

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2022-05

**RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION AMENDING
THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP) TO REFLECT FUNDING FOR
I-95 INTERCHANGES AT LPGA BOULEVARD AND US 1**

WHEREAS Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303; and 23 CFR 450.324(a) require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; the River to Sea TPO's 2040 LRTP has developed a 25-year planning horizon plan; and

WHEREAS, 23 CFR 450.324(g)(11) requires that each long range transportation plan include a financial plan that demonstrates how the adopted transportation plan can be implemented; and

WHEREAS, 23 C.F.R. 450.306 establishes the planning factors that must be considered by each metropolitan planning organization in the development of a long range plan; and

WHEREAS, the River to Sea TPO Board is seeking to amend the Connect 2045 LRTP to reflect updated funding for I-95 Interchanges at LPGA Boulevard and US 1; and

WHEREAS, the River to Sea TPO has solicited public comment on the proposed amendment during a public review period meeting the required 30 days as prescribed in Chapter 8 of the adopted plan; and

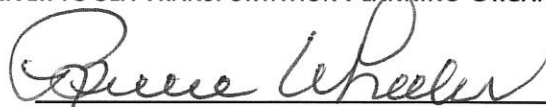
WHEREAS, after due consideration of the recommendations of its staff and advisory committees and input from the public, the board has determined that approval of these amendments are necessary and/or appropriate.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that:

1. The River to Sea TPO's Connect 2045 LRTP is hereby amended as described below and more particularly shown in "Amendment 2":
 - a. Revisions to Chapter 6, Appendix B, and Appendix C to reflect updated funding and project limits for the I-95 Interchange at LPGA Boulevard.
 - b. Revisions to Chapter 6, Appendix B, and Appendix C to reflect updated funding for the I-95 Interchange at US 1.
2. The Chairperson of the River to Sea TPO (or their designee) is hereby authorized and directed to submit the Connect 2045 LRTP as amended to the:
 - a. Florida Department of Transportation;
 - b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and the
 - c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the **23rd** day of **March 2022**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION



**VOLUSIA COUNTY COUNCIL MEMBER BILLIE WHEELER
CHAIRPERSON, RIVER TO SEA TPO**

CERTIFICATE:

The undersigned, duly qualified and acting Recording Secretary of the River to Sea TPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the River to Sea TPO held on March 23, 2022.

ATTEST:



DEBBIE STEWART, RECORDING SECRETARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

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

Overview

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

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

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

TIP ROADWAY (CAPACITY) PROJECTS

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

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

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

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

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

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

Table 6-12: Connect 2045 SIS Cost Feasible Projects

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

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

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

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

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

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

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

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

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

Chapter 6 -Exhibit B

Strategic Intermodal System (SIS) - Cost Feasible Projects and Costs - Present Day Value (PDV)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)	Complete	\$	Complete	\$	2031-2035	\$ 36,923,000	2031-2035	\$ 613,310,000	COST FEASIBLE
	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D									COST FEASIBLE
	Saxon Blvd	I-4	Normandy Blvd	Ramp Improvements									COST FEASIBLE
	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	New Road & ML Ramps									COST FEASIBLE
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Complete	\$	Complete	\$	Programmed	\$ 9,090,704	2026-2030	\$ 56,875,662	COST FEASIBLE ¹
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 22,990,000	COST FEASIBLE
									Programmed	\$ 2,260,000			
									2026-2030	\$ 5,955,000			
D	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$	2031-2035	\$ 7,365,000	Programmed	\$ 2,411,357	2031-2035	\$ 49,098,000	COST FEASIBLE
									Programmed	\$ 429,000			
									2026-2030	\$ 181,000			
E	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$	2031-2035	\$ 6,338,000	Programmed	\$ 4,206,411	2031-2035	\$ 42,252,000	COST FEASIBLE
									Programmed	\$ 880,000			
									2026-2030	\$ 319,000			
F	I-95/LPGA Blvd	Williamson Blvd	E of Tomoka Farms Rd US 92	Interchange Improvement	Programmed Complete	\$ 3,420,000	Programmed 2031-2035	\$ 7,000,000 \$ 3,000,000	2026-2030 N/A	\$ 7,000,000	2031-2035	\$ 20,000,000	COST FEASIBLE
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000	2031-2035	\$ 2,775,000	Programmed	\$ 3,730,000	2036-2045	\$ 18,500,000	COST FEASIBLE
H	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,800,000 \$ 2,050,000	Programmed 2031-2035	\$ 3,300,000 \$ 4,200,000	2026-2030 TBD	\$ 3,300,000 TBD	2036-2045	\$ 28,000,000	COST FEASIBLE
I	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D					2031-2035	\$ 3,170,000	2036-2045	\$ 31,700,000	COST FEASIBLE
J	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	2031-2035	\$ 2,250,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
K	I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	Developer Funded						COST FEASIBLE - DEVELOPER FUNDED
L	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,000,000	TBD	TBD	TBD	TBD	TBD	TBD	PARTIALLY FUNDED ²

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials

U = Undivided; D = Divided; F = Freeway; TBD = To be determined

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

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