiber optic communication cable is not required ² | Select all that apply | <input type="checkbox"/> | 0 - 4 |
| Relocation of public/private water or sewer utility is not required ¹⁰ | | <input type="checkbox"/> | 0 - 4 |
| Relocation of telephone, power, cable TV utilities is not required ¹¹ | | <input type="checkbox"/> | 0 - 4 |
| No specimen or historic trees ≥ 18" diameter will be removed or destroyed | | <input type="checkbox"/> | 0 - 4 |
| Subtotal | | | 0 - 20 |

⁹ ADA pedestrian crossings at intersections may impact drainage significantly Attached Traffic Study should address drainage impacts.

¹⁰ Typically, these are underground utilities that can only be determined by a complete set of plans Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.

¹¹ Typically, above ground utilities are not affected except for widening and turn lane projects.

(7) Local Matching Funds > 10% (10 points max)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

| Local Matching Funds > 10% | | Points |
|---|--------------------------|---------------|
| Is a local matching fund package greater than 10% of the estimated project cost documented for the project? | | |
| 10.0% < Local Matching Funds < 12.5% | <input type="checkbox"/> | 1 |
| 12.5% ≤ Local Matching Funds < 15.0% | <input type="checkbox"/> | 2 |
| 15.0% ≤ Local Matching Funds < 17.5% | <input type="checkbox"/> | 3 |
| 17.5% ≤ Local Matching Funds < 20.0% | <input type="checkbox"/> | 4 |
| 20.0% ≤ Local Matching Funds < 22.5% | <input type="checkbox"/> | 5 |
| 22.5% ≤ Local Matching Funds < 25.0% | <input type="checkbox"/> | 6 |
| 25.0% ≤ Local Matching Funds < 27.5% | <input type="checkbox"/> | 7 |
| 27.5% ≤ Local Matching Funds < 30.0% | <input type="checkbox"/> | 8 |
| 30.0% ≤ Local Matching Funds < 32.5% | <input type="checkbox"/> | 9 |
| 32.5% ≤ Local Matching Funds | <input type="checkbox"/> | 10 |
| Subtotal | | 0 - 10 |

**2018 Priority Ranking Criteria For
Bicycle/Pedestrian and B/P Local Initiatives (bicycle and pedestrian focused) Projects**

Criteria Summary

| Priority Criteria | Maximum Points |
|--|-----------------------|
| (1) Proximity to community assets | 20 |
| (2) Connectivity and Accessibility | 20 |
| (3) Safety/Security | 20 |
| (4) Contribution to "Livability" and Sustainability in the Community | 10 |
| (5) Enhancements to the Transportation System | 10 |
| (6) Project Readiness | 5 |
| (7) Public support/special considerations | 5 |
| (8) Local matching funds > 10% | 10 |
| (9) Value-Added Tie Breaker (if necessary) | variable |
| Total (excluding Value-Added Tie Breaker) | 100 |

Criteria Definitions

(1) Proximity to Community Assets (20 points max)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and Transportation Alternatives Activities or a ½ mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

| Proximity to Community Assets | Check All That Apply | Maximum Points |
|--|--------------------------|----------------|
| Residential developments, apartments, community housing | <input type="checkbox"/> | 4 |
| Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities | <input type="checkbox"/> | 4 |
| Parks, trail facilities, recreational facilities | <input type="checkbox"/> | 4 |
| Medical/health facilities, nursing homes, assisted living, rehabilitation center | <input type="checkbox"/> | 4 |
| School bus stop (K-12) | <input type="checkbox"/> | 2 |
| Schools (K-12) | <input type="checkbox"/> | 2 |
| Maximum Point Assessment | | 20 |

(2) Connectivity and Accessibility (20 points max)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

| Network Connectivity and Accessibility | Check All That Apply | Maximum Points |
|---|-------------------------------------|-----------------------|
| Project provides access to a transit facility | <input checked="" type="checkbox"/> | 5 |
| Project extends an existing bicycle/pedestrian facility (at one end of the facility) | <input type="checkbox"/> | 5 |
| Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities | <input type="checkbox"/> | 5 |
| Project has been identified as “needed” in an adopted document (ie a comprehensive plan, master plan, arterial study) | <input type="checkbox"/> | 5 |
| Maximum Point Assessment | | 20 |

(3) Safety/Security (20 points max)

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

| Safety/Security | Check All That Apply | Maximum Points |
|--|-----------------------------|-----------------------|
| The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. | <input type="checkbox"/> | 10 |
| The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. | <input type="checkbox"/> | 10 |
| Maximum Point Assessment | | 20 |

(4) Contribution to "Livability" and Sustainability in the Community (10 points max)

This measure considers how the project positively impacts the "Livability" and Sustainability in the community that is being served by that facility

- Project includes traffic calming measures
- Project is located in a "gateway" or entrance corridor as identified in a local government applicant's master plan, or other approved planning document
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking

(5) Enhancements to the Transportation System (10 points max)

This measure considers how the demonstrated and defensible relationship to surface transportation

- Is the project included in an adopted plan?
- Does the local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

(6) Project "Readiness" (5 Points maximum)

This measure considers the state of project readiness Describe project readiness in the space provided

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

(7) Public Support/Special Considerations (5 Points maximum)

Describe whether the proposed facility has public support and provide documentation (eg, letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators) Describe any special issues or concerns that are not being addressed by the other criteria

| Special Considerations | Check All That Apply | Maximum Points |
|---|--------------------------|----------------|
| Is documented public support provided for the project? Are there any special issues or concerns? | <input type="checkbox"/> | 5 |
| Maximum Point Assessment | | 5 |

(8) Local Matching Funds > 10% (10 points max)

If local matching funds greater than 25% of the estimated project cost are available, describe the local matching fund package in detail

| Local Matching Funds > 10% | Check One | Maximum Points |
|--|---|----------------|
| Is the Applicant committing to a local match greater than 10% of the estimated total project cost? | <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| 10.0% < Local Matching Funds < 12.5% | <input type="checkbox"/> | 1 |
| 12.5% ≤ Local Matching Funds < 15.0% | <input type="checkbox"/> | 2 |
| 15.0% ≤ Local Matching Funds < 17.5% | <input type="checkbox"/> | 3 |
| 17.5% ≤ Local Matching Funds < 20.0% | <input type="checkbox"/> | 4 |
| 20.0% ≤ Local Matching Funds < 22.5% | <input type="checkbox"/> | 5 |
| 22.5% ≤ Local Matching Funds < 25.0% | <input type="checkbox"/> | 6 |

| | | |
|--------------------------------------|--------------------------|-----------|
| 25.0% ≤ Local Matching Funds < 27.5% | <input type="checkbox"/> | 7 |
| 27.5% ≤ Local Matching Funds < 30.0% | <input type="checkbox"/> | 8 |
| 30.0% ≤ Local Matching Funds < 32.5% | <input type="checkbox"/> | 9 |
| 32.5% ≤ Local Matching Funds | <input type="checkbox"/> | 10 |
| Maximum Point Assessment | | 10 |

(9) Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

APPENDIX II
Abbreviations & Acronyms

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APPENDIX II

ABBREVIATIONS AND ACRONYMS

ADA - Americans with Disabilities Act
BPAC - Bicycle/Pedestrian Advisory Committee
CAC - Citizens' Advisory Committee
CFR - Code of Federal Regulations
CMP - Congestion Management Process
CMS - Congestion Management System
CR - County Road
FAST Act - Fixing America's Surface Transportation Act
FDOT - Florida Department of Transportation
FHWA - Federal Highway Administration
FTA - Federal Transit Administration
FY - Fiscal Year

ITS - Intelligent Transportation System
LRTP - Long-Range Transportation Plan
MPO - Metropolitan Planning Organization
MAP-21 - the Moving Ahead for Progress in the 21st Century Act (PL 112-141), was signed into law by President Obama on July 6, 2012
R2CTPO - River to Sea Transportation Planning Organization
SAFETEA-LU - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SR - State Road

STIP - State Transportation Improvement Program
TCC - Technical Coordinating Committee
TDP - Transit Development Plan
TDLCB - Transportation Disadvantaged Local Coordinating Board
TIP - Transportation Improvement Program
TPO - Transportation Planning Organization
USC - United States Code

STATE AND FEDERAL FUND CODES

AC2E - Advance Construction (SR2E)
AC2N - Advance Construction (SR2N)
AC2S - Advance Construction (SR2S)
ACAN - Advance Construction (SAAN)
ACBR - Advance Construction (BR)
ACBZ - Advance Construction (BRTZ)
ACCM - Advance Construction (CM)

ACEM - Earmarks AC
ACEN - Advance Construction (EBNH)
ACEP - Advance Construction (EBBP)
ACER - Advance Construction (ER)
ACIM - Advance Construction (IM)
ACNH - Advance Construction (NH)
ACNP - Advance Construction (NHPP)

ACRH - Advance Construction (RHH)
ACRP - Advance Construction (RHP)
ACSA - Advance Construction (SA)
ACSB - Advance Construction (SABR)
ACSE - Advance Construction (SE)
ACSH - Advance Construction (SH)
ACSL - Advance Construction (SL)

ACSN - Advance Construction (SN)
ACSP - Advance Construction (SP)
ACSS - Advance Construction (SS)
ACSU - Advance Construction (SU)
ACTA - Advance Construction (TALT)
ACTL - Advance Construction (TALL)
ACTN - Advance Construction (TALN)
ACTU - Advance Construction (TALU)
ARRA - American Recovery and Reinvestment Act of 2009
BA - Donor Bonus, Any Area
BL - Db, Areas <= 200k
BNBR - Amendment 4 Bonds (Bridges)
BNCA - Bond - Controlled Access
BNDS - Bond - State
BNIR - Intrastate R/W and Bridge Bonds
BNPK - Amendment 4 Bonds
BRAC - Federal Bridge Replacement
BRP - State Bridge Replacement
BRRP - State Bridge Repair and Rehab
BRT - Bridge Replacement Program
BRTD - Fed Bridge Repl – Discretionary
BRTZ - BRT (AC/Regular)
BU - Db, Urban Areas > 200K
BZAC - BRTZ (AC/Regular)
CFA - Contractor Funds Advance
CIGP - County Incentive Grant Program
CIGR - CIGP for Growth Management
CM - Congestion Mitigation
COE - Corp of Engineers (Non-Budget)
D - Unrestricted State Primary
DC - State Primary PE Consultants

DCA - Department of Community Affairs
DDR - District Dedicated Revenue
DDRF - District Dedicated Rev Matching Fund
DEM - Environmental Mitigation
DEMW - Environmental Mitigation-Wetlands
DEP - Depart of Environmental Protection
DER - Emergency Relief - State Funds
DFTA - Fed Pass - Through \$ From FTA
DI - St - S/W Inter/Intrastate Hwy
DIH - State In-House Product Support
DIOH - State 100% - Overhead
DIRS - Advanced Acquisition - Intrastate Corridor
DIS - Strategic Intermodal System
DITS - Statewide ITS - State 100%
DL - Local Funds - PTO - Budgeted
DPTO - State PTO
DRA - Rest Areas - State 100%
DS - State Primary Highways and PTO
DSB - Pri Consult/Reimbursed by bonds
DSB0 - Unallocated to Facility
DSBD - I-95 Express Lanes
DSF - State Primary Matching Fund
DU - Federal Transit Administration Pass-Thru Funds
DWS - Weigh Stations-State 100%
EB - Equity Bonus
EBBP - Equity Bonus - Bridge
EBNH - Equity Bonus – NH
EBOH - Equity Bonus- Overhead
EM09 - GAA Earmarks FY 2009
EM10 - GAA Earmarks FY 2010

EM19 - GAA Earmarks FY 2019
ER07 - Natural Disasters 2007
ER08 - Hurricanes 2008
F001 - Federal Discretionary - US 19
F002 - Corridors/Borders - US 19
F330 - Sec 330 STP Earmarks 2003
FAA - Federal Aviation Admin
FBD - Ferryboat Discretionary
FCO - Primary/Fixed Capital Outlay
FEDR - Federal Research Activities
FEMA - Fed Emergency Mgt Assistance
FGWB - Fixed Guideway Bond Projects
FHPP - Federal High Priority Projects
FRA - Federal Railroad Administration Pass-Thru Funds
FRAD - FRA Grant Payback
FRM4 - STP, Earmarks - 2004
FRM6 - Highway Priority Projects
FSDU - Fed Stimulus, FTA Reimbursement
FSF1 - Fed Stimulus, S/W Managed
FSFB - Fed Stimulus, Ferry Boat Disc
FSSD - Fed Stimulus, Discretionary
FSSE - Fed Stimulus, Enhancement
FSSL - Fed Stimulus, Areas <= 200K
FSSN - Fed Stimulus, Non-Urban
FSSU - Fed Stimulus, Urban Areas > 200K
FTA - Federal Transit Administration
FTAD - FTA Funds Comm by TD Comm
FTAT - FHWA Transfer to FTA (non-bud)
GMR - Growth Management for SIS
GR08 - Gen Rev Projects for 2008 GAA

GRSC - Growth Management for SCOP
HP - Federal Highway Planning
HPAC - HP (AC/Regular)
HPP - High Priority Projects
HR - Federal Highway Research
HRRR - High Risk Rural Road
HSP - Highway Safety Improvement Program
I - Fed Interstate/State Primary
IBRC - Innovative Bridge Res & Const
IFLA - I Florida
IM - Interstate Maintenance
IMAC - IM (AC/Regular)
IMD - Interstate Maintenance Discretionary
INS - Insurance
INST - Insurance - Turnpike
IRR - Indian Reservation Roads
IVH - Intelligent Vehicle Highway System
LF - Local Funds
LFBN - Processing Tool to Hold Bond Budget until end of Fiscal Year
LFD - "LF" for STTF Utility Work
LFF - Local Fund - for Matching F/A
LFI - Local Funds Interest Earned
LFNE - Local Funds not in Escrow
LFP - Local Funds for Participating
LFR - Local Funds/Reimbursable
LFRF - Local Fund Reimbursement-Future
LFU - Local Funds Unforeseen Work
LRSC - Local Reimbursable-Small County
LRTP - Long Range Transportation Plan
MA - Min Allocation (any area)
MABP - Min Allocation Bridges (non-BRT)
MABR - Min Allocation Bridges (BRT)

MANH - Min Allocation (NH)
MCSA - Motor Carrier Safety Assistance
MCSG - Motor Carrier Safety Grant
MG - Minimum Guarantee
MGBP - Min Guarantee Bridge Program
MGNH - Minimum Guarantee for NH
ML - MA Areas <= 200k
MU - MA Urban Areas > 200k
NCPD - National Corridor Plan and Dev
NHAC - NH (AC/Regular)
NHBR - National Highways Bridges
NHFP - National Highway Freight Program
NHPP - National Highway Performance Program
NHRE - National Highways Resurfacing
NHRR - National Highways Rural Roads
NHTS - National Hwy Traffic Safety
NSTP - New Starts Transit Program
PL - Metro Plan (85% FA; 15% other)
PLAC - Metro Plan - AC/Regular
PLH - Forest Highways
PLHD - Public Lands Highway Discretionary
PORT - Seaports
RBRP - Reimbursable BRP Funds
RECT - Recreational Trails
RED - Redistribution of FA (SEC 1102F)
RHH - Rail-Highway Crossings - Hazard
RHP - Rail-Highway Crossings - Prot Dev
RR - Refuge Roads Program
S125 - STP Earmarks - 2009
SA - STP, Any Area
SAAN - STP, Any Area Not on NHS

SABR - STP, Bridge Program not on NHS
SAFE - Secure Airports for FL Economy
SB - Scenic Byways
SBPF - Safety Belt Performance-FHWA
SBPG - Safety Belt Performance Grants
SCED - 2012 SB1998 Small County Outreach
SCOP - Small County Outreach Program
SCRAP - Small County Resurfacing Program
SE - STP, Enhancement
SED - State Economic Development
SH - STP, Hazard Elimination
SIB1 - State Infrastructure Bank
SIBG - SIB funds - Growth Management
SL - STP, Urban Areas < 200,000 Population
SN - STP, Rural Areas < 5,000 Population
SP - STP, RR Protective Devices
SPAC - STP, RR Prot Devices (AC, Reg)
SR - STP, RR Hazard Elimination
SROM - SunRail Revenues for O&M
SR2E - Safe Routes - Either
SR2N - Safe Routes to School - Non-infrastructure
SR2S - Safe Routes to School - Infrastructure
SRAC - STP, RR Hazard Elimination AC/Regular
SSM - Fed Support Services/Minority
ST10 - STP Earmarks - 2010
SU - STP, Urban Areas > 200,000 Population (Same as XU)
TALT - Transportation Alternative, Any Area
TALL - Transportation Alternative, Urban Areas < 200,000 Population

TALN - Transportation Alternative, Rural Areas < 5,000 Population
TALU - Transportation Alternative, Transportation Management Areas > 200,000 Population
TCP - Fuel Tax Compliance Project
TCSP - Transportation & Community System Preservation
TDDR - Transportation Disadvantaged -DDR Use
TDHC - Transportation Disadvantaged – Healthcare
TDTF - Transportation Disadvantaged - Trust Fund

TFRT - Toll Facility Revolving Trust Fund
TIF2 - TIFIA Loan - Rental Car Facility
TIFI - Transportation Infrastructure Finance & Innovation Act
TIMP - Transportation Improvement
TLWR -- SUN Trail Network (2015 SB 2514A)
TPM – Transportation Performance Measures
TMBD - I-95 Express Lanes
TRIP - Transportation Regional Incentive Program (FS 20115(4)(a) and FS 3392819)
TRWR - Transportation Regional Incentive Program (FS 320072)

TSIN - Safety for Non - Construction
TSIR - Safety for Research Activities
TSM - Transport Systems Mgmt
USFW - US Fish and Wildlife Service
USHS - US Dept of Homeland Security
VPPP - Value Pricing Pilot Program
XA - STP, Any Area
XBR - Rollup Fed Bridge (BRT+MABR)
XL - STP, Areas <= 200k Population
XU - STP, Areas > 200k Population (Same as SU)

LOCAL FUND CODES

9th GT - 9th Cent Local Option Gas Tax
CIGP - County Incentive Grant Program
IFZ1 - Volusia County Impact Fee Zone 1
IFZ2 - Volusia County Impact Fee Zone 2
IFZ3 - Volusia County Impact Fee Zone 3

IFZ4 - Volusia County Impact Fee Zone 4
LAP - Local Area Program
LF - Local Funds
LF/FED - Local or Federal Funds for Candidate Project

LFF - Local Funds for Matching F/A
LFP - Local Funds - Private
LFR - Local Funds/Reimbursable
LOGT - Local Option Gas Tax
One - One Cent Gas Tax Funding

PHASE CODES

ADM - Administration
CAP - Capital
CST - Construction
DSB - Design/Build
ENG - Engineering
ENV - Environmental
LAP - Local Agency Program
MAT - Maintenance

MNT - Maintenance
MSC - Miscellaneous Transportation Improvements
OPR - Operations
OPS - Operations
PD&E - Project Development and Environmental

PDE - Project Development and Environmental
PE - Preliminary Engineering (Design)
PLN - Planning
ROW - Right-of-Way Acquisition
RRU - Rail Road Utilities

APPENDIX III
FY 2018/2019 Obligated Federal Projects

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FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

DATE RUN: 10/02/2018
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HIGHWAYS
=====

ITEM NUMBER:415964 1
DISTRICT:05
ROADWAY ID:73000003

PROJECT DESCRIPTION:OLD KINGS RD FROM OAK TRAILS BLVD TO FOREST GROVE DRIVE
COUNTY:FLAGLER
PROJECT LENGTH: 4.200MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

| FUND CODE | 2018 |
|---|---------------|
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FLAGLER COUNTY BOARD OF COUNTY SA | 44,910 |
| TOTAL 415964 1 | 44,910 |
| TOTAL 415964 1 | 44,910 |

ITEM NUMBER:417467 1
DISTRICT:05
ROADWAY ID:73010000

PROJECT DESCRIPTION:SR 5 (US 1) SIDEWALK FROM E WOODLAND AVENUE TO ROYAL PALMS PARKWAY
COUNTY:FLAGLER
PROJECT LENGTH: 2.427MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA | -948 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FLAGLER COUNTY BOARD OF COUNTY TALN | 15,376 |
| TOTAL 417467 1 | 14,428 |
| TOTAL 417467 1 | 14,428 |

ITEM NUMBER:427118 2
DISTRICT:05
ROADWAY ID:73000035

PROJECT DESCRIPTION:SR 100/ US 1 CONNECTOR
COUNTY:FLAGLER
PROJECT LENGTH: 2.000MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HPP | 58,285 |
| TOTAL 427118 2 | 58,285 |
| TOTAL 427118 2 | 58,285 |

ITEM NUMBER:428536 1
DISTRICT:05
ROADWAY ID:73000012

PROJECT DESCRIPTION:SEMINOLE WOODS TRAIL FROM SR 5 (US 1) TO SESAME BOULEVARD
COUNTY:FLAGLER
PROJECT LENGTH: 1.375MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|-------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM COAST SU | -2,111 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 1,127 |
| TOTAL 428536 1 | -984 |
| TOTAL 428536 1 | -984 |

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=====

ITEM NUMBER:438003 1 PROJECT DESCRIPTION:I-95 FROM VOLUSIA COUNTY LINE TO NORTH OF PALM COAST PARKWAY
DISTRICT:05 COUNTY:FLAGLER
ROADWAY ID:73001000 PROJECT LENGTH: 12.488MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| FUND CODE | 2018 |
|--|-----------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 1,201,263 |
| TOTAL 438003 1 | 1,201,263 |
| TOTAL 438003 1 | 1,201,263 |

ITEM NUMBER:440557 2 PROJECT DESCRIPTION:SR A1A WASHOUT/ROAD RECONSTRUCTION - HURRICANE MATTHEW
DISTRICT:05 COUNTY:FLAGLER
ROADWAY ID:73030000 PROJECT LENGTH: .581MI

NON-SIS
TYPE OF WORK:EMERGENCY OPERATIONS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|---------|
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| ER17 | 325,000 |
| TOTAL 440557 2 | 325,000 |
| TOTAL 440557 2 | 325,000 |

ITEM NUMBER:440792 1 PROJECT DESCRIPTION:SEMINOLE WOODS BLVD/TOWN CENTER BLVD @ SR 100
DISTRICT:05 COUNTY:FLAGLER
ROADWAY ID:73000012 PROJECT LENGTH: .002MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2018 |
|---|---------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM COAST | |
| SU | 254,736 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 5,000 |
| TOTAL 440792 1 | 259,736 |
| TOTAL 440792 1 | 259,736 |

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HIGHWAYS
=====

| | | | | | |
|---|--|---|--|---------------------------------------|--|
| ITEM NUMBER:240836 1 | | PROJECT DESCRIPTION:SR 40 FROM SR 15 US 17 TO SR 11 | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:ADD LANES & RECONSTRUCT | |
| ROADWAY ID:79100000 | | PROJECT LENGTH: 6.376MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2 | |
| FUND CODE | | 2018 | | | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| CM | | | | 245,567 | |
| TOTAL 240836 1 | | | | 245,567 | |
| TOTAL 240836 1 | | | | 245,567 | |
| ITEM NUMBER:240992 7 | | PROJECT DESCRIPTION:SR 5 US 1 AT REED CANAL ROAD | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:INTERSECTION IMPROVEMENT | |
| ROADWAY ID:79010000 | | PROJECT LENGTH: .179MI | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 | |
| FUND CODE | | 2018 | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| SU | | | | 328,262 | |
| TOTAL 240992 7 | | | | 328,262 | |
| TOTAL 240992 7 | | | | 328,262 | |
| ITEM NUMBER:240992 8 | | PROJECT DESCRIPTION:SR 5 US 1 AT BIG TREE ROAD | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:INTERSECTION IMPROVEMENT | |
| ROADWAY ID:79010000 | | PROJECT LENGTH: .200MI | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 | |
| FUND CODE | | 2018 | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| SU | | | | 5,111 | |
| TOTAL 240992 8 | | | | 5,111 | |
| TOTAL 240992 8 | | | | 5,111 | |
| ITEM NUMBER:242172 1 | | PROJECT DESCRIPTION:CR 4050 ORANGE AVE BR#794003 VETERANS MEMORIAL BRIDGE | | *NON-SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:BRIDGE REPLACEMENT | |
| ROADWAY ID:79250500 | | PROJECT LENGTH: .350MI | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 | |
| FUND CODE | | 2018 | | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| RED | | | | 270 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | | | | |
| SA | | | | 532,496 | |
| TOTAL 242172 1 | | | | 532,766 | |
| TOTAL 242172 1 | | | | 532,766 | |
| ITEM NUMBER:242715 2 | | PROJECT DESCRIPTION:I-95 0.5 MILES N OF SR 44 TO 1.6 MI N OF US 92 | | *SIS* | |
| DISTRICT:05 | | COUNTY:VOLUSIA | | TYPE OF WORK:ADD LANES & RECONSTRUCT | |
| ROADWAY ID:79002000 | | PROJECT LENGTH: 13.856MI | | LANES EXIST/IMPROVED/ADDED: 5/ 4/ 2 | |
| FUND CODE | | 2018 | | | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | | | | |
| NHPP | | | | 9,520 | |

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=====

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|-----------------------|------------------|
| NHPP | -97,162 |
| SA | 1,604,393 |
| TOTAL 242715 2 | 1,516,751 |
| TOTAL 242715 2 | 1,516,751 |

ITEM NUMBER:404419 2 PROJECT DESCRIPTION:SR 600 (US 92) PHASE II FROM SR5A (NOVA RD) TO LINCOLN STREET
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79060000 PROJECT LENGTH: .582MI

NON-SIS
TYPE OF WORK:URBAN CORRIDOR IMPROVEMENTS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND
CODE

2018

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|-----------------------|---------------|
| SA | 12,475 |
| TOTAL 404419 2 | 12,475 |
| TOTAL 404419 2 | 12,475 |

ITEM NUMBER:408464 1 PROJECT DESCRIPTION:I-4 FROM SR 44 TO E OF I-95
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79110000 PROJECT LENGTH: 13.714MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 5/ 4/ 4

FUND
CODE

2018

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|-----------------------|----------------|
| EB | -9,024 |
| NHPP | 580,094 |
| SA | 5,000 |
| TOTAL 408464 1 | 576,070 |
| TOTAL 408464 1 | 576,070 |

ITEM NUMBER:408464 2 PROJECT DESCRIPTION:SR 400 (I-4) E OF SR 15/600 (US 17/92) TO 1/2 MILE E OF SR 472
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79110000 PROJECT LENGTH: 10.000MI

SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 4

FUND
CODE

2018

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|-----------------------|----------------|
| NHPP | 831,326 |
| TOTAL 408464 2 | 831,326 |
| TOTAL 408464 2 | 831,326 |

ITEM NUMBER:410251 1 PROJECT DESCRIPTION:SR 15 (US 17) FROM DELEON SPRINGS BLVD TO SR 40
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79050000 PROJECT LENGTH: 6.848MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND
CODE

2018

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT

| | |
|-----------------------|------------------|
| SA | 6,182,432 |
| TOTAL 410251 1 | 6,182,432 |
| TOTAL 410251 1 | 6,182,432 |

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=====

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:415434 3 | PROJECT DESCRIPTION:EAST CENTRAL FL RAIL TRAIL FROM BREVARD COUNTY LINE TO COW CREEK | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID: | PROJECT LENGTH: .000 | TYPE OF WORK:BIKE PATH/TRAIL |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2018 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 14,250 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | |
| SA | 953,828 | |
| TALT | 439,258 | |
| TOTAL 415434 3 | 1,407,336 | |
| TOTAL 415434 3 | 1,407,336 | |

| | | |
|---|---|-------------------------------------|
| ITEM NUMBER:415434 7 | PROJECT DESCRIPTION:EAST CENTRAL FLORIDA RAIL TRAIL FROM COW CREEK TO DALE ST | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID: | PROJECT LENGTH: .000 | TYPE OF WORK:BIKE PATH/TRAIL |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2018 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| CM | 68 | |
| TOTAL 415434 7 | 68 | |
| TOTAL 415434 7 | 68 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:415434 9 | PROJECT DESCRIPTION:EAST CENTRAL FLORIDA RAIL TRAIL / GOBBLER'S LODGE RD TO MAYTOWN SPUR | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID: | PROJECT LENGTH: .000 | TYPE OF WORK:BIKE PATH/TRAIL |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2018 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 10,000 | |
| SE | 1,721 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | | |
| SE | -63,410 | |
| TOTAL 415434 9 | -51,689 | |
| TOTAL 415434 9 | -51,689 | |

| | | |
|---|--|-------------------------------------|
| ITEM NUMBER:417016 1 | PROJECT DESCRIPTION:SPRING TO SPRING TR PH 3 FROM FRENCH AVE TO SAXON BLVD/SMITH EXT | *NON-SIS* |
| DISTRICT:05 | COUNTY:VOLUSIA | |
| ROADWAY ID: | PROJECT LENGTH: .000 | TYPE OF WORK:BIKE PATH/TRAIL |
| | | LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0 |
| FUND CODE | 2018 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| EB | -13,142 | |
| TOTAL 417016 1 | -13,142 | |
| TOTAL 417016 1 | -13,142 | |

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ITEM NUMBER:422627 1 PROJECT DESCRIPTION:SR 600 / US 92 FROM I-4 EAST BOUND RAMP TO TOMOKA FARMS ROAD
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79060000 PROJECT LENGTH: 2.197MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

| FUND CODE | 2018 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SA | 5,000 |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT TALT | 1,900,000 |
| TOTAL 422627 1 | 1,905,000 |
| TOTAL 422627 1 | 1,905,000 |

ITEM NUMBER:430040 1 PROJECT DESCRIPTION:TURNBULL BAY ROAD OVER TURNBULL CREEK
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000015 PROJECT LENGTH: .244MI

NON-SIS
TYPE OF WORK:BRIDGE REPLACEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|------------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHBR | 22,306 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG NHBR | 4,206,577 |
| TOTAL 430040 1 | 4,228,883 |
| TOTAL 430040 1 | 4,228,883 |

ITEM NUMBER:430176 1 PROJECT DESCRIPTION:PIONEER TRAIL AT TURNBULL BAY ROAD INTERSECTION IMPROVEMENT
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79550000 PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -1,844 |
| TOTAL 430176 1 | -1,844 |
| TOTAL 430176 1 | -1,844 |

ITEM NUMBER:430677 1 PROJECT DESCRIPTION:SR 400 (BEVILLE RD) FROM W OF WOODCREST DR TO W OF US1 (RIDGEWOOD)
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79001000 PROJECT LENGTH: 2.349MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA | -9,307 |
| TOTAL 430677 1 | -9,307 |
| TOTAL 430677 1 | -9,307 |

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=====

ITEM NUMBER:430678 1
DISTRICT:05
ROADWAY ID:79010000

PROJECT DESCRIPTION:SR 5 (US1) FROM SOUTH STREET TO MAGNOLIA/SHANGRILA DR
COUNTY:VOLUSIA
PROJECT LENGTH: 8.100MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | 2018 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 228,462 |
| TOTAL 430678 1 | 228,462 |
| TOTAL 430678 1 | 228,462 |

ITEM NUMBER:432442 1
DISTRICT:05
ROADWAY ID:79080000

PROJECT DESCRIPTION:SR 600 (US 92) MULTIPLE SECTIONS
COUNTY:VOLUSIA
PROJECT LENGTH: .687MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

| FUND CODE | 2018 |
|---|-----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | -6,859 |
| SA | -178,131 |
| TOTAL 432442 1 | -184,990 |
| TOTAL 432442 1 | -184,990 |

ITEM NUMBER:432455 1
DISTRICT:05
ROADWAY ID:79110000

PROJECT DESCRIPTION:I-4 (SR 400) FROM ST JOHNS BRIDGE TO S OF ENTERPRISE RD
COUNTY:VOLUSIA
PROJECT LENGTH: 5.400MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| FUND CODE | 2018 |
|---|--------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 1,586 |
| TOTAL 432455 1 | 1,586 |
| TOTAL 432455 1 | 1,586 |

ITEM NUMBER:433487 1
DISTRICT:05
ROADWAY ID:79000112

PROJECT DESCRIPTION:SR 400 (BEVILLE RD) RR CROSSING # 271949W
COUNTY:VOLUSIA
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHH | -1,542 |
| TOTAL 433487 1 | -1,542 |
| TOTAL 433487 1 | -1,542 |

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=====

ITEM NUMBER:433615 1
DISTRICT:05
ROADWAY ID:79050000

PROJECT DESCRIPTION:SR 15 (US 17) FROM HAGSTROM RD TO WASHINGTON AVENUE
COUNTY:VOLUSIA
PROJECT LENGTH: 1.489MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA | 224 |
| TOTAL 433615 1 | 224 |
| TOTAL 433615 1 | 224 |

ITEM NUMBER:433671 1
DISTRICT:05
ROADWAY ID:79000001

PROJECT DESCRIPTION:DOYLE ROAD PAVED SHOULDERS FROM COURTLAND BLVD TO SR 415
COUNTY:VOLUSIA
PROJECT LENGTH: 1.529MI

NON-SIS
TYPE OF WORK:PAVE SHOULDERS
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -3,223 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG SU | -81,004 |
| TOTAL 433671 1 | -84,227 |
| TOTAL 433671 1 | -84,227 |

ITEM NUMBER:435056 1
DISTRICT:05
ROADWAY ID:79110000

PROJECT DESCRIPTION:I-4 (SR 400) AT SR 472, ORANGE CAMP RD, DIRKSEN RD, SR 44 AND US 92
COUNTY:VOLUSIA
PROJECT LENGTH: 25.183MI

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| FUND CODE | 2018 |
|--|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT EB | 162 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP SA | 14,500 79,549 |
| TOTAL 435056 1 | 94,211 |
| TOTAL 435056 1 | 94,211 |

ITEM NUMBER:435487 1
DISTRICT:05
ROADWAY ID:79900002

PROJECT DESCRIPTION:FLAGLER AVE SIDEWALK FROM 12TH ST TO WEST PARK AVE
COUNTY:VOLUSIA
PROJECT LENGTH: .910MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF EDGEWATER SU | -1,984 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -3,830 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF EDGEWATER TALU | 373,500 |

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=====

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
TALU
TOTAL 435487 1
TOTAL 435487 1

8,187
375,873
375,873

ITEM NUMBER:435499 1 PROJECT DESCRIPTION:W. FRENCH AVE SIDEWALK FROM VALENTINE PARK TO N. CARPENTER AVE.
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000010 PROJECT LENGTH: 1.250MI

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2018

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

-1,510

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

7,586

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ORANGE CITY, CITY OF
SU

615,790

TOTAL 435499 1
TOTAL 435499 1

621,866
621,866

ITEM NUMBER:435532 1 PROJECT DESCRIPTION:BIG TREE ROAD SHARED USE PATH FROM NOVA RD TO E OF SEGRAVE ST
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000098 PROJECT LENGTH: 1.210MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

FUND
CODE

2018

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF SOUTH DAYTONA
SU

225,663

TOTAL 435532 1
TOTAL 435532 1

225,663
225,663

ITEM NUMBER:435535 1 PROJECT DESCRIPTION:FORREST HILLS CONNECTOR FROM OLD TOMOKA RD TO SCOTTSDALE DRIVE
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID: PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND
CODE

2018

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORMOND BEACH
SU

51,679

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

-924

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORMOND BEACH
SU
TALU

390,680
63,172

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU

28,061

TOTAL 435535 1
TOTAL 435535 1

532,668
532,668

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ITEM NUMBER:435536 1 PROJECT DESCRIPTION:VICTORIA GARDENS FROM CLYDE MORRIS BLVD TO APPLEVIEW WAY
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID: PROJECT LENGTH: .000

| FUND CODE | 2018 |
|--|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -1,817 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY PORT ORANGE, CITY OF SU | -4,837 |
| TOTAL 435536 1 | -6,654 |
| TOTAL 435536 1 | -6,654 |

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

ITEM NUMBER:435538 1 PROJECT DESCRIPTION:W FRENCH AVE FROM SPRING TO SPRING TRAIL TO VALENTINE PARK
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000010 PROJECT LENGTH: .603MI

| FUND CODE | 2018 |
|---|---------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF ORANGE CITY SU | 76,805 |
| TOTAL 435538 1 | 76,805 |
| TOTAL 435538 1 | 76,805 |

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

ITEM NUMBER:435580 1 PROJECT DESCRIPTION:LANTERN PARK BRIDGE REPLACEMENT FROM N REED CANAL TO S REED CANAL
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000338 PROJECT LENGTH: .077MI

| FUND CODE | 2018 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -25,758 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY SOUTH DAYTONA, CITY OF SA | 191,707 |
| TOTAL 435580 1 | 165,949 |
| TOTAL 435580 1 | 165,949 |

NON-SIS
TYPE OF WORK:BRIDGE REPLACEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

ITEM NUMBER:435588 1 PROJECT DESCRIPTION:MAGNOLIA STREET SIDEWALK FROM 6TH STREET TO 10TH STREET
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID: PROJECT LENGTH: .000

| FUND CODE | 2018 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF NEW SMYRNA BEACH SU | 115,767 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 5,000 |
| TOTAL 435588 1 | 120,767 |
| TOTAL 435588 1 | 120,767 |

NON-SIS
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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ITEM NUMBER:435595 1 PROJECT DESCRIPTION:DOYLE ROAD PAVED SHOULDERS FROM LUSH LANE TO COURTLAND BLVD
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000001 PROJECT LENGTH: .800MI

NON-SIS
TYPE OF WORK:PAVE SHOULDERS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 5,000 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG SU | 535,620 |
| TOTAL 435595 1 | 540,620 |
| TOTAL 435595 1 | 540,620 |

ITEM NUMBER:435596 1 PROJECT DESCRIPTION:SR 1A (ATLANTIC AVE) MAST ARM AT CARDINAL DRIVE
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79080000 PROJECT LENGTH: .026MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2018 |
|--|------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -58 |
| TOTAL 435596 1 | -58 |
| TOTAL 435596 1 | -58 |

ITEM NUMBER:435645 1 PROJECT DESCRIPTION:CALLE GRANDE ST FEC CROSSING #271924-B
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000083 PROJECT LENGTH: .200MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|----------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -24,387 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -4,983 |
| TOTAL 435645 1 | -29,370 |
| TOTAL 435645 1 | -29,370 |

ITEM NUMBER:435671 1 PROJECT DESCRIPTION:LAKESHORE SHARED USE PATH FROM THORNBY PARK TO GREEN SPRINGS PARK
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79000183 PROJECT LENGTH: .445MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | -1,692 |
| TOTAL 435671 1 | -1,692 |
| TOTAL 435671 1 | -1,692 |

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=====

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ITEM NUMBER:436235 1
DISTRICT:05
ROADWAY ID:79070000

PROJECT DESCRIPTION:SR 44 FROM E OF PREVATT AVE TO E OF HIDDEN PINES
COUNTY:VOLUSIA
PROJECT LENGTH: 16.112MI

NON-SIS
TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2018 |
|---|-----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | -118,555 |
| TOTAL 436235 1 | -118,555 |
| TOTAL 436235 1 | -118,555 |

ITEM NUMBER:436912 1
DISTRICT:05
ROADWAY ID:79000098

PROJECT DESCRIPTION:BIG TREE ROAD RAILROAD CROSSING # 271950-R
COUNTY:VOLUSIA
PROJECT LENGTH: .020MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|--------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHP | 1,213 |
| TOTAL 436912 1 | 1,213 |
| TOTAL 436912 1 | 1,213 |

ITEM NUMBER:436914 1
DISTRICT:05
ROADWAY ID:79000370

PROJECT DESCRIPTION:HULL ROAD RAILROAD CROSSING # 273011-R
COUNTY:VOLUSIA
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| RHP | -5,542 |
| TOTAL 436914 1 | -5,542 |
| TOTAL 436914 1 | -5,542 |

ITEM NUMBER:436915 1
DISTRICT:05
ROADWAY ID:79190000

PROJECT DESCRIPTION:SR 5A/FRONTAGE FROM BRENTWOOD DR/3RD/8TH/10TH ST TO 8TH/S FLOMICH ST
COUNTY:VOLUSIA
PROJECT LENGTH: 3.097MI

NON-SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| FUND CODE | 2018 |
|---|-----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | -910,245 |
| SA | -68 |
| TOTAL 436915 1 | -910,313 |
| TOTAL 436915 1 | -910,313 |

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ITEM NUMBER:436918 1
DISTRICT:05
ROADWAY ID:79100000

PROJECT DESCRIPTION:SR 40 RAILROAD CROSSING # 621284-W
COUNTY:VOLUSIA
PROJECT LENGTH: .024MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|--|---------|
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHP | -72,946 |
| TOTAL 436918 1 | -72,946 |
| TOTAL 436918 1 | -72,946 |

ITEM NUMBER:437311 1
DISTRICT:05
ROADWAY ID:79010000

PROJECT DESCRIPTION:DAYTONA BEACH WAYFINDING PROJECT-VARIOUS STATE HIGHWAY & CITY STREETS
COUNTY:VOLUSIA
PROJECT LENGTH: 54.276MI

NON-SIS
TYPE OF WORK:SIGNING/PAVEMENT MARKINGS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2018 |
|--|--------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS SU | -6,574 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SA | -3,424 |
| TOTAL 437311 1 | -9,998 |
| TOTAL 437311 1 | -9,998 |

ITEM NUMBER:437935 1
DISTRICT:05
ROADWAY ID:79000374

PROJECT DESCRIPTION:BARRACUDA BLVD FROM QUAY ASSISI TO THE MIDDLE WAY
COUNTY:VOLUSIA
PROJECT LENGTH: .110MI

NON-SIS
TYPE OF WORK:BRIDGE REPLACEMENT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|--|--------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT BRTZ | 18,171 |
| TOTAL 437935 1 | 18,171 |
| TOTAL 437935 1 | 18,171 |

ITEM NUMBER:438038 1
DISTRICT:05
ROADWAY ID:79110000

PROJECT DESCRIPTION:I-4 (SR 400), FROM .9 MI'S S OF SAXON BLVD TO .7 MI'S N OF SR 472
COUNTY:VOLUSIA
PROJECT LENGTH: 4.730MI

SIS
TYPE OF WORK:RESURFACING
LANES EXIST/IMPROVED/ADDED: 6/ 6/ 0

| FUND CODE | 2018 |
|--|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 308,793 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT NHRE | 292,086 |
| TOTAL 438038 1 | 600,879 |
| TOTAL 438038 1 | 600,879 |

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ITEM NUMBER:438982 1
DISTRICT:05
ROADWAY ID:79030000

PROJECT DESCRIPTION:US 1/SR 5 FROM 6TH STREET TO FLOMICH STREET
COUNTY:VOLUSIA
PROJECT LENGTH: 1.833MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNAL UPDATE
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2018 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 10,000 |
| SU | 275,141 |
| TOTAL 438982 1 | 285,141 |
| TOTAL 438982 1 | 285,141 |

ITEM NUMBER:438990 1
DISTRICT:05
ROADWAY ID:79000001

PROJECT DESCRIPTION:DOYLE ROAD PAVED SHOULDERS FROM PROVIDENCE BLVD TO SAXON BLVD
COUNTY:VOLUSIA
PROJECT LENGTH: 1.570MI

NON-SIS
TYPE OF WORK:PAVE SHOULDERS
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 1,772 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA COUNTY CONST ENG | |
| SU | 25,000 |
| TOTAL 438990 1 | 26,772 |
| TOTAL 438990 1 | 26,772 |

ITEM NUMBER:439057 1
DISTRICT:05
ROADWAY ID:79190000

PROJECT DESCRIPTION:NOVA ROAD TRAIL FROM BELLEVUE AVENUE TO SOUTH STREET
COUNTY:VOLUSIA
PROJECT LENGTH: .245MI

NON-SIS
TYPE OF WORK:BIKE PATH/TRAIL
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| FUND CODE | 2018 |
|--|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS | |
| TALU | 31,932 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALU | -4,591 |
| TOTAL 439057 1 | 27,341 |
| TOTAL 439057 1 | 27,341 |

ITEM NUMBER:439881 3
DISTRICT:05
ROADWAY ID:79220002

PROJECT DESCRIPTION:VOLUSIA COUNTY PEDESTRIAN LIGHTING BUNDLE C
COUNTY:VOLUSIA
PROJECT LENGTH: .302MI

NON-SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2018 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | -60,000 |
| TOTAL 439881 3 | -60,000 |
| TOTAL 439881 3 | -60,000 |

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ITEM NUMBER:440092 1
DISTRICT:05
ROADWAY ID:79000146

PROJECT DESCRIPTION:CATALINA BOULEVARD @ HOWLAND BOULEVARD
COUNTY:VOLUSIA
PROJECT LENGTH: .123MI

NON-SIS
TYPE OF WORK:ADD TURN LANE(S)
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 1

| | |
|--|----------------|
| FUND CODE | 2018 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DELTONA SU | 210,813 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 5,249 |
| TOTAL 440092 1 | 216,062 |
| TOTAL 440092 1 | 216,062 |

ITEM NUMBER:440602 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:RONNOC LANE RAIL CROSSING 271968-B
COUNTY:VOLUSIA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|--|---------------|
| FUND CODE | 2018 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHH | 64,680 |
| TOTAL 440602 1 | 64,680 |
| TOTAL 440602 1 | 64,680 |

ITEM NUMBER:440605 1
DISTRICT:05
ROADWAY ID:79000076

PROJECT DESCRIPTION:CR 4018 (FLOMICH ST) RAIL CROSSING 271925-H
COUNTY:VOLUSIA
PROJECT LENGTH: .001MI

NON-SIS
TYPE OF WORK:RAIL SAFETY PROJECT
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| | |
|--|----------------|
| FUND CODE | 2018 |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT RHH | 187,976 |
| TOTAL 440605 1 | 187,976 |
| TOTAL 440605 1 | 187,976 |

ITEM NUMBER:442467 1
DISTRICT:05
ROADWAY ID:79040000

PROJECT DESCRIPTION:SR 15 / US 17-92 AT FORT FLORIDA RD
COUNTY:VOLUSIA
PROJECT LENGTH: .002MI

NON-SIS
TYPE OF WORK:TRAFFIC SIGNALS
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| | |
|--|----------------|
| FUND CODE | 2018 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 312,000 |
| TOTAL 442467 1 | 312,000 |
| TOTAL 442467 1 | 312,000 |

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=====

ITEM NUMBER:442499 1 PROJECT DESCRIPTION:SR 44 FROM AIRPORT RD TO E 3RD AVE.
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79070000 PROJECT LENGTH: 8.043MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2018 |
|--|---------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 222,476 |
| TOTAL 442499 1 | 222,476 |
| TOTAL 442499 1 | 222,476 |

ITEM NUMBER:442522 1 PROJECT DESCRIPTION:SR 421 FROM SUMMER TREES RD TO SR 5 / A1A
DISTRICT:05 COUNTY:VOLUSIA
ROADWAY ID:79230000 PROJECT LENGTH: 4.217MI

NON-SIS
TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| FUND CODE | 2018 |
|--|------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 253,260 |
| TOTAL 442522 1 | 253,260 |
| TOTAL 442522 1 | 253,260 |
| TOTAL DIST: 05 | 23,313,481 |
| TOTAL HIGHWAYS | 23,313,481 |

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PLANNING
=====

ITEM NUMBER:439333 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2016/2017-2017/2018 UPWP
COUNTY:VOLUSIA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING | |
| PL | 452,362 |
| TOTAL 439333 1 | 452,362 |
| TOTAL 439333 1 | 452,362 |

ITEM NUMBER:439333 2
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:RIVER TO SEA TPO URBAN AREA FY 2018/2019-2019/2020 UPWP
COUNTY:VOLUSIA
PROJECT LENGTH: .000

NON-SIS
TYPE OF WORK:TRANSPORTATION PLANNING
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2018 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY VOLUSIA TRANSPORTATION PLANNING | |
| PL | 217,858 |
| SU | 317,471 |
| TOTAL 439333 2 | 535,329 |
| TOTAL 439333 2 | 535,329 |
| TOTAL DIST: 05 | 987,691 |
| TOTAL PLANNING | 987,691 |

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*NON-SIS*
TYPE OF WORK:CAPITAL FOR FIXED ROUTE
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

| FUND CODE | 2018 |
|--|-----------|
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: RESPONSIBLE AGENCY NOT AVAILABLE | |
| SU | 1,341,591 |
| TOTAL 425441 1 | 1,341,591 |
| TOTAL 425441 1 | 1,341,591 |
| TOTAL DIST: 05 | 1,341,591 |
| TOTAL TRANSIT | 1,341,591 |

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MISCELLANEOUS
=====

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ITEM NUMBER:439972 1
DISTRICT:05
ROADWAY ID:

PROJECT DESCRIPTION:NORTH STREET FROM CLYDE MORRIS BLVD TO NOVA ROAD
COUNTY:VOLUSIA
PROJECT LENGTH: .000

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*NON-SIS*
TYPE OF WORK:SIDEWALK
LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

```

| FUND CODE | 2018 |
|--|------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF DAYTONA BEACH/PUB WORKS SU | 259,360 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 3,000 |
| TOTAL 439972 1 | 262,360 |
| TOTAL 439972 1 | 262,360 |
| TOTAL DIST: 05 | 262,360 |
| TOTAL MISCELLANEOUS | 262,360 |
| GRAND TOTAL | 25,905,123 |

APPENDIX IV

Florida TPM Consensus Planning Agreement



Transportation Performance Measures Consensus Planning Document

Purpose and Authority

This document has been cooperatively developed by the Florida Department of Transportation (FDOT) and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Mark Reichert, Administrator for Metropolitan Planning, Office of Policy Planning, Florida Department of Transportation, 850-414-4901, mark.reichert@dot.state.fl.us

Carl Mikyska, Executive Director, MPOAC, 850-414-4062, carl.mikyska@mpoac.org

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APPENDIX V

Resolution 2019 - ##

Adopting the

FY 2019/20 to FY 2023/24 Transportation Improvement Program (TIP)

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REVISION LOG

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